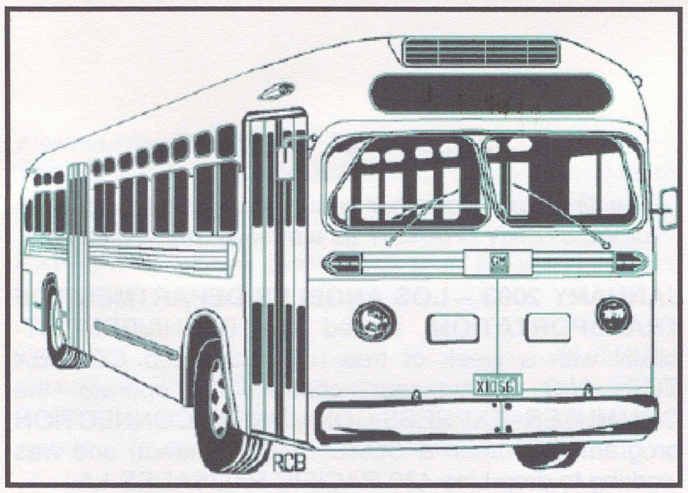


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VOL. 46, NO. 1 **January 2008**

2007 HOLIDAY SERVIES AND BUSES

Special Christmas holiday services, including decorated buses and several Free Rides on New Year's Eve, highlighted the recent holiday season.

Buses decorated in various holiday themes—**CULVER CITY** 7099 (New Flyer C40LF), **SANTA MONICA** 4070 (New Flyer L40LF), a **NORWALK** Low Floor Gillig, **AC TRANSIT** 3130 (NABI 416.09) and **REGIONAL TRANSIT** 2002 (Orion V).

RT offered Free Rides as their bus traveled all over the system in December and January. Passengers were encouraged to make a donation to River City Community Services. The **NORWALK** bus visited many venues collecting new, unwrapped toys and clothing for local charities.

The traditional and jointly sponsored by **RIVERSIDE TRANSIT AGENCY,** Corona, Norco and the 2nd Supervisorial District, the "Holiday Shopping Trolley" ran December 8/9 and 15/16 on a loop-type fixed route.

Contractor *MC DONALD TRANSIT ASSOCAITES' TRANSITWAYS* operated the service using two Chance replica trolleys.

RTA again offered special service for the Festival of Lights celebration and Riverside Downtown Aglow each Saturday between Thanksgiving and Christmas. This year, service was operated from San Jacinto, Hemet, Banning, Beaumont, Calimesa, Temecula, Mead Valley, Corona and Country Village. Buses left the respective cities about 500PM, returning about 900PM. Tickets were all presold.

THOUSAND OAKS TRANSIT and **DOWNEYLINK** each operated special weekend service. **TOT** ran all four routes between 900AM and 600PM on Saturdays and Sundays while **DL** operated its four routes between 830AM and 630PM each weekend between Thanksgiving and Christmas.

The **BREA TROLLEY** operated its special holiday hours on Saturday and Sunday beginning November 24 and ending December 16 — every 25 minutes between noon and 540PM. **BT** also offered a special Christmas Lights tour on selected evenings.

VICTOR VALLEY TRANSIT AUTHORITY operated its Holiday Light Tour in the Victor Valley area (4th year) on two nights, December 14 and 15. Bluebirds 714 and 715 and Econoline/Aerotech 151 did the honors. Tickets for the trips were given to those who donated toys to the local "Spark Of Love Toy Drive" or by listening to radio station KFRG 103.1.

METROLINK's HOLIDAY TOY EXPRESS visited all stations offering a short performance of holiday music and collected toys for the Spark Of Love Toy Drive.

MTA offered Free Rides on Christmas Eve and New Year's Eve between 900PM and 200AM while **OCTA** offered Free Rides on New Year's Eve from 600PM until 400AM. **RIVERSIDE TRANSIT AGENCY, PALOS VERDES TRANSIT** and **WEST HOLLYWOOD CITY LINE** also all offered Free Rides on New Year's Eve.

TORRANCE TRANSIT SYSTEM offered a Free Ride SHOPPERS SPECIAL BUS each Saturday and Sunday between November 24 and December 23. SSB ran every 40 minutes between 1000AM and 600PM along Hawthorne Blvd between Carson and Artesia using a bus decorated in a festive holiday theme.

