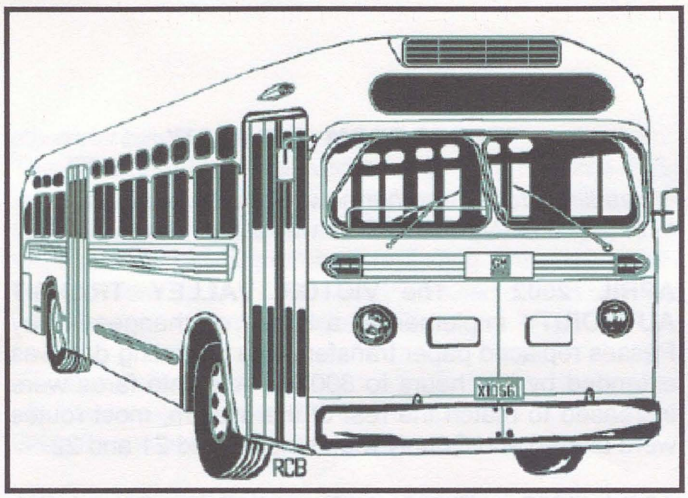
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VOL. 45, NO. 4 **April 2007**



FOOTHILL TRANSIT (FT)

WEST COVINA: March 18th brought the *SILVER STREAK,* an expedited freeway based service traveling along the San Bernardino Freeway between Montclair and Los Angeles replacing Line 480-MONTCLAIR-WEST COVINA-LOS ANGELES.

SS uses a fleet of new NABI articulated model 60-BRT buses, F1600-F1629, seating 58 in mostly forward facing seats and painted in regular **FT** colors, but with black window effect and each named for a city or community in the service area. The new buses also feature free wireless Internet (WiFi) service.

The route of *SS* begins downtown at Olympic and Olive traveling north on Olive (south on Grand), 1st, Spring, Aliso, Alameda, San Bernardino Freeway Busway to El Monte Station, Santa Anita Ave, San Bernardino Fwy, West Covina Pkwy, Vincent Ave, San Bernardino Fwy, Garey, Monterey, Main, Pomona Transit Center roadways, Main, Monterey, Towne Ave, San Bernardino Fwy, Central and Richton to Montclair Transcenter. *(Ed. Note – **FT** Operators may have some discretion when traveling off the freeway as some buses have been seen using White Avenue between the I-10 and Pomona and some have used Monte Vista and Richton between I-10 and Montclair Transcenter).*

The limited stops include Olympic & Olive, 5th & Olive, 1st & Olive, 1st & Broadway, City Hall, Aliso & Los Angeles, Union Station & Busway, USC Medical Center Station, Cal State LA Station, El Monte Station, I-10 & Puente, West Covina & Toluca, West Covina & California, Vincent & Lakes Dr, I-10 & Azusa, Pomona TC and Montclair Transcenter.

SS has a new fare structure, which also applies on 481-EL MONTE-MID WILSHIRE and 690-MONTCLAIR-PASADENA, of $2 cash or a 31-Day Pass for $80.

Lines 480, 482, 486, 488, 492 and 494 no longer travel into downtown Los Angeles (Park/Ride lines 493, 497, 498, 499 and 699 continue).

Line 480 travels over its previous alignment but only between Montclair and West Covina (West Covina Plaza) while the other lines operate to and from El Monte Station.

Line 481 was shortened and now operates only as far east as El Monte, connecting with all of the other lines.

Other **FT** lines were also changed — shortening 184-DUARTE-ARCADIA to travel as far west as Westfield Shopping Town while 189-GLENDORA-CLAREMONT while remaining on the same alignment now operates only during peak hours on weekdays. Former Lines 190 and 191 were combined into new 197-POMONA-CLAREMONT-MONTCLAIR VIA FAIRPLEX.

Line 187-PASADENA-MONTCLAIR was rerouted to now serve Claremont enroute to and from Montclair.

Former 283-GLENDORA-WEST COVINA was dropped with 284 extended along Foothill Blvd and trips added on 851-COVINA-GLENDORA VIA GLENDORA AVE.

