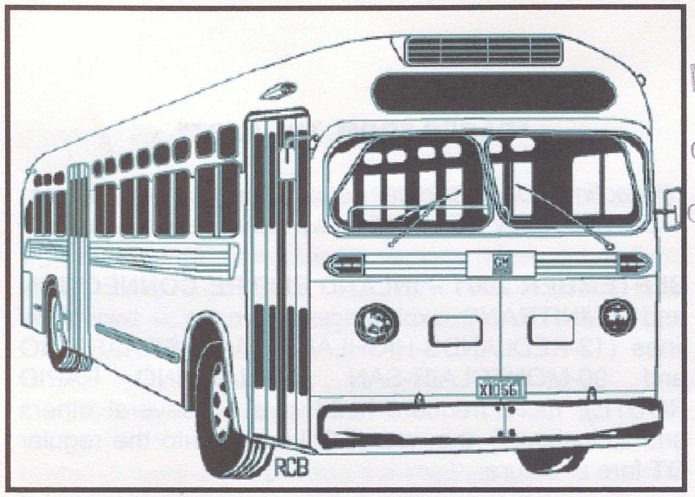


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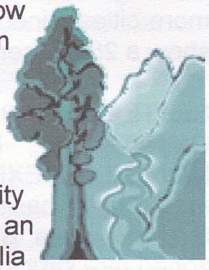
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VOL. 44, NO. 9 **September 2006**

SEQUOIA & KINGS CANYON NATIONAL PARK SHUTTLE (SKCNPS)

VISALIA: The Sequoia National Park is located about 50 miles east of Visalia on State Highway 198 and Visalia is often referred to as the *Gateway to the Sequoias.* Bus service had been operated between the Park and Visalia as late as the 1960's, but was discontinued due to the prevalence of automobiles.

As attendance at National Parks has continued to grow, increased congestion and pollution have resulted.



The National Park Service has now developed a demonstration program and funding for operation of mass transportation to and within various venues.

S&KCNP has been working with the City of Visalia to develop a plan for an external shuttle to run between Visalia and the park and also a within-the-park shuttle.

In 2004 Visalia received a $1.4 million grant for operation of an external shuttle for three years, but had not implemented the service because the NPS had not resolved the internal shuttle issue.

Last month, a $400,000 grant was awarded to Visalia to lease or purchase buses for the external shuttles and for marketing. S&KCNP was awarded $169,000 to lease buses for the internal shuttle.

The bus service would operate during the peak summer months, considered from Memorial Day to Labor Day. The three year demonstration period is expected to begin next May. The City of Visalia would operate the external shuttle and could negotiate with its present contractor, *M. V. TRANSPORTATION,* or request proposals from other firms. Likewise, NPS could contract with the City of Visalia to operate the internal shuttle or solicit proposals from others. Because of the numerous hairpin curves on *The General's Highway (*an extension of Highway 198 within the park), buses used on both the internal and external shuttles will be limited to 23 feet in length. Visalia is looking at a lease/ purchase arrangement for acquisition of these buses. Still to be completed are final routes and schedules, a marketing program and acquisition of the buses.

The shuttle program will be marketed largely at foreign visitors to inform them that they can make visits to S&KCNP by public transportation. The external shuttle will originate at the Visalia Transit Center and is expected to run to the Giant Forest Village, where riders may transfer to the internal shuttle. VTC is also the depot for **GREYHOUND LINES, INC.** The closest train station is at Hanford, about 25 miles west of Visalia with daily service operated by **ORANGE BELT STAGES** also operating as **AMTRAK THRUWAY.** The closest major airports are in Fresno and Bakersfield and there is currently no convenient way to travel to Visalia from these locations other than by automobile. Shuttle passengers who drove to Visalia would be able to park near the Visalia Transit Center.

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NEWS FROM OTHER ORGANIZATIONS

SOUTHERN CALIFORNIA TRANSIT ADVOCATES will conduct a study tour of the lines of **SANTA CLARITA TRANSIT** on Saturday, September 16, 2006.

The no-host trip will officially begin at the METROLINK Sylmar/San Fernando Station at 950 AM and returning in the evening. The itinerary includes coverage of all the **SCT** local lines. Los Angeles area participants are expected to ride the 900AM trip of **METROLINK's** ANTELOPE VALLEY LINE from Union Station.

