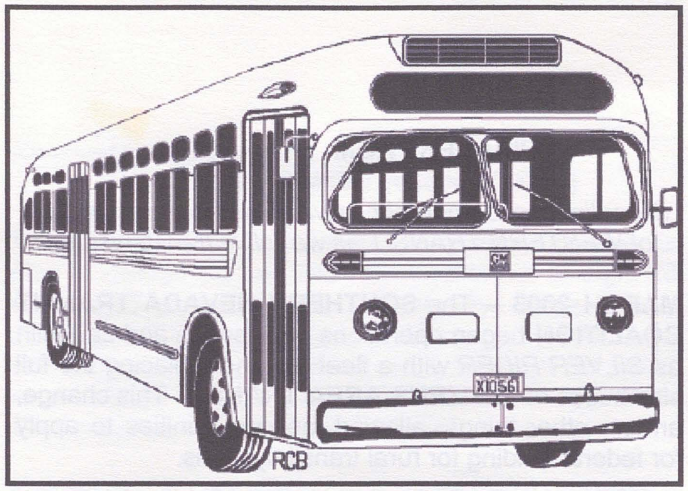


Western Transit

MTA LIBRARY
ONE GATEWAY PLAZA
15TH FLOOR
LOS ANGELES, CA 90012

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.western-transit.com

VOL. 46, NO. 3 **March 2008**

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: March 9th brought the opening of the new east/west rail line (*SPRINTER)* linking Oceanside, Vista, San Marcos and Escondido with its fleet of 14 Siemens built "Desiro" brand, mid-size diesel multiple unit (DMU) rail cars. **NCTD** is only the second agency in this country to operate them, **NEW JERSEY TRANSIT** is the other. The trains will operate as two-car sets with a total capacity of 450 passengers. They are painted in the **NCTD** royal blue, white and teal colors.

The vehicles will seat 136 and stand 90. They feature multiple seating compartments with padded seats on two levels. There are four seats per row, facing one another. Overhead racks are provided.

SPRINTER uses former BNSF freight trackage that parallels California Highway 78 for most of its 53-minute trip that serves 15 stations enroute. Service operates weekdays every half hour between 400AM and 900PM and hourly on weekends. Regular **NCTD** fares apply. VEOLIA TRANSPORTATION is the contractor.

The trackage was purchased in 1992 when the trackage for the *COASTER* was bought. Technically, *SPRINTER* is a light rail passenger train, but the rail line itself is certified for freight use. In fact, **NCTD** and BNSF will share the tracks with freight trains also using the tracks. They are employing a temporal separation so that the two kinds of trains will not operate at the same time.

The new rail service brought about many changes in the *BREEZE* bus operation including two new lines (305 and 339), discontinuation of seven others (320, 322, 333, 336/337, 344, 409 and 441) and changes to eleven others (302, 311/312, 313, 315, 318, 321, 324, 325, 338, 341 and 347).

The major bus route changes included dividing 302-OCEANSIDE-ESCONDIDO LOCAL into 302 and 305 with 302 operating between Oceanside and Vista as before, then via South Santa Fe, Robelini and University to North County Square and Maric College. NEW 305-MARIC COLLEGE-ESCONDIDO travels primarily along Mission Road and Quince. They each run half hourly.



320-OCEANSIDE-ESCONDIDO EXPRESS was replaced by *SPRINTER.* 321-CARLSBAD-PALOMAR COLLEGE was extended and replaced most of former Line 344. Line 321 operates only between Carlsbad Village Station and Legoland and does not run Sundays.

Counter-clockwise loop 338-VISTA-QUARRY CREEK was joined by NEW 339 (a clockwise loop) to provide two directional service along Hacienda and Olive/ Emerald.

