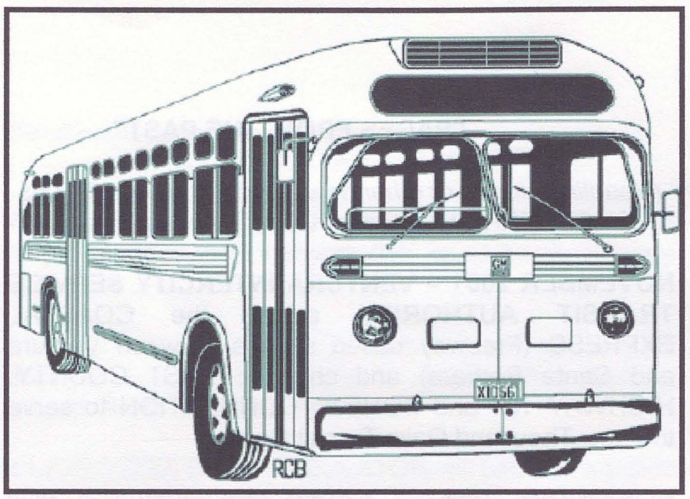


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VOL. 44, NO. 11 **November 2006**

MANTECA TRANSIT (MT)

MANTECA: On November 1st, the City of Manteca, in San Joaquin County south of Stockton along California Highway 99, inaugurated the city's first fixed route public transit system — **MT.** Previously, the city offered subsidized taxi coupons for low-income seniors and persons with disabilities.

The **MT** system operates with five small diesel powered cutaways painted red, white and blue — two on the regular fixed routes, two for Dial-A-Ride and one for the system spare.

manteca transit Service operates on weekdays between 600AM and 700PM and on Saturdays between 900AM and 400PM. The two fixed routes are the east/west 1-YOSEMITE-MOFFAT BLVD-CENTER and the roughly north/south 2-UNION ROAD-MAIN STREET.

Route 2 begins at the site of the future Manteca Transit Station at Moffat Blvd and Main Street, travels along Main Street and Union Road with stops near Wal Mart, Senior Center and several along Main. Route 1 also begins at Moffat and Main, travels along Yosemite Avenue and Center Street serving Target, Laurel Glen Apartments and the Manteca Historical Museum.

Fares are $1 for regular riders, 75 cents for youth and 50 cents for seniors and persons with disabilities. Monthly Passes are $35 for regular riders and $28 for all others. A Dial-A-Ride trip costs $2 a ride with a monthly pass for $60.

M. V. TRANSPORTATION, INC. has a 20-month contract to operate the **MT** system.

City officials are working on an interagency service agreement with **SAN JOAQUIN REGIONAL TRANSIT DISTRICT** whose Route 26-STOCKTON-MANTECA-TRACY already serves Manteca.

CUSA/ALL WEST COACHLINES (AWC)

SACRAMENTO: **AWC** was recently awarded the **AMBUS** Route 20-SIERRA FOOTHILLS (Sacramento-Reno via I-80) *AMTRAK THRUWAY* contract for a minimum three years, with option years possible.

The agreement begins December 1 and includes three daily round trips between Reno and Sacramento, one round trip between South Lake Tahoe and Sacramento and a weekday only Auburn-Sacramento round trip, which is part of the Lake Tahoe schedule.

AWC has order four new accessible MCI D4505s that are due from the factory soon. These buses will have Caterpillar engines, ZF transmissions and On-Spot automatic chains.

AWC will also be operating the Christmas season only ARDEN FAIR MALL SHUTTLE. Using up to three buses, the shuttle connects all parking areas of the mall with the entrances and operates daily.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

FIRST CLASS LIMO SERVICES, INC. applied for Class B Charter-Party Certificate TCP-21245-B with a home terminal in Downey.

Claudio and Irene Rodarter dba CLAUDIO'S TRIP applied for Class B Charter-Party Certificate TCP-21247 -B with a home terminal in Los Angeles.

Tanulud Corporation dba COBE TOURS applied for Class B Charter-Party Certificate 21253-b with a home terminal in Oakland.

