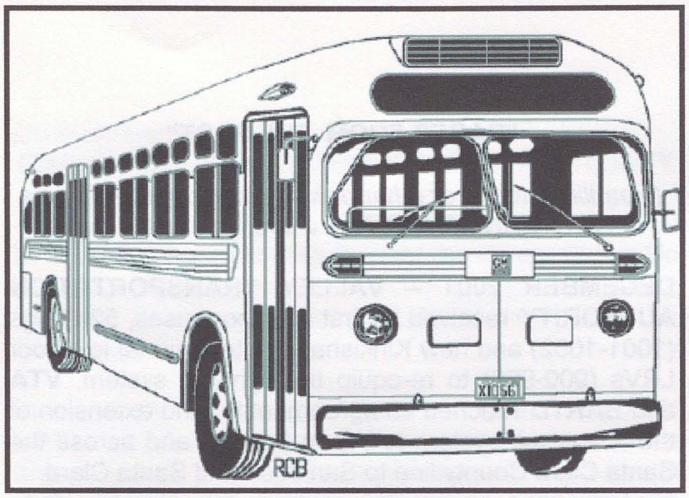


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VOL. 44, NO. 12 **December 2006**

NORTHERN ARIZONA INTERGOVERNMENTAL PUBLIC TRANSPORTATION AUTHORITY (NAIPTA)

FLAGSTAFF, AZ: Last July, several communities in northern Arizona formed one of the country's newest transit authorities in an effort to leverage respective expertise and plan collaboratively.

Building upon successful transit programs in the mountains of Flagstaff and the high desert of Cottonwood, **NAIPTA** is comprised of three municipalities (Flagstaff, Sedona and Cottonwood), portions of two counties (Coconino and Yavapai) and a major state university, Northern Arizona University. Sedona and NAU are just getting into the transportation business.

These organizations plan to collectively address the growing transportation needs of the region more efficiently than they could individually.

In 2000, Flagstaff residents voted to approve a dedicated transit sales tax to fund a completely new transit system known as **MOUNTAIN LINE.**

Inaugurated in 2001, **ML** is currently carrying about 600,000 annual passengers in a city of about 57,000 on a four-route, seven-days-per-week, pulse scheduled system with a fleet of alternate fuel, low floor El Dorado National EZ Rider buses, adorned in locally designed graphics. **ML's** VAN GO Para-Transit provides complementary service for ADA certified individuals.

In Cottonwood, the **COTTONWOOD AREA TRANSIT SYSTEM** offers both fixed and deviated route service that extends into Clarkdale, Verde Village and Bridgeport.

The CATCH-A-RIDE deviated service, inaugurated in 2002, operates on a schedule with about two dozen stops at conveniently located areas.

The **SEDONA ROADRUNNER** began operations on October 16th offering the ROADRUNNER TROLLEY, a fixed-route circulator between Uptown Sedona and the Hillside Shops (SR 179). Paratransit service for ADA eligible passengers is now also offered.

Commuter service connecting resident-rich Cottonwood with job-rich Sedona is in the final planning stages. As part of the program, **CATS** and **SR** are now developing plans for a combined maintenance facility in Cottonwood.

Northern Arizona University is currently implementing a new campus master plan that includes a campus bus system to enhance mobility on the long, linear campus.

NAIPTA has several issues under consideration — to award a contract for up to 20 buses over the next five years, a permanent transfer center in downtown Flagstaff and changing the definition of Youth for fare collection purposes to include those under 17.

In This Issue

Orange County Transportation Authority	3
Los Angeles County MTA	3
Glendale Beeline	4
Los Angeles Department of Transportation	4
Foothill Transit	4
Santa Ynez Valley Transit	5
Yolo County Transportation District	5
Sacramento Regional Transit District	5
Golden Gate Transit/Marin County Transit District	5
AMTRAK California	5
Sunshine Shuttle	5
Coach America	6
State of Nevada –Transportation Services Authority	6
Regional Transportation District (CO)	6
Federal Transit Administration	6
ROTM – Marin Airporter	7
Los Angeles World Airports	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Sukhwinder Singh dba 1AA SANTA CLARA AIRPORTER for On Call PSC between points in Marin, San Francisco, San Mateo, Santa Clara, San Joaquin, Alameda, Contra Costa and Solano Counties and Bay Area Airports and establish a Zone Of Rate Freedom.

