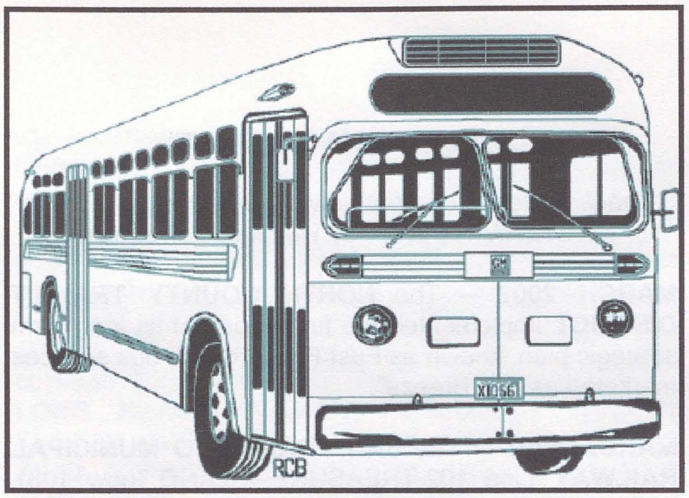
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COOPERATIVE PROCUREMENT PILOT PROGRAM

WASHINGTON, D.C.: The federal government's Federal Transportation Administration funds nearly one-half of the annual bus purchases in this country through the distribution of over $3 billion to 1,000-plus grantees.

The **FTA** has encouraged standard contract terms and conditions to limit the number of individualized bus orders to make the process more efficient. It has also developed and promoted voluntary technical specifications and warranties. None of those actions, however, has reduced the use of individual designs and specifications.

In compliance with Section 166 of the Transportation, Treasury and Independent Agencies Appropriations Act of 2004, the **FTA** has established a pilot program to determine the benefits of encouraging cooperative procurements of major capital items, such as buses, vans and rail cars. The pilot program is the CPPP. This program selects grantees to develop cooperative specifications and conduct joint procurements of goods.

As an extra incentive, Congress raised, from 80 to 90%, the federal share of the direct costs and eligible expenses of these procurements.

Five organizations were selected to participate — the Texas Department of Transportation; engineering and construction firm STV, Inc.; Regional Transportation Commission of Southern Nevada; City of Montebello, CA *(WT 8/06)* and Implicit Purchase Pooling Solutions, whose product is being used in the RTC project.

When complete, **FTA** will review each procurement for the savings compared to standard procurements, the improvement in efficiency of the process, the ease of implementing the buying methods, the decrease in managerial burden and other items.

FTA expects that, besides cost savings, cooperative procurements can ease the burden on individual transit agencies and their specification writers, manufacturers and suppliers and promote healthy, competitive and predictable transit-related capital equipment markets.

The five approved pilot projects already have had varying successes and failures — STV, Inc., formed to purchase 35 and 40 foot low-floor buses, had difficulty forming its pool and decided not to continue. Texas DOT also had difficulty forming its pool to buy cutaway vehicles, but is moving forward. Implicit Solutions pilot is awaiting **FTA** approval of its list of participants.

The other two, RTC for 40-foot natural gas buses and City of Montebello's gasoline-electric hybrid vehicle project, are both in the Request For Proposals mode.

The RTC project includes **CITIZENS AREA TRANSIT** of Las Vegas, **CITY OF PHOENIX TRANSIT SYSTEM,** and the **ORANGE COUNTY TRANSPORTATION AUTHORITY** who would purchase up to 431 CNG and LNG buses over five years, if all options are exercised.

Lydia Bilynsky, RTC Purchasing Administrator, thinks the process can save time and money for suppliers and agencies and should lead to more competitive pricing.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

AJU Group, Inc. for Class B Charter Party Certificate TCP-21260-B with its home terminal in Cudahy.

MAGIC CARPET WINERY TOURS, INC. for Class B TCP-21268-B with its home terminal in Corona.

CATALINA CLASSIC CRUISES, INC. has applied for fare increases on both scheduled and non scheduled services between Long Beach, San Pedro and Catalina.

Edward Loudenclos III dba SUNSET LIMOUSINE SERVICES, LTD for PSC for on-call and irregular Limousine service between points in Nevada, Placer and El Dorado Counties and places in California.