In This Issue

Riverside Transit Agency	3
Metropolitan Transit System	3
Your Neighborhood Fun Bus	4
Long Beach Transit	4
City of Commerce Municipal Bus Line	4
Santa Monica's Big Blue Bus	4
Los Angeles Department Of Transportation	4
Antelope Valley Transit Authority	4
Lux Bus America, Inc.	4
San Francisco Municipal Railway	4
Santa Rosa City Bus	5
California Transit Association	5
Jump Around Carson/Douglas Area Rapid Transit (NV)	6
Aztec Transportation Services (NV)	6
Nevada Transportation Authority (NV)	6
Veolia Transportation/Professional Transit Management	6
Valley Metro/City of Phoenix Transit System (AZ)	6

SPRINTER—FIRST DAY OPERATIONS

The **NORTH COUNTY TRANSIT DISTRICT** operated rail system between Escondido and Oceanside — *SPRINTER* — opened for business on Sunday, March 9, 2008 following three decades of planning, design, engineering and politics. People involved have suggested this is a project that will reinvent public transportation in northern San Diego County.

Retired Congressman Ron Packard (R-Carlsbad) has been credited as the "father of the Sprinter" for his dual roles in helping **NCTD** secure the railroad right of way and a $152 million grant that allowed the project to be translated from plans on paper to concrete and steel.

NCTD purchased the 22 miles of track to Escondido and the 63 miles between Oceanside and San Diego in 1992 for $90 million. The full funding agreement from the Federal Transit Administration in 2003 estimated the project cost to be $333 million.

The 22-mile, 15-station system that opened cost $478 million with much of the increase related to the cost of raw materials such as steel, cooper and diesel fuel.

The system has its critics and faced several lawsuits from individual property owners and the cities of Vista and San Marcos that alleged the train would take private property and the trains would be noisy and dangerous for pedestrians. The suits have been settled or resolved.

The regular hourly weekend headways were planned for the opening day, but the large crowds that came out to see the trains caused a third train set to be added around noon to try and transport everyone. The day was considered a success.

HOW TO CONTACT US
Edmund Buckley ebuckley@western-transit.com
Craig Barnes cabarnes@western-transit.com

SUBSCRIPTION RATES FOR 2008

Mail—$35 for 1 year, $60 for 2 years
PDF—$25 for 1 year, $45 for 2 years
Remember to make all checks and money orders payable to EDMUND BUCKLEY
Mail renewals to the WT Business Address, 11112 Ivanhoe St, Garden Grove, CA 92840-1133
You can also renew online at www.western-transit.com
You can now also subscribe from amazon.com and www.magazineexpress.com!

ISSN 1552-8604
©2008 Western Transit

"PAGES FROM THE PAST"

(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)

MARCH 2003 – The **SOUTHERN NEVADA TRANSIT COALITION** began operations in Mesquite and Laughlin as *SILVER RIDER* with a fleet of vans replacing the full size buses of **CITIZENS AREA TRANSIT.** This change, among other things, allowed the communities to apply for federal funding for rural transit systems.

MARCH 1998 – Five new Consent Decree bus lines had begun—**LADOT** 422-LA-THOUSAND OAKS and DASH/PICO UNION-ECHO PARK (601) and **LACMTA** 218-STUDIO CITY-CEDARS SINAI, 603-RAMPART-HOOVER-COLORADO and 605-GRANDE VISTA-COUNTY HOSPITAL.

MARCH 1993 – The **NORTH COUNTY TRANSIT DISTRICT** was sporting a new royal blue over white over teal paint scheme, five new CNG and twenty four new diesel Flxible Metros and a new fare structure ($1 on local and $1.25 on premium fare lines).

MARCH 1988 – CHULA VISTA TRANSIT began the new 708-NATURE CENTER SHUTTLE between Bayfront/E Street Trolley Station and the recently opened Chula Vista Nature Interpretive Center.

