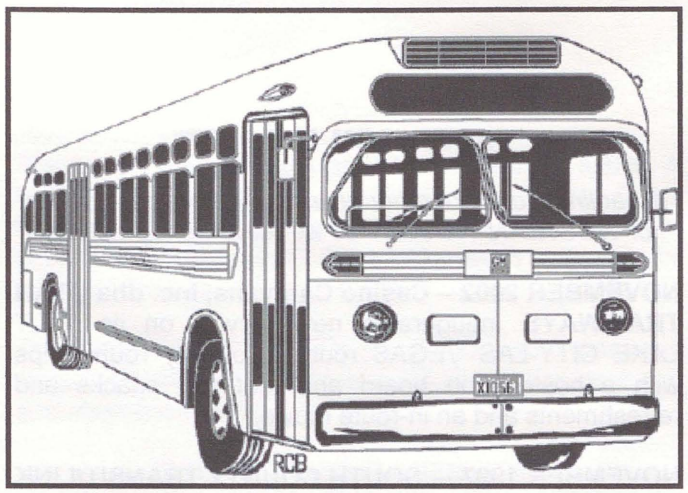


Western Transit

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VOL. 45, NO. 11 **November 2007**

ANAHEIM RESORT TRANSIT SYSTEM (ART)

ANAHEIM: **ART** began serving the Anaheim AMTRAK/ METROLINK Station on a regularly scheduled basis beginning on October 1st, at the same time they created a fourteenth route and numbered all of the routes, previously designated by letters.

Most routes now indicate that they will serve the soon-to-open Garden Walk at Clementine & Disney Way, a complex of hotels, restaurants and shopping areas.



Route 15-ANGEL STADIUM-ANAHEIM STATION (former N) runs on an irregular headway (ten round trips between 800AM and 1000PM) and is scheduled to connect with both northbound and southbound *PACIFIC SURFLINER* trains.

The other **ART** routes generally operate every 20 minutes beginning one hour before the attractions open in the morning until thirty minutes following their closing.

The renumbering now includes — 1-SOUTH HARBOR (former J), 2-SOUTH HARBOR/EMBASSY SUITES (former K), 3-HARBOR (former C), 4-CONVENTION WAY/HILTON (former E), 5-CONVENTION WAY/ MARRIOTT (former M), 6-SOUTH HARBOR & ORANGEWOOD (former D), 7-EAST KATELLA VIA CLEMENTINE (former G), 9-KATELLA (former F), 10-NORTH ANAHEIM VIA BALL (former A), 11-BALL RD (former B), 12-KATELLA VIA MANCHESTER (former H), 14-MANCHESTER (New), 15-ANGEL STADIUM/ ANAHEIM STADIUM (former N) and 16-CRYSTAL CATHEDRAL/BLOCK/GARDEN GROVE (former L).

ART vehicles (motorized trolleys and cutaways) are now being equipped with GFI electronic fare boxes, similar to the **OCTA** bus fleet.

Anaheim RESORT TRANSIT

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: History was made recently as the last of the 3001-3175 series GMC RTS were retired and placed into the Bone Pile (27 years after entering service and following numerous rehabilitation campaigns).

Seven of the 4201-4269 Gillig Phantoms have also now been retired with 40 still active and in daily service.

44 of the 5501-5618 series New Flyer C40LFR buses, part of an initial order for 299 such buses, are now in service, all garaged at Division 1 in Santa Ana, the only **OCTA** location presently CNG equipped.

Three other locations (Division 4 in Garden Grove, Division 6 in Anaheim and Division 8 in Irvine) are all in various stages of being so outfitted.

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SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The **MUNI** motor coach and trolley fleet has undergone substantial changes over the last year including many retirements.

All 343 of the 1976-era Flyer trolley coaches have been retired with three still on property (5148, 5300 and 5345), likely for the historical fleet.

8801-8850 and 8901-8956, 1988/1989 era New Flyer D40 buses, and 9001-9045, Orion 01 30-foot buses, have now all been retired. 8926 will be retained for the historic fleet. The new Orion VII hybrids (8401-8456, 40-foot models and 8501-8530, 30-foot models) along with Gillig Phantoms 2801-2845 (late of **AC TRANSIT**) will replace these buses.