DECISIONS

VEOLIA TRANSPORTATION ON DEMAND, INC. has been authorized to assume control of several PSCs – *SFO AIRPORTER, INC., SUPERSHUTTLE INTERNATIONAL, INC,. SUPERSHUTTLE OF LOS ANGELES, INC., SUPERSHUTTLE OF ORANGE COUNTY, SUPERSHUTTLE OF SAN FRANCISCO* and *SACRAMENTO TRANSPORTATION SYSTEMS.*

Laura and Jose Acevedo, a partnership dba EXECUTIVE LINES, has been authorized to transfer the PSC-11128 (San Ysidro-Los Angeles area) to *EXECUTIVE LINES, INC. dba LINEAS EXECUTIVAS.*

Mohamed Aware dba BEST WAY SHUTTLE has been authorized to transfer PSC-9600 to *Abdulaziz Al Khamri dba BEST WAY SHUTTLE.*

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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)

NOVEMBER 2001 – VENTURA INTERCITY SERVICE TRANSIT AUTHORITY added the COASTAL EXPRESS (Freeway based service between Ventura and Santa Barbara) and changed EAST COUNTY, HIGHWAY 101 and CONEJO CONNECTION to serve the new Thousand Oaks Transit Center.

NOVEMBER 1996 – LADOT inaugurated a new Downtown DASH system with six routes on weekdays and three different alignments on weekends and introduced Sunday service.

NOVEMBER 1991 – DESERT STAGE LINES, INC. began providing one daily round connecting Twentynine Palms, Palm Springs, Palm Springs Airport, San Bernardino, Ontario Airport, West Covina and Los Angeles Airport.

NOVEMBER 1986 – TRAILWAYS LINES, INC. filed an application with the Public Utilities Commission to discontinue most of its California routes, retaining only those between Los Angeles and the Arizona line via I-10 and via Blythe and its charter party certificate. *(Ed. Note – the following August,* ***GREYHOUND LINES, INC.*** *took over* ***TWI*** *and eventually reduced the duplication in routes and schedules).*

NOVEMBER 1981 – The **FILLMORE AREA TRANSIT CORP.,** after operating for one year between Fillmore and Ventura, was required to obtain a Passenger Stage Certificate. **SOUTH COAST AREA TRANSIT** requested **FATC** operate "closed doors" in their service area.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

RIO VISTA TRANSIT (RVT)

RIO VISTA: The **RIO VISTA DELTA BREEZE** will make major changes in its network *(WT 6/06)* as of January 2nd.

50-STATE ROUTE 12 EXPRESS will operate only on Tuesday leaving Rio Vista at 845AM and serving Isleton, Suisun City and Fairfield.

51-RIO VISTA CITY CIRCULATOR will become a public Dial-A-Ride operating Monday, Wednesday and Friday between 800AM and 900AM and 1030AM and 330PM. It will serve Rio Vista, the unincorporated area surrounding the city, Isleton and the resort communities between Isleton and the Antioch Bridge. To ride the DAR, passengers need to call in at least 15 minutes in advance or flag the bus.

52-ROUTE 160 EXPRESS (RIO VISTA-ANTIOCH) will operate on Thursday only, departing Rio Vista at 815AM and serving Isleton, Antioch and will be extended to BART/Pittsburg/Bay Point Station.

The SENIOR SHUTTLE will be discontinued and there will be a weekday service between Isleton and Lodi.

FAIRFIELD/SUISUN TRANSIT SYSTEM (FSTS) BENICIA BREEZE (BB)

FAIRFIELD: **FSTS** Route 40-SOLANO EXPRESS (Vacaville-Fairfield-BART/Walnut Creek) began to stop in Benicia at Park Road and Industrial Way on November 6th, following establishment of a cooperative service agreement between **FSTS** and **BB.**

Route 40 buses serve Benicia on weekdays between 500AM and 947AM and between 301PM and 831PM.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: **GGT** recently amended its operations to carry local San Francisco passengers on all routes to and from the Presidio bus stops located on Richardson near the Lombard Gate.

Although **SAN FRANCISCO MUNICIPAL RAILWAY** serves the general area, it does not have service along Richardson. The Golden Gate National Recreation Area and the Presidio Trust made the service request to **GGT** and **MUNI** supported it.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: September 25 brought Line 51-CREST CRUISER connecting University of California-Riverside with surrounding residential and commercial areas.

The line operates on weekdays only, every half-hour between 700AM and 700PM, charging regular fares and allowing UCR students "free rides" by presenting their student ID card *(WT 8/06)*.

