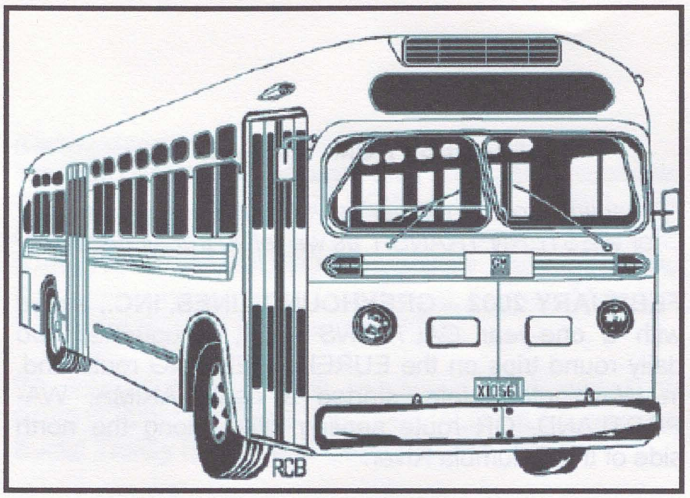


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VOL. 45, NO. 2 **February 2007**

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS (DPW)

ALHAMBRA: On January 31st **DPW** inaugurated its newest community shuttle, AVOCADO HEIGHTS-BASSETT-WEST VALINDA FLEX ROUTE, in the San Gabriel Valley. This area is part of the First District, Gloria Molina, County Supervisor.

SOUTHLAND TRANSIT, INC. operates the route under contract using white Econoline/Aerotechs.

Service operates hourly Monday thru Saturday between 700AM and 700PM (1 bus).

Passengers may board at any designated bus stop along the Regular route while the shuttle only stops along Flex Routes A and B by passenger request.

Riders desiring to be picked up on the flex route need to call 24 hours in advance while riders wishing to be dropped off only need to let the bus operator know when they board the bus.

AH-B-WV begins at Avocado Heights Park near Don Julian and 5th Ave and travels as a Regular Route along Don Julian, 4th Ave, Proctor, 3rd Ave and Don Julian to Workman Mill. Then it switches to Flex Route A (area south of Workman Mill) or Flex Route B (area north of Workman Mill), returning to Don Julian and the Regular Route via Don Julian, San Angelo, Valley Blvd, Vineland, Amar and looping Willow, Fairgrove, Sunkist and Amar. The bus then returns via the reverse routing, including Flex Routes, to Avocado Heights Park.

The fare is 25 cents with seniors, disabled, those under five and **MTA** pass holders riding for free.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: The weekend of January 28-29 brought the next round of service changes resulting from the Comprehensive Operations Analysis *WT 6/06, 10/06).*

The downtown terminal of Line 2-30TH STREET was relocated to Ash & Harbor while the weekend south terminal of 11-KENSINGTON-SPRING VALLEY was changed to Deep Dell and Paradise Valley Roads. Service between Bayview Terrace and Spring Valley was maintained on an extended 961, on a daily basis.

Weekend operations on 31-MIRA MESA-UTC were discontinued with service between University City and Mira Mesa offered on a revised 921-SORRENTO-MIRA MESA BLVD operating along Mira Mesa and looping on the eastern end along Mira Mesa and Gold Coast Drive.

702-PALOMAR STA-SHARP HOSPITAL was replaced between Sharp Chula Vista Medical Center and Palomar Street Trolley Station by an extended 704-BAYFRONT STA-SHARP HOSPITAL. 705-PLAZA BONITA-BAYFRONT STA was extended as 705A to include the former 713 as far as Southwestern College. 706A was discontinued without direct replacement.

810-ESCONDIDO-SAN DIEGO was discontinued

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

BLUE & GOLD FLEET, L. P. filed for a passenger fare increase for its service between Sausalito and San Francisco.

Four Winds Day Camp, Inc. dba FOUR WINDS TRANSPORTATION filed for Class B Charter Party Certificate TCP-9744 with home terminal in Inglewood.

Daniel Pace Orchard dba PACER ENTERPRISES filed for Class B Charter Party Certificate TCP-21581-B with a home terminal in Inglewood.