The *PACIFIC BUS MUSEUM* will sponsor an "Old Blue" excursion on Saturday, October 21, 2006 featuring **OMNITRANS** 5876, a 1958 model GMC TDH-4801 (former **METROPOLITAN COACH LINES** 661/**LAMTA/ SCRTD** 5191) covering **OT** routes in the northwestern and northeastern portions of their service area, much of which covers the former **SAN BERNARDINO VALLEY TRANSIT COMPANY** routes. An **OT** garage tour will also be included. Trip cost is $30.00.

WT BACK ISSUES STILL AVAILABLE

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ISSN 1552-8604
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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)

SEPTEMBER 2001 – INLAND EMPIRE CONNECTION and **OMNITRANS** experienced changes – two NEW lines (12-REDLANDS-HIGHLAND-SAN BERNARDINO and 90-MONTCLAIR-SAN BERNARDINO RAPID ROUTE), more frequent headways on several others and inclusion of the new **IEC** Line 90 into the regular **OT** fare structure.

SEPTEMBER 1996 – The Harbor Freeway Transitway opened between 39th Street and Artesia Transit Center and **MTA** Lines 444, 445, 446, 447 and **LADOT** 448 were changed to use the roadway.

SEPTEMBER 1991 – A Corpus Christi (TX) judge approved a reorganization plan giving **GREYHOUND LINES, INC.** new management, new ownership and allowed the firm to emerge from bankruptcy.

SEPTEMBER 1986 – The LOS ANGELES COUNTY TRANSPORTATION COMMISSION adopted guidelines allowing formation of transportation zones if three or more cities joined together to operate transit and could show a 25 per cent savings over existing costs.

SEPTEMBER 1981 – The first express bus service in **OMNITRANS** history (75-SAN BERNARDINO-MONTCLAIR EXPRESS) began August 24th on a six-month trial basis serving Montclair, Ontario Airport, South Fontana, Bloomington and San Bernardino with a zoned fare structure – 60c/80c/$1.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

TULARE TRANSIT EXPRESS (TTX)

TULARE: **TTX** operates a system of six local fixed routes within the City of Tulare and connects with both **TULARE COUNTY AREA TRANSIT** and **VISALIA CITY COACH** buses.

Contract operations of **TTX** were assumed by *M. V. TRANSPORTATION* last year and the firm immediately began to work on improving the mechanical condition of the fleet of El Dorado National Transmark TRE-32 and Thomas transit buses.

Related to the shortcomings of the Tulare garage facility, normal maintenance is performed at either the Visalia (**VISALIA CITY COACH)** or Hanford **(KINGS AREA RURAL TRANSIT)** facilities, also *MV* contracts.

TTX fleet colors were a combination of purple and yellow stripes on white. Newer Transmarks were solid white with only the agency name, but no visible interior or exterior fleet number (*it was noted to be posted on the inside of the door to an exterior front door opening valve*). One of the first things *M. V.* did was install fleet numbers, although the former 2200s became 2000s.

TULARE COUNTY AREA TRANSIT (TCaT)

VISALIA: The Tulare County Board of Supervisors recently awarded a new three-year **TCaT** operations and maintenance contract, effective October 1, 2006, to *M. V. TRANSPORTATION.* The county funded service has been operated by *TRANS WEST SPECIALTIES,* a subsidiary of **ORANGE BELT STAGES,** for the past 25 years, since its inception. Newspaper reports say the **TCaT** fleet had fallen into disrepair and that *TWS* has agreed to repair the buses, prior to contract turnover, at their expense in accordance with an agreement based on a recent audit of the fleet. **TCaT** was operated from the **OBS** Visalia garage and arrangements for a new facility have yet to be finalized.

There will be no changes to routes, schedules nor fares with the contractor change.

VISALIA CITY COACH (VCC)

VISALIA: The City Council approved an across-the-board fare increase that was effective July 1st. Base fare went from 75 cents to $1, Day Pass $1.50 to $2.00, Senior fare 55 cents to 75 cents, Senior Day Pass $1.10 to $1.50, Dial-A-Ride regular fare $2.50 to $3.00, Senior and Disabled DAR $1.50 to $2.00, ADA DAR $1.25 to $1.50. Off peak senior/disabled fare remained 25 cents and regular monthly passes increased from $28 to $30.