9101-9124, New Flyer D60 buses from 1991, will likely all be retired in the next several months. Currently, they are assigned only to trippers on Lines 9-SAN BRUNO, 31-BALBOA and 38-GEARY.

7000-7059 series New Flyer E60 trolley coaches have been observed on 7-HAIGHT while 8-MARKET, 9-SAN BRUNO (short line) and 47-VAN NESS have been converted from trolley coach to motor coach.

Recent purchases of 40 foot NABI standard floors and both 40 and 60-foot Neoplan standard floors round out the motor coach fleet.

ETI-Skoda has delivered 240 40-foot (5401-5640) and 33 60-foot trolley coaches (7101-7133).

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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)

NOVEMBER 2002 – Casino Caravans, Inc. dba UTAH TRAILWAYS inaugurated new service on its SALT LAKE CITY-LAS VEGAS route (two daily round trips with a hostess on board and featuring snacks and refreshments and an in-route movie.

NOVEMBER 1997 – SOUTH COUNTY TRANSIT/LINK began operating in the south Sacramento County communities of Lodi, Galt, Elk Grove, Franklin, Hood, Courtland, Locke, Walnut Grove and Isleton with fixed routes and Dial-A-Ride.

NOVEMBER 1992 – SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK) began commuter rail in the Los Angeles area with three weekday peak hour lines from Ventura County, Santa Clarita and Pomona to/from Los Angeles.

NOVEMBER 1987 – With a fleet of 32 Gillig Phantoms, the **LOS ANGELES DEPARTMENT OF TRANSPORTATION** established the COMMUTER EXPRESS/COMMUNITY CONNECTION system of 11 former **SCRTD** lines as part of the Bus Service Continuation Project.

NOVEMBER 1982 – Voters in Bremerton, Poulsbo, Port Orchard and Silverdale approved the creation of a PTBA in Kitsap County, Washington—**KITSAP TRANSIT.** City funded, contract operated **BREMERTON MUNICIPAL TRANSIT** was to be merged into the new system.

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(Continued from page 1)
Additional new cutaways are also in **OCTA**'s future. A $3.3 million contract was awarded to Creative Bus Sales for the purchase of twenty CNG powered 16-passenger seven-year design life El Dorado/Aerotech cutaways for selected fixed route lines (presently using cutaways).

This fleet is in addition to 58 gasoline powered cutaways for paratransit and 31 mid-size EZ Riders for local and suburban fixed routes *(WT 3/07).*

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: In preparation for its January 2008 service changes, RTA recently conducted a series of public hearings and approved a series of changes proposed for Lines 1-UCR-RIVERSIDE-CORONA, 7-LAKE ELSINORE LOCAL, 8-LAKE ELSINORE-WILDOMAR, 14-UCR-INDIANA-BROCKTON, 16E-METROLINK EXPRESS, 33-HEMET LADYBUG SHUTTLE, 36-BANNING-REDLANDS, 38-JURUPA-NORCO, 50-JURY TROLLEY, 61-SUN CITY SCOOTER, 204-MONTCLAIR-RIVERSIDE, 206-TEMECULA-CORONA, 208-TEMECULA-MORENO VALLEY-RIVERSIDE, JS-JURUPA SHUTTLE and new 210-BANNING-BEAUMONT-MORENO VALLEY-RIVERSIDE.

RTA has awarded two contracts for small buses—the first to Specialty Vehicles, Inc. for two 26-passenger, ADA compliant, CNG powered replica trolleys and the second to Buswest, a division of Los Angeles Freightliner, for 23 replacement, ADA compliant, 12-seat paratransit vehicles (State of California contract).

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: **VVTA** adjusted 22-HELENDALE in two ways on November 12th — the bus is now only scheduled to travel around Silver Lake on the 545AM and 545PM trips. For other trips, passengers need to call in at least two hours ahead for a free pick up. Riders on board can request the bus operator to drop them off.

In both directions, the bus will now serve the Stoddard Wells/Dante Loop before going to the Victorville Transit Center where connections with Route 41 can be made.

