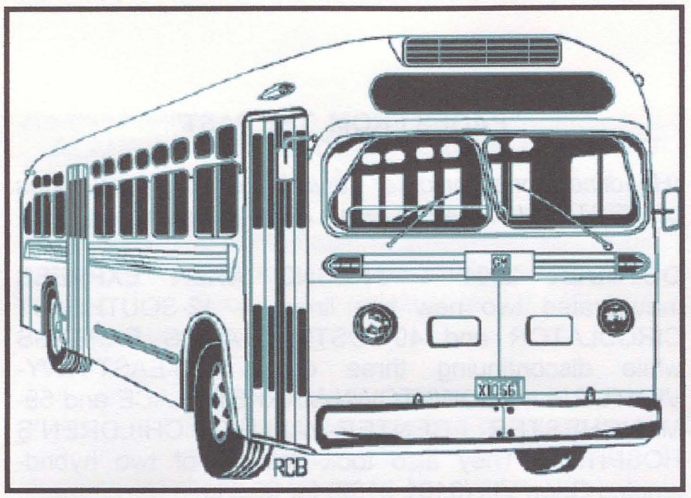


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VOL. 44, NO. 10 **October 2006**

NORTH TAHOE TRUCKEE EXPRESS (NTTE)

TRUCKEE: **NTTE,** a service connecting communities in the North Lake Tahoe area with the Reno-Tahoe Airport, was scheduled to begin operating this month.

Following the lead of other ski resort destinations, such as Park City, Utah and several areas in Colorado and also South Lake Tahoe, the North Tahoe area established the service to allow it a competitive advantage over other ski areas.

The Placer County Board of Supervisors approved a $185,000 grant to fund the start up of **NTTE** while the North Lake Tahoe Resort Association worked to prepare the in-market transportation system including **TAHOE AREA REGIONAL TRANSIT** for increased transit use. With **NTTE** in place, both locals and visitors will have better overall transportation service, on the North and West Shores as well as to and from Truckee and to and from the Reno Airport.

There will be three routes — 1) Reno Airport-Truckee-Highway 267-Northstar and Kings Beach, 2) Airport-Truckee-Highway 89-Squaw Valley-Alpine Meadows-Tahoe City and the West Shore, 3) Reno Airport-Mount Rose Highway-Incline Village and Crystal Bay.

NTTE buses will seat 26 passengers and make eight daily trips with times varying according to reservation and location.

The one-way fare is set at $35 with family and group discounts available.

LASSEN RURAL BUS (LRB)

SUSANVILLE: **LRB** is a county sponsored (*LASSEN TRANSIT SERVICE AGENCY*) and contractor operated (*M. V. TRANSPORTATION, INC.*) system offering two Commuter Routes, one Fixed Route, one Demand Response Route, Dial-A-Ride and charter service.

They include WEST COUNTY COMMUTER (Susanville to/from Hamilton Branch of Lake Almanor), SOUTH COUNTY COMMUTER (Susanville to/from Sierra Army Depot and Doyle), EAST COUNTY DEMAND RESPONSE (Standish, Litchfield and Leavitt Lake areas from Sierra Army Depot to Susanville in the morning and returning in the afternoon), DIAL-A-RIDE (door to door service in **LRB** service area for those over 60 or disabled) and CHARTER SERVICE within the greater Susanville area.

This past summer, **LRB** operated a new EAGLE LAKE SUMMER TRIAL ROUTE offering three round trips from the Susanville Wal Mart (departing 815AM, 1215PM and 315PM) serving Lake Forest Estates, Gallatin Marina, Spaulding Resort, Buck's Bay and Stones Landing.

Beginning June 1st, **LRB** began offering One Day Passes ($5.00) valid on all bus routes. **LRB** one-way cash fares range between 75 cents and $2.50.

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BEND AREA TRANSIT (BAT)

BEND, OR: Fixed route bus service was inaugurated in this central Oregon city of 70,000 on September 26th.