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PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

Lamia Issa and Sam Mammo dba OAKLAND AIRPORTER granted authority to operate as a passenger stage corporation between points in Solano, Alameda, Contra Costa, Marin, San Francisco, San Mateo and Santa Clara Counties and Bay Area airports and to establish a Zone Of Rate Freedom.

SUPER SHUTTLE OF SAN FRANCISCO, INC. granted authority to operate scheduled service over two routes between San Francisco and San Francisco International Airport using 7-passenger *SS* vans.

CUSA CC LLC (CALIFORNIA CHARTERS) authorized to expand its PSC, as part of its **MEGABUS** operations, to include service between Los Angeles and Oceanside including a ZORF.

SONOMA COUNTY AIRPORT EXPRESS, INC. has been authorized to establish a new ZORF of 30% above and below its current fares.

CALIFORNIA EXPERIENCE, LLC. Granted a PSC between various points in the state, providing a service catering primarily to passengers traveling to hostels. It plans to operate four routes—San Diego-Los Angeles, Los Angeles-Big Bear, Los Angeles-San Francisco and San Francisco-South Lake Tahoe with some trips operating seasonally via Muir Woods and/or Midpines (near Yosemite).

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ISSN 1552-8604
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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)

JANUARY 2003 – LOS ANGELES DEPARTMENT OF TRANSPORTATION started the DASH/VERMONT-MAIN with a week of free rides, awarded *CONNEX TCT, LLC* a five-year contract to operate the COMMUTER EXPRESS/COMMUNITY CONNECTION program (had been a *COACH USA* contract) and was working to drop Line 430-PACIFIC PALISADES-LA.

JANUARY 1998 – The **MTA** Board voted 10-3 to suspend, for at least six months, all work on rail line programs, except for the RED LINE extension to North Hollywood. This was a major portion of CEO Julian Burke's "Demobilization Plan", designed to put **MTA** finances in order.

JANUARY 1993 – CITIZENS AREA TRANSIT of Las Vegas, Nevada began operations (operated by *ATC/VANCOM*) of a greatly expanded system (78 buses on 21 routes) replacing the privately owned and publicly funded **LAS VEGAS TRANSIT SYSTEM,** associated with **GRAY LINE TOURS.**

JANUARY 1988 – VALLEJO TRANSIT LINES began the new VALLEJO BARTLINK weekday express bus service connecting Vallejo, Curtola Park & Ride, Crockett, Richmond's Hilltop Mall and BART/El Cerrito.

JANUARY 1983 – GOLDEN GATE TRANSIT and Sonoma County officials continued to debate whether **GGT** or **SONOMA COUNTY TRANSIT** should provide local bus service within Sonoma, particularly Santa Rosa and Petaluma as the City of Santa Rosa was trying to restrict **GGT** buses from Santa Rosa streets.

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(Continued from page 1)

The **MUNICIPAL AREA EXPRESS** operated a reduced schedule on its commuter routes, 2-PALOS VERDES, 3 -TORRANCE-SAN PEDRO and 3X-SAN PEDRO EXPRESS as many businesses in El Segundo operate on reduced schedules during the holidays.

THE HOLLY JOLLY HOLIDAY TROLLEY was **SANTA CLARITA TRANSIT's** seasonal service — a FREE FARE loop route at Westfield Valencia Town Center that operated from December 1 until December 24.

PALO VERDE VALLEY TRANSIT AGENCY operated its HOLIDAY LIGHT RUNNER SERVICE (started in 2002) between December 12th and 19th, departing from Starbucks at Hobsonway and Lovekin for a 50-minute trolley ride around Blythe to view seasonal decorations while listening to traditional holiday music. Fares of $1.25 per person per trip were charged.

For the third year, the **BREA TROLLEY** also operated its HOLIDAY LIGHT TOURS ($4 per ticket) between December 12 and 21 visiting the downtown and Eagle Hills areas to see the decorations throughout the city.

On New Year's Eve**, SAMTRANS** offered Free Rides on all fixed routes after 1100PM.