EXPOSITION METRO LINE CONSTRUCTION AUTHORITY to construct a two-track at-grade crossing on Flower Street at 23rd, Adams and Jefferson for **MTA's** EXPO LINE.

Shin International, Inc dba AIR TRAVEL HOTEL applied for Charter Party Certificate TCP-21326-A with a home terminal in San Francisco.

EXECUTIVE LIMOUSINE AND COACH, INC. applied for Charter Party Certificate TCP-21378-B with a home terminal in Ventura.

VALLEY TROLLEY, LLC. applied for Charter Party Certificate TCP-21393-B with terminal in Murrieta.

BB Funding Inc dba ROCK STAR LIMOS applied for Charter Party Certificate TCP-21398-B with home terminal in San Diego.

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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)

DECEMBER 2001 – VALLEY TRANSPORTATION AUTHORITY received its first low floor buses, 52 Gilligs (1001-1052) and new Kinkisharyo International low floor LRVs (900-999) to re-equip the light-rail system. **VTA** and **BARTD** reached an agreement to fund extension of the heavy rail system to Warm Springs and across the Santa Clara County line to San Jose and Santa Clara.

DECEMBER 1996 – The **LA CANADA-FLINTRIDGE SHUTTLE** started its one route, three bus circulator running the length of Foothill Blvd through the city with *MAYFLOWER CONTRACT SERVICES* as operator.

DECEMBER 1991 – NAPA VALLEY TRANSIT, a suburban operation affiliated with **VINE** (City of Napa), began linking Calistoga, St. Helena, Yountville, Napa and Vallejo along CA Highway 29 with a fleet of four former **SCRTD** Carpenter CBW-300 buses.

DECEMBER 1986 – The **LOS ANGELES COUNTY TRANSPORTATION COMMISSION** held hearings amid plans to secure UMTA Section 3 capital funds (to buy 70 buses) to support the Bus Service Continuation Project, a 3-year program to continue operating service using private contractors on 16 bus lines **SCRTD** planned to discontinue in December 1986.

DECEMBER 1981 –The City of Calexico voted to retain the services of the city's two transit firms, **CALEXICO TRANSIT** and **KENNEDY TRANSIT SERVICE** and not implement an expansion program that would have required subsidies.

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	METRO MAGAZINE

(Continued from page 1)

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: December 10th brought the Winter Shake Up including the inauguration of **OCTA's** first Fixed Route Deviated Service on NEW Line 693-SAN CLEMENTE TALEGA SHUTTLE.

Buena Park Short Turn trips on Line 29-BEACH BOULEVARD have been rerouted and rescheduled in anticipation of the line serving the soon-to-open Buena Park **METROLINK** Station, located on Dale between Malvern and Artesia. *(Ed. Note – as the station is not yet open, buses continue operating to and from Auto Center Dr. (formerly Manchester) and Commonwealth).*

Lines 82 and 82A-FOOTHILL RANCH-MISSION VIEJO were merged into one by extending selected 82 trips to and from the Laguna Niguel/Mission Viejo **METROLINK** Station, south in the morning and north in the evening.

Schedules on 193-SAN CLEMENTE LOCAL were changed to allow eastbound trips to serve Wal Mart on the hour and westbound trips to stop on the half-hour to allow connection with the NEW 693.

Line 693, operated by *VEOLIA TRANSPORTATION* under contract, operates in a loop from Plaza Pacifica (Wal Mart) via Avenida Pico, Camino La Pedriza, Avenida Vista Hermosa and Avenida Pico to Plaza Pacifica. The one-bus line operates every half hour, between 600AM and 900PM on weekdays and 700AM to 700PM on weekends. Ford/Aerotech cutaway 8922 was the first day bus.

While 693 is primarily a fixed route, *ACCESS* eligible riders can request a pick up or drop off at a location within 3/4 mile of the bus route and the bus will "deviate" to serve the stop. Requests for deviation need to be called in to the *ACCESS* call center at least 24 hours in advance. The local fare structure applies, but the regular *ACCESS* fare is charged for deviated trips.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: December 17th also brought **MTA's** Winter Shake Up including seven NEW lines.