The Summer 2006 route changes became effective on August 6th. Most noteworthy was the combination of Line 5-INNER WALNUT with 3-OUTER WALNUT into a new 5-WALNUT AVENUE. Previously, 5 ran from the Downtown Transit Center to Walnut & Mooney (Visalia Mall) and Line 3 operated between the Visalia Medical Center and Walnut & Mooney. Several months ago, the lines were operationally through routed but retained their old identities. Weekdays and Saturday, there are now three buses on a 30-minute headway and two buses on a 45-minute headway on Sunday.

The other major change concerned Visalia-Goshen service, Lines 106 and 610. These were essentially two concentric one-way loops, with 106 operating clockwise and 610 counter-clockwise, each hourly. This was a combination of former 6-VISALIA-GOSHEN VIA GOSHEN and 10-VISALIA-GOSHEN VIA MINERAL KING/NOBLE. Both routes had crossed over the *UNION PACIFIC (nee SOUTHERN PACIFIC)* tracks at two places in Goshen and were subject to delays by crossing freight trains. To avoid the delays, the lines were once again split into 6 via Goshen Ave and 10 via Mineral King/Noble and Hwy 198. Line 6 serves the part of Goshen east of the UP tracks while Line 10 serves the area to the west including the **GREYHOUND** Station (Goshen Jct.). Both operate hourly Monday-Saturday with a combined 6/10 on Sunday, also hourly.

The demonstration service (Line 9) to Farmersville and Exeter continues to do quite well and is the third most patronized of **VCC's** nine fixed routes, despite its 90-minute headway. Since the introduction of Line 9, weekday evening and Sunday hours were added in the fall of 2004.

Construction of the new Operations and Maintenance facility is on schedule for a January 2007 completion and this date is expected to coincide with the arrival of seven Orion VII 35-foot CNG powered low floor buses. Completion of a CNG fueling station on the new O&M property is expected for later this year. The three oldest buses in the fleet, 30-foot Gillig Phantoms 6212-6214 were decommissioned earlier this year and sold to an out of state location at a Bakersfield auction house.

DINUBA CONNECTION (DC)

DINUBA: The former **DINUBA TRANSIT** with one fixed route line (900AM-300PM and 25 cents a ride) and Dial-a-Ride ($1.50) will be replaced by **DC** on October 1st.

DC will offer a shorter fixed route line, but will operate every 30 minutes 900AM-600PM Monday-Thursday and until 900PM on Friday and Saturday (new day). All rides will now be FREE.

(Continued on page 4)

(Continued from page 3)

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: Additional September 2006 changes *(WT 8/06)* include another NEW line, 82A-RANCHO SANTA MARGARITA-LAGUNA NIGUEL METROLINK STA, a rerouting of Line 757-POMONA-SANTA ANA and a shift of weekend only 686-IRVINE SPECTRUM SHUTTLE *(WT 5/06)* from directly to contract operated.

Line 82A begins at Empressa and Santa Margarita and travels via Empressa, Arroyo, Banderas, Antonio, Crown Valley, Medical Center/College Drive, through the Saddleback College loop returning on Medical Center, Crown Valley and Forbes to the train station.

Service operates on weekdays during peak hours on an average 45-minute headway using two buses.

Line 757 was rerouted onto Katella and State College and away from the 57 Freeway to Chapman to State College/City Drive allowing passengers easier access to the Anaheim AMTRAK/METROLINK Station by alighting the bus at Katella and Howell and using a new walkway connecting the parking area of the 2300 East Katella Building with the platform of the railway station.

On weekends, except for the few Garden Grove D4 diesel powered, articulated buses on Line 43, all buses scheduled from both Garden Grove and Anaheim D6 will now be CNG powered, low floor NABIs. At this time, Santa Ana D1 is only diesel powered (*Ed Note – a CNG fueling facility is under construction*), but will only assign low floor buses on weekends.

The current **OCTA** fleet includes 574 directly operated fixed route and 80 contract operated fixed route buses. In addition, there are 264 paratransit vehicles. Direct operations are housed at three operating bases using 574 of the 700 parking spaces while contract buses are housed at one site, already at full capacity.

Projections over the next five years show full capacity at all directly operated locations and need for space for at least 43 more contract buses.