MARCH 1983 – GREYHOUND LINES, INC. instituted major scheduling changes within California including changes on FORT BRAGG-SAN FRANCISCO, SONORA-STOCKTON, TRAVIS AIR FORCE BASE, LA -SANTA PAULA-VENTURA and LA-BISHOP-RENO (all eventually discontinued) and was proposing many other adjustments as a result of industry deregulation.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Scott Page
REPORTERS & SOURCES:	Bob Burrowes Dana Gabbard Donald Jewell Russ Jones Andrew Novak Warren F. Quon Ed Von Nordeck

(Continued from page 1)

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** has 3 different vehicle procurements now in various stages. The first is purchase of eight 26 seat, CNG powered Type VII cutaways (likely Chevy 560HT/El Dorado Aerotech Elites) for two new Commuter Link express lines set to begin in FY 08/09 — 212-SAN JACINTO-HEMET-RIVERSIDE and 214-SAN JACINTO-HEMET-ESCONDIDO.

The second is cancellation of a contact with Buswest, a Division of Los Angeles Freightliner, for 23 Ford Econoline/Starcraft 12-seat Type II cutaways for paratransit operations and piggy backing on a **SAMTRANS** contract with Creative Bus Sales for 21 similar vehicles (Ford Econoline/El Dorado Aerotech). **RTA** presently has 23 Starcraft vehicles in service plus an option for seven more and had awarded a second contract for 23. However, the first buses have experienced several quality issues which have yet to be addressed by the manufacturer to **RTA's** satisfaction and staff recommended cancelling the contract and joining the **SAMTRANS** procurement.

The third purchase would be 25 40-foot CNG buses for use on proposed Bus Rapid Transit corridors, which generally parallel the current Line 1-MAGNOLIA and 16-RIVERSIDE-MORENO VALLEY bus routes. The initial action requested is to seek fro the Riverside County Transportation Commission a total of $12,500,000 of unallocated State Transit Assistance funds and Proposition 1B transportation bond money.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: The MTS Board recently awarded New Flyer Industries a multi-year contract for purchase of up to 20 35-foot gasoline hybrid buses on behalf of SANDAG and between 60 and 350 40-foot CNG or gasoline hybrid buses over the next five years.

The initial order will be for 12 35-foot GE35LFR buses with delivery this fall (contingent upon funding from SANDAG for Super Loop vehicle acquisitions) and 50 C40LF 40-foot buses.

Last May, **MTS** issued an RFP to purchase the buses through a negotiated procurement process. This was done to avoid conducting separate procurements and to encourage more manufacturers to participate in the 35-foot bus solicitation.

Builders could bid on one or both types of buses as well as on alternative body styles and propulsion systems. Proposers were asked to submit pricing that would hold for the first year, while pricing for years two through five would be subject to adjustment using Producer Price Index for Truck and Bus Bodies #1413.

NABI, New Flyer, Design Line International Holdings (DLI) and Daimler Chrysler (Orion) all submitted bids. All four firms passed the initial evaluation. MTS staff then developed a competitive range including the procurement objectives, evaluation criteria of the RFP and a consideration of both technical and price factors. DLI and Orion fell outside the competitive range. NABI and New Flyer then submitted Best and Final Offers. The evaluation panel determined that the New Flyer offer was of the greatest value to **MTS.**

Subsequent orders placed under this contract will be subject to Board authorization on a case-by-case basis. If funding allows, **MTS** plans to place its second order for ten 40-foot gasoline/electric hybrid buses before the first year pricing expires.

If gasoline/electric hybrid buses were purchased and assigned to East County Facility in El Cajon (previous **COUNTY TRANSIT SYSTEM), MTS** would be able to save the cost of installing a CNG fueling station there. The former **NATIONAL CITY TRANSIT** garage (not currently in use) and East County are the only yards not already CNG equipped.

Buses for the I-15 Bus Rapid Transit program are not included in this contract. The program will not begin until 2012 and the type of buses to be used has yet to be decided—intercity, articulated and double decker buses have all been discussed.

They also awarded Creative Bus Sales a contract for up to 20 minibuses for DART and small bus fixed routes using the State of California Contract (Ford Econoline/El Dorado National Aerotechs).