DECISIONS

Rosalia Rodriguez dba EAGLE AIRPORTER EXPRESS granted PSC to operate between points in Contra Costa, Alameda, San Francisco, Monterey and Santa Cruz Counties and Oakland, San Francisco, San Jose and Monterey Peninsula Airports.

Dereje Bizuneh dba DJ's EXPRESS SHUTTLE granted PSC between points in Solano, Contra Costa, Alameda, Marin, San Francisco, San Mateo and Santa Clara Counties and Oakland, San Francisco and San Jose Airports and to establish a Zone of Rate Freedom.

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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)

MARCH 2002 – The **NORTH COUNTY TRANSIT DISTRICT** implemented the first phase of its long term strategic plan, known as Fast Forward with bus services marketed as the "Breeze".

MARCH 1997 – The **SAN FRANCISCO MUNICIPAL RAILWAY** Line 102-TREASURE ISLAND (now 108), began operating offering the first **MUNI** bus service to Treasure Island, actually a part of The City, but always served by the East Bay transit agency.

MARCH 1992 – Two new DASH lines, DASH/VENICE-GRAND and DASH/808 S. OLIVE, started operations including opening of a new downtown parking structure to implement the city's Peripheral Parking Plan. The first of National RE-29's 92059-92098 entered service.

MARCH 1987 – The SAN GABRIEL VALLEY TRANSPORTATION ZONE filed an application with LACTC (who had just recently created transportation zone guidelines) to create the Eastern San Gabriel Valley zone and replace **SCRTD** buses in the area over an 18 month period beginning in June 1987.

MARCH 1982 – The **SAN FRANCISCO MUNICIPAL RAILWAY** introduced Phase 2 of its Five Year Service Design Plan whose concept was to reorient service into a modified grid pattern to serve all areas of the city moving away from the radial pattern concentrating service to and from downtown.

WT STAFF FOR THIS MONTH

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(Continued from page 1)
RFP responses were due at the end of January with an award as early as April.

MONTEBELLO was working on its own 40 hybrid bus procurement and considering a joint procurement when it learned of the CPPP. The purchase will include 131 40-foot and 19 35-foot gasoline-electric hybrid buses between 2007 and 2010. The group includes **MBL, LONG BEACH TRANSIT, TORRANCE TRANSIT SYSTEM, NORWALK TRANSIT SYSTEM, FRESNO AREA EXPRESS, EL DORADO COUNTY TRANSIT AUTHORITY** and **NAPA COUNTY (VINE).** RFP responses were also due in late January with contract award later this spring.

Despite the positive reactions from participants, the CPPP is not without detractors, particularly on the supplier side. Representatives of Gillig Corporation and North American Bus Industries believe that there have already been too many procurement consolidations and that the benefits derived are questionable. Changes have stemmed from changes to Federal Transit Administration (FTA) policy positions.

Bill Coryell, NABI Vice President of Sales, said that with current unlimited options and five-year procurements and the large number of unused options that causes agencies to search for "piggyback" opportunities, these will destabilize manufacturers by reducing the number of new solicitations.

Neither Gillig nor NABI are participating in the **RTC** bid and they were not expected to bid for **MONTEBELLO**.

At earlier CPPP informational meetings, manufacturer representatives expressed the opinion that cooperative procurements could limit competition and possibly allow one firm to horde business. However, they may not be able to make a profit with it or retain customers because of dissatisfaction with either the process or product.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: **SCAT** ordered a fleet of 26 CNG powered New Flyer buses *(WT 5/06)* with delivery expected this winter. They will be the first to display the system's new graphic identity and will arrive in all white with a minimal application of **SCAT's** name.

The new colors are part of an image and identity study to "rebrand" the agency and the bus and paratransit systems.



The study sampled the opinions of a mix of 35 transit users and 35 non users on possible color schemes, a system name and a tag line.

Those surveyed preferred a blue color scheme first and a green one second, but had little input on the name or tag line. Study consultants offered six names — The Ride, Gold Coast Liner, Gold Coast Metro, Big Green Bus, City Line and Metro Ride.