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REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY (RTC)

RENO, NV: Reno is scheduled to have its first diesel/ electric hybrid buses on the road this summer, two low floor Gilligs operating on Line 1-SOUTH VIRGINIA STREET. This line is the heaviest one in the **RTC RIDE** system with a lot of stop and go action. This is the type of environment best suited for the hybrid.

The hybrid buses have a small diesel engine and an electric battery in a fairing on the roof and a motor that converts the energy of stopping the bus into electricity.

The result is a bus that gets improved fuel mileage and emits less pollution.

The bus initially costs more ($500,000) than the traditional diesel bus ($375,000), but over the expected 12-year life of the unit, there is an anticipated savings of $83,100, primarily from savings in brake replacement, transmission and drive rebuild, engine rebuild and transmission lube.

RTC plans to study the effectiveness of the buses before deciding to purchase more.

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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)

APRIL 2002 – The **VICTOR VALLEY TRANSIT AUTHORITY** implemented a series of changes – Day Passes replaced paper transfers, the operating day was extended by two hours to 800PM, Adelanto fares were increased to match the rest of the system, most routes were altered and County routes numbered 21 and 22.

APRIL 1997 – The State Transportation Commission held hearings on the **WASHINGTON STATE FERRIES** plan to discontinue the ANACORTES, WA-SIDNEY, BC route, primarily due to the changes in safety requirements for operating in international waters.

APRIL 1992 – The new **WEST HOLLYWOOD CITY LINE** started. DAY ROUTE was a two-directional local circulator on streets previously without transit while NIGHT ROUTE was designed to provide frequent and convenient transportation during night time activities.

APRIL 1987 – SOUTH COUNTY AREA TRANSIT began operating four local routes in the Shell Beach, Pismo Beach, Grover City, Oceano and Arroyo Grande area of San Luis Obispo County with a fleet of three new, lift equipped 30-foot Gillig Phantoms.

APRIL 1982– GOLDEN GATE TRANSIT lost a battle with the PUC concerning whether ferry service operated under contract to **GGT** by BLUE AND GOLD FLEET also needed a Certificate of Public Convenience and Necessity. Line 66-19TH AVENUE was discontinued following extension of **MUNI** Line 28 to both the Bay Bridge Plaza and BART/Daly City.

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(Continued from page 1)

The **FT** Board has approved changing current line 193-POMONA VIA 9TH STREET by extending it southward along Diamond Bar Blvd and the Orange 57 Freeway to the Brea Mall in September, replacing the soon-to-be-discontinued **MTA** Line 684-POMONA-BREA MALL. The new line will be numbered 196.

FT also authorized leasing **LADOT** twenty retirement eligible buses (presumed to be 40-foot F1000 series Gillig Phantoms) until the first of next year.

As part of their effort to increase ridership and keep the Silver Streaks "streaking", **FT** officials are now working with *CALTRANS* in an effort to lengthen the hours that the Busway is available to vehicles with three or more, to 1000AM in the morning and start one hour earlier (at 300PM) in the afternoon. *CALTRANS* is also seeking money to extend the car pool lane from 605 Freeway to the San Bernardino County line at Monte Vista.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: Following a special March 29th meeting, the **VVTA** Board approved the Year One series of service change recommendations contained in the recently completed Operations and Growth Study *(WT 11/06)*.

The changes in routes, schedules and fares will begin July 1st. Included are 9 Core Routes and 4 Community Access Circulators, all scheduled on hourly headways and continuing to connect at existing transfer centers such as 7th & Lorene in Victorville, Apple Valley Post Office, Victor Valley College, Hesperia Post Office and Mall at Victor Valley.

The Circulators are a combination of fixed route and dial-a-ride type services in which the bus or van can divert up to 3/4 mile to pick up or discharge passengers by advance request.

Line 22-HELENDALE will be improved to a two-hour headway and rerouted to serve the Stoddard Wells area, currently served by Line 41.

Fares will also be changed with the basic adult fare increasing from $1.00 to $1.25 (Day Pass to $3.50).