The system has a fleet of six former **UTAH TRANSIT AUTHORITY** El Dorado National TRE-32 Transmarks that have been painted aqua with swoops of blue, green and yellow along with a circular "*BAT*" logo on the front and sides that features a stylized illustration of a bat.

Service operates on weekdays every half-hour between 615AM and 615PM with Saturday service every hour between 715AM and 515PM.

Fares are — $1 regular, 50 cents for seniors and disabled with Regular Day Passes at $2, senior/disabled pass at $1.

Last June, the Bend City Council voted to fund the $1.5 million annual cost from the city's budget. Previously, the city offered only a dial-a-ride system that continues to be available to low income seniors who do not live near a fixed route and disabled persons who are unable to use the fixed route system.

Until September, Bend had been the largest city in Oregon and among the largest in the country without a fixed route transit system.

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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)

OCTOBER 2001 – FRESNO AREA EXPRESS inaugurated two new bus lines — 12-SOUTHEAST CIRCULATOR and 49-FOSTER FARMS EXPRESS while discontinuing three others (29-EAST-HWY-VENTURA, 40-DOWNTOWN-MARKET PLACE and 59-MANCHESTER CENTER-VALLEY CHILDREN'S HOSPITAL). They also took delivery of two hybrid-electric Orion VIs (0101-0102) for testing.

OCTOBER 1996 – PARAMOUNT EASY RIDER, a two route, four bus intra-community bus system was instituted. The Econoline/Collins Diplomat fleet featured a shrink wrap design and the words "Positively Paramount" and "Easy Rider".

OCTOBER 1991 – CHULA VISTA TRANSIT purchased seven more Orion 01.507s (023-029), started NEW lines 709-EAST H-EASTLAKE BUSINESS PARK and 711-PLAZA BONITA-SOUTHWESTERN COLLEGE and had a new contractor, *AMERICAN TRANSIT CORPORATION-CHULA VISTA DIVISION.*

OCTOBER 1986 – RIVERSIDE TRANSIT AGENCY inaugurated Line 31-BANNING-BEAUMONT-HEMET on weekdays only for a six month trial using one 12 seat Econoline/Escort I extended roof van.

OCTOBER 1981 – WEST LOS ANGELES FLYAWAY service was begun between a new Flyaway Bus Terminal on Sepulveda near Wilshire and LAX. *AIRPORT SERVICE, INC.* was the contract operator using a fleet of specially painted MCI MC-8s.

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(Continued from page 1)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: The latest batch of articulated Van Hools, a suburban style numbered in the 2100 series, arrived in August. This group is a three-door model with plusher seats and additional grab rails.

The **ACT** Board recently authorized a five-year extension of the current five-year bus purchase contract with Van Hool to January 2012 and increased the possible numbers of buses to be purchased — up to 500 30-foot, 500 40-foot and 500 60-foot units.

In January 2002, **ACT** signed a five-year contract with Van Hool to buy 135 40-foot low floor buses with an option for an added 135 and for 60 60-foot articulated buses with an option for 60 more. In 2004, 60 of the 40-foot options were converted into 30-foot units.

Expanding the contract will allow **ACT** to meet its bus needs (and with a vehicle familiar to operators, parts and maintenance staffs) and also allow other agencies that desire to purchase Van Hools the ability to do so by exercising **ACT** options.

ACT and the **UTAH TRANSIT AUTHORITY** recently signed an Intergovernmental Assignment Agreement allowing **UTA** to purchase up to ten 40-foot Van Hools.

The second *RAPID* line begins operating later this fall. Line 1R-EAST 14TH-INTERNATIONAL-TELEGRAPH will operate between BART/Bayfair in San Leandro and Berkeley's University of California campus via East 14th/International Blvd, thru downtown Oakland and via Telegraph Avenue to downtown Berkeley.

A NEW Line 1-INTERNATIONAL-TELEGRAPH LOCAL will also begin replacing portions of current Lines 40-TELEGRAPH and 82-INTERNATIONAL. Using three door Van Hools with the *RAPID* brand, 12-minute headways will be offered between 600AM and 700PM.