*(FOUR WINDS and PACER both list 5134 West 106th Street as their home terminal, which location served as the INGLEWOOD CITY LINES garage in its last years – **SCRTD** purchased the firm in July 1967).*

Laura M. Burnley dba ONE TIME LIMOUSINE filed for Class B Charter Party Certificate 21301-B with a home terminal in Fresno.

GENTLE RIDE ENTERPRISES, INC. has filed for Class B Charter Party Certificate 21480-B with a home terminal in Van Nuys.

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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)

FEBRUARY 2002 – GREYHOUND LINES, INC., armed with a one-year *CALTRANS* grant, inaugurated two daily round trips on the EUREKA-REDDING route and, in Washington state, started a new YAKIMA, WA-PORTLAND, OR route serving cities along the north side of the Columbia River.

FEBRUARY 1997 – The new **CAMARILLO AREA TRANSIT** made its debut — including a single fixed route, a curb to curb general public Dial-A-Ride and a new fare structure.

FEBRUARY 1992 – There were seven Spanish language bus companies operating between Los Angeles, San Ysidro and Tijuana — **GREYHOUND LINES, GOLDEN STATE TRANSPORTATION CO., TRANSPORTES INTERCALIFORNIAS, TRES ESTRELLAS DE ORO, INTERNATIONAL TOUR SERVICE, TURISTICOS BAJA CALIFORNIA** and **CENTRAL TOURS SERVICE COMPANY.**

FEBRUARY 1987 – VISALIA CITY COACH started operations with four routes, six buses and, at the time, the most expensive city bus fare in the state — $1.00.

FEBRUARY 1982 – THE BUS THAT GOES IN CIRCLES, INC. joined the American Sightseeing Association and started a new, daily sightseeing one-way service between Coronado, San Diego, Anaheim and Los Angeles, including narration enroute.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Patrick Hardie Russ Jones
REPORTERS & SOURCES:	Alan Fong Andrew Novak Scott Page Scott Richards

(Continued from page 1)
between Escondido Village Mall and the Escondido Transit Center while 820-POWAY-SAN DIEGO now begins and ends at Midland and Poway Roads. 850-RANCHO PENASQUITOS no longer serves Rancho Bernardo, beginning and ending at Carmel Mountain Road and Rancho Penasquitos Drive.

Weekday half hour peak headways were added on 916/917-COLLEGE GROVE-EMERALD HILLS between Euclid Trolley Station and College Grove.

The northern terminal of 936-SPRING VALLEY-69TH & EL CAJON was changed from 70th Street Trolley Station to San Diego State University with service on Alvarado Road discontinued. 955-SDSU-NATIONAL CITY-8TH STREET TROLLEY STA. was changed in National City to operate on 43rd, Highland and 8th.

961-SPRING VALLEY-PLAZA BONITA was extended between Plaza Bonita and Spring Valley Shopping Center via Glen Vista, Parkbrooke and Elketon Blvd.

980 and 990-RANCHO BERNARDO-POWAY-DOWNTOWN EXPRESS were both discontinued and night service to 9th Avenue on 992-DOWNTOWN-AIRPORT (*The Flyer*) was discontinued with all trips now serving the Gaslamp Quarter.

Schedule adjustments were made throughout the system, some reducing frequencies at the beginning or end of the day, others involving all day headways.

MTS recently exercised an option in its contract with Creative Bus Sales (for El Dorado National products) and will purchase seven 32-foot, CNG powered EZ Riders to replace **MTS** 2071-2077, 1997 model EDN Transmark TRE-32s that have spent their entire careers on Line 992-AIRPORT-DOWNTOWN SAN DIEGO.

In 2003, **MTS** awarded Creative Bus Sales a contract for seven EZ Riders for **CHULA VISTA TRANSIT** (7101 -7107) which contract also allowed the agency to buy additional buses for a five year period. This is the first exercise of that option.