Former Line 85 was shortened to operate between Glendale College and Verdugo & San Fernando Road and renumbered 685-VERDUGO ROAD. Connections to and from downtown are made with Line 84.

111-FLORENCE AVENUE was shortened to operate as far east as the Norwalk GREEN LINE Station and 121-IMPERIAL HWY-NORWALK-WHITTIER was extended to Whittwood Center over the same alignment. 121, which is now housed at Division 2, was also separated from 120-IMPERIAL HIGHWAY.

Portions of lines 94 and 166 were replaced by NEW 224 -NO. SAN FERNANDO RD-LANKERSHIM BLVD. 94-SUN VALLEY-LOS ANGELES now operates between Sun Valley and downtown on the previous routing while 394-SAN FERNANDO LIMITED now operates daily (was weekday only) between Sylmar Station and downtown. 166-NORDHOFF-OSBORNE STS. now runs between Chatsworth **METROLINK** Sta and Branford & Glenoaks as before with NEW 364-NORDHOFF STREET LIMITED operating weekdays during peak hours on the same alignment. NEW 224 operates between Olive View Medical Center and Sun Valley along San Fernando Road and then via Lankershim Blvd. to Universal City Station. *(Ed. Note – the 224 was so numbered in memory of former 24-LOS ANGELES-SAN FERNANDO, predecessor to the 94).*

152-FALLBROOK-ROSCOE-VINELAND, 153-ROSCOE BL-SUN VALLEY-VINELAND and 155-BURBANK-UNIVERSAL CITY STATION VIA ALAMEDA all replaced former Line 152. 152 retained its former route from Fallbrook & Ventura to North Hollywood Station. 153 follows 152 except it travels along San Fernando Road during weekday peak hours serving SUN VALLEY **METROLINK** Station. 155 runs between Universal City Station and downtown Burbank.

The Owl portion of 156 was renumbered as 656-PANORAMA CITY-LOS ANGELES OWL.

158-WOODMAN AV-DEVONSHIRE ST was shortened from Valley Circle & Devonshire to Chatsworth **METROLINK** Station.

The Glendale Adventist Hospital–Arcade Park segment of 201-SILVERLAKE BLVD-EAST GLENOAKS was dropped *(Ed. Note – see GLENDALE BEELINE story)* as was the alternate route on 484-LA-VALLEY BLVD-CAL POLY to serve Industry METROLINK Station.

210-CRENSHAW BLVD north terminal was changed to Hollywood/Vine RED LINE Station while the north terminal of 212-LA BREA (after 730PM) was changed to Hollywood/Highland Station.

255-BOYLE HEIGHTS-EAST LA will be discontinued, but is operating Monday thru Saturday hours (Sunday was dropped) on an interim basis, until the route of **LADOT's** DASH/BOYLE HEIGHTS is extended.

NEW 350-CENTRAL AVENUE LIMITED and 355-COMPTON AVENUE LIMITED operate during weekday rush hours replacing similar trips on 53 and 55.

(Continued on page 4)

(Continued from page 3)

Line 363-SHERMAN WAY LIMITED was rerouted between Van Nuys and North Hollywood directly along Sherman Way and Lankershim Blvd.

487-EL MONTE-SIERRA MADRE-DOWNTOWN LA was divided into two lines, both beginning and ending at the Sierra Madre Villa GOLD LINE Station — 287-EL MONTE-SIERRA MADRE and 487-SIERRA MADRE VILLA STATION-BUSWAY-DOWNTOWN LA. Schedule wise, these are interlined.

A new *RAPID* line, 741-RESEDA BLVD RAPID, began operating between Reseda/Devonshire and Burbank/ Ventura along Reseda and Ventura Blvds. Service runs weekdays only with 10 minute peak headways and 20 minute headways at other times.

Line 901-NORTH HOLLYWOOD-WARNER CENTER (ORANGE LINE) was rerouted from Variel to Canoga to serve the recently opened Canoga Station with its 600 space auto parking lot.

