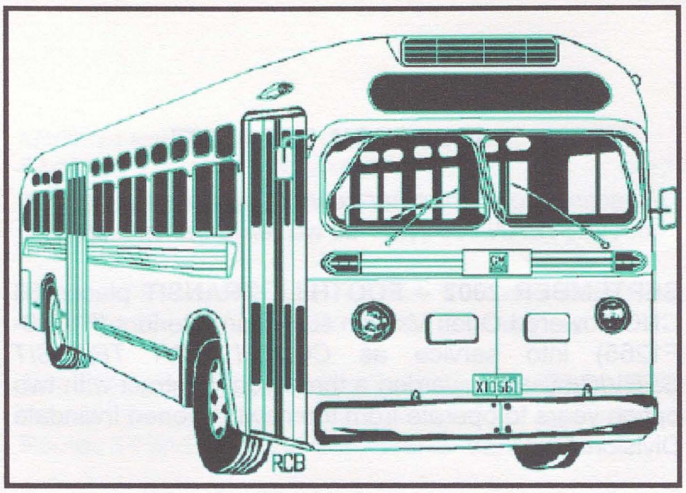


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VOL. 45, NO. 9 **September 2007**

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: August 20th saw implementation of the first phase of the **VVTA** recently completed Operations and Growth Study *(WT 11/06, 4/07).*

All **VVTA** bus routes, except 21-TRI COMMUNITY and 23-LUCERNE VALLEY, were altered. The previous system of 13 fixed and deviated routes with a fleet of 16 buses was replaced by a new system of 16 fixed and deviated routes with a fleet of 20 buses.

The new system includes nine Core Routes (31, 32, 41, 43, 44, 45, 51, 52, 53), four Community Access Circulators (33, 40, 46 and 47) and continues the three County Routes (21, 22 and 23).

Objectives of the study, which **VVTA** says were met, included — provide additional coverage, regain a peak system-wide hourly headway, more efficiently match demand and supply in areas of lesser demand, examine opportunities for new service in selected areas, maximize a system approach to the service plan and establish a system of core routes to be supplemented with local feeder routes.

Most fares were also increased – suburban adult cash fare of $1.00 is now $1.25, adult Day Pass is now $3.50 and adult monthly pass is $50.00. General Public Deviated Route (Community Access) fares are $2.00.

22-HELENDALE was rerouted to serve the Stoddard Wells area of north Victorville, formerly served by 41, and has an improved two-hour headway.

31-ADELANTO and 32-ADELANTO were replaced by NEW 31-VICTORVILLE-ADELANTO VIA PALMDALE RD (7th & Lorene to Palmdale Road and Hwy 395) and NEW 33-ADELANTO POINT DEVIATION ZONE, which circulates throughout Adelanto and is timed to meet the 31 buses at the Adelanto transfer center at Palmdale Road and Hwy 395.

Route 33 has a set of scheduled stops but, on request, will deviate and serve any location between them. The other three CACs (40, 46 and 47) are fixed routes, but, also by request, will serve individual destinations within 3/4 mile of the route.

NEW 32-VICTORVILLE-ADELANTO NORTH VIA SCLA is a combination of portions of former 32 and 51. From 7th & Lorene, the 32 now offers service to SCLA, the prisons on Air Expressway and northern Adelanto and offers two-way service in areas of Victorville west of Interstate 15.

40-APPLE VALLEY NORTH ROUTE DEVIATION runs between Wal Mart and the Post Office Transfer Center and replaces most of the former 40.

NEW 41-VICTORVILLE-APPLE VALLEY VIA HWY 18 is a combination of most of the former 41 and 42 and now offers a one-seat ride from Victorville, past St. Mary's Hospital, to the east end of Apple Valley.

43-APPLE VALLEY-VICTOR VALLEY COLLEGE was revised and now operates primarily along Bear Valley Road, Central, Highway 18 and Navajo.

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PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are applications before and recent decisions of the California Public Utilities Commission:

APPLICATIONS

BLUE & GOLD FLEET, L. P. (VCC-77) applied to increase fares on its Vessel Common Carrier service between Alameda, Oakland, San Francisco and Angel Island State Park.

DECISIONS

OPEN TOP SIGHTSEEING SAN FRANCISCO, LLC granted PSC between points San Francisco and Marin Counties and establish a Zone Of Rate Freedom.