VVTA is now a **GREYHOUND LINES, INC.** ticket agent. One of the findings of the FY 06/07 Unmet Needs Hearings was the need to develop and implement a Greyhound bus ticket subsidy program, similar to one in Barstow, that is tailored for High Desert citizens who have social services and medical needs which cannot be met locally. Offering a subsidized ticket can facilitate transportation to the Loma Linda hospitals, Arrowhead Regional Medical Center and County government and social services offices in San Bernardino.

The program has been budgeted for $20,000 and tickets will be subsidized at 50 per cent. When the funds run out, sales will end. All trips begin in Victorville with three destinations — Barstow, San Bernardino and Riverside.

Weekday ticket prices are less than weekend and **VVTA** will subsidize all prices. Victorville to Barstow is $12.50 one-way on weekdays and $14.00 on weekends. San Bernardino is $14.50/$16.00 and Riverside is $15.50/ $17.00. Round trip fares are double the one-way prices.

MONTEBELLO BUS LINES (MBL)

MONTEBELLO: The City Council recently awarded the *PARKING COMPANY OF AMERICA MANAGEMENT,* a three-year operations contract for **MONTEBELLO LINK RAILFEEDER** program. **MLR** provides five semi-fixed routes connecting with **METROLINK** trains at the Montebello Station serving destinations in Commerce, Montebello, Pico Rivera, Rosemead and Monterey Park.

Montebello BUS LINES

PCA, current contractor with a excellent performance record, was the sole bidder.

Fourteen members of the **MBL** fleet, GMC RTS 04s 8030-8036 and 8038 and FIxible Metros 8639-8641 and 8643-8645, have now been declared surplus and authorized for sale.

The buses are an average of 25 years old (surpassing their 12-year service life as prescribed by the Federal Transit Administration) and can no longer be operated within the South Coast Air Quality Management District as their engines do not meet the stringent air quality requirements.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: **LADOT** presently has two service RFPs in process—*COMMUNITY DASH* (*Package 4*) for DASH/PICO/UNION-ECHO PARK, EL SERENO/CITY TERRACE and BOYLE HEIGHTS/EAST L.A. and *COMMUTER EXPRESS* (*Regions 1 and 2).*

Region 1 includes the Westside, South Bay and 142-LONG BEACH-SAN PEDRO while Region 2 includes the San Fernando Valley.

The *CE* program includes a fleet of 98 40-foot, diesel buses (Gillig Phantoms 85001-85004, 87001-87028, 88001-88012 and 91045), Neoplan AN340As 92001-92038 and 92059-92061, Stewart & Stevenson Apollos 91002-91003 and 92039-92058) and 3 40-foot CNG buses (Orion Vs 04401-04403). In addition, there are four **MTA** TMC RTS 06s (1245, 1256, 1344 and 1375). For Region 1, **LADOT** plans to acquire five replacement

(Continued on page 4)

(Continued from page 3)

buses *(Ed. Note—expected to be the former **VICTOR VALLEY TRANSIT AUTHORITY** 1001-1005, Neoplan AN345As and to be renumbered 02079-02083).*

Both solicitations should be awarded in time for a spring 2008 start up. Package 4 is presently operated by *M. V. TRANSPORTATION* from their Bay Street division while *VEOLIA TRANSPORTATION* runs both Commuter Express packages, Region 1 from Commerce Division and Region 2 from their Van Nuys Division.

Package 4 *DASH* includes El Dorado/National EZ Riders 02045-02067 and 06318-06319.

In conjunction with the Sunset Junction Street Fair in late September, a special one-day SILVER LAKE DASH DEMONSTRATION route operated between 900AM and 600PM using two buses, provided by Package 2 contractor *M. V. TRANSPORTATION.*

Another weekend only DASH, the MID-CITY ART WALK SHUTTLE in the Miracle Mile area, was recently authorized between 1201PM and 500PM on the third Saturday of each month, beginning October 20, 2007 through September 28, 2008. The route uses one SVMC brand replica trolleys (01001-01003) operated by *M. V. TRANSPORTATION* from Package 2 DASH.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: **MTA** will soon be operating six new 42 -foot hybrid NABI BRT design buses with funding supplied by the Advanced Transit Vehicle Consortium for the hybrid-electric drive systems from ISE Corporation.