With the loss of the **OCTA** service contract last June, *LAIDLAW TRANSIT SERVICES* had a surplus bus garage at 16281 Construction Circle West in Irvine at a time when **OCTA** was looking for property. The parties negotiated a sale and the facility will be known as Division 2 and named Construction Circle. The Division 7 property, also in Irvine and located on Sand Canyon, will be renamed Sand Canyon. *(Ed. Note – industrial real estate in south Orange County is almost impossible to locate, is extremely expensive and bus garages are not sought after neighbors. The availability of LAIDLAW property was fortunate for all concerned).*

The Facilities Maintenance Department is surveying the Operations and Maintenance buildings to determine the needs as future use options are being discussed. The site could serve one or several uses – ACCESS Call Center, fleet bus parking, ACCESS garage, contract fixed route garage and/or directly operated bus garage.

Next March, **OCTA** will begin acceptance of 200 40-foot CNG New Flyers. By the following December, about 200 diesel buses (expected to include 54 30/3100 RTS, 69 Gillig Phantoms, 53 50/5100 series standard floor New Flyers and some number of 5200 series low floor Flyers) will be decommissioned and require storage.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: **VVTA** operated another one-day-only public route, 916-HESPERIA AIRSHOW SHUTTLE, between Hesperia Elks Club and Hesperia Airport on September 16 to mitigate traffic and congestion caused by this event held at the Hesperia Airport.

Service operated approximately every 20 minutes between 900AM and 400PM using two buses.

The route was open to the public and rides were FREE as all operating expenses were covered by the Hesperia Airport Association.

The **VVTA** Board recently declared the five Neoplan AN -345A commuter buses (1001-1005) as surplus and requested the Federal Transit Administration transfer title of the buses to the **LOS ANGELES DEPARTMENT OF TRANSPORTATION.**

Since the June 30, 3005 discontinuation of the VICTOR VALLEY COMMUTER, **VVTA** and San Bernardino Associated Governments searched for another San Bernardino County transit system to transfer the buses. *(Ed. Note – the plans to lease two each to **MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY** and **MORONGO BASIN TRANSIT AUTHORITY** (WT 11/05) did not take place*).

LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: An innovative on-site baggage check in and airline boarding pass issuance service was recently begun at Van Nuys FlyAway followed by Union Station Flyaway using the FLYAWAY program and then at the Los Angeles Convention Center using the services of BAGGAGE AIRLINE GUEST SERVICES, INC. of Orlando, Florida. *(Ed. Note – news reports refer to shuttle service availability, but WT does not yet have those details).* BAGS is the largest provider of off airport passenger check-in services in the world and, under Transportation Security Administration (TSA) guidelines, operates facilities in 15 cities.

(Continued on page 5)

The $5 service allows passengers to check two bags and receive their airline boarding passes at the terminal and they proceed directly to security screening at LAX.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The month saw a transition of DASH Packages 1 (Mid City), 2 (Northeast Los Angeles/ Westside) and 3 (San Fernando Valley) from *FIRST TRANSIT, INC.* to other contractors *(WT 4/06, 5/06).*

FIRST TRANSIT had advised **LADOT** earlier this year that they would not be able to continue operating these contracts without an increase in their contracted rate due to significantly increased operating costs. New RFPs were issued and *VEOLIA TRANSPORTATION (former CONNEX/ATC)* was awarded Package 3 while *M. V. TRANSPORTATION* received Packages 1 and 2.

Package 3 was transitioned on September 1st amid the expectation the strike action (Teamsters 848 against *FIRST TRANSIT*) would end with a new contractor. *VT* moved into the Ilex Avenue facility to operate the four Valley routes with a fleet of 33 (27 + 6) buses.

On September 18th, *M. V.* opened their Division 117 near Alameda and 7th as home base for the employees and buses for Packages 1 and 2.

Potential contractors were advised to structure their bids to operate a fleet of primarily propane powered El Dorado National EZ Riders. However, the Package 2 fleet includes 8 hybrid-electric vehicles (7 Transmarks – 20001-20003 and 99001-99004 and 1 EZ Rider 99005), currently housed at ISE Research (vehicle integrator) in San Diego County undergoing testing.

Four each of the buses are planned for use on DASH/ HOLLYWOOD and CHINATOWN-LINCOLN HEIGHTS.