OMNITRANS (OT)

SAN BERNARDINO: The **OT** Board also approved changes, service changes to be effective on May 7th with fare adjustments on July 1st *(Ed. Note – selected fares were previously raised last September)*, all aimed at increasing the agency's farebox recovery ratio to a state mandated minimum of 20 percent.

The service changes will result in an annual reduction of 42,000 service hours or an operating cost reduction of about $2.5 million. The weekday peak hour scheduled fleet will be reduced from 146 to 138.

*(Ed. Note – the **OT** changes will be the feature story in our May 2007 issue).*

SANTA MONICA'S BIG BLUE BUS (BBB)

SANTA MONICA: Some **BBB** bus fares will increase on July 1st. Student fares will increase from 25 to 50 cents while local transfers, currently free, will be eliminated and replaced by all Day Passes – $2.50 for adults and $1.25 for other customers.

The last regular fare increase occurred in 2002 (50 cents to the current 75 cents). Student prices were last changed in 1992.

REDWOOD CITY MID POINT CALTRAIN SHUTTLE (RCMPCS)

REDWOOD CITY: The first of two new Redwood City downtown shuttles began April 2nd. This peak hour bus is designed as a connection for *CALTRAIN* commuters.

Departing from the Redwood City Station on James Avenue, the Commuter Shuttle serves five stops — Redwood City Public Works on Broadway, Broadway & Charter, Broadway & Douglas, 550 Broadway and Bay Road & Douglas.

Buses operate between 630AM and 900AM and again between 330PM and 715PM.

RCMPCS is part of a two-year collaborative effort between the city and the Peninsula Traffic Congestion Relief Alliance, which will manage this program.

The other, the Community Shuttle, to start operating in the summer, will have a longer route and run during midday hours. The city recently accepted a $130,000 grant from the Metropolitan Transportation Commission for this route which should include stops in the Fair Oaks area, CALTRAIN Station, downtown, Kaiser Hospital and the Red Morton Community Center.

In the 1970's, Redwood City had a shuttle which was eventually discontinued due to low ridership and cost.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Saturday April 7th brought discontinuation of Line 15-THIRD after 67 years of service and implementation of daily service on *MUNI METRO* Line T-THIRD *(WT 1/07)*.

(Continued on page 4)

(Continued from page 3)

Line T begins in southeast San Francisco at Sunnydale Station (Bayshore & Sunnydale) and travels via Bayshore, 3rd, Channel, 4th, King, The Embarcadero and the Market Street Subway to Castro Station.

T is **MUNI's** first fully accessible light rail line with all stations featuring level boarding at all doors.

Weekend mornings (until 600AM Saturday and 800AM on Sunday), Line T, as other *MUNI METRO* lines, is provided by buses between Sunnydale and Van Ness.

9X-SAN BRUNO and 15-THIRD were combined into the new 9X (AX/BX) operating daily between 500AM and 100AM. 9X was extended south on Geneva and Ocean to City College and north from Market to Fisherman's Wharf via Kearny (northbound)/Stockton (southbound), Columbus and Powell, looping North Point, Kearny and Bay to Powell.

10-TOWNSEND was rerouted onto 2nd between Market and Mission while 54-FELTON was rerouted from 3rd to Newell between Palou and Hudson. 91-OWL now stops at curb stops near T line stations. The bus will continue to make "request stops" before crossing intersections, not at rail stations, along Third.

The schedule on 29-SUNSET was revised – rush hour service is every 10 minutes and every 20 minutes to the Presidio. Short line trips between *CALTRAIN*/Townsend and the Wharf were added.

Articulated Neoplans, from Line 15, were assigned to all 9X buses and to Richmond express lines (1BX, 38AX) and also to 7-HAIGHT.

Orion hybrids (8400 series) are starting to arrive and the 8800/8900 series standard floor New Flyers will likely soon be retired. More of the former **AC TRANSIT** 2800 series Gillig Phantoms are now entering service.

Plans call for NABI 8000s and the 8200/8300 series Neoplans to be assigned to Kirkland Division while the 8100 series Neoplans, 2800 series Gilligs and 8400 Orion VII hybrids will be housed at Woods Division.