The Uptown Transit Center, in downtown Oakland on 20th between Broadway and Telegraph, will open later this year. The project widens sidewalks with decorative detail, reconstructs the roadway and drainage system, adds large decorative canopies over the waiting area, new decorative street lights and larger and easier to read Next Bus signs. UTC will serve buses on Lines 1, 15-FOOTHILL , 72-SAN PABLO and NL-MAC ARTHUR BLVD-SAN FRANCISCO.

Free Wireless Internet (WiFi) Service will soon be available on board all 79 of the 6000-series MCI buses on many Trans Bay routes.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: **CCCTA** will soon hold a public hearing on a proposed community shuttle in the Monument Corridor neighborhood designed to connect the area with neighborhood service and medical facilities. The route would use small buses and connect with other **CCCTA** services at the Sun Valley Mall. A start up next spring is envisioned.

August 13th brought a number of changes including — Line 102 now serves the Trotter Way area all day while 108-MARTINEZ no longer serves the Veteran's Clinic after 630PM. New trips and route configurations were established on Line 111 to provide service for Oak Grove Middle School.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: The second round of changes stemming from the Comprehensive Operations Analysis *(WT 2/06, 7/06)* took effect on September 3rd.

Three NEW Limited Stop lines were inaugurated – 10-UNIVERSITY LIMITED (mostly 908), 15-SDSU-EL CAJON BLVD-DOWNTOWN (shortened 15) and 120-DOWNTOWN-FASHION VALLEY-KEARNY MESA (mostly 25 and portion of 20).

Nine NEW lines were started and four discontinued, usually with some kind of replacement.

All three Trolley lines were affected — GREEN LINE – late night service extended on 30-minute headway from Old Town to SDSU until 100AM. BLUE LINE weekday rush hour trips between Old Town and Qualcomm Stadium discontinued. ORANGE LINE discontinued late night (1045PM) service east of El Cajon Transit Center.

1-EL CAJON BLVD was divided into 1 and 1A. 1 serves El Cajon Blvd east to La Mesa and Amaya Drive Trolley Station as 15 did, while 1A operates to/from 70th Street Station. 5-MARKET STREET now operates between 10th Ave & Broadway and Euclid Trolley Station with the segment to College Grove replaced by 916/917.

6-NORTH PARK-FASHION VALLEY is a shortened version of its former self between 30th & University and Fashion Valley Transit Center. 13-EUCLID TROLLEY-KAISER HOSPITAL operates via Market, 47th, Fairmount, Grantville Trolley and Mission Gorge Road.

10-UNIVERSITY LIMITED replaced former 908 and now travels along Pacific Hwy, Washington Street and University Ave, extended from Highland to College Avenue. Line 10 operates as a Limited between Park Blvd and College Avenue.

(Continued on page 4)

(Continued from page 3)

The NEW Line 14-MISSION VALLEY CROSSTOWN combines portions of the former 1, 6 and 13 – Old Town to Mission Valley via 6, Mission Gorge Road-70th Station via former 13 and between 70th and Amaya as former 1 on Lake Murray, Baltimore and Fletcher Pkwy.

15-EL CAJON BLVD LIMITED runs between downtown and SDSU offering Limited Stops between Park & El Cajon and College & El Cajon. Former 16 was dropped with the improvement of headways on Line 5.

20/20A/20B-SAN DIEGO-NORTH COUNTY FAIR had a number of routing changes. 20 skips Fashion Valley while 20A begins/ends at Clairemont Mesa & Complex. Early and late weekday trips and all weekend trips are 20B serving all stops between downtown and Escondido including Fashion Valley.

25-LINDA VISTA-FASHION VALLEY was shortened as a loop between Fashion Valley and Linda Vista with its fare reduced to $1.75 as a local line.

30-DOWNTOWN-LA JOLLA-UTC routing in University City streamlined via La Jolla Village Drive with former routing replaced by NEW Line 48/49 loop. Late evening alignment (30A) provided after 48/49 stop running.

31-MIRA MESA-UTC now operates daily between Mira Mesa and University Towne Centre via Eastgate Mall, Miramar Rd and Westview Parkway. It replaced former 931 with weekend service to Scripps Ranch dropped.