Members of the **SCAT** Technical Advisory Committee favored the name "Gold Coast Metro" and the tag line "Your Community Connection", but will likely not make a recommendation, allowing the **SCAT** Board to decide.

SCAT staff recommended seven projects for FY 07/08. The changes have been reviewed in terms of revenue hours allocated by jurisdiction, based upon the revenue miles traveled in that jurisdiction. *(Ed. Note – each of the JPA partners – Ventura County, Oxnard, Ojai, Port Hueneme and Ventura – funds the service in their area).* Next will be meetings with each Board member.

The changes include – Weekday peak hour non-stop Commuter service between Oxnard Transportation Center and Ventura Transit Center; One peak hour express round trip between Ojai and the County Government Center; Revising Routes 10 and 11 to increase weekday Telephone Road service and provide two way weekend service; Offer direct Sunday service to Oxnard College Swap Meet; Provide later evening service on weekends; Add an afternoon tripper bus on Route 10 and Reduce the number of non-operating holidays to only two, Thanksgiving and Christmas.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: **MTD** held hearings in February to receive comments on their March service expansion program to include Lines 1, 2, 3, 4, 6, 11, 22, 23, 25 and *VALLEY EXPRESS* Lines 81, 82, 83 and 84.

Late last year **MTD** acquired eight 1992-model Flxible Metros (9201-9291 series) from San Jose based **VALLEY TRANSPORTATION AUTHORITY** for the upcoming expansion. In February the buses (500-507) received their **MTD** colors of white body with yellow and black accent stripes, fareboxes and radios.

New buses on order include three 29-footers (expected to be Gilligs) for Line 3-MESA LOOP and eight 40-foot hybrid diesel-electric Gilligs as part of the **STOCKTON RTD** order.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: March 4th brought major route and schedule changes in the National City, Southeast San Diego, Spring Valley and East County areas.

Discontinued were former 601, 602, 858 and 873 as

(Continued on page 4)

(Continued from page 3)

they were replaced by NEW 963-8TH STREET TROLLEY STA-PLAZA BLVD-PLAZA BONITA, 967–24TH ST TROLLEY STA-DIVISION and 968–24TH ST TROLLEY-D AVENUE-4TH ST and several other lines. 967 and 968 were originally numbered 604 and 605.

603-EUCLID AVE now operates between Euclid Trolley Station and National City-24th Street Station via Euclid and 18th while weekday only 816-EL CAJON TC-CUYAMACA COLLEGE replaced part of 858 and offers added service via West Main, Douglas, Claydelle, East Main and Jamacha Road on a half hourly headway.

854-AMAYA DR STA-GROSSMONT COLLEGE runs on Fletcher Pkwy, Baltimore Dr and Lake Murray Pkwy and no longer operates between Grossmont College, Santee and Lakeside. 856-CUYAMACA COLLEGE-SDSU was extended on weekdays from College Grove to SDSU along College Av and is schedule coordinated with Line 936. 864-EL CAJON-ALPINE-VIEJAS CASINO was rerouted in El Cajon along Madison. 871/872 was changed to operate along Magnolia between Chase and Douglas with service on Avocado discontinued. 874/875 -BROADWAY-WASHINGTON is a new two-way loop in central El Cajon.

878-EL CAJON TC-PARKWAY PLAZA is a NEW non-stop shuttle between the points in its name and runs every half hour 900AM-700PM (Sundays 1000AM-700PM) with a $1 fare using a 3100 series cutaway.

961-24TH TROLLEY STA-ENCANTO-62ND TROLLEY STA now operates between National City and Encanto via Plaza Bonita, also serving Paradise Hills and Spring Valley. 962-8TH ST TROLLEY STA-SPRING VALLEY SHOPPING CENTER and weekday only 963-8TH ST TROLLEY STA-PLAZA BONITA travels via Plaza Blvd, Euclid, 18th, Granger, 24th, Euclid and Sweetwater.

Both NEW 967 and 968 begin at the 24th Street Trolley Station with 967 serving 18th, D Ave, 4th, Highland, Division St, Mariposa and Ava on an hourly headway daily while 968 serves D Ave, 4th, Paradise Valley Rd, Munda Rd and Oriskany Rd, also hourly and daily. Both lines use 3100 series Econoline/Aerotech cutaways.