Beginning at Bannockburn Apartments, the motorized trolleys travel along Canyon Crest, UCR roadways, Canyon Crest, Central, Chicago, University, Iowa, Linden and Canyon Crest.

The **RTA** Board recently authorized two procurements of cutaway vehicles. The first was a contract with Creative Bus Sales for four Type VII ADA compliant, 26-passenger Econoline/Aerotechs. CBS was holder of the State of California contract. These will be used on 23-TEMECULA-MURRIETA and 24-TEMECULA LOCAL to relieve current overcrowded conditions by replacing the current 12-passenger cutaways.

The second purchase was for 23 lift equipped, Type II cutaways (Econoline/Supreme) from Buswest, the new holder of the State of California contract. 22 of the buses are replacements for units with 250,000 average miles. The last is a replacement for vehicle 2403, declared a total loss from an October 2005 accident.

The Board recently received an update on plans to relocate the Downtown Riverside Transit Center from Market & University to Market Place on Vine Street, across from the *METROLINK* Station. **RTA,** Riverside County Transportation Commission and the City of Riverside are jointly developing this proposal.

A preliminary agreement that includes the following items has been reached — design and construction to be paid by **RTA** grant funds, **RTA** will continue to offer a minimum of $100,000 annually toward security, RCTC will contribute their land for auto parking, the City will be responsible for any contaminant remediation, for costs associated with any needed traffic and circulation mitigation and to fill the site to street level, the City will lease the center to **RTA** for thirty years at $1 per year, the GREYHOUND Station will not be relocated here and timing of the development will not cause **RTA** to be without a transit center at any time.

Riverside will be the lead agency and responsible for property acquisition and development of the facility.

October 25 brought fare changes on 204-MONTCLAIR-RIVERSIDE – **OMNITRANS** transfers are now worth $1.25 toward the Line 204 fare of $2.25. **FOOTHILL TRANSIT** transfers are no longer honored on Line 204. Previously, **OT** and **FT** fare media was accepted as full value. Valid **METROLINK** tickets and passes continue to be accepted, as before.

(Continued on page 4)

(Continued from page 3)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Senior U. S. District Court Judge Terry Hatter ended a decade of court oversight of the nation's third largest public transit system on October 30th saying **MTA** officials had "substantially complied" with their promise to improve bus service.

Judge Hatter, who has supervised county transit service by means of a Consent Decree since 1996 did retain jurisdiction over the agency's new service implementation *(RAPID BUS)* until late 2010.

MTA has several technology enhancement programs underway. Two pre-proposal meetings have been held on styling differences and hybrid system upgrades. The price submitted by New Flyer for this purchase was 1/3 higher than the base order provided to **LONG BEACH TRANSIT. MTA** staff has offered a more reasonable price. An HCNG project, in which CNG engines are modified to operate on hydrogen, is also underway. The California Air Resources Board has yet to adopt the proposed revisions to the Zero Emission Bus (ZEB) rules. Requirements to buy ZEB's have been deferred until 2011 for diesel path and 2012 for alternate path (any other fuel) agencies. No ZEB project will be required before purchases in 2012.

In addition, 30 of the 96 option NABI 60-foot articulated buses *(WT 2/06)* have been delivered and accepted with a few (9402 and 9420-9422 painted in Local Orange) now in service. They are based at Div. 10.

The Advanced Transit Vehicle Consortium recently approved plans to dispose of remaining vehicles and related support equipment for the Advanced Technology Transit Bus (ATTB) Program.

From 1992 to 1996, Northrop Grumman developed six prototype buses under ATTB. The program's intent was to demonstrate potential technological advances for incorporation into future transit buses. In 2002, two of the buses (ATTB #3 and #5) were given to **HOUSTON METRO** to conduct advanced flywheel testing. Only one bus (ATTB #4) is minimally operable, but would require costly major component upgrades to remain in testing condition. The other three (#1, #2 and #6) are no longer operational.

The ATTB program showcased the viability of several new technologies are now available including advanced CNG propulsion system, all-composite vehicle structure, continuous low-floor design, light weight sub-20,000 vehicle, advanced electric wheel motors with regenerative braking capability and advanced electric drive air conditioning systems.