CA/PACIFIC COAST SIGHTSEEING TOURS (PCST)

ANAHEIM: For 2007 **PCST** is offering one NEW tour, #1 – LOS ANGELES BY NIGHT, but has dropped the LAS VEGAS FLYER and all of the GRAND CANYON packages *(these were previously the main business of corporate affiliate **VALEN TRANSPORTATION, INC.** The SAN DIEGO FLYER, another **VTI** route, was discontinued late last year).*

LA BY NIGHT includes stops at Universal Studios City Walk, Olvera Street, Hollywood Boulevard, Grauman's Chinese Theatre, Sunset Strip and, beginning this summer, the Griffith Observatory.

SENIOR CONCERNS/THOUSAND OAKS

THOUSAND OAKS: Shuttle service, primarily for Conejo Valley senior citizens to/from the Kaiser Permanente Medical Center in Woodland Hills, began on February 1st.

SC, a private, nonprofit social services agency, will manage the program under a three year federal grant administered by City of Thousand Oaks Transportation Department and the Ventura County Transportation Department. **ROADRUNNER SHUTTLE** airport shuttle van operator, is providing a nine passenger, wheelchair accessible van.

The regular round trip fare is $20 while the fee for a physician approved caregiver is $10.

The van leaves Senior Concerns on Tuesdays and Thursdays at 815AM, 1015AM and 1220PM with returns from Kaiser at 910AM, 1130AM and 115PM including a stop at the Warner Center Transit Hub on Owensmouth.

SANTA MONICA'S BIG BLUE BUS (BBB)

SANTA MONICA: February 4 brought several changes including the new SMC COMMUTER line operating between Westside Pavilion and Santa Monica College thru Palms and Mar Vista.



From Pico, SMC travels via Westwood, National, Overland, Palms, Glendon, Charnock, Sepulveda, Venice, Centinela, Ocean Park, 17th, Pearl and 14th to Pico, returning from Olympic via 20th to Ocean Park.

Two late morning (910AM and 940AM westbound) and two afternoon (136PM and 206PM eastbound) trips are scheduled using buses pulling in from or pulling out to Line 13-CHEVIOT HILLS. A third morning westbound trip at 810AM was added on February 12th.

Six additional trips were added on 10-SANTA MONICA FREEWAY EXPRESS – one morning eastbound, three morning westbound and one afternoon westbound.

Service was more than doubled on Line 11-14TH/20TH CROSSTOWN. Buses on the one-way loop now

(Continued on page 4)

(Continued from page 3)
operate every 15 minutes between 700AM and 600PM (2 buses) and now also operate every half hour between 630PM and 1000PM Monday through Thursday when school is in session.

BBB is planning a Community Transit (small bus) route operating two-way on 20th Street between Santa Monica College and Santa Monica Blvd.

TULARE COUNTY AREA TRANSIT (TCAT)

VISALIA: On behalf of **TCAT,** the Tulare County Board of Supervisors recently held a public hearing to receive public comment on obtaining FTA Section 5311 grant funding for three projects.

The first grant is to purchase one mid-size CNG bus for **TCAT** to replace current gasoline powered cutaways. *(Ed. Note – the current **TCAT** fleet includes 14 Econoline/Aerotech and Econoline/Diplomat cutaways operated by M. V. TRANSPORTATION and two MCI/ TMC MC-9s from the ORANGE BELT STAGES fleet).*

The second grant is for an on-board Video Security System (Drive Cam) for the entire fleet while the third grant is for operating assistance funds to be used for general expenses of the County transit services.

LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)

LIVERMORE: **LAVTA** recently issued an RFP for a three-year Maintenance and Operations contract to start on July 1, 2007. Upon completion of the initial term, **LAVTA** could extend the agreement for up to four additional one-year terms.

LAVTA was formed in May 1985 and includes the cities of Dublin, Livermore, Pleasanton and unincorporated portions of eastern Alameda County.

With a fleet of 75 full size buses and 27 cutaways for paratransit, the system operates twelve fixed routes in two distinct service areas, Livermore to the east and Dublin and Pleasanton, to the west, an inter-regional express bus along I-680 between Dublin/Pleasanton and BART/Pleasant Hill and complementary ADA paratransit throughout the service area.