VALLEY TRANSPORTATION AUTHORITY offered Free Rides between 700PM on Monday and 400AM on Tuesday. Extended service hours were operated on 180 -SAN JOSE-FREMONT and light rail lines ALUM ROCK -SANTA TERESA and MTN VIEW-WINCHESTER.

BART ran a regular weekday schedule until midnight on New Year's Eve and then operated its late evening headways until 300AM, three hours later than normal.

In Stockton**, SAN JOAQUIN REGIONAL TRANSIT DISTRICT** offered Free Rides and Holiday Cheer on its "Holiday Bus" on Route 40-METRO EXPRESS.

ANTELOPE VALLEY TRANSIT AUTHORITY operated regular weekday morning schedules on Christmas Eve and New Year's Eve on its three Commuter Routes, 785 -LOS ANGELES, 786-CENTURY CITY and 787-WEST SAN FERNANDO VALLEY, but offered a 100PM "Early Run" on all three lines to accommodate those riders who only worked a half day. *(Ed. Note—in the past, the transit systems serving downtown Los Angeles all would operate midday trips on their peak hour only lines).*

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Increases in both service and fares greeted **BART** customers on January 1st. The second in a series of four, CPI based fare adjustments was implemented. The minimum fare is now $1.50 while the longest distance trip, Pittsburg/Bay Point to Millbrae rose from $6.30 to $6.60.

Monday thru Saturday system service levels after 700PM and all day on Sunday were improved from every 20 to every 15 minutes. The PITTSBURG/BAY POINT-SFO (Yellow) Line now operates to and from the airport at all hours while RICHMOND (Red) Line will operate to and from Millbrae on weekdays before 700PM and the DUBLIN/PLEASANTON-MILLBRAE (Blue) Line will operate on weekdays after 700PM and all day on weekends.

CALAVERAS TRANSIT (CT)

SAN ANDREAS: November 5th brought new fares and increased service to **CT.**

NEW Route 5-ANGELS CAMP-COPPEROPOLIS has five weekday round trips that serve Angels Camp at Save Mart and Downtown Copperopolis, Copper Town Square and along Copper Cove Drive.

An additional round trip (for a total of four) was added to SAN ANDREAS-LODI, now known as Route 6.

All Regular fares were increased (Discounted Fares remained unchanged). One way local fares rose from $1.00 to $1.50, All Day Passes increased from $2.50 to $4.00, 15-Ride Ticket Books increased from $14 to $20 while Monthly Passes went from $38 to $45.

One-way fares to and from Lodi were increased from $2 to $3. Cash fares continue to include free transfers in the county between all **CT** buses.

SKI BUS returned for the 2007/2008 season and is planned to operate on all Saturdays and Sundays throughout the winter ski season at Bear Valley Resort. Round trip fares are $10, space is limited and advance reservations are recommended.

The SKI BUS departs San Andreas (Government Center) at 700AM and arrives Bear Valley at 900AM, serving Angels Camp at Frog Jump Plaza and Save Mart Center, Murphys at Murphys Pharmacy and Arnold at Big Trees Market enroute.

The afternoon return trip leaves Bear Valley at 415PM and is scheduled to arrive San Andreas at 615PM.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Beginning January 13, **RTA** implemented a series of changes developed from its recent Comprehensive Operations Analysis. The program included changes to 22 bus routes and implementation

(Continued on page 4)

(Continued from page 3)
of two NEW Express lines, 38E-NORCO-EAST ONTARIO METROLINK STATION and 210-BANNING-MORENO VALLEY-RIVERSIDE.

1-MAGNOLIA-UCR was altered at both ends—in Corona, most trips will begin/end at 6th & Smith except for a handful of weekday peak hour trips that will continue to serve West Corona Metrolink Station. On the east end, Line 1 will travel along University and Canyon Crest to UCR replacing Line 14-INDIANA which will replace Line 1 along Mission Inn, Eucalyptus and 3rd/Blaine to Big Springs & Watkins.

In Elsinore, Lines 7-ELSINORE LOCAL and 8-ELSINORE-HOSPITAL were changed. 7 now serves the Auto Center and Canyon Estates areas in the south end, no longer serving Riverside Drive. 8 was extended to the Lake Elsinore Outlet Center.