The recently approved FY 08/09 Capital Improvement Program includes $100 million in projects and $40 million in funding. 77 percent of the program is funding to buy buses. The 1993 model diesel New Flyer D60s (1101-1150) would be replaced by CNG articulateds. **MTS** has 100 40-foot buses (65-67 diesel and 33-35 CNG) that will need replacement over the next three years. As CNG tanks are only rated for 15 years (and then they need replacement), it does not seem to make economic sense to replace tanks on 15 year old buses. A new fleet of small buses for Poway is also included. The CIP also includes $4 million for rail infrastructure and traction motors, $3 for LRV components and $2.5 million for miscellaneous other items.

A hearing on plans to reroute Line 965-CITY HEIGHTS and discontinue 966-NORTH PARK was held.

(Continued on page 4)

YOUR NEIGHBORHOOD FUN BUS (YNFB)

LONG BEACH: Beginning on December 13, Downtown Long Beach Associates began offering FREE double decker open-air bus rides between the Belmont Heights area and downtown and stops in between.

Service runs every half hour Thursday between 6PM and midnight and Saturday between 1PM and 6PM.

Beginning at Redondo and Broadway, the one-way loop travels Broadway, Atlantic, 4th, Pine, Broadway, Linden, 1st, Atlantic, 4th and Redondo to Broadway.

LONG BEACH TRANSIT (LBT)

LONG BEACH: Beginning February 19th, the former PINE AVENUE LINK (8th & Long Beach to Shoreline Village and Aquarium of the Pacific via Pine) was combined with *PASSPORT* C-QUEEN MARY.

The new C-PINE AVE-QUEEN MARY now operates about every ten minutes and until 100AM with extra service on Friday and Saturday nights.

CITY OF COMMERCE MUNICIPAL BUS LINE (COCMBL)

COMMERCE: The City Council approved two recent actions affecting the **COCMBL** bus fleet — purchase of seven new buses and the re-engining of two others.

The city has joined the State of Minnesota Cooperative Purchasing Venture and is now buying seven, 30-passenger, 35-foot CNG buses from NABI to replace older buses in the fleet.

New diesel engines will be installed in 35-foot, Flxible Metro buses, 327 & 328, manufactured in 1990.

SANTA MONICA'S BIG BLUE BUS (BBB)

SANTA MONICA: Following a public hearing in January, the city Council voted to discontinue two of three *MINI RIDES,* DOWNTOWN MARKET RIDE and PICO MARKET RIDE *(WT 12/07)* with the close of business on February 2.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The City Council recently approved a series of recommendations affecting the DASH/ Downtown Los Angeles program *(WT 2/08)* including the installation of two new traffic signals to facilitate rerouting Route A-CITY WEST-LITTLE TOKYO in the North Figueroa corridor. These include an upgrade to a transit-only left turn signal at southbound Figueroa and Third Street and a new signal at First and Fremont.

The current CITY HALL SHUTTLE would be cancelled freeing two buses, one for use on rerouted Route A along North Figueroa and in the Arts District North and the other for NEW Route G-CENTRAL CITY EAST.

Inaugurated for a minimum of six months as a pilot program, Route G would travel along 2nd, Central, 5th, San Pedro, 7th and Los Angeles to 2nd. These changes are expected to begin this summer.

ANTELOPE VALLEY TRANSIT AUTHORITY (AVTA)

LANCASTER: The AVTA Board approved purchase of six 45-foot MCI commuter coaches (likely model D4505) and acquisition of four 30-foot hybrid transit buses (make and model presently unknown).

AVTA has also approved participation in a multi agency effort for *THE PALMDALE FLYER* airport bus linking Van Nuys Flyaway Station, Via Princessa METROLINK Station and the Palmdale Airport, connecting with **UNITED AIRLINES** flights to and from San Francisco.