Flyer trolley coach 5296 is presently being scrapped and 5334 is likely to be next.

On the rail lines, J-CHURCH now begins/ends at Embarcadero Station during non peak hours and at 4th & King (*CALTRAIN*) during peak hours. N-JUDAH now always begins/ends at Embarcadero Station while S-CASTRO SHUTTLE was replaced by Line T.

MUNI is presently receiving public comments on plans to extend Line 44-O'SHAUGHNESSY from Evans & Keith to 3rd & Evans with the bus staying on Evans, no longer serving Mendell, Fairfax and Keith.

The first phase of the MUNI Improvement Project (replacement of Metro overhead lines between Castro and Embarcadero Stations) was completed January 27.

Phase 2, scheduled for one year, continues this work (replacing the overhead wire system that provides the power to the LRVs) between Castro and West Portal Stations on weekday evenings after 900PM.

During construction, there will be no *METRO* subway service between Forest Hill and West Portal Stations after 900PM, although rail service will operate between Castro and Embarcadero and between West Portal and the various outer terminals. K, L and M shuttle buses will operate between Van Ness and West Portal Station.

San Francisco County Board of Supervisors President Aaron Peskin announced he plans to ask for a city charter amendment that includes a variety of reform measures for the MUNICIPAL TRANSPORTATION AGENCY (MTA), **MUNI's** parent.

One of the measures would revoke the agency's non-negotiable salary formula, which allows bus and train operators to have an hourly wage that is the average of the two highest wage rates in this country, currently Santa Clara County and Boston. The proposal would make salary a part of contract negotiations, which officials said would put **MUNI** in a better position to bargain on other work rules.

Other provisions would include allocating all parking meter and garages revenue to the MTA and giving the agency more time to adopt its budget.

MUNI is facing a $150 million structural deficit and is 150 Operators short and has not hired new drivers in the last three years related to a budget crunch.

Peskin's charter amendment needs the approval of six supervisors by May 22 before it can go to the voters on the November ballot.

Cameron Beach, retired Director of Operations for **REGIONAL TRANSIT,** was recently appointed to the MTA Board by the Board of Supervisors.

UNIVERSITY OF CALIFORNIA SAN FRANCISCO SHUTTLE (UCSF)

SAN FRANCISCO: Changes are planned for the **UCSF** this July, but until then, the current UCSF shuttle connections to **BART** stations at Powell, 16th and 24th Streets will remain unchanged.

(Continued on page 5)

As of July 1st, the FORREST Shuttle, between Mission Bay and Powell, the RED Shuttle which serves Mission Bay, Mission Center Building and 16th and the GREEN Shuttle between San Francisco General Hospital and 24th Street will be discontinued.

YELLOW Shuttle, between Mission Center Building, 2300 Harrison, 20th & Harrison, 18th & Shotwell, 17th & Folsom and BART 16th will continue with added morning and afternoon peak trips for SFGH.

Connections to BART 16th via Mission Bay will be available on a new route (LIME, RED and TEAL routes combined) from Mission Bay to Mission Center Building

This route serves China Basin, Mission Bay, Mission Center, Buchanan Dental Clinic, 55 Laguna satellite parking lot and the Parnassus campus with buses every 15 to 20 minutes.

VALLEY INTERCITY NEIGHBORHOOD EXPRESS (VINE)

NAPA: Bus fares on both the **VINE** fixed route buses and the **VINEGo** paratransit system increased March 1.

New fares are — adult $1.25, student $1.00 and senior/ disabled 60 cents.

Fixed route prices were last changed in 1995 while the paratransit system had not changed pricing since 1992. The Napa based system is required to recover 16% of its costs from the farebox. Last year, the ratio fell below that mark, resulting in financial penalties this year.

VINEGo fares within Napa will remain at $2, but increase from $1 to $2 in the Napa Valley's four other cities. In July 2008, trips within each city will cost $2.50 while intercity trips will cost more.

A consultant is reviewing **VINE's** current routes and schedules to suggest changes that will allow buses to better stay on schedule. Along with increased marketing efforts, this is expected to win the system new riders.