In Riverside, 10-LINCOLN no longer serves Market Street to Russell & Main, but rather was extended to UCR along Mission Inn, Eucalyptus and 3rd/Blaine while 16-MORENO VALLEY-RIVERSIDE better serves UCR via University and West Campus/Canyon Crest. 16E-METROLINK EXPRESS was replaced by new Line 210.

Selected trips on Line 21 were rerouted to serve Jurupa Valley High School as 29-RUBIDOUX-MIRA LOMA was extended from Etiwanda along Limonite into the Eastvale area, looping via Hamner, 68th, Pats Ranch Road and Limonite.

In Hemet, the former two-way loop 33-LADY BUG SHUTTLE was rerouted in West Hemet to serve the Super Wal Mart and also extended into East Hemet. 36-BANNING-REDLANDS was shortened to begin/end in Yucaipa and connect with **OMNITRANS** Lines 8 and 9.

38-RCC/NORCO-PEDLEY METROLINK was shortened at Etiwanda & Jurupa. 38E is a new weekday peak express between Eastvale, Norco and East Ontario Metrolink via Etiwanda, Cantu Galleano Ranch Road, Hamner, 60 Freeway and Haven to the rail station.

Former JS-JURUPA SHUTTLE, a deviated fixed route, was numbered 39, no longer offers deviated service and is now a one-way loop—Country Village via Mission Blvd, Valley Way, Armstrong, 30th, Florine, 34th, Valley Way, Riverview, Limonite, Pedley, Jurupa, Etiwanda, Bellegrave, Lindsay and Mission Blvd.

61-SUN CITY-TEMECULA was substantially extended, from a Sun City local to/from Temecula, via Murrieta Rd, Newport Rd, Antelope Rd, Scott Rd, I-215, Los Alamos, Hancock, Murrieta Hot Springs Rd, Margarita Rd, Winchester and Ynez Road.

204-MONTCLAIR-RIVERSIDE was extended from the Downtown Terminal to UCR along Market, 3rd/Blaine, looping via Canyon Crest, University and Iowa to 3rd. 206-TEMECULA-CORONA now has Saturday service (a rough 90-minute headway between 630AM and 630PM using two buses) with stops added at The Promenade Shops at Dos Lagos and Corona Crossings and the Galleria At Tyler, serving Corona Metrolink on selected trips only.

To reduce travel times, 208-TEMECULA-MORENO VALLEY-RIVERSIDE no longer serves County Center Drive or Mt. San Jacinto College in Menifee and only stops at the Moreno Valley Mall on morning southbound and afternoon northbound trips. NEW is 210-BANNING-BEAUMONT-MORENO VALLEY-RIVERSIDE with stops in Banning (Stagecoach Plaza), Beaumont (City Hall), Moreno Valley (Super Target and Moreno Valley Mall) and Riverside Downtown Metrolink Station and the Downtown Terminal. Line 210 operates five morning westbound and four afternoon eastbound trips.

Line 206 is now directly operated by **RTA** using 2200 series NABIs painted in *COMMUTER LINK's* red and white. **MC DONALD TRANSIT ASSOCIATES dba TRANSITWAYS** is operating Line 210 using three of the 3001-3013 series Dennis Thomas SLF-300s, previously used on the 206. Line 210 featured FREE rides during the first three weeks.

Construction of a 1,065 space, six story parking garage at the Corona North Main METROLINK Station has begun. During the 18-months of construction, parking on site has been dramatically reduced with a remote lot at Rincon and Sheridan opened. The Riverside County Transportation Commission requested both **RTA** and **CORONA CRUISER** to provide bus service on a loop route (206-HOPPER) with **RTA** using two 40-foot buses and **CORONA** operating one of their Goshen GCIIs. Service is offered on weekdays 500AM-800AM and 500PM-800PM. All weekday trips on **RTA** Line 3-NORCO-CORONA have been rerouted there, as well.

CUSA CC, LLC dba COACH AMERICA LOS ANGELES (CUSA)

LONG BEACH: The Public Utilities Commission recently approved **CUSA CC, LLC's** application for a scheduled PSC certificate between Los Angeles and Oceanside, including a Zone Of Rate Freedom, *(WT 10/07).*

This service will be operated as a part of **MEGABUS** and the application indicated they would assign two buses *(Ed. Note—it is not presently known if this will be a separate route or a stop on the San Diego route).*

The maximum one-way fare will be $14 although tickets will be sold on-line, including the $1 **MEGABUS** pricing.