Federal Transit Administration grant funding restrictions preclude the use of these buses in revenue service.

As part of the proposed ATTB disposition plan, **MTA** will seek to donate the vehicles and key components to institutions of higher learning that could benefit.

GRIFFITH OBSERVATORY SHUTTLE (GOS)

LOS ANGELES: Following a five-year closure for renovation and restoration, the world famed Griffith Observatory recently reopened. A combination of only 199 auto parking spaces and expected large numbers of visitors, access is currently limited to passengers on shuttle buses with advance reservations. These can be made on line or by calling 1-888-695-0888.

GOS, operated under contract by *TRANSIT SYSTEMS, INC.,* operates from the Orange Court in the parking structure of the Hollywood/Highland Entertainment Center or the Los Angeles Zoo parking area near the Line 96-RIVERSIDE DRIVE bus stop.

Timed-entry reservations are required for the shuttles, which depart every 15 minutes. General reservations are $8, seniors and children 5-12 are $4 with children 4 years and less, free.

*(Ed. Note – WT is not sure which agency is sponsoring the shuttle program. While the Observatory is operated by the City of Los Angeles, so far, the only publicity has been on the **MTA** web site).*

UPDATE ON SPANISH LANGUAGE BUS COMPANIES

LOS ANGELES: **CRUCERO USA** recently moved its downtown terminal from 605 South Maple (corner of the former **GREYHOUND** terminal) to the 649 South Wall terminal of affiliate **AUTOBUSES AMERICANOS.**

LA-MEX TOURS, INC. operates from a combination Mexican restaurant/store front ticket office at 131 East 7th (near Los Angeles Street) and is offering service to Santa Ana, Oceanside, Encinitas, San Ysidro and Tijuana Airport. They are advertising Los Angeles-San Ysidro fares of $18 one way/$28 round trip.

TRES ESTRELLAS DE ORO recently added one-way ticket prices to its ads including LA-SY of $17 and Los Angeles-El Paso of $49.

EL PASO-LOS ANGELES LIMOUSINE EXPRESS, INC., still located at 6th and Wall Streets, is advertising El Paso fares of $55 one-way/$100 round-trip.

(Continued on page 5)

LA DEPARTMENT OF TRANSPORTATION/ BOARD OF HARBOR COMMISSIONERS

SAN PEDRO: The Board of Harbor Commissioners is scheduled to award a three-year $1.9 million contract to Wilson & Co. Inc., Engineers and Architects for design work on a study to expand the *SAN PEDRO WATERFRONT RED CAR LINE* (WT 8/03) and construct a maintenance building and museum.

Expansions to be studied — a 3-mile extension north to Wilmington, a 1-mile circulator through downtown San Pedro, a 1.5 mile extension south from 22nd to Cabrillo Beach, a 1-mile spur south from Ports O' Call to Warehouse One, a 1/2 mile realignment in the vicinity of Ports O' Call and a 1-mile spur south from 22nd Street to a proposed new cruise ship terminal at the port's outer harbor (near Berth 46).

Downtown and Cabrillo Beach extension are already served by SAN PEDRO ELECTRIC TROLLEY-NORTH and SOUTH branches.

TRANSPORTATION AND THE ELECTIONS

In the November 2006 California election, there were ten county transportation sales tax measures on the ballot. In general, they would have added or maintained a 1/2 cent increase to the county sales tax rate for periods of time between 20 and 30 years, except that the Amador County tax was to be permanent.

As a special tax, these measures need a 2/3 vote and, in line with previous experience, the first time tax tries failed to get their votes, Tulare County the exception with a 66.74% favorable vote. Measures in Amador, Kern, Merced and Stanislaus Counties were defeated.

Renewal votes in Fresno, Madera, Orange and San Joaquin Counties passed. Santa Barbara County's Measure D was the one existing tax that lost.

Most of the money collected from the measures is used or will be used for improvements to freeways, highways and arterial streets. Bicycle paths, ADA related items and pedestrian improvements are also included. While public transit is a recipient, most of the money is not for actual bus operations, but for other elements. In Orange County, for example, the Measure M transit sales tax money is to buy down senior and disabled fares and for the planned **METROLINK** service expansion.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: Consultant Urbitran Associates, Inc. recently made a presentation to the **VVTA** Board on the long awaited Operations and Growth Study.