These changes included the **MTS** takeover of former **NATIONAL CITY TRANSIT** routes (601, 602, 603). These routes are now part of the new *VEOLIA* contract and are garaged at MTS South Bay on Main Street.

NATIONAL CITY TRANSIT (NCT)

NATIONAL CITY: In early March, the City of National City filed a $834,384 claim against **MTS,** accusing the agency of interfering with the city's existing contract with *MC DONALD TRANSIT ASSOCIATES* to operate **NCT** until this June *(WT 1/07).*

An **MTS** spokesman said that it would be processed like any other claim. **MTS** has 30 days to respond before National City can proceed with a lawsuit.

The claim for monetary damages replaced the preliminary injunction the city had been seeking to keep **MTS** from taking over its bus system and transportation funding. City officials based the monetary figure on income they expected when the contract was renewed. $39,520 was left on this year' contract plus $794,864 from a five-year contract extension.

MTS first announced the takeover last September. At the time, National City officials complained **MTS** made the decision in a closed meeting, which violated the state's open meeting law. **MTS** finalized the decision in public in December.

Shortly after the decision, National City's City Council recalled Councilwoman Rosalie Zarate from the **MTS** Board because the agency was not considering the city's input.

NATIONAL CITY TRANSIT began operation of its 3 route system in July 1979 *(WT 8/79)* with a fleet of ten Flxible New Look buses *(ex DENVER)* following a city decision to contract with a lower cost provider than the contractor at the time, **SAN DIEGO TRANSIT CORP.**

MC DONALD TRANSIT ASSOCIATES was awarded the first, and all subsequent, **NCT** contracts. For a while this was their only California contract.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: **OCTA** recently awarded Creative Bus Sales, on behalf of El Dorado National Corporation, two contracts, totaling over $17 million, one for 58 gasoline powered paratransit vehicles (Econoline/Aerotech Type II) this year with options for up to 140 such vehicles and another for 31 CNG powered mid-size buses (EZ Rider II) with options for up to 71 more buses.

The 12-passenger ACCESS paratransit Aerotechs will replace the remaining 29 8400-series Econoline/ Aerotechs and 29 of the 78 8900-series units.

The 31 EZ Riders include 26 with two doors and 25 seats, for use on several contract operated fixed route lines replacing 25 of the existing 8900-series cutaways. The last 5 will be one door with 26 forward facing seats in a suburban configuration. There was a second bidder — Bluebird for their Ultra Low Floor model.

OCTA has scheduled a public hearing for April 23rd on

(Continued on page 5)

the June 2007 service change program although only one item requires a hearing — the establishment of a fourth Orange County Fairgrounds summer only route, 662-SANTA ANA-ORANGE COUNTY FAIR.

Line 662, along with returning 633-FULLERTON PARK & RIDE, 670-GOLDEN WEST TRANSPORTATION CENTER and 691-JUNIPERO SERRA PARK & RIDE, will operate the four weekends in July and August that the Orange County Fair is open.

All four lines will operate every half hour between 1000AM and Midnight charging local fares.

Line 662 will begin and end at The Depot At Santa Ana and operate in the HOV lanes on the 5 and 55 Freeway.

LOS ANGELES-SAN DIEGO RAIL CORRIDOR (LOSSAN)

LOS ANGELES: Three separate and distinct passenger rail services operate in the LOSSAN Corridor along the California coast between San Diego, Los Angeles and San Luis Obispo. These include **AMTRAK** intercity service, **COASTER** commuter rail between Oceanside and San Diego and some **METROLINK** corridors.

The entities involved in the corridor have initiated plans to begin to discuss opportunities for possible integration and/or consolidation of passenger rail services.

They include *CALTRANS, AMTRAK, SAN DIEGO ASSOCIATED GOVERNMENTS, NORTH COUNTY TRANSIT DISTRICT, SOUTHERN CALIFORNIA REGIONAL RAIL AGENCY, ORANGE COUNTY TRANSPORTATION AUTHORITY and LOS ANGELES METROPOLITAN TRANSPORTATION AUTHORITY.*

There is legislation dating from 1996 — SB 457 — that allows local management of the state funded portion of **AMTRAK** service, but additional future legislative action may also be required.