Originally, these buses were expected to be New Flyer buses from the **LONG BEACH TRANSIT** order, but the contract negotiations did not work out.

This is the first NABI gas-electric hybrid project with ISE and, in addition to a larger 200kw genset, the buses will have dual ultra-capacitors. They will be used as test beds to evaluate operating benefits of hybrid drive trains for efficiency, acceleration and reduced maintenance.

If things go according to plan, by 2011 **MTA** will have two new operating divisions, Union Division, to be built at Location 31 (Vignes & Lyon Streets) and LAX Division, to be located on 25 acres, secured by a long term lease from Los Angeles World Airports, of present LAX Parking Lot B near La Cienega and 111th Street.

Union will be entirely new while LAX will serve to replace Division 6 in Ocean Park and increase capacity. Built to accommodate up to 200 buses and 500 staff, Union will help to ease overcrowding at Divisions 1, 2, 3, 9 and 10. Designed to maintain up to 250 articulated buses, LAX is presently expected to house 207 standard buses and 96 articulated buses.

SANTA MONICA'S BIG BLUE BUS (BBB)

SANTA MONICA: **BBB** broke ground the last week of September on a new eco-friendly maintenance facility that will service a growing fleet and features solar panels, reclaimed water and recycled materials.

The 66,000 square foot facility, to be built on the site of the existing yard near 6th and Colorado, will feature 5,000 square feet of offices and 20 new repair bays. The existing facility was constructed in the 1960s when the bus system had a smaller and less technologically advanced fleet.

The three year construction project should begin next February with completion anticipated in spring 2010.

PALOS VERDES PENINSULA TRANSIT AUTHORITY (PVPTA)

RANCHO PALOS VERDES: Southbound morning trips and midday trips in both directions were added to 225-SAN PEDRO-PALOS VERDES DRIVE NORTH beginning September 4th. 226-PALOS VERDES DRIVE WEST continues to offer only southbound morning trips and northbound afternoon trips.

PRIME TIME SHUTTLE (PTS)

BURBANK: Formerly a local company, **PTS** merged with about 40 other independent transportation providers to create the world's largest door-to-door airport shuttle company, **GO AIRPORT SHUTTLE.**

*(Ed. Note—**PTS** has been Southern California's second largest airport shuttle, behind **SUPER SHUTTLE,** and serves LAX, Burbank, Long Beach, Orange County and Ontario Airports with its fleet of dark red vans).*

The new **GAS** will be serving 110 airports in eight different countries with a fleet of 3765 vehicles.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Beginning this December, service to Paradise Park on six trips of Line 4-HARVEY WEST will be discontinued. Surveys indicated that daily Paradise Park ridership averages less than three.

(Continued on page 5)

*(Ed. Note—the reason for considering the change may be the most interesting part of the story. A 40-foot bus is unable to turn around at Paradise Park and so a 35-foot unit needs to be assigned. A majority of **SCMTD** buses are 40-footers. With Industrial Welfare Commission regulations in place, it is critical that maximum efficiency with regard to assignment of buses be maintained. By eliminating the Paradise Park loop, the constraint of using only 35-foot buses will be removed).*

SCMTD recently approved the extension, through September 2010, of the Memorandum of Understanding for operation of the HIGHWAY 17 EXPRESS *(WT 12/03)* using a cost sharing arrangement.

MARIN COUNTY TRANSIT DISTRICT (MARIN TRANSIT—MT)

SAN RAFAEL: **MT** has been soliciting proposals for new shuttle routes from interested cities and the County. As outlined in the 2006 Short Range Transit Plan, Local Initiative Service is a way to serve low density areas of Marin that presently do not generate ridership to meet **MT** productivity standards. The model used was based on a program in San Mateo County that offered matching funds to seven cities on a competitive basis to support new transit services.

MT will be responsible for implementing the projects and applicants will need to provide one half of the operations cost. Eligible projects can include fixed routes, deviated routes or Dial-A-Rides. Any proposed service needs to complement and not duplicate existing local or regional transit lines.

In the first round, two new shuttle routes will likely be started in the spring or fall of 2008. Regular **MT** fares will be charged.

MT will make major route and schedule decisions together with the sponsoring agency, but **MT** will serve as the primary contact with service contractors and make decisions regarding operation policies.