LAVTA currently operates from an office and garage at 1362 Rutan Court in Livermore, but is in the initial stages of planning for a new facility. As the system has grown, about 20 buses are currently parked at the Livermore Airport. The new location will either augment or replace the Rutan Court site.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)

SANTA CRUZ: Beginning last September 7th, **METRO** made a number of route and schedule changes including the following — added and rescheduled trips on 17-AMTRAK-HIGHWAY 17 EXPRESS and all trips on 70-SANTA CRUZ-CABRILLO now serve the Cabrillo College Upper Campus. 7N was renumbered 68N-LIVE OAK VIA BROADWAY/PORTOLA. Outbound to Capitola Mall, the bus travels San Lorenzo Blvd to serve lower Ocean Street while inbound buses travel via Seabright, Broadway and Ocean.

88-ARMORY SHUTTLE SERVICE was reactivated (between November 15 and April 15) for the season. Two morning trips, departing METRO Center at 605AM and 650AM, and two afternoon trips, leaving at 445PM and 540PM, are offered.

Afternoon buses serve Downtown, Homeless Shelter and National Guard Armory and return to METRO Center. In the morning, buses serve METRO Center, Armory, Homeless shelter and return to METRO.

AS offers "open door" service to all passengers. Regular **METRO** fares apply. Homeless Shelter patrons are issued one-way fare passes each day for deposit in the farebox. Continuation of this service is contingent upon funding received from participating agencies.

MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: **MCTD** is planning a public hearing next month to discuss its plans for improvements on the *WEST MARIN STAGECOACH* that could include — 68-NORTH ROUTE service to Bear Valley Visitor Center at Point Reyes National Seashore Monday thru Saturday, consistent routing and schedule on 61-SOUTH ROUTE on weekdays using Panoramic Highway to Stinson Beach, operating 61-SOUTH ROUTE on Sundays year-round and a NEW Coastal Route from Bolinas/Stinson Beach to Point Reyes Station on Mon/Wed/Fri.

YOLO COUNTY TRANSPORTATION DISTRICT (YOLOBUS)

WOODLAND: **YOLOBUS** recently celebrated its 25th anniversary. On January 3, 1982, an extremely stormy day, the-then **YOLO TRANSIT SYSTEM** commenced operations. Yolo service had been operated under contract by **REGIONAL TRANSIT,** but the jurisdictions believed they were paying too much and chose to try private sector contracting.

COMMUTER BUS LINES was the first provider with a fleet of former **GRAY LINE OF LOS ANGELES** Flxible

(Continued on page 5)

suburbans and former **BI STATE TRANSIT SYSTEM (MO/IL)** Flxible transits *(WT 2/82)*. Lead agency Yolo County ran rural services using vans and cutaways. *M. V. TRANSPORTATION* is the current contractor, having recently replaced *FIRST TRANSIT, INC.*

The initial Joint Powers Agency was transitioned into an Authority run by a board of elected officials and senior staffers to include a Congestion Management Agency (helping to obtain funds for road and bike projects) and then into a special district created by the state.

YOLOBUS patronage has topped 21 million over that period. The first transfer agreement in the Sacramento region included **YOLO** and **RT. YOLO** was among the first agencies in the state to pursue CNG. The large bus fleet now includes 39 CNG powered Orions and NABIs.

YOLO initiated local and ADA service in Woodland and intercity service for Winters and the highly successful Line 215 for Cache Creek Resort and Casino. West Sacramento service was recently revised with funding obtained for a new transit center.

BUTTE REGIONAL TRANSIT (B-LINE)

CHICO: Several **B-LINE** changes took place November 5th including reconfiguring two routes in Chico, adding Saturday service to Magalia and relocating the Paradise Transit Center.

At its north end, 7-BRUCE-MANZANITA now turns around at Pleasant Valley High instead of traveling to Ceres & Lassen with an adjustment to Route 2.

Routes 1-LASSEN-ESPLANADE and 2-MANGROVE now interline at Ceres & Lassen eliminating the need for passengers to transfer and helping on-time performance. Student Shuttles 8-NORD and 9-WARNER-OAK were also interlined.

The Paradise Transfer Center was relocated from Skyway & Foster one block to Almond & Birch, adjacent to the planned Civic Center.