The ultimate integration would require a long term investment by the local transportation agencies, the State of California and the federal government. Expected benefits could include schedule integration and coordination, an integrated fare structure, ability to make seamless transfers and more travel options.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: Line 549-ENCINO-PASADENA was rerouted to serve the North Hollywood RED LINE Station starting February 12 by rerouting the line along Riverside Dr from Hollywood Way to Lankershim to Burbank Blvd.

Other changes were made — the Encino turn around loop travels Ventura, Balboa and Hayvenhurst, adding a Burbank Media area stop at Pass and Alameda and rerouting in Pasadena along Lake to Maple to begin/end at the Lake Avenue GOLD LINE Station.

*(Ed. Note – as part of the June 2007 **MTA** service change hearings, a new line was proposed connecting the downtown areas of Pasadena and Glendale and the Burbank Media District with the North Hollywood RED LINE Station. Line 549 did all of that except serve the subway station, which this change allows).*

March 19th saw **LADOT** DASH/ BOYLE HEIGHTS-EAST L.A. extended from Dozier & Rowan to Whittier & Herbert replacing the final segment of former **MTA** 255-ROWAN-MARENGO *(WT 12/06).*

This DASH route is part of Package 4 and operated by *M. V. TRANSPORTATION* from its 4th & Hewitt garage.

The expanded service now operates every 20 minutes between 700AM and 700PM on weekdays and every 30 minutes between 900AM and 600PM on Saturday with no Sunday hours. **MTA** Line 255 operated once an hour between 500AM and 800PM Monday thru Saturday and 800AM to 800PM on Sundays.

The County of Los Angeles will fund 50 percent of the annual net cost of the extension (half of the alignment is in County territory), to a max of $210,000 in each of the first two years. **MTA** has indicated the extension is eligible for regional Formula Allocation Procedure (FAP) operating subsidies, starting in the third year. With this funding, the City will actually spend less of its money to operate this DASH route than now.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The **MTA** Board recently approved a METRO RAPID EXPRESS pilot program including service in two corridors (Wilshire and Hawthorne) and development of service programs in at least two more.

The staff developed criteria to determine which current and future corridors could benefit from Express service. These include passenger trip length, overall corridor speed and stop activity characteristics.

In June Lines 920-WILSHIRE RAPID EXPRESS and 940-HAWTHORNE RAPID EXPRESS will commence.

Three additional corridors have been identified — Van Nuys, Crenshaw and Ventura. Due to the proximity of the ORANGE LINE to Ventura, it is not recommended for implementation.

(Continued from page 5)

Line 920 has been designed to operate as a de facto extension of the PURPLE LINE (renamed former RED LINE branch to/from Wilshire & Western). The 920 will begin at the Wilshire/Vermont Station and travel along Wilshire stopping at Western Station, Fairfax, Beverly Drive in Beverly Hills, Westwood Blvd and 4th Street in Santa Monica. Service would operate two directional during weekday peak hours with a six minute peak direction (AM westbound, PM eastbound) headway.

Line 940 will operate during weekday peak periods, northbound in the morning, southbound at night, with half hourly headways.

Success of the program will be measured by patronage, especially new riders, reduced travel times over existing RAPID buses in the corridor and customer satisfaction as measured by customer surveys.

LYNWOOD TROLLEY COUNTY (LTC)

LYNWOOD: On behalf of **LTC,** the City of Lynwood recently sought bids for a new five-year operations contract, with two one-year extension options.

COMMUTER BUS LINES, INC., a transit management firm related to *COMPLETE COACH WORKS* of Riverside and *SHUTTLE BUS LEASING* of Temecula, has held the contract since inception of the system.

The four route, fixed-route system would continue with current routes and schedules. The contractor would provide four new or used 30-passenger, low-sulfur diesel powered vehicles, all the same make, model and year. In their bids, the proposers were to offer both a regular bus body style and a replica trolley style unit. When in service, the vehicles were to be painted and marked with the City of Lynwood logo.