To continue to receive matching funds, services will need to meet minimum productivity standards after one year of operation — fixed routes need 7 riders per hour and less than $8 subsidy per trip; Dial-A-Rides need 3 riders an hour with per trip subsidy of $15 or less.

For services not meeting standards, there would be three options — discontinue the route, sponsoring agency increases their percentage of local funding, or the route is modified with up to another year of operation before re-evaluation.

YUBA-SUTTER TRANSIT (YST)

MARYSVILLE: The **YST** Board recently authorized a $3.6 million purchase of 12 low-floor transit buses (make/model unknown) to replace all eight of the 2800 series buses with deliveries to begin in early 2008.

Service on the MARYSVILLE-YUBA CITY-SACRAMENTO route was expanded from 17 to 21 trips each weekday with the addition of two southbound morning trips (one each on HIGHWAY 70 and HIGHWAY 99) and two northbound afternoon trips (one each on HIGHWAY 70 and HIGHWAY 99).

October 15th brought the extension of 4B-MARYSVILLE LOOP (Counter Clockwise) from the North Beale Transit Center to the new Peach Tree Clinic and Yuba County Health and Human Services Building on Packard Avenue in Linda. 4B was also modified in Marysville to eliminate one of two loops it used to make through Mervyn's Transit Center on D Street.

Routes 1 and 5 were extended on Lassen Boulevard to the new Harter Parkway south of Highway 20 in west Yuba City to serve River Valley High School and Feather River Academy.

In early December, **YST** will hold a special workshop on the 2008 Yuba-Sutter Short Range Transit Plan update.

Key issues to be addressed include service availability, minimum performance standards, service quality and cost effectiveness. The meeting will include a review of current performance and recent trends and the key issues expected to be addressed during the update.

A wide range of alternative service, financial, capital and organizational scenarios will be developed and then analyzed for the draft plan which will be the subject of a further workshop in January or February 2008.

Adoption of the plan is expected during the spring with implementation beginning in July 2008.

TRANSPORTATION MEASURES AND THE NOVEMBER 2007 ELECTION

There were several ballot measures on this November's ballot with even more anticipated in the next year or two.

In California, the City and County of San Francisco had two competing measures, Proposition A, introduced by Board of Supervisors President Aaron Peskin that aimed to improve the **SAN FRANCISCO MUNICIPAL RAILWAY** by pumping $26 million into the system from city parking fees and fines and parking lot taxes and expanding the decision making authority of **MUNI's** governing board, the *MUNICIPAL TRANSPORTATION*

(Continued from page 5)

AUTHORITY but there was a competing measure (Proposition H) that would dramatically increase the number of parking spaces allowed to be built by changing the city Planning Code. As Proposition A was a charter amendment, it automatically trumped Prop. H, which was an ordinance. Since A passed, H will not take effect.

Washington state had two measures in four counties.

In Kitsap County (Bremerton area), **KITSAP TRANSIT's** Board placed a measure asking voters to approve a 3/10 of 1 percent sales tax increase to fund passenger only ferries between Seattle and up to four Kitsap locations.

In Pierce (Tacoma), King (Seattle) and Snohomish (Everett) Counties, Proposition 1 ("Roads and Transit") called for an increase in sales and car tab taxes to build 50 miles of new railway tracks to Lynnwood, Overlake and Tacoma, along with 186 miles or roads and partial funding for a new Highway 520 floating bridge.

The measure, which would have added an extra cent per $10 sale to pay for highway projects and a five cent per $10 sale to fund light rail, was defeated in all three counties. Most public officials backed the measure with King County Executive Ron Sims, the notable holdout.

Future ballot measures in California include — first time county wide tax elections for transportation funding in San Luis Obispo (SLO), Shasta (Redding) and Yolo (Davis/Woodland) Counties. Santa Cruz and Ventura Counties may again ask voters for funding while in west Placer County (Roseville/Rocklin/Auburn), officials are considering a half cent sales tax increase (from 7.25% to 7.75%) to fund various transportation projects.