Resulting from last year's Unmet Transit Needs assessment, Saturday service was added on 41-PARADISE PINES between Magalia, Paradise Pines and Paradise — a morning southbound and an afternoon northbound trip, each connecting with 40-CHICO-PARADISE.

STATE OF CALIFORNIA AND SCHOOL BUSES

SACRAMENTO: A California state law, passed in 2001, requires school districts with 15 or more buses must now purchase buses that run on alternative fuels as they replace older buses or expand fleets, or face fines.

According to data in the 2006 School Bus pollution Report Card that gave the state a "C' in controlling soot pollution, there are 30,000 school buses operating in the state. About 1 in 20 is fueled by natural gas. *(Ed. Note – Interestingly, California is recognized as one of the leading states working to clean up its school bus fleet).*

The absence of funding accompanied by the cost of the buses and infrastructure have caused a number of districts to seek exemptions from the 2001 law. Natural gas buses cost about $30,000 to $40,000 more than diesel buses. Adding the cost of mandated seat belts, a new CNG/LNG bus cost about $160,000.

Jurupa Unified School District, in western Riverside County, has started replacing fuel tanks on its CNG buses at a cost between $10,000 and $20,000. A diesel fuel tank costs about $2,000 and replacing one is rare.



Hemet Unified School District recently received a grant to help buy 16 new buses and build a fuel station. 22 of the 101-bus fleet will then be CNG. Fuel costs $2.22/gallon at the nearby **RIVERSIDE TRANSIT AGENCY** station. Once the HUSD fueling station is completed, fuel costs are expected to drop to about $1 per gallon.

The South Coast Air Quality Management District, which oversees pollution control in major parts of Southern California, is pushing to replace all diesel school buses. To help, it provides grants to districts.

To develop cleaner buses, manufacturers are experimenting with several technologies including advanced, low-emitting diesel engines. The Union of Concerned Scientists says that by 2010 that diesel and natural gas powered buses could have comparable engines. Still, many government officials continue to push for changes to remove reliance on petroleum.

GILLIG CORPORATION WORKERS ON STRIKE

HAYWARD: About 500 Gillig employees, represented by Teamsters Union Local 853 and Painters Local 1176 struck the Hayward based bus manufacturer January 29 following workers rejection of Gillig's "last, best and final offer" the previous day and authorizing a walkout.

This is the first strike in 30 years at Gillig, after seven successful signed agreements.

Gillig produces about 25 transit buses per week. The most recent data indicated that about 20 percent of the buses are Phantoms and the remainder are the low floor models *(sometimes referred as the Advantage)*.

(Continued from page 5)

LANE TRANSIT DISTRICT (LTD)

EUGENE, OR: **LTD** introduced its new *EmX BUS RAPID TRANSIT* service on January 14th following ten years from concept to operations.

EmX is expected to maintain consistent running times and operate more effectively than traditional transit by incorporating light-rail design into limited stop bus service, including level boarding, wider stop spacing, traffic signal priority and median stations.

The $24 million project includes median transit lanes and eight new stations along the four mile corridor, which is equipped with block signaling and traffic signal priority systems.

Service operates every 10 minutes on weekdays during the day (4 buses) and every 20 minutes in the evening and on weekends (2 buses). The fleet consists of six 60-foot new design New Flyer DE60LFA buses, equipped with GM Allison hybrid technology. The buses have multiple doors on both sides of the vehicle.

A proposed seven mile extension of the line, along the Pioneer Parkway corridor in Springfield, has received an environmental Finding of No Significant Impacts and the Federal Transit Administration has given **LTD** the green light to move to project development.

LTD is planning to begin construction of the extension next year with operations planned to begin in 2010.

STATE OF NEVADA TRANSPORTATION SERVICES AUTHORITY (TSA)

RENO, NV: The January 25th **TSA** agenda included a number of issues — petition of **SIERRA NEVADA STAGE LINES** for the voluntary cancellation of its Certificate of Public Convenience and Necessity (CPCN 2005, Sub 3) and a similar petition from **THOUSAND TRAILS, L. P.** for certificate (MV 6136, Sub 1).

Jacob Transportation LLC dba EXECUTIVE STAR LIMOUSINE applied to deviate from vehicle fleet restrictions on its operating authority under CPCN 1062, Sub 2 to add forty additional vehicles to provide transportation services for the NBA All-Star Game events between February 8 and February 20, 2007.