(Continued on page 5)

STARLINE SIGHTSEEING TOURS (SST)

HOLLYWOOD: **SST** recently a two route HOLLYWOOD HOP-ON, HOP-OFF TOUR, from the City Sightseeing Terminal at the Hollywood & Highland Center.

The RED ROUTE is a one-way loop thru Hollywood, West Hollywood, Beverly Hills and Wilshire District and has 13 stops including Sunset Strip at Saddle Ranch Chop House, Beverly Hills (Burton Way and Canon Dr), Beverly Center, La Brea Tar Pits and Farmers Market. Open air double decker buses are usually assigned.

The BLUE ROUTE also begins at Hollywood & Highland and stops at Universal City Studios, Hilton Universal, Sheraton Universal and the Hollywood Bowl. All red GMC RTS, including a former **MTA** 4400 series, are assigned.



Andrew Novak photo

All Day Tickets (24-hour and 48-hour) are sold on board the bus. Adult tickets are $25 one day/$35 two day, Children are $15/$20, Seniors are $20/$30 and Family (2 adults and up to 3 children) is $65/$95.

SPANISH LANGUAGE BUS COMPANIES—UPDATE

At least four new companies have recently joined the **SLBC** club — **VIAJES AZTECA, EXPRESS AMERICA BUS LINES, TRANSPORTES EJECUTIVOS DE OCCIDENTE,** and **AGUILAS DEL DESIERTO, LLC.**

VA is offering a LOS ANGELES-PHOENIX-TUCSON-EL PASO route with a terminal in East Los Angeles at 4730 East Olympic (Arizona Market).

EA received PSC-22369 authorizing operations over two routes between San Ysidro and Los Angeles, one via Santa Ana and the other via Colton. Proposed one way adult fares range from $12 (Los Angeles-Santa Ana) to $35 between Los Angeles and San Ysidro, each with a ZORF of 30% above and below proposed fares and a minimum fare of $10. The company planned to use three buses and already holds charter party carrier certificate TCP-22369-B.

(Ed. Note—newspaper advertisements show eight daily round trips from both San Ysidro and Los Angeles with three stations—East Los Angeles at 4425 East Olympic at Mariana and 1223 Atlantic Blvd (Tepa Barbershop) and San Ysidro at 747 E. San Ysidro Blvd (Mercado Internacional). Special fares of $10 each way are available with purchase of round trip tickets).

AUTOBUSES AMERICANOS is now advertising five terminals in the greater Los Angeles area—Central Los Angeles—649 S. Wall, East Los Angeles-4910 East Olympic (also a **CRUCERO** station), Santa Ana-602 S. Main, El Monte-1123 East Garvey and Colton-1149 North Mt. Vernon for its LOS ANGELES-PHOENIX-EL PASO route, which connects with **GRUPO ESTRELLA BLANCA** in El Paso for all points in Mexico.

From the departure times shown, the buses begin in East Los Angeles and serve the other stations with at least three different routing patterns.

TRES ESTRELLAS DE ORO has added a new station near downtown Los Angeles on East 7th Street across from the **GREYHOUND/CRUCERO** station. They are advertising Los Angeles-Tijuana one way fares of $20 with purchase of a round trip ticket.

TRANSPORTES EJECUTIVOS DE OCCIDENTE, INC. (Executive Transportation of the West) was recently granted PSC-20373 authorizing two routes - SAN YSIDRO-LOS ANGELES and LOS ANGELES-SACRAMENTO using a fleet of six 47-passenger buses.

SAN YSIDRO would also stop at Huntington Park and Santa Ana. SACRAMENTO would also serve up to 24 intermediate points.

*(Ed. Note—The new **TEDO** appears to have merged with **TRES ESTRELLAS DE ORO (Astro Bus Lines, Inc dba)** and is operating the same authorized routes using a fleet that includes some former **ASTRO** buses).*

The one-way fare to/from San Ysidro is $16. Fares range between $18 (Los Angeles-Bakersfield) to $47 (Los Angeles-Sacramento). The firm requested a ZORF of 25% above and below the proposed fares.