Suhil Babiker, Bhaeldeen Elfadul and Ageel Elamin granted authority to control *CALIFORNIA AIRPORTER, INC.*, pursuant to Public Utilities Code, Section 854.

Ferede Negash dba RED SHUTTLE granted On-Call, door–to-door PSC between points in Marin, Solano, Contra Costa, Alameda, San Francisco, San Mateo and Santa Clara Counties and Bay Area airports and to establish a ZORF.

BLUE & GOLD FLEET, L. P. (VCC-77) authorized to increase passenger fares on routes between Tiburon and San Francisco and between Sausalito and San Francisco.



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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)

SEPTEMBER 2002 – FOOTHILL TRANSIT placed 66 CNG powered Orion Vs with suburban interiors (F1200-F1265) into service as *COACH USA TRANSIT SERVICES* was awarded a three year contract with two option years to operate from the newly opened Irwindale Division.

SEPTEMBER 1997 – ANTELOPE VALLEY TRANSIT AUTHORITY effected a 28 per cent increase in service including four new lines, some half hour headways and an expansion of service hours.

SEPTEMBER 1992 – VALLEJO TRANSIT LINES established two new BARTLINK routes (70-VALLEJO-HILLTOP MALL-BART and 90-SUISUN-FAIRFIELD-BART/DEL NORTE) and one city route, 11-CATALINA CIRCLE.

SEPTEMBER 1987 – YELLOW & PINK BUS LINES (AMARILLO Y ROSA) began operating MTS 932-SAN YSIDRO-SAN DIEGO that replaced the **YAPBL** route of the same name and **SAN DIEGO TRANSIT CORP.** 32-CHULA VISTA-SAN YSIDRO.

SEPTEMBER 1982 – EXPRESS TRANSIT DISTRICT and **MAXI TAXI,** two jitney operators who received rights from the Public Utilities Commission to operate on selected Los Angeles streets in competition with **SCRTD,** began operations during the month. *(By April 1983, **ETD,** which was apparently a form of pyramid, closed down amid a series of violations involving employee pay issues, vehicles and safety).*

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
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(Continued from page 1)

44-MALL OF VICTOR VALLEY-HESPERIA VIA MAIN continues to connect the Mall with central Hesperia with a diversion off Main along 7th Avenue and 3rd Avenue.

45-VICTORVILLE-HESPERIA VIA VVC combines most of former 45F (VVC to Main along I Avenue) and 45V.

46-HESPERIA ROUTE DEVIATION circulates mostly through the south and eastern areas of the city, meeting Routes 44 and 45 at the Olive and G transfer point.

47-APPLE VALLEY SOUTH DEVIATION runs from the Post Office via Hwy 18, Yucca Loma, Kiowa, Wren, Navajo, Bear Valley, Kiowa, Yucca Loma to Post Office.

51-VICTORVILLE CIRCULATOR continued as a one-way loop serving central Victorville, beginning and ending at the 7th & Lorene transfer center.

52-VICTORVILLE – MALL VIA EL EVADO continued between 7th & Lorene and the Mall thru west Victorville with two way service added on Hook Blvd between I-15 and El Evado and on El Evado from Hook to La Mesa.

53-MALL OF VICTOR VALLEY-VVC is the former 43V route, now with two buses assigned between 1000AM and 500PM to maintain an hourly headway all day.

Equipment wise, County Routes generally are assigned the 300 series smaller Bluebirds while the four Deviated Routes (33, 40, 46 and 47) use 100 series cutaways. The other lines are assigned a mix of 400/700 series Bluebird QBRE3703s, 711 series Bluebird ULFs, NABI 040.29s and Transmark TRE-32s.

The **VVTA** Board recently approved purchase of seven cutaways (Ford/El Dorado National/ Econoline/ Aerotechs for use on ADA and Deviated Routes by exercising an option on a recent **SAMTRANS** contract. *(Ed. Note – **VVTA** has purchased cutaways from the State of California contract, but recently they changed manufacturers and, for **VVTA** fleet continuity purposes, it was better to stay with Ford Aerostar V-10 vehicles).*

VVTA also has plans to buy seven large buses and is considering at least two options – piggy back on an **MBTA** (Boston) order for NABIs or secure an option on a New Flyer procurement.