The project includes **AVTA,** County Supervisor Michael Antonovich, County Department of Public Works, Los Angeles World Airports and the City of Palmdale.

Using one of their MCI 102DL3 buses, **AVTA** would operate two daily round trips starting on April 2nd.

LUX BUS AMERICA, INC. (LUX)



ANAHEIM: The months following Christmas/New Years is traditionally the slowest time of the year in Las Vegas. This year, for the first time, **LUX** reduced service levels between February 2 and March 19 to operate four days a week—Tuesday, Thursday, Friday and Sunday. Daily service will then resume.

LUX' Anaheim terminal is now located at the Anaheim Plaza Hotel and Suites at 1700 South Harbor at Disney Way, directly across the street from Disneyland.

The firm is now selling its tickets and tours both over the phone and online.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: In late February, **MUNI** official unveiled plans for a major overhaul of the system, the first in over twenty years and with plans to improve reliability, speed travel times and provide more frequent service on the most heavily used corridors. The Transit Effectiveness Project's recommendations are based on an 18-month analysis of transit ridership trends and traffic patterns in The City.

The TEP would organize service into four categories — *Rapid Network* with service every 5 to 10 minutes (or better) and includes major lines such as 14L-MISSION LIMITED, 30-STOCKTON, N-JUDAH; *Local Network* with service every 10 to 15 minutes, less utilized but still essential such as 21-HAYES and 29-SUNSET; *Community Circulators* with lightly used line in neighborhoods with service every 15 to 30 minutes and including 37-CORBETT and 67-BERNAL HEIGHTS and *Specialized Services* such as express lines, feeders to **BART** or **CALTRAIN** and ball game shuttles, service tailored to particular markets and limited times of day.

Possible changes include — 6 minute headways on N-JUDAH (**MUNI's** busiest rail line), a new downtown circulator replacing 19-POLK on Polk Street and 12-FOLSOM in SoMa and also connecting North Beach with BART/Montgomery Street Station along a routing similar to former 15 line, limited stop routes would run more often including midday, express lines from western neighborhoods would all stop at Van Ness (Civic Center access); 12-PACIFIC would be extended between Potrero Hill and downtown and 45-UNION-STOCKTON would be extended through Mission Bay to Potrero Hill; extensions of some trolley coach lines such as 6-PARNASSSUS to West Portal including a rerouting to Cole Street, 24-DIVISADERO to the Marina and 30-STOCKTON to the Presidio; new 5L-FULTON LIMITED would begin and Lines 18 and 23 would be combined into one between the Richmond and the Bayview.

The primary focus will be on the 15 corridors used by 75 percent of daily passengers. Lines with low ridership or whose coverage area is largely served by alternate **MUNI** service will be shortened or discontinued.

A series of community workshops will be scheduled to solicit comments. The changes will be implemented over the next five years beginning in July 2009.

Recently, the *SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY* Board okayed changes to the proposed 1.7 mile Central Subway (an extension of current Line T-THIRD) that will cause trains to go underground at 4th & Brannan (previously was to be 4th & King at **CALTRAIN**) and travel under Fourth, Stockton and Columbus to Union.

Officials hope to eventually extend the line to North Beach and Fisherman's Wharf and they have proposed drilling the underground tunnel past Chinatown

Four stations are planned—4th & Brannan, Moscone Center, Union Square (Stockton & Geary) and Chinatown (Stockton & Washington).

Construction may begin in 2010 with a 2016 opening.

SANTA ROSA CITY BUS (SRCB)

SANTA ROSA: **SRCB** has joined the alternate fuel crowd. Former 912, a 1991 35-foot diesel powered Gillig Phantom, was shipped to Complete Coach Works to be remanufactured. The bus (now 702) returned in January powered by a gas/hybrid system using Siemens technology. The interior was completely redone and the bus is now all blue with silver roof and skirts. Large white stripes and a big white "City Bus" adorn the sides. The bus entered service on February 18th *(it is believed that 911 may also be at CCW at this time).*



Santa Rosa 702 out in regular service on its second day, February 18, 2008. Don Jewell photo.