Current service levels include – Routes A, B and C run half hourly on weekdays between 700AM and 530PM and on weekends between 1000AM and 400PM. Route D (IMPERIAL HWY-BLUE LINE STATION) operates half hourly 700AM-600PM all days of the week.

TRANSPORTATION AND LEGISLATION

California Assemblyman Ted Lieu (D-Torrance) has introduced a bill (AB 889), co-authored by State Senator Jenny Oropeza, that would create a state *GREEN LINE CONSTRUCTION AUTHORITY* with the sole purpose of connecting **MTA's** GREEN LINE to LAX

GLCA, not expected to be operational until at least 2009, would have its own executive board and work to secure federal, state and local funding sources to build a two mile extension from the Aviation Station to new stations at Century & Aviation and Lincoln & Sepulveda. *(Ed. Note – interestingly, neither location would provide direct service to the Airport. The Sepulveda location is at the northeast edge of LAX commercial vehicle parking where the airport shuttle vans stage and the Century stop is about two miles east of the airport).*

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)

SANTA CRUZ: In April 2004, **METRO,** along with *CALTRANS,* **CAPITOL CORRIDOR JOINT POWERS AGENCY** and **VALLEY TRANSPORTATION AUTHORITY** developed a Memorandum of Understanding to merge the **METRO/VTA** HWY 17 EXPRESS service with the **AMTRAK THRUWAY** buses (**AMBUS** Route 35-SAN JOSE-SANTA CRUZ) and have **METRO** operate the combined commuter and intercity train connector services with eleven Orion V suburban configured buses (2301-2311) under contract to **AMTRAK** at an hourly rate less collected revenues.

Both the MOU and the **AMTRAK** contract expire this year and the involved agencies have been working to extend both agreements for another three years.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: **BART** Directors recently voted to take full control of the rail extension to the San Francisco Airport by scuttling a 17-year joint agreement with the **SAN MATEO COUNTY TRANSIT DISTRICT.**

Since the 2003 opening of the extension, **BART** and **SAMTRANS** have clashed over a power sharing agreement that gave each agency a veto over service decisions. The **SAMTRANS** Board had already voted to dissolve the agreement.

Under the new agreement, **BART** must cover all costs, but it will receive $32 million of **SAMTRANS'** share of state Proposition 1B money and $24 million from the Metropolitan Transportation Commission's share.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Last year, efficiencies gained from the District's new Hastus scheduling system reduced **AC**'s peak bus requirement (resulting in a total fleet larger than federal government permits) at the same time the 1997 model standard floor NABIs (2901-2971) were to receive a mid life overhaul including new engines and transmissions and the addition of catalytic devices.

(Continued on page 7)

WHITTIER TRANSIT SYSTEM
Whittier, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR
1887	El Dorado/National	RE-A	WC084187	1998
1898	El Dorado/National	RE-A	WC084186	1998
1903	El Dorado/National	RE-A	WC084188	1998
1955	El Dorado/National	RE-A	WC084189	1998
1985	El Dorado/National	RE-A	WC084185	1998
1997	Ford/El Dorado	Econoline/Aerotech	VHB84094	1997

This roster is the final listing (February 2005) when *DIVERSIFIED PARATRANSIT, INC.* operated the system for the City of Whittier.

The fleet numbers represent years when significant events occurred in Whittier. The previous fleet of SVMC replica trolleys were also numbered the same.

To address both issues and reduce costs, **AC** staff proposed several things – trade in and/or sell the 71 federally funded buses and replace them with 50 new 40-foot Van Hools, transfer the federal interest in the NABI's to 39 MCI 102DL3s purchased in 2002 using state TCRP funds and transfer the state interest in the MCI's to 39 Van Hool articulated buses.

The **AC** Board approved these actions and some of the NABI's are now for sale at various ABC Bus Companies used bus sales around the country.

Recent changes in state and local funding programs led **AC** to develop a new fleet management strategy. This year, the staff proposed to sell 16 federally funded 2000 low-floor NABIs (7200 series) 5 years before the end of the expected useful life and transfer the remaining Federal interest to another federally funded asset, yet to be determined and increase new bus purchases by ten more 40-foot Van Hool buses.