LA-MEX TOURS is now advertising trips on Friday and Saturday between Los Angeles, Stateline (Primm) and Las Vegas.

FRONTERAS DEL NORTE recently opened a new station in Santa Ana (1221 East First Street) and is now advertising a one-round-trip-per-day **SAN YSIDRO-SANTA ANA-HUNTINGTON PARK-YAKIMA, WA** route that also serves several cities in Northern California and Oregon.

(Continued from page 5)

AGUILAS DEL DESIERTO has received PSC-20407 (they held Charter TCP-20407-B) allowing the firm to provide on-call "county to county" transportation between points in eleven counties including San Diego, Orange, Los Angeles, Imperial, Riverside, San Bernardino, Kern, Tulare, Fresno, Monterey and Santa Clara with a fleet of twelve 14-passenger vans.

One-way fares range between $10 and $70 with a ZORF of $5 above and below fares of $20 and less and $10 above and below fares over $20.

JANUARY 1, 2008 FARE CHANGES

Three Southern California transit agencies **(GARDENA MUNICIPAL BUS LINES, FOOTHILL TRANSIT, SAN DIEGO METROPOLITAN TRANSIT SYSTEM)** and one private firm **(COACH AMERICA-DISNEYLAND RESORT EXPRESS)** increased fares New Years Day.

Although reduced fares were increased in 1996, this was the first **GMBL** rate increase for regular riders since 1982. The 50 cent fare was increased to 75 cents, the student fare of 45 cents was increased to 70 cents and the senior/disabled 25 cent fare was hiked to 35 cents.

FT increased SILVER STREAK and Commuter Express cash fares, both regular and discounted, and pass prices while establishing Peak Period fares.

SILVER STREAK Regular fares increased from $2.00 to $2.50 (Discount fares rose from $1.00 to $1.25). SILVER STREAK Regular passes went from $80 to $96 while Discount passes increased from $40 to $48.

Commuter Express Regular fares rose from $3.65 to $4.40 and Discount CE fares are now also $4.40. Passes increased to $155.00 for all riders.

Certain **SDMTS** fares increased. Fares on Local Routes (6, 8, 9, 13, 14, 18, 25, 28, 31, 35, 48, 49, 83, 89, 115, 701, 704, 705, 707, 709, 712, 815, 816, 832, 833, 834, 844, 845, 848, 854, 855, 856, 864, 874, 875, 916, 923, 928, 933, 934, 936, 955, 961-968) increased from $1.75 to $2.00 and fares on Premium Express routes (810, 820, 850, 860, 870) rose from $4 to $5. One-day Premium Regional Day Passes, previously not available, are now offered and priced at $11. Monthly Pass and Token prices were also increased.

Use of free transfers on buses and trolleys was discontinued. Trolley tickets are no longer valid on buses. Both Regional Day Passes ($5) and Premium Regional Day Passes ($11) are now sold aboard buses, in addition to ticket vending machines at trolley stations.

DRE one-way and round trip fares also increased. Anaheim-LAX adult one way was $19 and now is $20. $28 round trips are now $30. Child fares increased $1 and $2 respectively to $17 and $22. Anaheim-Orange County adult one-way was $14 and is now $15. Round trips increased from $24 to $25. Child fares rose $1 to $13 (one-way) and $17 (round trip).

MARIN TRANSIT (MT)

SAN RAFAEL: Last June, the **MCTD** Board of Directors approved one year extensions (to June 30, 2008) of the service contracts **MT** has with **MARIN AIRPORTER** to operate three community shuttle routes—221-TWIN CITIES SHUTTLE, 233-SANTA VENETIA SHUTTLE including added midday service and 259-MARINWOOD-MARIN CIVIC CENTER and **M. V. TRANSPORTATION** for the WEST MARIN STAGECOACH (61–SOUTH , 62 -COASTAL and 68-NORTH).

Route 221 will receive a new schedule and a revised alignment on March 10 in an effort to increase ridership. Hourly weekday peak service (700-1000AM and 300-700PM) will be offered along with an extension to the County Hospital and service along South Eliseo Drive. Three of the trips (one morning and two afternoon) will be extended to/from the Larkspur Ferry Terminal.