A special one-day-only route, 917-VICTORVILLE-SAN BERNARDINO operated on Wednesday, September 12 providing two round trips between the High Desert area and the Celebrating Seniors Healthy Aging Fair at the Orange Show Event Center.

The route was a special FREE public route with buses departing the San Bernardino County Department of Aging & Adult Services at 17270 Bear Valley Road at 745AM (Block 917A) and 800AM (Block 917B) and leaving the Orange Show at 1245PM and 100PM.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: In June, former Line 205-LAGUNA HILLS-DISNEYLAND was replaced by 83-LAGUNA HILLS-DISNEYLAND. Line 83 operates over the previous 205 alignment except for a rerouting along Main and La Veta to directly serve Main Place Mall, St. Joseph's and Children's Hospitals. *(Ed. Note—the change reinstates an alignment that was revised in September 2000).*

OCTA operated four weekend only Orange County Fair Flyers for the last three of four weekends of the 2007 fair season following the return to work of bus operators. The four lines were 633-FULLERTON PARK & RIDE, 662-SANTA ANA, 670-GOLDEN WEST TRANSP. CENTER and 691-SAN JUAN CAPISTRANO.

All four lines operated every half hour between 1000AM and midnight, charging regular local fares.

At the beginning of the month, 17 of the 5501-5580 series CNG powered New Flyers were on the property and had been conditionally accepted. As of September 9th, (September Shake Up) two (5526 and 5527) went into service at Division 1 (Santa Ana), officially on weekday only Line 74-SEGERSTROM-DYER.

As the new buses are accepted for service, they will go in service at Division 1 and replace Gillig Phantom 4201 -4269 series buses.

OCTA loaned the **ASUCI CAMPUS TRANSIT SYSTEM** three GMC RTS (3001, 3023 and 3132) which were recently returned in exchange for three Gilligs (4227, 4228 and 4248). On September 24th **ASUCI** will reinstate their NEWPORT-WEST NEWPORT-UCI bus route, designed to transport students, faculty and staff between off campus housing areas and the University.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: September 4th brought the opening of the Buena Park Metrolink Station, near Malvern and Dale, served by the ORANGE COUNTY LINE and the 91 LINE trains, followed by additional weekend trains the next weekend.

An additional round trip between Los Angeles and San Juan Capistrano was added on ORANGE COUNTY and a Sunday round trip was added on SAN BERNARDINO.



NEW Sunday service is now offered on the ANTELOPE VALLEY LINE.

LOS ANGELES WORLD AIRPORTS (LAWA)



LOS ANGELES: Last month, LAWA Commissioners approved a second amendment to the interim operating agreement with *CUSA CC,LLC dba COACH USA LOS ANGELES* ***(CALIFORNIA CHARTERS)*** extending the pact an additional three months (to December 2007) while a new, five year operating agreement *(WT 3/06, 6/07)* for UNION STATION FLYAWAY is finalized.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: On August 27th the sixty-five foot NABI articulated bus (**MTA** 9495, Model 65BRT.01, VIN 1N965B0187A140057, built 05/07) went into revenue service on Line 901-NORTH HOLLYWOOD-WARNER CENTER (ORANGE LINE), launching a year-long pilot program *(WT 01/07).*

Because of its length, **MTA** had to request special authority to operate the vehicle, which includes a permit to operate between Division 8 at Nordhoff and Canoga and the Warner Center terminal on Owensmouth.

The front section is five feet longer than the other articulated buses, while the trailer is the usual length. The CNG powered bus has the same style passenger seats, except nine more of them, and flooring as existing units, however, LED interior overhead lights have replaced the traditional fluorescent lights. The bus also has the continuous style side windows as **FOOTHILL TRANSIT** specked for their F1600-F1629. On the inside, it is still a framed window, but on the outside, it is just a cover mounted to the window frame.

Painted in the silver and gray *METROLINER* colors, 9495 joins 9200-9229 and 9395-9398 as buses dedicated to the ORANGE LINE.

Line 442-HAWTHORNE-LOS ANGELES EXPRESS was discontinued as part of the June Shake Up *(WT 07/07).* As part the FY 2007-2008 budget process, **MTA** Board member and 2nd District County Supervisor Yvonne Burke introduced a motion to continue funding Line 442, for another year at a cost of $332,000.

The motion included wording that "if the line does not reach 60% capacity in the next year, it will be canceled".