Six items were identified as the major issues — on time performance, 70-minute headways, inter-community and intra-community transportation needs, new software available that allows for more tailored demand response services, adjust headways to match loadings and gradually expand service to meet development.

Based on their findings, Urbitran created a Recommended Action Plan that includes issues used to shape the primary service goals which are — provide additional coverage, seek to regain a peak system-wide hourly headway, more efficiently match demand and supply in areas with lesser demand including route deviations or demand response, examine potential for new service to selected areas, maximize an integrated system approach to the service plan, establish core routes to be supplemented with local feeder routes.

Year One of the plan calls for route structures that allow hourly headways and continuing timed transfers. The Core Route Network includes nine routes while the four new Community Access Circulators, a combination of fixed route and dial-a-ride, will be timed to meet Cores.

Core Routes include **VICTORVILLE-ADELANTO VIA PALMDALE RD, VICTORVILLE-APPLE VALLEY VIA HWY 18, APPLE VALLEY-VICTOR VALLEY COLLEGE, MALL OF VICTOR VALLEY-VVC, MALL OF VICTOR VALLEY-HESPERIA VIA MAIN, VICTORVILLE-HESPERIA VIA VVC, VICTORVILLE-VICTOR VALLEY MALL VIA CIVIC DR, VICTORVILLE -ADELANTO NORTH VIA SCLA** and **VICTORVILLE CIRCULATOR.**

Circulators would include **APPLE VALLEY NORTH ROUTE DEVIATION, APPLE VALLEY SOUTH ROUTE DEVIATION, HESPERIA ROUTE DEVIATION** and **ADELANTO POINT DEVIATION. APD** would have a set of scheduled stops but upon request the bus would serve any location between them. The other three would be fixed routes but, also on request, serve individual destinations within 3/4 mile of the route.

Other proposals include adjusting the schedule and adding trips on 22-HELENDALE to serve the Stoddard Wells Road area and adjusting passenger fares including increasing the adult $1.00 local fare to $1.25.

With the completion of road construction around the junction of Highways 2 and 138 *(WT 6/06)*, regular and deviated service to Wrightwood on Line 21-TRI COMMUNITY was resumed beginning October 16th.

Starting November 6th, the Borego Loop (near Palmdale Rd and Amaragosa) on 31-ADELANTO and 32-ADELANTO was discontinued with buses staying on Palmdale Road.

(Continued from page 5)

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

SANTA ANA: The "Go Local" Program, approved by the OCTA Board last summer, is designed to use existing Measure M transit tax funds over the next five years to allow the 34 cities in the county to identify ways to make *METROLINK* commuter rail service convenient and encourage more usage *(Ed. Note – **OCTA** plans to begin funding all-day daily service between Fullerton and Mission Viejo in addition to more peak hour trains in 2008 and envisions local shuttles and pedestrian access as important parts of the expansion program. Go Local is the seed money for the project and each city is eligible to receive $100,000).*

Recently, **OCTA** approved the first six cooperative agreements with Anaheim, Orange, Villa Park, Laguna Beach, Aliso Viejo and San Clemente.

The first is a joint planning effort to include Anaheim, Orange and Villa Park. This includes a comprehensive transit needs assessment of the city to identify primary transit service corridors. Orange will allocate $60,000 to study pedestrian access between its train station and the Orange Plaza downtown commercial area and $40,000 to a multi-jurisdictional study assessing service between Orange and Anaheim. Villa Park will assess transit demand within that city and identify possible feeder service to/from nearby rail stations.

Aliso Viejo proposed a plan linking the Laguna Niguel/ Mission Viejo Station with the Aliso Viejo Town Center including a transit element, user-oriented support facilities and strategies to attract private funding of rider enhancements.

Laguna Beach is proposing a plan to link the **LAGUNA BEACH MUNICIPAL TRANSIT LINES** system with either the Irvine or Mission Viejo rail station.

San Clemente proposes to combine the planning efforts of its operating Downtown Trolley Committee with this funding to address implementation issues related to creating a circulator focused on connecting downtown, the beach and the San Clemente train station.