BENICIA BREEZE (BB)

BENICIA: January 2nd brought a number of changes. Midday service on Flex Route 19-BENICIA INDUSTRIAL PARK CITY RIDE was dropped although weekday afternoon rush hours service was added. Both Flex Route 21-NORTHWEST BENICIA CITY RIDE and 23-NORTHEAST BENICIA CITY RIDE now operate hourly until 800PM on weekdays. Previous changes on 75-VALLEJO-BENICIA-BART/PLEASANT HILL were made permanent. These include limited service into downtown Benicia and adding a trip at 830PM, on request only, from the York & Marin Transit Center.

The MEDICAL SHUTTLE was integrated into the *BENICIA BREEZE PARATRANSIT* service. Group trips to medical facilities in Vallejo are now available on a space available basis, one to seven days in advance. The one way fare is $5 and service is open to seniors and disabled persons.

The **FOOTHILL TRANSIT** Board of Directors recently authorized the donation of four retired buses, expected to be F1000 series Gillig Phantoms, to **BB.**

AMTRAK/AMTRAK CALIFORNIA (AC)

SACRAMENTO: On Thursday March 15th, a 1400 foot long wooden railroad trestle was destroyed by a suspicious fire in Sacramento. The trestle was on the *UNION PACIFIC's* double track main line between Roseville and Sacramento. **AMTRAK's** *CALIFORNIA ZEPHYR* and one **CAPITOL CORRIDOR** train a day to and from Auburn use this line.

Beginning the next day, **AMTRAK** bused **CAPITOL CORRIDOR** riders between Auburn, Rocklin, Roseville and Sacramento using **ALL WEST COACHLINES.** On weekday mornings, a bus was scheduled to leave Auburn, Rocklin and Roseville at the train's scheduled departure time *(three buses plus a fourth bus to handle any overloads).* On weekday afternoons, buses to Roseville, Rocklin and Auburn left the Sacramento **AMTRAK** Station at 525PM or after Train 536 arrived, whichever was later *(again, three buses plus a spare).* At least one of the buses was lift equipped. On weekends, only one bus was used.

For the *CALIFORNIA ZEPHYR,* at first **AMTRAK** tried rerouting the train between Sacramento and Roseville via Marysville, but this added two hours travel time which was unacceptable. After a few days, the *ZEPHYR* began and ended in Roseville with passengers buses between Roseville and Emeryville. Unknown which bus company did this bus bridge, but it was not **ALL WEST.** On March 22nd, **RYAN'S EXPRESS** was observed at Roseville **AMTRAK** providing the bus bridge from the westbound *CALIFORNIA ZEPHYR #5.*

One track of the rail line was re-opened the week of March 26th, limited to freight only until the second track opened on March 29th. March 31st was the last day for the **CAPITOL CORRIDOR** bus bridge while the *ZEPHYR* bus bridge ended around March 28th.

TRANSPORTATION AND LEGISLATION

SB 650 (Padilla, D-San Fernando) has been introduced to allow the maximum vehicle length of an articulated

(Continued from page 5)

bus or trolley coach, currently 60 feet, be lengthened to a maximum of 65 feet. **MTA** plans to test operation of a 65-foot long bus on the ORANGE LINE *(WT 3/07)* and, under current state law, can do so by obtaining an annual permit from CALTRANS. If passed, this legislation would no longer require the annual process.

S 497 (Boxer/Feinstein) and HR 238 (Waxman) are bills designed to repeal the prohibition on use of federal funds on the Los Angeles to San Fernando Valley Metro Rail project for subway construction in the Fairfax area, related to a methane gas explosion that occurred on March 24, 1985. Representative Henry Waxman (D-West Los Angeles) sponsored the original legislation.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: On February 27, 2003 a contract was awarded to North American Bus Industries (NABI) to buy 200 sixty-foot, low floor CNG powered articulated buses (9200-9399) with option orders available.