Following a public hearing and comment period, the South Bay Sector Council approved the discontinuation in March. Several alternative bus routes are available and ridership information shows half of the 250 daily riders use the bus to and from downtown while the others travel locally along Manchester or La Brea. Staff discussed possible takeover of Line 442 with **LADOT,** but they were not interested, due to expected budget shortfalls.

Some Board members expressed concern that passage of the motion would undermine the power given to the Service Sector Governance Councils to approve service changes, including discontinuation of bus lines.

Service was reinstated on July 2 on the pre-June 24th schedule that includes six AM northbound and six PM southbound trips.

*(Ed. Note—**MTA** staff has proposed discontinuation of Line 442 to the South Bay Sector Council on three occasions. The recommendation has always been controversial, but the Council approved the plan this year. Ridership and productivity numbers indicate that Line 442 ranks 136 of 146 in Boardings Per Service Hour and 128 of 146 in Boardings Per Mile).*

The **MTA** Board is expected to approve action soon to solicit a proposal for a two-year contract for up to 260 45 -foot, composite buses (130 in each of the two years) plus an option to buy more. 210 would be CNG fueled while the remaining 50 are proposed to have a gasoline-hybrid propulsion system, with intended assignment at Division 6 in Ocean Park.

DEPARTMENT OF CORRECTIONS — 236-BALBOA interlines with 292-BURBANK-SAN FERNANDO VIA GLENOAKS, not 239-WHITE OAK-ZELZAH-RINALDI, on weekdays. There had been no Sunday service on 90/91 between Sunland and Sylmar so there were no Sunday hours to "drop" on NEW Line 290.

GLENDALE BEELINE (GB)

GLENDALE: NEW Line 13-DOWNTOWN-GLENOAKS CANYON was inaugurated on August 20th replacing the GLENOAKS CANYON SHUTTLE *(WT12/06).*

Line 13 offers five round trips on weekdays only (715AM, 845AM, 1215PM, 330PM, 510PM) on an extended alignment — From Glenoaks and Arcade, buses travel via Glenoaks, Chevy Chase, California, Glendale and Broadway to Brand.

GOLD COAST TRANSIT (GCT)

OXNARD: As part of a program to reinvent itself, on July 1st the former **SOUTH COAST AREA TRANSIT** has a new operating name **(GOLD COAST TRANSIT)**, a new slogan *(Your Community Connection),* a new color

scheme and new graphics.

The 26 New Flyers, 4019-4044, arrived in all white but with the new name. An RFP was issued to paint those buses plus the NABIs (4008-4018). The 30-foot Orion 05.503s, 3100-3108, will not be painted and the **SCAT** and **GCT** brands will not be mixed.

October 7th will bring the annual service change program. It will include three commuter express lines—OXNARD TC—VENTURA TC, OTC-OJAI and OJAI-COUNTY GOVERNMENT CENTER, two way weekend service on 10/11-BRISTOL-TELEPHONE, a longer weekend service span and new service on holidays.

Last June, the **SCAT/GCT** Board adopted the FY 2007/08 budget. Among the major elements were the new fixed route service package in October. Paratransit costs will decrease about 3 percent reflecting lower than expected demand. Funding of $1.2 million for major capital projects will be included. These include a new site and operating facility, bus replacements every 12 years and paratransit fleet replacement every 4 years.

The system wide farebox recovery ratio is projected at 19.3%. Related to recent amendments to the **SCAT/ GCT** joint powers agreement, **GCT** will be requesting non-TDA funds from the member cities in the form of route guarantees to address this issue. $250,000 worth of guarantees would equal a 21% ratio. The proportional contribution would be $135,000 from Oxnard and $115,000 from Ventura.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: Funded by a grant from the City/County Association of Governments of San Mateo County along with **SAMTRANS'** own money, bus riders in Pacifica now have expanded service on 14-PACIFICA LOCAL.

Weekday service was extended until 1000PM, Saturday headways were improve from two hourly to hourly and NEW Sunday service (ten trips) was started.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: On August 27th **RT** Directors approved a series of service reductions, beginning next January 6, to offset both a budget shortfall and declining patronage.

These reductions mark the third time in three years that **RT** has reduced frequencies or eliminated bus lines.

Saying that the agency faces a long term critical funding crisis, **RT** General Manager Beverly Scott, soon departing for Atlanta to become the **MARTA** Executive Director, has been pushing other transportation officials in the county to agree to place a new half-cent sales tax increase on the ballot in the next few years to raise money for both transit and maintenance of local streets.