INTERCITY TRANSIT (IT)

OLYMPIA, WA: In early 2005, the City of Olympia, Washington's capital, and the State government began working with **IT** to develop a solution to the continued growth of the Capitol Campus which was creating increased parking and traffic concerns in the residential areas near the capitol and inhibiting state employees from traveling downtown for lunch or shopping.

IT worked with several community agencies including the Washington State Legislature, Olympia city government, Olympia Downtown Association, Port of Olympia, Farmer's Market and Washington State Department of General Administration to create a program.

The response to the issues was establishment of DASH SHUTTLE, a fare-free, fixed route connecting the Capitol Campus, downtown Olympia and the growing Farmer's Market/Port of Olympia area. Four colorfully wrapped (orange, purple, lime, green and raspberry) 30-foot Gilligs operate Monday thru Saturday (except no Saturdays in the winter when Farmers Market is closed) on a 12-minute headway.

DASH has been credited for much of the 25-per cent increase in **IT's** ridership in the past two years.

LAS VEGAS STRIP TROLLEY/ THE VEGAS.com ARROW SHUTTLE (TVAS)

LAS VEGAS, NV: In mid-month, the owners of the **LVST** unveiled a fleet of new buses (20-seat cutaways) that will allow riders to not only ride between the attractions along the famous Las Vegas Strip, but also make dinner reservations, buy show tickets and night club passes via touch screen monitors.

The upgraded **TVAS** service is based on a marketing promotion with the Web site Vegas.com, which bills itself as the singular outlet for virtually everything a Las Vegas visitor needs. It also includes a name change from STRIP TROLLEY to VEGAS.com ARROW SHUTTLE, puts buses at the front doors of most major resorts and connects with the **LAS VEGAS RESORT CORRIDOR MONORAIL.**

LVST has recently been carrying about 1000 riders per day, a fraction of the number it served prior to 2005 and the introduction of *THE DEUCE,* the **CITIZENS AREA TRANSIT** replacement for Line 301-LAS VEGAS BLVD SOUTH (STRIP) using a fleet of English made double decker buses.

TVAS fares are $2.50 per ride or $10 for an All Day Pass which also includes the **MONORAIL**.

AMERICAN BUS ASSOCIATION (ABA)

WASHINGTON, D. C.: **ABA,** the trade association for the charter and tour bus industry, recently contacted their members concerning recently introduced federal legislation, dealing with a series of legislative intents that would ensure that motor coaches are built, equipped and operated to be as safe as possible.

Citing the Atlanta crash eight months ago of a motor coach carrying Bluffton University student athletes, U. S. Senators Kay Bailey Hutchison (R-Texas) and Sherrod Brown (D-Ohio), called a press conference to highlight the stronger safety regulations they feel are needed.

There are eight specific items required by the proposed legislation including — safety belts and stronger seating

(Continued on page 7)

LONG BEACH TRANSIT

Long Beach, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	
9401-9419	New Flyer	D40LF	SU015616-634	1994	Note 1
9601-9625	New Flyer	D40LF	TU016548-572	1996	
9701-9720	New Flyer	D40LF	VU017107-126	1997	
9801-9816	New Flyer	D40LF	WU018166, 168-181, 167	1998	
2000	Prevost	H3-45	Y1013463	2000	
2001-2018	New Flyer	D40LF	YU021054-071	2000	
2101-2105	Chance	LFB-29	1W535004, 011-013, 018	2001	
2106-2109	Chance	LFB-29	1W535015-017, 014	2001	
2110-2130	Chance	LFB-29	1W535019-039	2001	
2201-2227	New Flyer	D40LF	2U024170-196	2002	
2228-2239	New Flyer	D40LF	2U024248-259	2002	
2301-2313	New Flyer	D60LF	2U24744-756	2003	
2401-2427	New Flyer	GE40LF	5C027844, 8009-8034	2004	
2501-2520	New Flyer	GE40LF	5C028325-344	2005	
2701-2715	New Flyer	GE40LF	7C032142-156	2007	

Note 1—9403, 9408, 9409, 9411, 9417 and 9420 off roster

systems to ensure occupants stay in their seats in a crash, anti-ejection glazing to prevent passengers from being easily thrown outside the motorcoach, strong, crush resistant roofs that can withstand rollovers, improved protection against fires by reducing flammability of the motorcoach interior and better training for operators in the case of fire, improved commercial driver training, National Commercial Motor Vehicle Medical Registry ensure that only medically qualified examiners conduct physical examinations of drivers ad a medical certificate process to ensure that all certificates are valid and no unqualified operator is allowed to drive, strengthened motorcoach vehicle safety inspections including roadside inspections, safety audits, and state and motor carrier programs for identifying vehicle defects and Electronic On Board Recorders with real-time capabilities to track precise vehicle location and recorded data not accessible to manipulation by a driver or motor carrier.