48/49-UNIVERSITY CITY CIRCULATOR is a new two directional loop connecting UCSD, UTC, Scripps and Thornton Hospitals and areas south of Nobel Drive. Daily service is half hourly charging $1.75 local fare.

89-UNIVERSITY CITY-CARMEL VALLEY is new and connects University City, Sorrento Valley *COASTER* Station and Del Mar Highlands Center in Carmel Valley via Sorrento Valley Road, Interstate 5, El Camino Real and High Bluff Drive. It replaced COASTER Connector 981 and 982 and runs weekdays during peak hours charging a $2.25 fare (free with *COASTER* fare media).

115-SDSU-EL CAJON is a shortened version of the former 115 including service to Grossmont College. The fare was reduced to the local rate of $1.75.

NEW 120-DOWNTOWN-FASHION VALLEY-KEARNY MESA LIMITED runs via 5th Ave, University, Hwy 163, Fashion Valley Rd, Friars, Hwy 163, Health Center, Kearny Villa, Aero, Conroy, Kearny Mesa to Complex and Clairemont Mesa. Ltd Stops along 4th/5th Avenue.

150-DOWNTOWN SD-UNIVERSITY CITY was rerouted in University City onto Gilman Dr and La Jolla Village Dr with stop added at Old Town Transit Center.

In Chula Vista, NEW 701 operates between H Street Trolley Station and Palomar Station via H St, 4th Ave, F St, I St, Hilltop Dr, Main St and Anita Street. 702-PALOMAR STATION-SHARP HOSPITAL now operates via Orange, Melrose, Main and Brandywine. Former 703 -ORANGE AVENUE was replaced by new 702.

704-BAYFRONT STATION-SHARP HOSPITAL now runs via E Street, 4th Avenue, Naples and Medical Center Drive. 705-BAYFRONT STATION-PLAZA BONITA now operates as far as Plaza Bonita with service to Southwestern college provided by new 713.

706 was discontinued as 706A continues, but it will be discontinued in January. New 707-SOUTHWESTERN COLLEGE-OTAY RANCH TOWN CENTER now operates via Eastlake Pkwy, Boswell Rd, Mackenzie Creek Road and H Street. 709-H STREET STATION-OTAY RANCH will operate between its terminals with selective weekday trips serving Lakeshore Drive.

711-PLAZA BONITA-EASTLAKE was discontinued. 712 -PALOMAR STATION-SOUTHWESTERN COLLEGE operates via Palomar and La Media Road. NEW 713-SOUTHWESTERN COLLEGE-PLAZA BONITA offers weekday only morning and afternoon peak hour service. Fare is $1.75.

844-POWAY LOCAL was reduced to weekday morning and afternoon peak trips with all weekend service dropped. 845-POWAY-GARDEN ROAD now operates daily between East Poway and Rancho Bernardo via Poway Rd, Pomerado Rd, Rancho Bernardo Rd, Bernardo Center Dr and West Bernardo Dr. Service to Espola Drive was dropped (844 still operates there).

855-GROSSMONT CENTER-RANCHO SAN DIEGO was discontinued between La Mesa and Amaya Drive Station while 858-GROSSMONT COLLEGE-CUYAMACA COLLEGE was discontinued north of the El Cajon Transit Center.

905-OTAY MESA-IRIS TROLLEY STATION now runs between the cities of its name seven days per week on a 30-minute all day headway. During peak hours, some trips (905A) serving Otay Mesa business parks. 929 now serves the area south of Iris Avenue.

916/917-COLLEGE GROVE-EMERALD HILLS is a two-way loop replacing the former 916 and the Euclid Trolley to College Grove segment of Line 5. 921-MIRA MESA-UTC was extended west from UTC to the VA Hospital via La Jolla Village and Gilman Drives and UCSD. Service inside UTC was discontinued.

(Continued on page 5)

926/927 replaced 927 and is a weekday only bi-directional loop serving Tierrasanta, Sierra Mesa and Kearny Mesa. Service operates hourly between 630AM and 630PM. 928-FASHION VALLEY-STONECREST was extended, on weekdays, from Aero & Stonecrest to Kearny Mesa Transit Center.