Sacramento County voters approved a half-cent sales tax in 2004, causing some officials to say it may be too soon for another vote.

In response to a $1.6 million budget shortfall, the service changes will reduce costs by $1.3 million.

The approved State of California budget included a $1.3 billion loss to public transportation and resulted in a $14 million loss for **RT.** Following a public hearing on August 13th, staff reduced the original reduction program from 20 to 18 bus routes. In anticipation of the budget issue, **RT** had already implemented cost savings measures including freezing 28 unfilled positions and reduced discretionary spending to offset further reductions.

Anticipating the need for reductions, last January the **RT** staff presented the Board with a list of lines considered non-productive using the 2001 Board adopted standards. The standards are determined by calculating each route's ridership per hour by route classification—Base, Local, Peak, Shuttle and Supplementary. Routes falling below 70% of the average in its classification are considered non-productive.

Changes include—discontinuation of 64-24TH-HOGAN, 76-LA RIVIERA-AMERICAN RIVER, 91-CITRUS HEIGHTS, 105-MADISON; eliminate Sunday hours on 6 -LAND PARK, 28-FAIR OAKS-FOLSOM, 61-FRUITRIDGE, 62-FREEPORT; drop Saturday hours on 9-CARMICHAEL-WALNUT AVENUE, 10-CARMICHAEL -DEWEY, 18-DEL PASO HEIGHTS-BELL AVE and discontinue all weekend hours on 36-FOLSOM.

21-CITRUS HEIGHTS-SUNRISE will be extended to Louis & Orlando on some trips while 50E-STOCKTON BLVD E-BUS is reduced to half hour headways, operate 63-24TH-HOGAN/CITY COLLEGE between 16th and Meadowview Stations and City College, shorten 83-14TH AVENUE to run between City College and Power Inn Station, reduce 140-ZIGGURAT to weekday peak hours only and operate 143-OLD SAC-CONVENTION CENTER on Saturday only.

Friday, September 14 brought happier times—the 20th Anniversary of Light Rail including FREE rides, a press conference, and community festival at the State Capitol.

BENICIA TRANSIT SYSTEM (BREEZE)

BENICIA: The **BREEZE** implemented service changes in August including the return of 15-BENICIA HIGH VIA

WESTERN ROSE/SOLANO and 17-BENICIA HIGH VIA HASINGS. On Flex Route 19-BENICIA INDUSTRIAL PARK, the last morning and evening trips were discontinued and a new trip departing Solano Square at 356PM was added. A number of miscellaneous changes were made on 75-BENICIA-VALLEJO FERRY-BART/ PLEASANT HILL.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: All **VTA** Day Passes and Day Pass Tokens were reduced in price as of September 1st to encourage ridership increases. Monthly Passes for students and senior/disabled persons were also reduced.

Adult Day Passes were reduced from $5.25 to $5.00, Express Day Passes were reduced from $10.50 to $10. Youth Passes changed from $4.50 to $4.00 and senior/disabled passes changed from $2.25 to $2.00.

Adult Day Pass tokens (bag of 5) were reduced from $23.60 to $22.50 and Youth tokens (bag of 5) from $20.25 to $18.00.

During August, **VTA** held two additional public meetings to receive testimony about the revised January 2008 VTA Service Plan. The recent Comprehensive Operations Analysis recommended increasing service frequencies on core routes and developing a series of local community lines. The revised plan incorporated many suggestions made at earlier public meetings. The **VTA** Board approved the revised Service Plan by a 12-0 vote on August 30.

At the same time in Sacramento, the legislature authorized a state funded audit of **VTA** to include how the agency is governed and will also look at continued pursuit of the planned $4.7 billion **BART** extension from Fremont south into San Jose and Santa Clara.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Related to the plans to retire NABI buses and purchase additional Van Hools *(WT 8/07),* most of the 7200s were sidelined and only seven remain active — 7205, 7209, 7211, 7215 and 7218-7220. All 4000 series are still running.

New articulated Van Hools 2151-2165 were moved from Division 6 (Hayward) to Division 4 (Seminary), had *RAPID* decals applied and are now assigned to Line 1R-INTERNATIONAL-TELEGRAPH.