ALAN WAXLER GROUP CHARTER SERVICES, CPCN 1068, Sub 2, joined in **Jacob's** petition.

C. H. Destination, Inc. dba CANYON COACH LINES applied for a Certificate of Public Convenience and Necessity to provide charter bus service in the state.

Delayed from a previous meeting was a presentation by representatives of the Las Vegas Convention and Visitors Authority and the Landside Operations for McCarran International Airport on ground transportation trends and activity.

LAS VEGAS RESORT CORRIDOR MONORAIL

LAS VEGAS, NV: Ridership on the Las Vegas Monorail *(WT 8/04, 1/05, 2/05)* dropped nearly one-third in 2006 (7 million passengers or 19,219 riders a day) with December the worst month in the system's second full year of operation.

An LVM representative said the system anticipated a ridership decrease after they raised base one-way fares from $3 to $5. Revenue increased about 4 percent over last year and administrators planned to increase ridership with new marketing and ticket programs aimed at attracting more tourists and conventioneers.

LVM hopes that the recent Clark County Commission approval to plan a $500 million, 4.2 mile extension to McCarran International Airport will help increase riders. If financing is obtained, monorail officials hope to start building the extension in 2008 and finish by 2011.

LAIDLAW INTERNATIONAL/FIRST GROUP

LONDON, ENGLAND/NAPERVILLE, IL: Britain's *FIRST GROUP PLC* is buying *LAIDLAW INTERNATIONAL,* this country's largest school bus operator and parent of *LAIDLAW TRANSIT SERVICES (*transit management firm) and **GREYHOUND LINES, INC.** (intercity bus company). The company plans to fund the acquisition through a bank loan and share issuance.

FIRST GROUP currently operates as *FIRST TRANSIT* (transit management firm previously known as *RYDER/ ATE)* and *FIRST STUDENT* (school bus operator previously known as *RYDER PUBLIC TRANSPORTATION SERVICES).*

The school bus operations are proposed to be merged. It is presumed that *FT* and *LTS* will also be merged, but newspaper reports have indicated **GLI** might be sold.

School transportation generated 79% of *LI's* pretax first quarter income while **GLI** accounted for 18%.

TRANSIT SYSTEM FLEXIBILITY PROTECTION ACT OF 2006

WASHINGTON, D. C.: Last September, Sen. Kay Bailey Hutchison (R-TX) introduced S.3973 adding an amendment to current law to allow operating costs of equipment and facilities for use in public transportation

(Continued on page 7)



Sonoma County Airport Express

TRANSPORTATION TO AND FROM SAN FRANCISCO AND OAKLAND AIRPORTS

Santa Rosa, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
50	MCI	102D3	WP051136	1998	"Barry"
51	MCI	102D3	WP051137	1998	"Barney"
52	Neoplan	AN340A	GL013248	1986	"Simon"
53	Neoplan	AN340A	GL013247	1986	"Alvin"
58	MCI	102DL3	XP051532	1999	"Edith"
59	MCI	102DL3	XP051536	1999	"Archie"
60	MCI	102D3	XP051847	1999	"Julie Ann"
61	MCI	102D3	XP051848	1999	"Andy"
62	MCI	102DL3	XP052326	1999	"Isabella"
63	MCI	102DL3	XP052239	1999	"Ricardo"
64	Neoplan	AN340A	GL013130	1986	"Theodore"
67	Van Hool	C2045L	12045219	2001	"Arthur"
68	Van Hool	C2045L	12045218	2001	"Vanessa"
69	Van Hool	C2045L	12045202	2001	"Herman"
70	Van Hool	C2045L	12045255	2001	"Lilly"
71	TMC	102A3	JR006755	1988	"Jake"
72	TMC	102A3	GR005485	03/86	"Owen"
74	Van Hool	C2045L	22045318	2002	"Virgil"
75	MCI	102C3	JP042006	1988	"Fred"
76	MCI	102C3	JP042060	1988	"Ethel"