929-SAN DIEGO-CHULA VISTA-SAN YSIDRO took the place of 905 between the Border and Iris Trolley Station and then operates as before to/from downtown. Former 929A trips to 8th St (National City) extended downtown.

932-NATIONAL CITY-SAN YSIDRO was shortened with its northern terminal now at 8th St/National City Station. Former 932A trips extended from Chula Vista to 8th St.

The southbound morning and northbound afternoon trips of 960-EUCLID TROLLEY-SORRENTO MESA were discontinued and the line rerouted in University City along Executive Drive.

963 was discontinued and mostly replaced by a revised 964-MIRA MESA-SCRIPPS RANCH on weekdays only.

965-CITY HEIGHTS was revised to operate only in City Heights with evening and weekend service added. The western terminal is now City Heights Transit Plaza at I-15 and University. NEW 966-NORTH PARK replaced portions of 965 and operates hourly on weekday peak hours connecting the Altadena neighborhood with North Park and City Heights Transit Plaza.

DART/SCRIPPS RANCH and RANCHO BERNARDO service hours were reduced. SCRIPPS operates 630-830AM and 230-730PM while RANCHO BERNARDO runs between 900AM and 200PM.

Some lines were transferred between providers — 115-SDSU-EL CAJON was transferred from *SAN DIEGO TRANSIT CORP.* to *LAIDLAW TRANSIT SERVICES. SOUTHLAND TRANSIT, INC.* continues to operate 18, 83, 961-965 and all COASTER CONNECTORS and added 25, 89, 960 and 966. The *STI* fleet appears to be only Ford Econoline/El Dorado-National Aerotech cutaways including some of the former **CTS** RURAL BUS 209-216 group and **MTS** 3100 and 3200 series.

VEOLIA (ATC/VANCOM) operates the remaining 900-series routes plus former **SDTC** 28 and 35 from Main Street garage plus the **CHULA VISTA** 700-series routes from the CV city yard. Next year, *VEOLIA* will takeover all 800-series routes plus **MTS** 27 and 48/49.

Former **CTS** East County RE-29s 8056-8060 and TRE-32s 8204-8207 were recently shifted to *VEOLIA.*

The third and final round of COA changes is planned for January 2007. Based on notices posted last March, Lines 13-EUCLID-FAIRMOUNT (603), 84-TIERRASANTA-KEARNY MESA, 85-CAMINO DEL RIO (18), 86-WEST SANTEE, 87-NORTH SANTEE, 604-DIVISION ST (601) and 605-4TH ST (602) should be involved.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: **LADOT** has begun a rotation of *COMMUTER EXPRESS* buses between the Van Nuys and Commerce garages to determine the most efficient use of the buses. Involved are Neoplan AN340As 92001-92038, Stewart & Stevenson Apollo T-40s 91002-91003 and 92039-92063 and Orion 05.501s 04401-04403. (Ed Note – *Gillig Phantoms are assigned to both yards and are not expected to be switched*).

The LARCHMONT VILLAGE WEEKEND SHUTTLE will be operating on Saturday and Sunday between October 29 and December 24 (1100AM-300PM) using one of the SVMC replica trolleys (01001-01003) operated by *FIRST TRANSIT, INC.* and offering "FREE" rides.

The idea behind this demonstration Ride-Home Program is to encourage area residents patronizing the stores on Larchmont and Beverly Boulevards to take public transportation to reduce traffic and discourage parking in adjacent residential neighborhoods.

CITY OF CARSON TRANSPORTATION SERVICES DIVISION

CARSON: On June 19th, the **TSD** operated NORTH-SOUTH SHUTTLE was extended and rescheduled to serve the Artesia Transit Center.

Service now operates every 50 minutes with a weekday service span of 520AM to 603PM and a Saturday span of 1045AM to 454PM.

The alignment is from ATC via 182nd/Albertoni, Main, Sepulveda, Avalon, Lomita, Main, Sepulveda, Figueroa, Torrance, Main and Albertoni/182nd to ATC.