While 912 was gone, an all-white 40-foot Gillig Phantom with just a City Bus decal and numbered 913 was in service *(it may have been a former **OCTA** bus, but this is unconfirmed).*

It is reported that **SRCB** also has two CNG powered buses (make and model unknown) on order for delivery later this year.

CALIFORNIA TRANSIT ASSOCIATION (CTA)

SACRAMENTO: CTA is the trade association for publicly owned transit systems in the state and its governing board recently unanimously approved filing an appeal to the recent Superior Court decision regarding $1.2 billion siphoned from the Public Transportation Account *(WT 2/08).*

The Executive Committee also discussed working with other interest groups to develop a ballot initiative to provide a secure source of public transit funding.

In January, Sacramento County Superior Court Judge Jack Sapunor ruled the state's FY 07/08 budget violated the law by diverting $409 million from the PTA to reimburse the General Fund for past debt service payments on Proposition 108 bonds. However, he also allowed a $779 million transfer from PTA to cover home to school busing and select other programs.

(Continued from page 5)

Public transit advocates warned the ruling could have created a method for future raids on the PTA based on a creative application of the "mass transportation" standard. In early March, both houses of the legislature reinstated the $409 million diversion by re-configuring the law on which the judge's decision was based.

JUMP AROUND CARSON (JAC)/ DOUGLAS AREA RAPID TRANSIT (DART)

CARSON CITY, NV: Following months of political wrangling over which county (Carson City or Douglas) should pay for **JAC** Route 3 buses to serve stops near the Topsy Lane Retail Center, in northernmost Douglas County, a decision to alter the bus route and include free inter-system transfers has been approved by both sets of County Commissioners.

Claiming the buses benefitted Douglas County retailers, Carson City originally demanded $16,000 from Douglas County to help pay for **JAC.** The Douglas response was that the buses helped transport Carson residents to and from the retail center and they refused to pay.

Following staff and elected official discussions, a plan was developed to reroute **JAC** on a loop around Snyder, Silver Sage and Clearview before heading back down Carson Street. A new, common **JAC/DART** bus stop, including a new bus shelter, will be constructed near Costco on Clear Creek Road.

AZTEC TRANSPORTATION SERVICES (ATC)

CARSON CITY, NV: **ATS** recently began operating service between Minden, Gardnerville and Lake Tahoe and was recently sold to **EL CAMINO CHARTER LINES** of South San Francisco.

As part of **BLUE GO,** Lake Tahoe's south shore shuttle system, a new commute service recently began (with **ATC** as the contract operator — called the KINGSBURY EXPRESS, the bus connects Minden, Gardnerville and Stateline. The fare is $5 round trip (ten ride and monthly passes available) with free transfers to and from other **BLUE GO** routes.

KE is being funded by a federal clean fuels grant and a $1 million grant from Big George Ventures, a Carson Valley development company.

ECCL, a member of the *TRAILWAYS BUS SYSTEM,* operates charter and shuttle buses throughout northern California and is the contractor for **AMBUS** Route 34-SAN FRANCISCO-OAKLAND-STOCKTON. Purchase of **ATS** will expand its operations to Truckee, Lake Tahoe and Northern Nevada. **ATS** offers services to many area ski resorts and operates **TRUCKEE DIAL-A-RIDE** and the **TRUCKEE TROLLEY** under contract.

NEVADA TRANSPORTATION AUTHORITY

LAS VEGAS, NV: Recent **NTA** meetings have included the following — applications of **Samuel International Corp dba SBT BUS LINE, DM EXECUTIVE SERVICES, INC** and **Global Access, LLC dba GLOBAL TRANSPORTATION, LLC** for statewide charter authority; **MESQUITE BUS COMPANY, INC's** application to modify its CPCN by adding airport transfer and special services; for expansion of existing authority granted to **ALAN WAXLER GROUP CHARTER SERVICES, LLC** and **Jacob Transportation Services, LLC dba EXECUTIVE LAS VEGAS. LAS VEGAS STRIP TROLLEY** requested authority to temporarily discontinue operations (through August 8, 2008) and **IMAGE LIMOUSINE SERVICE, LLC** requested to temporarily discontinue operations (thru April 6, 2008).