The first option (for 94 – 9400 -9493) was exercised in September 2005 and these buses are currently arriving and being placed into service. NABI added two buses (9494-9495) to this contract *(WT 2/06, 11/06).*

The **MTA** Board is expected to authorize issuing the second option to buy up to 100 additional buses including fare boxes and radios. Since the original contract award in 2003, the indexed option pricing has risen over 21% and the base vehicle price has risen from $634,000 to $769,263, not including fare boxes and radios which brings the unit price to $901,307.

Three other options were considered — not buying new buses but this would have meant extending the life of 130 of **MTA's** oldest diesel powered buses, — buying 40-foot buses, but agency budgets have been built on operating efficiencies only realized by the use of high capacity buses, — or purchasing 45-foot buses, but this was not selected as it was believed no manufacturer could provide enough 45-foot vehicles by the beginning of FY 08/09. **MTA** staff is evaluating purchase of 45-foot composite buses for FY 08/09.

No contract has been issued for the ATV Bus Purchase (hybrid vehicles), but an alternate Hybrid Bus proposal from a second vendor is expected in this quarter.

Related to the current fleet, as of February 1st, METRO LOCAL Orange 9400-9421 were on 233-SEPULVEDA while 9422-9446 were on 204-VERMONT. A range of 9447-9463 have been seen on 720-WILSHIRE RAPID and former RAPID Red 9395-9397 are now silver and assigned to Line 901-NORTH HOLLYWOOD-WARNER CENTER (ORANGE LINE).

Facility wise, the project involving the relocation of Division 6 from Ocean Park to Jefferson & La Cienega is now in litigation. An Alternate Division Site Study for LAX owned land near 111th & La Cienega has started.

Modification work to be able to accept articulated buses for service at Divisions 1, 3, 9 and 18 has begun.

A public hearing has been set for May 24th to receive comments on plans for fare changes beginning this July and continuing through 2009. The current $1.25 regular cash fare would remain as now until January 2009 while the Day Pass, Weekly Pass, Monthly Pass and EZ Pass would all increase this July. Freeway distance steps, late night fares and Metro to Muni transfer charges would all increase.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: **SCAT** recently executed an FTA compliant transfer of its 26 1995 model CNG fueled Flxible Metro buses to **ELK GROVE TRANSIT.**

The 26 new CNG fueled New Flyer buses have arrived in all white. The **SCAT** Board has chosen a new name, colors and a tag line. The system name will be *GOLD COAST TRANSIT,* the colors will be gold and teal/green and the tagline, "Your Community Connection".

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: Weekend service was recently added on 111-TREAT BLVD between BART/Concord and BART/ Pleasant Hill via Fry Way, Clayton Rd, Meadow Lane, Oak Grove Road and Treat Blvd.

Saturday service was dropped in 2004 due to budgetary constraints and Sunday hours have never been offered.

The new MONUMENT CORRIDOR SHUTTLE will operate between 730PM and 730PM on weekdays with a 22-passenger cutaway on a fixed route, but able to travel into defined neighborhoods to provide door to door service for those who request such one day in advance. The bus is scheduled to meet Express Route 980 at Sun Valley Mall for those needing to access medical facilities in Martinez.

The County Connection

(Continued on page 7)

Silver Streak
Foothill Transit

Community Names

FLEET #'S	CITY NAME	FLEET #'S	CITY NAME
F1600	Arcadia	F1615	Hacienda Heights
F1601	San Dimas	F1616	Irwindale
F1602	Avocado Heights	F1617	La Puente
F1603	Azusa	F1618	La Verne
F1604	Baldwin Park	F1619	Los Angeles County
F1605	Bassett	F1620	Monrovia
F1606	Bradbury	F1621	Pomona
F1607	Charter Oak	F1622	Pomona Valley
F1608	City of Industry	F1623	Rowland Heights
F1609	Claremont	F1624	San Gabriel Valley
F1610	Covina	F1625	South El Monte
F1611	Diamond Bar	F1626	Temple City
F1612	Duarte	F1627	Valinda
F1613	El Monte	F1628	Walnut
F1614	Glendora	F1629	West Covina

All names begin with the words "Spirit Of"

AIR BART (AB)

OAKLAND: Port of Oakland Commissioners approved an increase in **AIR BART** one-way fares (BART/ Coliseum to Oakland Airport) from $2.00 to $3.00.