MONTEREY-SALINAS TRANSIT (MST)

MST
MONTEREY-SALINAS TRANSIT

MONTEREY: Last January, **MST** introduced two NEW lines serving the Salinas Airport Business Park, an area that hosts many employment sites including Monterey County Department of Social and Employment Services' One-Stop Career Center, the major job training and placement center. The area was previously unserved by public transit.

(Continued from page 5)

Funded by Job Access and Reverse Commute (JARC) money are **MST** Lines 48-EAST SALINAS-AIRPORT BUSINESS CENTER and 54-MONTEREY-AIRPORT BUSINESS CENTER.

Line 48 operates all day connecting densely populated areas in East Salinas with ABC and also provides the first service to residences and businesses on the outskirts of Salinas.

Line 54 offers two weekday peak hour round trips between Monterey and ABC traveling on Highway 68.

YUBA-SUTTER TRANSIT (YST)

MARYSVILLE: October 16th brought what has been described as the most significant increase in the local fixed route system since 2001, a 7.6 percent increase in annual vehicle service hours.

Route 1 was extended to the Yuba City Marketplace on Harter Road and was rerouted from Hammonton-Smartville Road and Alberta Ave to North Beale Road.

NEW 6-LINDA SHUTTLE replaced the Smartville/ Alberta portion of 1 and also operates on Feather River Blvd as far west as Island and Grand Avenues. The line offers two way, hourly service and meets with Routes 1 and 3 at Yuba College.

New half hour Saturday headways are now operated on Routes 1 and 3.

YST recently placed into service six new 35 foot, 41 passenger Bluebird, clean diesel commuter buses. They replaced three of the four oldest buses and expanded the commuter fleet to eleven. The buses feature three-position bike racks, electronic front, side and rear destination signs and very directional LED overhead reading lights for passengers.

The **YST** Board has authorized exercising an option in the current bus purchase contract and buying a seventh commuter bus from A-Z Bus Sales.

The Board is also discussing plans to replace 8 local fixed route buses next year with 12 new low floor buses.

YST operates three rural routes between selected rural cities and communities and the Marysville/Yuba City urban area, using a combination of advance reservation and scheduled services.

LIVE OAK offers one round trip every Monday, Wednesday and Friday from Live Oak to Yuba City and Marysville. In Live Oak, there are three scheduled stops or eligible passengers can be picked up and dropped off at any address with advance reservations.

FOOTHILLS offers two round trips on Tuesday, Wednesday and Thursday from Challenge, Brownsville and Dobbins to Marysville. Service is provided only with advance reservations.

WHEATLAND offers one round trip each Tuesday from Wheatland to Linda and Marysville. Within Wheatland, the bus will pick up and drop off at any address. Service is provided only with advance reservations.

Rural fares are — $2 regular, $1 senior, disabled and youth with neither passes nor transfers honored.

Although the cities of Live Oak and Wheatland are not members of **YST,** the agency provides bus service by means of service contracts. The Board has been discussing possible changes to those contracts.

The cities of Marysville, Yuba City, Olivehurst and Linda and both Yuba and Sutter Counties are **YST** members and funding partners.

GREYHOUND LINES, INC.
(GLI)

DALLAS, TX: The current labor agreement between **GLI** and Amalgamated Transit Union Local 1700 expires this January and contract negotiations will begin soon. Wage increases and improved health benefits likely will be among the major issues.

ATU has already set up informational picket lines at various bus stations, including the Los Angeles terminal, to explain how the company has reduced service and staff since 2001 and suggesting that passengers become involved and contact **GLI.**

STATE OF NEVADA
TRANSPORTATION SERVICES AUTHORITY

RENO, NV: One of the items on the Consent Calendar of the October 19th TSA meeting was a petition of **GREYHOUND LINES, INC.** for the partial voluntary cancellation of Certificate of Public Convenience and Necessity CPCN 2479, Sub 1 wherein the petitioner is seeking to cancel all operating authority with the exception of their charter bus operations. *(Ed. Note – As far as WT is aware, since the 1987 purchase of* ***TRAILWAYS*** *by* ***GLI,*** *there have been no other scheduled bus operations on either Interstate 15 between Primm, Las Vegas and Mesquite or Interstate*