Seven of the buses have operated for a limited period, but they have not been able to operate reliably on an on -going basis. **LADOT** is continuing to work with ISE Research and the contractor to demonstrate the in use reliability of two of the hybrids, that have been upgraded and pre-tested by ISE.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Plans were recently approved to extend the successful *METRO ORANGE LINE* (901-WARNER CENTER-NORTH HOLLYWOOD METRO LINER) north from the current Warner Center terminal along an **MTA** owned right-of-way paralleling Canoga Avenue to the Northridge METROLINK Station, with a possible further extension to the Simi Valley (Hwy 118) Freeway and a yet-to-be-built park and ride lot.

Opened in October 2005, the *ORANGE LINE* carries about 20,000 daily passengers and operates with a fleet of 30 NABI 60-foot articulated buses (9200-9229), specially painted silver over gray with orange lettering.

CEO Roger Snoble, first employed in 2001, recently received a two-year extension of his employment contract, until September 2008.

During August, most of the Service Sector Governance Councils held public hearings on service proposals for implementation on or after December 17, 2006. Changes on the following lines were approved — 94/394-SAN FERNANDO-SUN VALLEY-LA, 111-FLORENCE AVE, 121-IMPERIAL HWY-WHITTIER, 152/153-ROSCOE BL-NORTH HOLLYWOOD, 155-NORTH HOLLYWOOD-BURBANK, 156-VAN NUYS-HOLLYWOOD, 158-DEVONSHIRE-WOODMAN, 166-NORDHOFF ST, 204-VERMONT, 224-UNIVERSAL CITY-SAN FERNANDO, 350-CENTRAL LIMITED, 355-COMPTON LIMITED, 356-PANORAMA CITY-HOLLYWOOD-LA OWL, 363-SHERMAN WAY-NORTH HOLLYWOOD LIMITED, 364-NORDHOFF LIMITED and 741-RESEDA BLVD RAPID.

ANTELOPE VALLEY TRANSIT AUTHORITY (AVTA)

LANCASTER: August 12th brought both fare increases and service adjustments, generally related to increased fuel prices and labor costs.

This year's $1.8 million budgeted for fuel had to be increased to $2.2 million and next year's budget pegs fuel cost at $3.2 million.

Regular cash fares increased from $1 to $1.25 while the rate for disabled persons and seniors rose ten cents to 60 cents. Three hours passes increased from $1.50 to $2.00 for regular riders and from 75 cents to $1 for the disabled and seniors. Monthly pass prices also rose.

8-SHOPPER, between downtown Palmdale and the Antelope Valley Mall, was taken over by Routes 2 and 9 which eliminated the need for passengers to transfer at the METROLINK Station. 99-LAKE LOS ANGELES SUPPLEMENTAL was inaugurated serving students in LLA who attend Littlerock High School.

The LAKE LOS ANGELES SHUTTLE was revised and extended, on a wider headway, to Palmdale at the METROLINK Station and to east Lancaster at Wal Mart and Lancaster City Park.

(Continued from page 5)

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: In May the **SCAT** Board reversed its earlier decision to replace older CNG buses with new gasoline/ hybrid electric buses *(WT 10/05)*. That decision was driven by three factors — 1) the cost of gasoline has risen to unprecedented levels which was expected to increase the fuel budget by $600,000 over ten years. This would increase operating costs and reduce **SCAT**'s farebox recovery. 2) the hybrids in **LONG BEACH** are getting about 3.5 MPG, rather than the advertised 5 MPG. 3) CNG costs should be very favorable based on a 50-cent per gallon (or gallon equivalent) rebate, beginning this October, authorized under the Federal Energy Bill for three years.

As CNG buses cost less to buy than hybrids, **SCAT** can replace all 35 of its older buses (8 40-foot Flxible Metros, 18 35-foot Flxible Metros and 9 31-foot Orion V), rather than only 20.

The eleven CNG powered NABIs (4008-4018) will remain in service, without any modifications.

SCAT had placed an order with New Flyer for 8 hybrids.

They negotiated to use options that **PIERCE TRANSIT** (Tacoma) and **MARTA** (Atlanta) had with New Flyer for 26 40-foot buses and the manufacturer allowed a no cost cancellation of the hybrid order.

The **SCAT** Board then authorized a purchase of 26 low floor, CNG buses at a unit price not to exceed $410,000 plus up to $250,000 for spare parts and unforeseen changes. The buses are expected this November.

The nine 31-foot Orion Vs (3100-3108) will be replaced later with smaller buses which could include rubber tired trolleys run on downtown and neighborhood circulators.