The FY 08 budget includes funding for current service levels, for a rural transportation plan and expansion of WEST MARIN STAGE, a five percent increase in paratransit hours, Strategic Marketing plan, purchase of a minimum of four accessible taxis and purchase of Mobile Data Terminals for paratransit vehicles.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT implemented their Winter Service Change on December 23rd with changes on 27 lines.

Line 19 was modified to serve Berkeley AMTRAK Station and the 4th Street shopping area operating via 6th Allston Way, 4th, Hearst and 6th. Weekend route returned to Cedar and BART/North Berkeley same as weekday off peak. 30-foot buses are now assigned.

All trips on Line 50 routed to serve Alameda Towne Centre as 55-DUTTON was discontinued between BART/San Leandro and San Leandro Library.

Weekend trips after 330PM on Line 70 to Point Pinole Regional Shoreline were discontinued. On the 333, boarding and alighting is now permitted at all stops along Decoto Road between I-880 and BART/Union City

Lines M and MA were combined operating in both directions between BART/Castro Valley and BART/ Union City via the San Mateo and Dumbarton Bridges. Service was dropped between Castro Valley Park & Ride and BART/Castro Valley and between BART/ Union City and Chabot College . Weekend service

(Continued on page 7)

REGIONAL TRANSPORTATION COMMISSION—WASHOE COUNTY (RTC)

RENO, NV: The **RTC INTERCITY** (Reno-Carson City-Douglas County) route was shortened January 7th and no longer serves the Topsy Lane commercial area in Douglas County nor the Reno-Tahoe International Airport. The line now operates as far south in Carson City as Little Lane and Stewart (NDOT).

Service continues hourly on weekdays during extended peak hours (600-1000AM and 200PM-800PM) and is now able to use 2 rather than 3 buses.

Launched in 2000 as a means to transport workers and shoppers between Carson City and Reno, the system formerly known as **PUBLIC RURAL RIDE (PRIDE),** was extended into northern Douglas County in late 2003. **RTC** had been paying 60 per cent or $177,500 of the annual cost while Carson City and Douglas paid the rest. These jurisdictions have voiced concern over their payments as sales tax revenues continued to decline and the **JUMP AROUND CARSON** local system was now overlapping with **RTC.**



operates only between BART/Castro Valley and Hillsdale Mall.

Last October, the **ACT** Board authorized an agreement with the **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY** allowing that agency to exercise an **ACT** option and purchase up to 14 Van Hool A300K 30-foot buses. **WMATA** was actually buying the buses for the District Of Columbia to supplement DC's circulator services. Changes in **WMATA** management resulted in a change in their procurement policies and they requested **ACT** reassign the bus order option to the District and increase the order from 14 to 16 buses.

AC currently has a pending order for 25 30-foot buses with delivery this spring. All of these buses are expected to be manufactured as part of the same order.

Last month the **AC** Board authorized a sole source contract with Van Hool to purchase 8 next-generation fuel cell buses with an option for another 12 buses.

In February 2000, the California Air Resources Board adopted a Zero-Emission Bus (ZEB) Demonstration Program and procurement regulation, requiring transit agencies with 200 or more diesel buses and who have chosen to continue operating diesel buses in lieu of Alternative Fuels buses to begin demonstrating three or more ZEB buses by July 2003. The date was extended to March 2006 because of the difficulties in finding a willing manufacturer. The regulation further required that beginning in 2006, 15% of new bus purchases would need to be ZEBs *(Ed. Note—in 2006 the demonstration deadline was extended to 1/1/2009 with 1/1/2011 as the date for the 15% purchase requirement).*

As a member of the California Fuel Cell Partnership, **AC** took a number of actions over seven years leading to the eventual buy of 3 Van Hool fuel cell buses.

The buses must be considered as research and development vehicles with problems and thresholds to cross before they are commercially viable. Reliability of the buses is about 1/3 as good as the control diesel fleet with most problems related to battery failures.

Fuel cell technology offers tremendous promise for improving air quality, noise reduction, improved fuel economy, lowering emissions and achieving a sustainable energy future. However, without real world demonstrations in concert with technology providers to fully test and evaluate component designs, the future will remain far beyond reach.