(Continued on page 7)

LONG BEACH TRANSIT

Long Beach, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR
2000	Prevost	H3-45	Y1013463	2000
2001-2018	New Flyer	D40LF	YU021054-071	2000
2101-2105	Chance	LFB-29	1W535004, 011-013, 018	2001
2106-2109	Chance	LFB-29	1W535015-017, 014	2001
2110-2130	Chance	LFB-29	1W535019-039	2001
2201-2227	New Flyer	D40LF	2U024170-196	2002
2228-2239	New Flyer	D40LF	2U024248-259	2002
2301-2313	New Flyer	D60LF	2U024744-756	2003
2401-2427	New Flyer	GE40LF	5C027844, 8009-8034	2004
2501-2520	New Flyer	GE40LF	5C028325-344	2005
9401-9420	New Flyer	D40LF	SU015616-635	1994
9601-9625	New Flyer	D40LF	TU016548-572	1996
9701-9720	New Flyer	D40LF	VU017107-126	1997
9801-9816	New Flyer	D40LF	WU018166, 168-181, 167	1998

LBT is a city sponsored, non profit corporation operating fixed route and demand response service in Long Beach and neighboring communities in southern Los Angeles County.

80 between Reno, Elko and Wendover. This could eliminate all east/west service. There are several interstate operations to and from Reno, Wendover and Las Vegas, but those companies do not offer intrastate Nevada service. ***CUSA-K T CONTRACT SERVICES*** *offers north/south service between Reno, Las Vegas and the Arizona state line along U. S. Highway 95.* ***GLI*** *had previously discontinued service to Laughlin on the LA-FLAGSTAFF-ALBUQUERQUE route).*

On October 31, the *TSA* held an informational workshop concerning the regulatory requirements for all carriers that intend to lease additional vehicles for special events or to meet unusual demands.

FRONT RANGE EXPRESS (FREX)

COLORADO SPRINGS, CO: **FREX,** operated by Colorado Springs' **MOUNTAIN METROPOLITAN TRANSIT,** started operations in October 2004 as the first, and only, public transportation commuter service along Interstate Highway 25 between Denver and Colorado Springs. The program has been funded by a three-year Congestion Mitigation/Air Quality demonstration grant that will soon expire.

The program has been judged a success to date and the TSD and Pikes Peak Area Council of Governments were successful in obtaining $8 million in state funding to expand **FREX** operations by the purchase of 16 new 54-passenger intercity style buses equipped with high back reclining seats and overhead luggage racks.

Bus service operates between 345AM and 945PM connecting Fountain, Colorado Springs, Monument, Castle Rock and Denver.

GRAND VALLEY TRANSIT (GVT)

GRAND JUNCTION, CO: In the high desert region of western Colorado lies Mesa County and the City of Grand Junction, home to **GVT**.

Funded through a combination of passenger fares, local and federal dollars, **GVT** began operations in early 2000 with a hybrid demand response/fixed route system. The following spring, the system realized it needed to operate more as a traditional fixed route.

GVT implemented a massive service redesign and patronage has been increasing each year since. This year, ridership is running over 14 percent ahead of last year and the annual ridership total is expected to reach just over 800,000.

Until recently, **GVT** was operated under contract by *MESABILITY, INC.,* a Colorado firm, but a new, multi-year service contract (to begin in January 2007) was recently awarded to *LAIDLAW TRANSIT SERVICES.*



LAX Area Photos



Santa Barbara AirBus 56 in the holding lot September 13, 2006.



LAX Shuttle 637 in the holding lot August 25, 2006.



LAX Shuttle 79 in the holding lot September 21, 2006.



LAX Shuttle 07 in the holding lot August 25, 2006.



FlyAway 7125 in the holding lot August 25, 2006.



LAX Shuttle 609 in the holding lot August 24, 2006.

All photos by Craig Barnes.