*(Ed. Note – it is too soon to discuss vehicle types, who would operate services – jurisdictions or **OCTA**, fare policy and how much coordination would be needed).*

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC)

LAS VEGAS, NV: **RTC,** the parent of **CITIZENS AREA TRANSIT,** has announced plans to issue two Requests For Proposal, the first in early 2007 and the second in the fall of 2007, for the operation and maintenance of **CAT** fixed route services in the Las Vegas area. **RTC** intends to contract with a minimum of two firms. *(Ed. Note – VEOLIA TRANSPORTATION, INC., formerly CONNEX/ATC, presently operates all fixed routes and LAIDLAW TRANSIT SERVICES operates the Dial-A-Ride system).*

The first RFP will cover the northern portion of the service area and operate from an existing **RTC** garage. Contract award is planned for next September with operations to commence in January 2008.

The second RFP will involve operations in the southern part of the service area and be housed at a newly built **RTC** garage. This contract would begin in early 2009.

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY (RTC)

RENO, NV: August 27th brought changes in both fares and service including NEW Line 19-WELLS AVENUE which operates hourly from CitiCenter along Plaza, Lake, Liberty, Ryland and Wells to Grand Canyon.

Service was added on fifteen routes and Lines 1-VIRGINIA STREET, 14-EAST MILL-AIRPORT, 18-GLENDALE-GREG and INTERCITY had reroutings.

Line 8 was discontinued while weekend frequency on 16 -IDLEWILD was reduced to hourly.

Earlier this year, the various **RTC** services were renamed — the former **CITIFARE** local fixed route system is now called **RTC RIDE** while **PUBLIC RURAL RIDE (PRIDE)** operating between Reno and Carson City along Highway 395 is now called **RTC INTERCITY.** The paratransit **CITI LIFT** became **RTC ACCESS.**

Fare wise, the **RTC RIDE** (local fixed routes) adult cash fares are now $1.70 (24 hour fare is $4.00), Youth fare is $1.25 (24 hour fare is $3.00) and senior and disabled fares are 85 cents (24 hour fare of $2.00). 7 and 31 Day Passes along with 10-Ride cards are available for all fare categories.

RTC INTERCITY (Reno-Carson City) fares were also changed – adult cash fare is $3.35 while the senior and disabled fare is $1.65. 10-Ride cards are available.

RTC ACCESS (Paratransit) fares on the paratransit system are paid in advance using 10 ride-ticket books priced at $17.00. Access certified passengers may ride **RTC RIDE** buses for 55 cents.

RTC recently adopted a new five-year Short Range Transit Plan that includes a number of **RTC** defined

(Continued on page 7)

FAIRFIELD/SUISUN TRANSIT SYSTEM
Fairfield, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
620-623	Gillig	3096T6V92	C1080209-212	1982	
625-628	Gillig	3096TB6V92	F1081237-240	1982	
629-630	Gillig	3096TB6V92	K1082776-777	1989	
631-632	Gillig	4096TB6V92TA	M1084112-113	1991	
633	Gillig	3596TB6V92TA	N1084312	1992	
634-639	Gillig	3096TB6V92	F1081435-436, 439-441, 434	1985	1
640-641	Gillig	S50T3596	R1085354-535	1994	
642	Gillig	C20D102N4	T1086930	1996	2
643-644	Gillig	C20B102N4	T1086931-932	1996	3
645-646	Gillig	C20B102N4	T1086933-934	1996	
647-652	Gillig	C21B102N4	21110514-519	2002	
653-654	Gillig	G22B102N4	21072552-553	2002	
670-676	MCI	D4500	3P055944-950	2003	
677-678	MCI	D4500	4P056165-166	2004	

1. Ex **JOHNSON COUNTY TRANSIT** (KS) 8600 series.
2. **BART** Express suburban.
3. **BART** Express transits.

goals and policies. The most far reaching regional goal is — *To increase the transit mode share from the current 2-3% of all trips to at least 6% of all trips.*

This goal requires an aggressive rethinking of the region's bus network to make it more relevant to a larger share of the travel market.

A key step in this process is to allocate 80% of fixed route transit operating funds to services designed for maximum productivity. The remaining 20% is devoted to coverage-oriented services, intended to maintain a region wide network for a large share of area residents. Some areas will be unable to support transit due to the disproportion between relatively high revenue service hours and the minimal potential ridership.