The bill specifically excludes transit buses and school buses, calls for retrofitting existing buses and provides no dollar figure to conduct the extensive research required before legislation can be based on science.

The **ABA** announced that it is already scheduling meetings on Capitol Hill to advise that motorcoaches have the best safety record of any form of surface transportation and that the industry remains committed to safety as its top priority, which, by extension, means any legislative proposals be based on rigorous scientific foundations.

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY (METRO)

HOUSTON, TX: **METRO** recently awarded Motor Coach Industries a contract to provide 52 diesel-electric hybrid model D4505 buses with options for a total of 142 buses.

The buses will be equipped with the latest low-emission clean-diesel engine technology from Cummins along with the Allison propulsion system. The lift equipped buses will also feature 55 forward facing seats with individual overhead LED reading lights and airflow controls and parcel racks.

To further fuel conservation, the buses will also use shore power at the bus garages to activate the air conditioning unit and cool the passenger cabin prior to departure, eliminating the reliance on engine idling.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Orange County TA	5581-5596	New Flyer	C40LFR/7C032180-195	08/07	
	5597-5609	New Flyer	C40LFR/7C032196-207	09/07	No 5600
	5610-5611	New Flyer	C40LFR/7C032199-216	00/07	
	5612-5626	New Flyer	C40LFR/7C032210-224	10/07	
Long Beach Transit	2701-2715	New Flyer	GE40LF/7C032142-156	00/07	
Coach America—CA Chtr	61332	Van Hool	C2045/72047237	09/06	
Arrow Stage Lines (AZ)	64563	Van Hool	T2145/32044591	09/02	
-USED-					
Burbank Bus	F900	Gillig	3596TB6V92TA/M1083116	00/91	1
-DISPOSITIONS-					
Golden Empire Transit	9009	Orion	01.507/L60002604	07/90	2
Golden Gate Transit	1311-1330	Nova Bus	RTWFD82/VR832584-603	02/98	3
	1401-1440 (15)	Flxible	40102-4D-50/see below	08/94	4
Utah Transit Auth (UT)	8314	GMD	TC40102N/D3500440	08/83	5
	8322, 8324	GMD	TC40102N/D3500448, 450	08/83	6
	8326-27, 31, 37	GMD	TC40102N/D3500452-453, 457, 463	08/83	7
	8332, 35, 38	GMD	TC40102N/D3500458, 461, 464	08/83	8
	8433, 59	GMD	TC40102N/E3500178, 204	04/84	9
San Francisco MUNI	9008, 9027	Orion	01.502/L6002545, 2575	00/90	10

-NOTES-

1. Ex Foothill Transit, same number.
2. To Welland Transit — (ON).
3. To Valley Metro — (AZ).
4. Buses 1402-1403, 1406, 1408, 1411-1413, 1416, 1418-1419, 1425, 1429-1430, 1436, 1440. VINs RD104874-875, 878, 880, 883-885, 888, 890-891, 897, 901-902, 908, 912. All to Charleston (SC) Area Regional Transit Authority, same numbers.
5. To Niagara Transit (ON) 8372.
6. To Peterborough Transit (ON) 15-16.
7. To Burlington Transit (ON) 7015-83, 7013-83, 7012-83, 7014-83.
8. To York Regional Transit (ON) 8301, 8303, 8304.
9. To St. Catherines Transit (ON) 8478, 8485.
10. To Sim's Scrap Yard in San Francisco.

November Photos





LEFT: *Burlington Transit (ON) 7015-83, ex Utah Transit Authority (UT) 8326.* ***RIGHT:*** *York Regional Transit (ON) 8301, ex Utah Transit Authority (UT) 8332. Both photos—unknown photographer.*