9400 series NABI articulated buses, painted *METRO LOCAL* orange, have now been assigned to 233-VAN NUYS BLVD and 204-VERMONT AVE *(Ed. Note – on both streets, the local and RAPID buses are now all articulated units).*

GLENDALE BEELINE (GB)

GLENDALE: Replacing the segment of **MTA** Line 201-SILVERLAKE-EAST GLENOAKS discontinued the previous day, **GB** started the GLENOAKS CANYON SHUTTLE on December 18 with **GLENDALE BEELINE** contractor *MV TRANSPORTATION* operating the bus.

The one bus shuttle, which charges regular **GB** fares, operates the same service span as Line 201 did and connects with **MTA** at Chevy Chase & Harvey.

Glendale is funding the bus with $45,000 it will receive from **MTA** as compensation for the service removal.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: **LADOT** recently issued an RFP to purchase 17 standard floor, CNG powered, 40-foot transit buses, with options for up to 98 more buses for the *COMMUTER EXPRESS* PROGRAM. The RFP for five-year contract also includes provisions for assignable options with manufacturers required to quote the cost for an initial order of 13 buses. Responses from the builders are due January 17, 2007.

Reviewing the current **LADOT** large bus fleet, there are 45 40-foot Gilligs (85001-85004, 87001-87028, 88001-88012, 91045), 48 Neoplans (92001-92038, 92059-92063 plus five from **VVTA**), 17 Stewart & Stevenson's (91002-91003 and 92039-92058), 3 Orion Vs (04401-04403) and 4 leased-from-**MTA** TMC RTS (1245, 1256, 1344 and 1375).

LADOT is currently in the second year of a three-year contract (until 9/30/08) with Creative Bus Sales to supply up to 53 low-floor, propane fueled EZ Rider 30-foot buses. So far, 06301-06305 and 06315-06319 have been received and placed into service.

The contract calls for an order of 14 with options for 39 more. Six of the 14 were intended for expansion on DASH/WILSHIRE CENTER/KOREATOWN, LINCOLN HEIGHTS/CHINATOWN and BOYLE HEIGHTS. The other eight were replacements.

Of the 39, 24 will replace existing buses while the remaining 15 will service three new routes.

Community Redevelopment Agency AB-1290 funds have been appropriated to continue operation of the Thursday-Saturday only night time HOLLY TROLLEY in central Hollywood *(WT 2/06)* until June 30, 2007.

Last September DASH/SAN PEDRO was rerouted in the Barton Hill area and now travels along Gaffey, 1st, Centre, 6th, Harbor and 7th, no longer operating along Grand and O'Farrell.

The DOWNTOWN DASH SYSTEM (Routes A, B, C, D, DD, E and F) is currently under study with an eye to improve productivity and cost effectiveness, improve schedule adherence, investigate need for new services, especially east of Main Street and determine the demand for increased night service. A report of study findings is expected later this month.

(Note –Neoplan AN340As 92059-92063 were incorrectly listed as Stewart & Stevenson's in WT 10/06).

FOOTHILL TRANSIT (FT)

WEST COVINA: In October the **FT** Board awarded a two-year contract with three one-year options to *FIRST TRANSIT, INC.* to provide operations and maintenance at **FT**'s Pomona Division. *FTI* had been the incumbent.

The *SILVER STREAK* Bus Rapid Transit program is set to begin in March 2007 with the service based at the Irwindale Division. **FT** recently purchased three sets of wheel lifts for those buses.

Earlier this month, **FT** issued a Request For Proposal for transit operations and maintenance services at the Irwindale Division. *FIRST TRANSIT, INC.* is currently

(Continued on page 5)

the contract operator, having secured the contract after *FTI's* purchase of *COACH USA TRANSIT SERVICES* in 2004.

SANTA YNEZ VALLEY TRANSIT (SYVT)

BUELLTON: The single-bus BUELLTON-SOLVANG-SANTA YNEZ-LOS OLIVOS route saw service doubled as a reverse direction bus was added, each route (A and B) operating on an 80-minute headway.

SYVT buses operate Monday thru Saturday between 700AM and 700PM.

BUELLTON-SANTA BARBARA service is now offered on Tuesday and Thursday with advance reservations required. The bus departs the Flying Flags R. V. Park on Avenue of the Flags and serves several destinations in and around Santa Barbara.