30-foot Van Hools 5051-5060, originally expected to be hybrids are diesels, and will likely be assigned to D6, also home to all active 2701-2761 series 30-foot Gilligs.

About half of the 2900 series NABI 416.09s are still active including 2902-2906, 2908-2914, 2916-2923, 2925-2928, 2932, 2936, 2945-2947, 2955 and 2957. 2964 may or may not still be on the property. *ABC Bus Sales* has been advertising former Oakland NABIs for sale in various trade publications.

TRANSPORTATION AND THE CALIFORNIA BUDGET

SACRAMENTO: Transportation lost when lawmakers forged a recent budget compromise in Sacramento.

The new FY 2007/08 budget took $1.3 billion of the sales tax on gasoline revenues away from local transportation agencies to balance the budget.

Over the last six years, both the governors and lawmakers tapped the per-gallon gas tax and separate sales tax on gasoline to balance the state budget.

Transportation officials had high hopes last November when voters approved infrastructure bonds totaling $20 billion over the next 30 years. While a fraction of the $200 billion needed, it was a start.

Now those officials accuse the state of a "shell game", using bond money to backfill cuts by transit agencies who expected the sales tax on gasoline revenues. The budget will use the sales tax money to pay for spending loosely related to transportation including paying off bonds for completed rail projects or repay the state highway program, money to school districts to run school buses and transported the disabled.

Last November, voters approved transportation bonds and another measure to stop the state from balancing the budget with transportation funds. Lawmakers then took money from the sales tax on gasoline and spent it on programs other than transportation.

Evidence clearly shows transit riders are overmatched in the fierce competition for shrinking state dollars. Transit leaders have not made a persuasive enough case their customers matter. As a group, many of those who depend on transit lack power and are unorganized.

(Ed. Note—the California Transit Association has filed a lawsuit demanding a return of the intended tax money. The lawsuit also objects to a budget amendment that would automatically shift half of future sales tax on fuel revenues to the general fund. If CTA prevails, other state programs would be subject to a loss of their money, so one should expect opposition from many quarters. Environmentalists, powerful, organized and who would be expected to support transit programs, sat

PALOS VERDES PENINSULA TRANSIT AUTHORITY

(Palos Verdes Transit)
Rolling Hills, California

FLEET #'S	BUILDER	MODEL	SERIAI #'S	YEAR
1010,1012	Ford/El Dorado	Econline/Aerotech	VHA85994, 96603	1997
1014,1015	Ford/El Dorado	Econline/Aerotech	WHA67257, 67254	1997
1017	Ford/El Dorado	Econline/Aerotech	WHA67255	1998
1018-1021	Ford/El Dorado	Econline/Aerotech	WHB93336, 339, 338, 337	1999
1023-1025	Ford/El Dorado	Econline/Aerotech	2HA86036-038	2002
1026-1028	Ford/El Dorado	Econline/Aerotech	3HA93970-972	2003
1029	Bluebird	CSRE3203	3F215882	2003
1030-1032	El Dorado/National	MST II	4CM68161, 160, 162	2003
1033	El Dorado/National	Transmark	WC084043	1997
1034-1036	Ford/El Dorado	Econline/Aerotech	5HB24302-304	2005
1037-1040	Thomas	City Liner	X1166582, 581, 583, 585	1997

PVPTA is a joint powers agency offering fixed route service (operated under contract by *FIRST TRANSIT)* on the Palos Verdes Peninsula covering the cities of Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills and Rolling Hills Estates. Service operates on weekdays only and the base fare is $2.00.



on the sidelines. Pro transit interest groups must join together to be able to effectively fight for their share).

NEVADA TRANSPORTATION AUTHORITY (NTA)

RENO, NV: The August and September meetings included several charter and tour bus items — the application of *RET SERVICES, INC.* for a certificate of public convenience and necessity to operate throughout the state, expansion of *MESQUITE BUS COMPANY'S* Certificate (CPCN 2041) to add airport transfer and special services and application of *VEGAS PHIL ENTERTAINMENT & TRANSPORTATION, INC.* to sell the firm (CPCN 2102) to *Samuel Edia. SILVER STAGE COACH, INC.* applied to change their DBA from *SSC CHARTER* to *SILVER STATE TRAILWAYS.*

In early October, **NTA** will conduct workshops on proposed regulation changes. These may include conforming charter bus regulations to federal preemption set forth in title 49 of the United State Code section 14501 (*TEA 21)* and regulation of the charter bus industry.