52 – ex SANTA CLARITA TRANSIT 577, 53 — ex SANTA CLARITA TRANSIT 574,
64 – ex INLAND EMPIRE CONNECTION 8619, 71 — ex CAL COAST STAGES 800,
72 – ex CUSA/GOODALL'S 68205, 75 – ex — — 102,
76 – ex CALIFORNIA PARLOR CAR TOURS 64

SCAE is a private company operating airport service between Sonoma County locations and both Oakland International Airport and San Francisco International Airport and charter bus service in the Bay Area.

systems operating less than 100 peak buses in urbanized areas (UZAs) with a population of over 200,000. Systems in those areas cannot use federal funds for general operating expenses, only capital expenditures and asset maintenance. While the 200-K population is used elsewhere in transportation formulas, crossing same always carries benefits (access to more money), except in transit. There are now over 110 small transit systems, operating fewer than 100 peak buses, across the country that have lost the flexibility on the use of federal funds as they serve areas now over 200,000.

The manner in which the Commerce Department designates UZAs is arbitrary and can unfairly penalize transit systems. Current law states that UZA designation is not responsible for taking into account the actual area being served. A system may serve only a small portion of that area, but is still bound by the population of the entire area. The "myth" was that when the population exceeded 200-K, the system was large enough that the asset maintenance costs equaled the funds that used to be available for operating costs. In fact, small systems are lucky to have asset maintenance costs equal to half of the amount used for operating costs.

One philosophy is that use of federal funds should be based on the number of peak buses, rather than on an arbitrary factor such as population. There are cases of systems serving areas under 200-K that have a higher number of peak buses, yet use of federal funds is a local decision.

Of the 110 transit systems, 55 went over the 200-K threshold in the 2000 census. Estimates show another 20 systems will face loss of flexibility after 2010. Although SAFETEA-LU will phase out operating assistance over two years, this is still resulting in many systems facing major service reductions of 20-30% quite soon. These UZAs are some of the fastest growing in the country with real need to expand public transit.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
LAVTA	2201-2209	Ford/ElDo	Econoline/Aerotech/—	2006	
Preferred Charters	2053-2054	MCI	J4500/6W063228, 252	2006	
Sureride Charter, Inc.	1T56	Prevost	H3-45/X1012681	2001	
-USED-					
Benicia Transit System	3510, 3512	Gillig	35102TB6V92TAC/L1083644, 646	1990	1
	3513	Gillig	35102TB6V92TAC/L1083647	1990	1
West CAT	3504	Gillig	35102TB6V92TAC/L1083638	1990	1
	4075-4078	Gillig	C20D102N4/21110872-075	2002	1
Bellingham-Sumas Stages (WA)	4916	Van Hool	T2140/W2040553	1997	2
-DISPOSITIONS-					
Santa Monica Big Blue Bus	4956	MCI	TC40102A/N3000029	1992	3
	4959-4960	MCI	TC40102A/N3000032-033	1992	3
Antelope Valley Trns Auth	201, 203	Gillig	40TB966V92/J1082498, 500	1988	3
	205-207	Gillig	40TB966V92/J1082502-504	1988	3
	208	Gillig	4096TB6V92/K1082519	1989	3
Glendale Beeline	B-39	Gillig	3096T6V92/C1080126	1981	4

-NOTES-

1. On loan from LAVTA, same numbers.
2. Ex Gordon E. Janssen (WA).
3. For Sale – Ken Porter Auctions - these had been renumbered by *M. V. TRANSPORTATION* as 9895, 9894, 9891, 9892, 9890 and 9893.
4. For Sale – Ken Porter Auctions.

The *REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA,* parent of **CITIZENS AREA TRANSIT** has issued an Invitation To Bid for fifteen diesel hybrid transit coaches with an option for another fifteen and for ten diesel powered, low floor coaches with an option for an additional ten coaches.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT has issued purchase orders to Creative Bus Sales to buy one Type 7 medium duty bus (like **OCTA** 6301-6312) and two raised top transporter vans as part of the State of California contract.

February Bus Photos





LEFT: *AVTA 9892 at Lancaster City Park on June 13, 2006. Craig Barnes photo.* ***ABOVE:*** *A Preferred Charters MCI J4500. Web site photo.*