YOLO COUNTY TRANSPORTATION DISTRICT (YCTD)

WOODLAND: **YCTD** changed contractors during the summer as *VEOLIA TRANSPORTATION SERVICES, INC.* replaced 5-year incumbent *FIRST TRANSIT, INC.*

VTS and Amalgamated Transit Union 256 negotiated a new labor agreement in a single, three hour meeting that includes two different pension plans, one from *VTS* and the other from *ATU,* with employees free to choose either plan.

YCTD implemented a revised fare structure on September 1. Local cash fares are now $1.50 (Regular), 75 cents (students) and 60 cents (senior/disabled). Express cash fares are $2/$1/$1. Daily Passes are $5/$2.50/$2.50) and Transfer to **RT** charges are 75 cents, 35 cents/50 cents.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: The half-mile extension of the GOLD LINE-FOLSOM to/from the Sacramento Valley Station (AMTRAK Depot at 5th and H) was commemorated on December 8th with a commuter meet and greet at the station in the morning, ending with the arrival of the inaugural train and grand opening ceremony between 1000AM and 1100AM.

New trackage was constructed along both 7th and 8th between K and H Streets and on H to 5th and into the station. A new station at 8th and K opened, with a third station (7th & I/County Center) set to open next spring.

GOLDEN GATE TRANSIT (GGT)/ MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: December 10th brought changes.

On weekdays and Saturday, hourly service after 830PM was added on 17-MARIN CITY-MILL VALLEY-SAN RAFAEL and 23-FAIRFAX-SAN RAFAEL as several weekday peak trips on 35-CANAL-SAN RAFAEL were dropped.

A trial extension of 52-IGNACIO-GRANT & REDWOOD from Novato into San Rafael was accompanied by a headway reduction from 30 to 60 minutely.

Saturday service on RURAL Routes 61W-SOUTH and 68-NORTH will continue all winter this year while Sunday operations will close down between November 12th and next March 18th.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: October 30th brought minor changes to trains, but more substantive ones to the buses.

Route 6-PENINSULA-SAN JOSE-STOCKTON was shortened and no longer serves Palo Alto, Mountain View and Sunnyvale, but continues at Santa Clara. *(Ed. Note – the bus had been extended north from San Jose in October 2005* (*WT 11/05*).

Effective October 1, *PREFERRED CHARTER* became the contract operator of Route 3-MEDFORD (OR) - REDDING-STOCKTON and *ALL WEST COACHLINES* began operating Routes 20-HIGH SIERRA-SIERRA FOOTHILL and 23-LAKE TAHOE on December 1.

On Route 15-YOSEMITE, as the result of a major mudslide on Highway 140 between Midpines and El Portal, full size buses cannot operate on the temporary bridge installed during repairs. The route has been changed temporarily from Interline to Mixed Mode using 18-passenger buses. Until October 30, **AMTRAK** provided temporary service to/from Modesto for Trains 712 and 717 to accommodate **GRAY LINE OF SAN FRANCISCO's** YOSEMITE-IN-A-DAY TOUR. As the tour does not operate in the winter, the special service has been suspended until next spring.

SUNSHINE SHUTTLE (SS)

WHITTIER: The former SOUTH WHITTIER SHUTTLE (*WT 2/06*) was recently renamed and two single-door, 30-seat, propane powered El Dorado National EZ Rider buses in blue and yellow were added to replace the originally assigned Econoline/Aerotech cutaways.

(Continued from page 5)

COACH AMERICA (CA)

DALLAS, TX: In late November, it was announced that Fenway Partners, a leading middle market private equity firm, entered into a definitive agreement with Kohlberg & Company to acquire **CA,** the largest tour and charter bus company and the second largest motorcoach services provider in the United States.

CA, previously known as **CUSA LLC** after purchasing portions of the original *COACH USA*, operates the nation's second largest ground fleet with over 2600 vehicles including motor coaches, mid size buses and trolleys, double decker buses and a variety of van style vehicles. Operations are concentrated in the southern half of the country from California to Florida, but with a presence in the Mountain and Pacific Northwest areas.

Services provided by the company and its 5000 employees include airport and casino shuttles, tours and sightseeing, charters, commuter transportation, rail crew transportation and contract services.