The next five years will be see major improvements in the **RTC** system including two new transit centers, RTC 4th Street Station in Reno replacing Citi Center and RTC Centennial Plaza in Sparks replacing Citi Station.

Improvements in the Sparks route structure become possible along with major revisions to south Reno as service is extended further south to Mt. Rose Highway.

By FY 2010, service will grow by 13,500 hours with 4 new buses added. By FY 2011, many features of the Bus Rapid Transit (BRT) project will be in place or in development along the South Virginia Street corridor.

Substantial service growth in the **RTC INTERCITY** and **TAHOE AREA REGIONAL TRANSIT** systems is not envisioned although some adjustments to **INTERCITY** in consultation with Carson City should be considered.

Facility improvements at Terminal, Villanova Drive, Sutro and Citi Center are planned along with land acquisition and bus garage construction at Sutro, construction of a new transfer facility at Meadowood Mall, a campus study of **RTC** facilities and security improvements.

Equipment wise, as current diesel buses are replaced, staff is investigating operating hybrid electric-diesel buses (purchase of 2 such buses was approved).

TRANSPORTATION SERVICES AUTHORITY (TSA)

RENO, NV: At its regular November meeting, the **TSA** considered a number of applications including tariff rate modifications for **NEVADA COACHES LLC dba SHOWTIME TOURS, BELL TRANS** and **LAS VEGAS STRIP TROLLEY.**

In addition, **JINUO EXHIBITION AND TOURS (LAS VEGAS), INC.** requested voluntary cancellation of Certificate of Public Convenience and Necessity (CPCN) 2081.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Orange County TA	6902-6903	Chevrolet	Uplander Van/7D102864, 103676	2006	
	6904-6905	Chevrolet	Uplander Van/7D103401, 102686	2006	
	6906-6910	Ford	Transporter Van/6DA42107-42111	2006	
Los Angeles County MTA	9400-9421	NABI	60B.01/6A140094-140115	08/06	
Pacific Coast Sightseeing	65695	MCI	J4500/6W063692	03/06	
Beach Cities Transit	533-534	ElDo National	TRE-32/—	2006	
Jamboree Tours	1215	Prevost	H3-41/W1012497	1998	
-USED-					
All City Lines	2347	TMC	T80206/KR826684	1989	1
-DISPOSITIONS-					
Victor Valley Transit Auth	60	Ford/Goshen	Econ/GC II/WC905363	1998	2
	100	Ford/Supreme	Econ/Startrans/WHA74195	1998	2
	106, 109, 110	Ford/El Dorado	Econ/Aerotech/XHC18402, 406, 403	1999	2
	112	Ford/El Dorado	Econ/Aerotech/XHC18404	1999	2
	125	Ford/El Dorado	Econ/Aerotech/2HA82018	2002	2
	501, 503-506	ElDo National	TRE-32/YC084128, 130-133	2001	2
	706-707	Bluebird	QBRE2903/VF077871-872	1997	2

-NOTES-

1. Ex LACMTA 2347.
2. The VVTA Board authorized disposition by auction. 109 and 112 were originally offered to City of Hesperia *(WT 4/05)*.

The **SANTA CRUZ METROPOLITAN TRANSIT DISTRICT** has authorized their General Manager to execute an option from the City of Culver City to purchase eight CNG powered, 40-foot low floor transit buses. **SCMTD** had previously used Culver City options to purchase two similar New Flyer buses that are currently being manufactured and are expected to be delivered this January.

In addition to speeding the purchase and delivery processes, the buses will cost less than if this were a single order for a small number of buses. In October 2003, the base price of a Culver City bus was $358,237.50. Using price formulas in the original contract, the price for the Santa Cruz buses will be tied to the Producer Price Index for the month in which the contract is signed.

LADOT contractor *VEOLIA TRANSPORTATION, INC.* has leased (three-month short-term) three 40-foot Gillig Phantoms from Shuttle Bus Leasing while other vehicles in the fleet undergo heavy maintenance. Numbered L001-L003, L for leased, the white buses with *COMMUTER EXPRESS* lettering and black window effect have been assigned to the Van Nuys division.

VVTA Buses





Left: *VVTA 505 in the yard on August 16, 2003 505 was the only bus lettered like this.* Right: *VVTA 501 on January 10, 2001. 501 was the only bus with a wrap. Both photos by Craig Barnes.*