Plans are in the works to re-brand the fleet with a new name, new graphics and new colors. With the speed up of the bus procurement, the buses may arrive with only the new name and graphics.

The present CNG paratransit cutaway fleet will be replaced with either ultra-low emission gasoline vehicles or CNG conversion vehicles. Both types are eligible for CMAQ funding.

Budget wise, this year Saturday hours are being added on new Line 9-LEMONWOOD-GISLER *(WT 02/06)* and modifications will be made on 15-EL RIO.

OMNITRANS (OT)

SAN BERNARDINO: The **OT** Board recently awarded a contract for 25 ACCESS paratransit buses (Ford E-450 chassis with Starcraft bodies) to Bus West.

BW holds the new California statewide contract for small buses and vans and the units are scheduled for delivery in early 2007.

The three Specialty Vehicle motorized trolleys used on the REDLANDS TROLLEY (1101-1103) were removed from service recently and replaced by cutaways.

OT is 30 years old this year (April 1976) and has been celebrating in many ways. The agency has a new mascot, Buster, who is animated by a person inside a costume shaped like a square bus, with giant cartoon eyes for headlights and Mickey Mouse like hands. Buster attends all of the public gatherings and hands out prizes.

Planned for early October is a celebration at the new CinemaStar Theatre in downtown San Bernardino including the showing of a video tracing **OT** through its 30-years.

LAIDLAW TRANSIT SERVICES, INC (LTS)

OVERLAND PARK, KS: On September 3rd, **LTS** began operating **MOUNTAIN METROPOLITAN TRANSIT, FRONT RANGE EXPRESS** and **DOWNTOWN SHUTTLE,** all in Colorado Springs, CO with a new five year operations contract replacing *PROFESSIONAL TRANSIT MANAGEMENT.*

NEOPLAN USA CORP. (N USA)

LAMAR, CO: Neoplan USA Corporation has filed for Chapter 11 bankruptcy protection. The company had announced the closure of the Lamar, CO plant last November and sold its last bus in April.

At the time of the announcement, Neoplan officials cited a lack of orders and ongoing financial difficulties as the reasons. The company delivered its last order – 25 AN460 articulated buses to the Pittsburgh, PA based **PORT AUTHORITY TRANSIT–** early in 2006**.**

Neoplan USA had operated the Lamar plant since 1981 and had moved its headquarters and design center from Lamar to Denver in 2004.

Neoplan parts remain available through Neopart, which continues to operate as a stand-alone parts business, based in Honeybrook, PA.

ELK GROVE TRANSIT

(e-tran)
Elk Grove, California

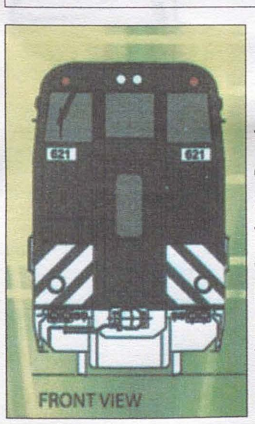
FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
05-501-05-503	Ford/El Do	Econoline/Aerotech	5HA02322, 2323, 9810	2005	1
05-504-05-506	Chevy/El Do	GMT560/Aerotech	5F515775, 5499, 5044	2005	2
91-507-91-511	TMC	T80206	MR828331, 323, 310, 283, 311	1991	3
91-512-91-516	TMC	T80206	MR828284, 320, 312, 285, 279	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
04-531-05-537	CCW (Gillig)	(40TB1026V92TA)	4R249003-009	2004	5
98-538	Ford	Taurus	WG125317	1998	6
95-539-95-541	Ford/Turtle Top	Econoline/Turtle Top	SHB10314-316	1995	7
06-542-06-544	Ford/El Do	Econoline/Aerotech VII	6F414738, 5218, 5059	2006	
06-545-06-547	Ford/El Do	Van	5D131209, 1385, 1909	2006	
548	—	—	—	—	8
95-549-95-550	Flxible	30096-6T	LD101028-029	04/90	9
91-551-91-554	TMC	T80206	MR828261, 262, 265, 266	1991	10
95-555-95-557	Flxible	40102-6C	SD106230, 233, 242	06/95	11

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.
6. Operator Relief car.
7. Ex unknown.
8. Number not used.
9. Ex SOUTH COAST AREA TRANSIT 3000-3001.
10. Ex GOLDEN GATE TRANSIT 1183-1184, 1187-1188 via C-USA/SAN FRANCISCO.
11. Ex RIVERSIDE TRANSIT AGENCY 9503, 9506, 9515 – on lease.