The change, implemented March 1st, will help to fund purchase of three new buses this year and two more in 2009 and increase service frequency during peak travel times.

An Airport Connector project (monorail between BART and Oakland Airport) is now under study by **BART.** The train would replace the **AIR BART** system.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: A $500,000 audit of **VTA** by the Philadelphia based Hay Group, requested by General Manager Michael Burns soon after taking over, was recently released and is critical of **VTA**, especially the decision making process as being overly influenced by political rather than transportation needs. Also slammed were expansion plans that fail to deal with a shortfall of over $2 billion over the next 30 years.

The audit says that the agency's core mission is to improve mobility, reduce congestion and run lines that are cost effective. Current board policy is to run a system that allows anyone in the county to get anywhere they want to go.

VTA runs transit operations and manages highway improvements in Santa Clara County. The 12-member Board oversees a $340 million budget with service for 135,000 riders each day. The board includes five San Jose city council members, two county supervisors and five council members from other cities.

Auditors made numerous recommendations, saying **VTA** needs to set up an internal audit committee and operate more like a business. This report did not propose specific service cuts, but another evaluation report is looking at a revamped transit system.

VTA.

That report, to be released soon with public hearings in the summer, is expected to recommend more frequent service on El Camino Real, Monterey Highway, Alum Rock and Stevens Creek Bl, in Milpitas and East San Jose, but frequency reductions or service removals in outlying areas. It also will call for more express buses and smaller buses on some routes.

In the South County areas of Gilroy, San Martin and Morgan Hill, it has been proposed to shorten 68-SAN JOSE-GILROY-GAVILIAN COLLEGE at the Gilroy Transit Center and create a new line 18 between the center and the college and use smaller buses on all of the local lines *(Ed. Note – for many years, a fleet of 30-foot Flxible Metro buses – 8601-8630 – were deployed on the community type routes).*

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Victor Valley Transit Auth	711-715	Bluebird	ULF/—	2006	
Foothill Transit	F1600-F1629	NABI	60-BRT/6—	2006	
-USED-					
Kings Area Rural Transit	G3508	Gillig	35102TB6V92TAC/L1083642	1990	1
LADOT	96401	Gillig	S50T4096/S1087160	09/95	2
Greyhound Lines, Inc (TX)	6995-6997	MCI	G4500/2S080189, 187, 188	2002	3
All City Lines	1130	TMC	T80206/KR826845	1989	4
Riverside Transit Agency	1101-1103	SVMC	Trolley/3CL71211-213	2003	5
-DISPOSITIONS-					
Victor Valley Transit Auth	100	Ford/Supreme	Econ/Startrans/WHA74195	1998	6
	112	Ford/ElDorado	Econ/Aerotech/XHC18404	1999	6
Omnitrans	various	Ford/Goshen	Econ/GCII/various	2000	7
AC Transit	2901-2971	NABI	416.09/various	1997	8
Golden Gate Transit	1128, 1138	TMC	T80206/KR826843, 853	1989	9

-NOTES-

1. Ex LAVTA, same number.
2. Ex Foothill Transit F1025, additional information.
3. Ex Vermont Transit Co. (VT) 40202, 40200, 40201.
4. Ex Golden Gate Transit, same number.
5. Ex Omnitrans, same numbers – FTA approved equity trade.
6. For sale by Nations Bus – Hawthorne.
7. Buses are 630, 815, 828-829, 832, 834-835, 837, 842, 844, 848-850, 856, 858, 918, 924, 927, 933, 945-948, 958, 960.
8. For sale by ABC Bus Sales – all locations.
9. For sale on e-bay in February 2007.

SOUTH COAST AREA TRANSIT recently transferred title to its former fleet of 1995 model Flxible Metros (3500-3517, 35102-4D/SD106083-100 and 4000-4007, 40102-4D/SD106075-082 to **ELK GROVE TRANSIT.**

April Photos





LEFT: *Foothill Transit F1603 entering the Busway from Alameda.* ***RIGHT:*** *Burbank Bus 4679 at the Burbank Metrolink Station. Both photos by Russ Jones.*