The October 2006 CARB revision to the ZEB rule requires **AC, GOLDEN GATE TRANSIT, SAMTRANS** and **VALLEY TRANSPORTATION AUTHORITY,** the four Bay Area transit systems without electric trolley buses, to establish a regional advanced fuel cell bus demonstration of 12 buses by January 2009.

AC and **GGT** will partner with **SAMTRANS** and **VTA** the other team. **SAN FRANCISCO MUNICIPAL RAILWAY** will lend their experience to the **AC/GGT** team. **AC** will build 8 buses and **VTA/SAMTRANS** will have 4 buses.

The **AC** order of 8 plus 12 will allow 4 to 5 for UTC for **CONNECTICUT TRANSIT. VTA/SAMTRANS** may also piggyback for their four.

There is a **BC TRANSIT** order for 20 New Flyer/Ballard/ ISE buses (due in time for 2010 Winter Olympics) but it may not allow for the 2011 target date. The three current VTA fuel cell buses (4001-4003) were built by Gillig and Ballard in late 2004. Ballard no longer is in the integrator business and Gillig has indicated that they are not interested in the fuel cell market, at this time.

Since the CARB rule was adopted (October 2006), it has taken an extended period of time to secure project funding. Authorization to proceed was not received until November 2007. Meeting the CARB deadline of January 2009 is anticipated to be quite a challenge.

Award of the Van Hool agreement is based on the fact that only this firm has the experience and capability to design, engineer, fabricate and integrate a fuel cell hybrid transit bus for the current market.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
CUSA LLC/CC (Megabus)	61404	MCI	J4500/7W064421	06/07	
CUSA/Pacific Coast	63858	MCI	J4500/7W063858	00/07	
LACMTA	9500-9501	NABI	60BRT.01/7A140—	00/07	
	9502	NABI	60BRT.01/7A140148	09/07	
	9503-9580	NABI	60BRT.01/7A140—	00/07	
	9581-9587	NABI	60BRT.01/7A140224-230	11/07	
	9588	NABI	60BRT.01/7A140231	00/07	
	9589-9594	NABI	60BRT.01/7A140232-237	12/07	
-USED-					
All City Lines	4419, 4422	GMC	T7J604/CV821148, 151	00/82	1
CUSA/Pacific Coast	65920	Van Hool	T2140/X2040566	09/98	2
UCI Shuttle	4227-4228, 4248	Gillig	4096/TB/L10/K1082822-823, 843	00/89	3
-DISPOSITIONS-					
AC Transit	2719,39,41,42	Gillig	30102TB6V92/N1083840, 860, 862, 863	00/91	4
	2744,47,51	Gillig	30102TB6V92/N1083865, 868, 872	00/91	4
	2811,22,39,45	Gillig	40102TB6V92/P1084660, 671, 688, 694	01-02/93	4
	3351-3355	Ford/Startrans	Econ/Crusader/VHC10367-371	00/98	4
Victor Valley Transit Auth	117	Ford/El Do	Econ/Aerotech 220/2HA07918	00/01	5
LAX SHUTTLE	09-10	Gillig	3596TBL10G/R1084874-875	07/94	6
	14, 18-19	Gillig	3596TBL10G/R1084877, 880-881	08/94	6
	39	Gillig	3596TBL10G/R1085429	09/94	6
	75, 78	Gillig	3596TBL10G/T1087014, 017	02-03/96	6
Logan Transit District (UT)	1117	El Do National	TRE-32/WC084139	00/98	7

-NOTES-

1. Ex LACMTA, same numbers.
2. Ex CUSA/KT Contract Services (NV), same numbers.
3. Leased from OCTA, same numbers—replaced three leased RTS.
4. For sale by Nationwide Auction – Benicia, December 2007.
5. Transferred to the City of Adelanto.
6. For sale at Nationwide Auction —Industry, November 2007.
7. For sale by automobile dealer in Utah.

Photos of the Month





Gold Coast Transit 4031, a New Flyer C40LFR, and 4012, a NABI 040.19, at the Oxnard Transportation Center on January 21, 2008. Robert McConnell (The Bergen Network) photos.