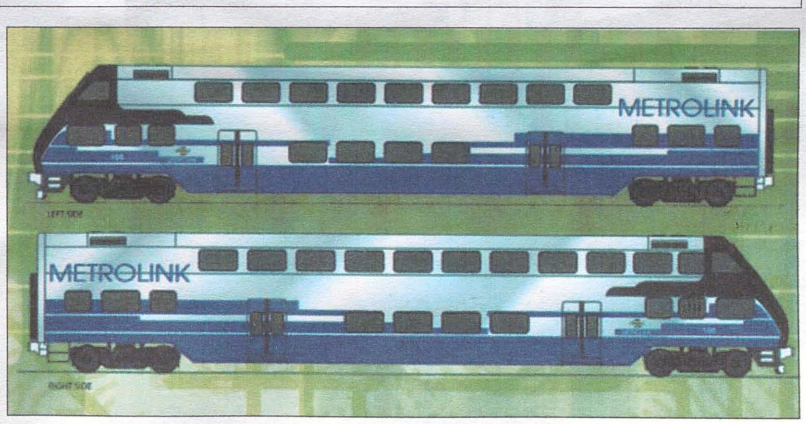
EGT was the Roster Of The Month just last May, but events surrounding its electric/hybrid fleet of Gilligs have dramatically changed the composition of the fleet as the technology issues are worked out. With 20 "new" vehicles added to a fleet of 37, it seemed appropriate to revisit the system

Experience has shown that the hybrids perform their best in heavy, stop-and-go traffic while their first assignments were on freeway express lines. The hybrid's electric energy booster, an ultra capacitor, works in tandem with a 145-kilowatt generator. The booster is recharged every time the driver applies the brakes.



THE CHANGING FACE OF METROLINK

The next generation of Metrolink cars is currently in development. Here is a sneak peak at the future with these artists' renderings of the train cars currently being built. Metrolink expects these new cars to begin entering service in December 2008.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
LADOT (MV)	02045-02066	ElDo Natl	EZ Rider/3C84034-055	2003	
LADOT (MV)	02067	ElDo Natl	EZ Rider/3C84073	2003	
LADOT (First Transit)	06315-06317	ElDo Natl	EZ Rider/	2006	
LADOT (MV)	06318-06319	ElDo Natl	EZ Rider/6C84119-120	2006	
Beach Cities Transit	533-534	ElDo Natl	TRE-32/—	2006	
Norwalk Transit System	7075	New Flyer	GE40LF/6C0——	2006	
Gardena Bus Lines	705-722	New Flyer	GE40LF/6C0——	2006	1
CUSA/Antelope Valley Bus	—	MCI	D4505/5P056391	2005	
CUSA/Pacific Coast	65698-65699	MCI	J4500/6W063696-697	07/06	
CUSA/Goodall's Chtr Bus	68221-68222	MCI	J4500/—	2006	
Mountain View Tours (AZ)	36	Van Hool	C2045/62047149	2006	
-USED-					
CUSA/Goodall's Chtr Bus	67152	MCI	102DL3/XP051229	08/98	2
Bellingham-Sumas Stages (WA)	4916	Van Hool	T2140/W2040553	1997	3

-NOTES-

1. Correction on fleet numbers.
2. Ex Gray Line – Salt Lake City (UT) 67152.
3. Ex Gordon E. Janssen — (WA).

SUNLINE TRANSIT AGENCY recently placed into service 15 CNG powered Orion V buses (understood to be numbered 560-574) replacing their fleets of El Dorado National Transmarks 600-604 and the 800-806 series Thomas TL-960 Transitliners.

Vancouver. B. C.'s **TRANS LINK** has signed a contract with NOVA BUS for 126 new diesel powered 40-foot LFS buses, 75 to replace members of the current fleet and 51 for expansion purposes.

Photos of the Month





LEFT: *DASH 02052 on layover. Paul Castillo photo.* ***RIGHT:*** *Gardena 710 at the South Bay Galleria on Route 3 on June 27, 2006. Craig Barnes photo.*