In the charter limousine arena, it is proposed to remove the distinctions of "livery" and "traditional" as vehicle types of limousines, creating a waiver provision for limousine leases not meeting NAC requirements.

MILLENNIUM TRANSIT (MT)

ROSWELL, NM: In late August **MT** announced plans to restart bus manufacturing production.

The company now has an order for 16 RTS buses from the City of Beaumont, TX *(Ed. Note—news reports read Pueblo, CO has two 2006 model Millenniums and several have been delivered to El Paso, TX. Pueblo officials have said they may be interested in buying more. Last April,* ***MT*** *announced loss of a $94 million contract with* ***NEW JERSEY TRANSIT*** *for 289 buses because of "inability to obtain necessary funding to complete the contract".)*

MT bought the factory in 2003 from Volvo subsidiary **NOVA BUS** who had decided to close the plant citing sagging demand for the standard floor RTS. However, **MT** co-founder Les Kolls said the design was still popular in cities with heavy winter snowfall and aging, high crowned streets.

The factory once employed abut 850 workers, Roswell's largest employer, but the staff numbered 100 earlier this year when the plant was temporarily closed.



Pueblo 206, a 2006 Millennium RTS. A.J. Reinschmidt photo.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
All West Coachlines (AMBUS)	68169	MCI	D4505/7P057544	10/06	1 of 2
Lin Lines	0322	MCI	J4500/7W064315	2007	
LACMTA	9495	NABI	65BRT.01/7A140057	05/07	
Glendale Beeline	B58-B59	New Flyer	C40LF/5B028844-845	2005	
Regional Transit	2601-2602	Orion	07.501/56702162-163	03/06	
	2603-2605	Orion	07.501/56702165-167	03/06	
	2651-2653	ElDo National	MST II/6CX35861-863	2006	
-USED-					
Pacific Coast Sightseeing	66705	MCI	102EL3/WP060405	06/98	1
-DISPOSITIONS-					
SAMTRANS	317	Flyer	10235C/1684	03/80	2
Redding Area Bus Auth	201-202	Ford/Collins	Econ/Diplomat/RHA36902, 901	1993	3
Orange County TA	8312	Ford/El Dorado	Econ/Aerotech/XHC34929	1999	4
	2292	NABI	040.09/1A140428	09/01	5
Utah Transit Auth (UT)	9061, 9064	MCI	TC40102N/L3000247, 250	08/90	6
Greyhound Lines, Inc (TX)	2247	MCI	MC-12/RP045812	11/93	7
San Francisco MUNI	8816	New Flyer	D40/JU013168	01/89	5
	8944	New Flyer	D40/JU013455	09/89	5
	9015	Orion	01.503/L6002558	07/90	5
Azteca De Oro	808	Van Hool	T945/W2029488	1998	8

-NOTES-

1. Ex Ace Express (CO) 405—additional information.
2. To West Valley Charter Lines —.
3. For sale on public surplus.com.
4. For sale at Anaheim Chevrolet.
5. Scrapped.
6. To Beaver Bus Lines (MB) 55 II-56 II.
7. To California Career School (driving school in Anaheim).
8. To On Eagles Wings Charters (MN) 377.

SAN FRANCISCO MUNICIPAL RAILWAY purchased a fleet of 45 Gillig Phantoms from ALAMEDA-CONTRA COSTA TRANSIT DISTRICT, members of their 2801-2860 series, to replace 8800 and 8900 series New Flyers not already replaced by the order of 56 40-foot Orion VII and 30 30-foot Orion VII (8400 and 8500 series). MUNI retained the original numbers of the first 45 buses (2801-2845) and filled in the blanks by renumbering 2846-2860, in order. AC still owns the remaining 15 buses.

Below is 2802 repainted in the MUNI paint scheme. *Harry Peat photo.*



MUNI	AC
2801-2804	2801-2804
2805	2846
2806-2809	2806-2809
2810-2811	2847-2848
2812	2812
2813	2849
2814	2814
2815-2817	2850-2852
2818	2818
2819	2853
2820-2821	2820-2821
2822-2823	2855-2856
2824-2825	2824-2825
2826	2857
2827	2827
2828	2858
2829-2838	2829-2838
2839	2859
2840-2844	2840-2844
2845	2860