CA companies regularly reported on by *WT* include **PACIFIC COAST SIGHTSEEING, CALIFORNIA CHARTERS, ANTELOPE VALLEY BUS, INC, GOODALLS CHARTER BUS SERVICE, ALL WEST COACHLINES, FRANCISCAN LINES, GRAY LINE OF SAN FRANCISCO, RAZ TRANSPORTATION** and **KT CONTRACT SERVICES.** Many of the buses are decaled for **CA** or **GRAY LINE** or the operation they are providing, such as *DISNEYLAND RESORT EXPRESS* for Southern California airport bus operations.

STATE OF NEVADA TRANSPORTATION SERVICES AUTHORITY (TSA)

RENO, NV: The most recent **TSA** meeting was held on December 14th and included a number of items.

One was application of *SUN & SONS, INC.* for a certificate to provide charter bus service within the State of Nevada while *LAIDLAW TRANSIT SERVICES, INC. dba ROESCH LINES, INC.* applied for voluntary cancellation of its certificate – CPCN 2091.

Several companies requested tariff rate modifications including *BELL TRANS, BLS LIMOUSINE SERVICE OF LAS VEGAS, EXECUTIVE LIMOUSINE SERVICE, INC.,* and *SIERRA CHAUFFEURS LTD dba LONDON LIMOUSINES OF RENO.*

Representatives of Landside operations at McCarran International Airport and the Las Vegas Convention and Visitors Authority Security were scheduled to give a briefing on ground transportation trends and activity.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: **RTD** celebrated the opening of its new SOUTHEAST LIGHT RAIL with appropriate ceremonies at the Lincoln Station on November 17th.

The new 19-mile light rail project consists of four new lines (E, F, G and H) along the west side of Interstate Highway 25 from Lincoln Avenue to the existing I-25 and Broadway Station (connecting with existing C and D lines) and along the center of I-225 from the I-25/I-225 interchange to Parker Road in Aurora.

The $880 million Southeast Light Rail Project is part of the $1.7 billion Transportation Expansion (T-REX) project, a partnership between **RTD** and COLORADO DOT, that also includes improvements to 17 miles of highway in the congested southeast corridor along I-25.

34 new light rail vehicles were purchased for the expansion and the new Elati Rail Maintenance Facility was constructed.

As part of the rail project, **RTD** introduced several new bus routes, revised some of the existing ones and introduced six new call-n-Rides to better serve riders in the southeast area.

The 13 new light rail stations will offer a total of nearly 7000 parking spaces with free parking available at all but the Louisiana/Pearl Station. Ridership estimations suggest daily patronage of 33,000.

FEDERAL TRANSPORTATION ADMINISTRATION (FTA)

WASHINGTON, D.C.: The recent FTA sponsored negotiated rulemaking to determine a new standard for conducting charter operations reached only partial agreement on many of its outstanding issues.

Following seven months of meetings, the group failed to reach agreement on many critical issues, including the foundation issue of exactly which trips and services constitute charter operations.

The negotiating team, including representatives of both public and private entities and associations, had been meeting regularly to arrive at agreements. In the end, the complexity of the issues and existing federal mandates, along with the specific demands of each group, did not allow for resolution.

(Ed. Note – for almost the entire time that public transit agencies have received tax monies to support their operations, there has been an ongoing debate on the topic — should public agencies provide charter bus

(Continued on page 7)

Marin Airporter

San Rafael, California

FLEET NOS.	BUILDER	MODEL	VIN NOS.	YEAR	NOTES
55-56	MCI	102D3	SP0475498-599	1995	
58-59	MCI	102D3	TP048785-786	1996	
63-65	MCI	102D3	VP049832-834	1997	
66-67	MCI	102D3	WP050895-896	1998	
68-69	MCI	102EL3	XP060736-737	1999	
70	MCI	102C3	NP044561	1992	1
72-73	Prevost	H3-40	P1001318-319	1993	2
74-75	Prevost	H3-40	P1001018-018	1993	3
76	MCI	102DL3	RP045784	1994	4
78	MCI	102EL3	YP060958	2000	5
79-80	Prevost	H3-45	Y1013423, 461	2000	6
82	Prevost	H3-45	Y1013343	2000	7

-NOTES-

1. Ex SFO Airporter 366.
2. Ex Preferred Charters 9323-9324.
3. Ex Preferred Charters 9421-9422.
4. Ex Autobus Viens (PQ) 557.
5. Ex Kings Custom Tours (TN) —.
6. Ex Hebaragi & Lemi —.
7. Ex Hebaragi & Lemi 1019.

service in competition with tax paying, profit making private firms. Presently, there are specific rules about how this process should be conducted, but like so many other programs, there have been numerous interpretations of the regulations. In different parts of the country, charter bus service and who may, should or does provide it is handled differently).