AC General Manager Rick Fernandez explained he was fast tracking this sale as ABC Bus Companies was eager to secure buses for use by the Department of Homeland Security in New Orleans. Under the plan, the agency should receive $85,000 per bus as proceeds. The **AC** Board passed the sale 4-1-1.

AC Bus Operators, thru ATU Local 192, and rider groups have complained about shortcomings of the Van Hools at the hearings Metropolitan Transportation Commission, regional funding pass-thru agency, held on this matter. MTC did approve the retirement and is working to identify funds for the new buses.

TRANSPORTATION SERVICES AUTHORITY (TSA)

RENO, NV: The March agenda included several items -- *TRANSCOR AMERICA, LLC* applied for an extension of their interim authority to operate as a contract motor carrier of passengers and *LAS VEGAS VIP LIMOUSINE, LLC* applied to provide charter limousine service. *CYPRESS COAST BUS LINES* sought cancellation of their certificate CPCN-2042.

KING COUNTY METRO – TRANSIT DIVISION

SEATTLE, WA: **METRO** added service on nine routes (8, 44, 101, 120, 140, 194, 234, 245, 271) in February as the first step in the *TRANSIT NOW* program, passed by King County voters in the last election.

CELEBRATE FLYAWAY'S 1-YEAR ANNIVERSARY WITH FREE RIDES FROM UNION STATION
(Advertisement from various publications)

From March 15–31, 2007 only, show your Metrolink or Amtrak ticket at the FlyAway ticket booth in Union Station's Patsaouras/Gateway Transit Plaza, and you'll get a FREE round-trip ride to LAX!

For the past 12 months, FlyAway has been making flying out of LAX a breeze, with buses departing every half hour from 5 a.m. to 1 a.m., and every hour from 1am to 5 a.m. Each trip, connecting you nonstop from Union Station to your terminal at LAX, takes only 35-45 minutes. And you can save even more time—and avoid long lines at the airport—with FlyAway's remote airline and baggage check-in service.



Be sure to check out Western Transit's newly redesigned web site. Photos, back issue index, bulletin board, calendar, blog, chat room, and more!

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Pacific Coast Sightseeing	62801,62802	Chevy/El Dorado	GMT560/Aero Elite/6F411820,6F412244	2006	
	62803,62804	Chevy/El Dorado	GMT560/Aero Elite/6F412430,6F	2006	
	62805,62806	Chevy/El Dorado	GMT560/Aero Elite/6F412297,6F	2006	
	62807,62808	Chevy/El Dorado	GMT560/Aero Elite/6F412668,6F411935	2006	
	62809	Chevy/El Dorado	GMT560/Aero Elite/6F412601	2006	
-USED-					
LADOT	96401	Gillig	S50T4096/S1087160	09/95	1
-DISPOSITIONS-					
Sonoma County Apt Exp.	75	MCI	102C3/JP042006	1988	2
	76	MCI	102C3/JP042060	1988	2
AC Transit	2953, 2970	NABI	416.09/VA140053, 070	1997	3
	2961	NABI	416.09/VA140061	1997	4
	2969	NABI	416.09/VA140069	1997	2
	3387	Ford/ElDo	Econ/Aerotech/2HA35547	2002	
LADOT	98037	El Dorado	MST2600/XCA85062	1998	5
Utah Transit Auth (UT)	9049	MCI	TC40102N/L3000235	07/90	6
-DEMONSTRATOR-					
E Bus	No #	E Bus	Hybrid/5C248117	06/05	

-NOTES-

1.One of 20 retirement eligible buses Foothill Transit recently authorized loaning to LADOT through December 31, 2007.
2. To ABC Bus Sales in Garden Grove, CA.
3. To ABC Bus Sales in MN.
4. To ABC Bus Sales in FL.
5. For sale at Nationwide Auction Systems – Industry, CA.
6. To Beaver Bus Lines (Winnipeg) 54.



March Bus Photos

TOP: *Anaheim Resort Transit 62806, 62809 and 62801 before being numbered and licensed on September 10, 2006. Craig Barnes photo.*



RIGHT: *AC Transit 2954 is a sister bus of the 2900 series listed above for sale at ABC. Zack Willhoite photo.*