At the final meeting this year, FTA and both teams of negotiators made many attempts to reach agreement, but the time expired without complete resolution. By the proceeding's rules, the votes had to be unanimous.

The negotiations did lead to several agreements — the adoption of procedures for creating advisory opinions to examine potential charter trips to assure adherence to regulations, the nature of groups that could be included for exempt trips and a simple, on line procedure for private sector operators to register for notification of charter opportunities.

While there were several successes, these were over shadowed by the issues that were not resolved. Besides the failure to define "charter operations", the negotiation also failed to come to an agreement on whether to use administrative law judges to hear violation disputes, how to create a procedure to make records of exempt, and thus, permitted charter trips conducted by transit agencies available for scrutiny to avoid unnecessary complaints and the final nature of many of those special exemptions.

As expected, costs also formed the basis of several unresolved issues, with the public representatives seeking flexibility in offering specific charitable service and the private sector arguing that services needed to be priced using fully allocated costs.

The agreed upon portions of the regulations emanating from the negotiations will form a partial basis for the FTA to now complete the creation of a proposed set of charter rules. The process of reaching a new and final set of clear and comprehensive charter rules is expected to be resolved over the next year.

LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: The Board of Airport Commissioners has now approved policies requiring all hotels in the LAX area to reduce or consolidate courtesy bus trips.

There are two major objectives to the policies – reduce traffic congestion and improve air quality.

The 46 hotels, 9 of whom participate in an optional trip reduction program *(WT 4/06),* make an annual total of 600,000 airport trips, accounting for four per cent of the traffic within the facility.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Orange County TA	6401	Ford/El Dorado	Econ/Aerotech/6HB37651	2006	
	6402-6412	Ford/El Dorado	Econ/Aerotech/6DB15636-646	2006	
	6413-6422	Ford/El Dorado	Econ/Aerotech/6DB28257-266	2006	
	6423-6424	Ford/El Dorado	Econ/Aerotech/6DA88956-957	2006	
	6425-6431	Ford/El Dorado	Econ/Aerotech/6DB29735-741	2006	
	6432	Ford/El Dorado	Econ/Aerotech/6DB32672	2006	
Sunshine Bus (LACDPW)	L308-L309	ElDo National	EZ Rider/6C0—	2006	
THE BUS (Oahu Transit Services) (HI)	901-940	New Flyer	DE40LF/6C030172-211	2006	
-USED-					
All City Lines	4419	GMC	T7J604/CV821148	1982	1
Transportes Sol Azteca	10647	MCI	MC-12/PP045123	1993	2
	10847	MCI	MC-12/NP044741	1992	2
	11447	MCI	MC-12/RP045969	1994	3
-DISPOSITIONS-					
Orange County TA	6106	Ford/El Dorado	Econ/Aerotech/—	2003	4
	6121	Ford/El Dorado	Econ/Aerotech/—	2003	4

-NOTES-

1. Ex LACMTA 4419 2. Ex GLI 1961, 1826 3. Ex GLI 2327 4. Off roster

LOS ANGELES WORLD AIRPORTS recently approved a contract, on behalf of Los Angeles International Airport, with NABI to purchase 21 CNG powered transit buses to replace a like number of Gillig Phantoms currently in use on *LAX SHUTTLE*.

SANTA CLARITA TRANSIT has two NABI articulated buses, model 60-BRT, on order. They are options on the current **MTA** order.

SCT recently traded 151, a 40-foot Gillig Phantom, to **GREATER BRIDGEPORT (CT) TRANSIT DISTRICT** for a Chance American Heritage Streetcar. In Santa Clarita, the motorized trolley has been named "Hometown Trolley" and will be used to offer free service within the Valencia Town Center and Valencia Industrial Area.

BUSES OF THE MONTH





LEFT: *Sunshine El Dorado/National L-309.* ***RIGHT:*** *LADOT 1245. Both Russ Jones photos.*