VEOLIA TRANSPORTATION/ PROFESSIONAL TRANSIT MANAGEMENT

As of January 1, 2008, VEOLIA TRANSPORTATION purchased the Cincinnati, Ohio based PROFESSIONAL TRANSIT MANAGEMENT. VT has management contracts for four transit systems—Pensacola, FL, Phoenix, AZ, Raleigh-Durham, NC and Winston-Salem, NC and these will be added to the 15 managed by PTM, including SUNTRAN in Tucson, with PTM functioning as VT's transit management division.

VALLEY METRO (VM)/ CITY OF PHOENIX TRANSIT SYSTEM (COPTS)

PHOENIX, AZ: The Winter Service Change took effect on January 28th and included three NEW lines and changes to many of the existing lines.

NEW were the DESERT RIDGE CIRCULATOR and NORTHWEST CIRCULATOR and 17A-WEST MC DOWELL along McDowell between Desert Sky Transit Center (near 75th Avenue) and Litchfield Road.

Other changes included extending ALEX CIRCULATOR to 19th Ave, rerouting 70-GLENDALE/24TH STREET to serve South Mountain Community College by staying on 24th, eliminating the Tempe Marketplace diversion on 81-HAYDEN/MC CLINTOCK and extending afternoon trips to Chandler and rerouting 573-EXPRESS to serve the new Glendale Park and Ride.

Weekday service was expanded to operate between 500AM and midnight on 8-7TH AVENUE, 10-GRANT/ ROOSEVELT, 15-15TH AVENUE, 43-43RD AVENUE and 77-BASELINE.

These changes are part of plans the City of Phoenix has mapped out for transit over the next few years. Other ideas include — implement new 154-GREEWAY ROAD between 59th Avenue and Scottsdale Road, implement

(Continued on page 7)

CONTRACT OPERATORS FOR THE COMBINED RPTA/PHOENIX TRANSIT SYSTEM

Phoenix, Arizona

(Current as of August 27, 2007)

The RPTA/PHOENIX TRANSIT SYSTEM is operated totally by contract providers, six majors plus AJO TRANSPORTATION for Line 685-WICKENBURG-PHOENIX and CITY OF GLENDALE for the three circulators within the city.

VEOLIA-PHOENIX — RED, BLUE, GREEN, DASH, GRAND LTD, SMART, 0, 3, 7, 8, 10, 12, 15, 16, 17, 19, 27, 32, 35, 41, 44, 50, 52, 60, 70, 80, 90, 131, 154, SR51 RAPID, I-10 RAPID, I-17 RAPID, 581, 582, 590
VEOLIA-RPTA — 30, 61, 72, 81, 96, 104, 112, 120, 128, 136, 156, 510, 512, 531, 532, 533, 540, 541
VEOLIA—TEMPE — RED, FLASH, VENUS, MERCURY, 45, 56, 62, 65, 66, 76, 77, 84, 92, 108, 114, 520, 521
LAIDLAW — GREEN-AVONDALE, MARY, 3A, 13, 41A, 43, 51, 59, 67, 106, 122, 138, 170, 186, 560, 570, 571
M V TRANSPORTATION — ALEX, several DIAL-A-RIDEs
VALU TRANS — 572, 573, 660

new 32-32ND STREET between Washington Street and Union Hills Drive, implement new neighborhood circulators in the Desert Sky, Sunnyslope and Maryvale areas, extend 50-CAMELBACK ROAD from 44th to 64th and 106-PEORIA-SHEA from Tatum Blvd to 64th.

Early last year, the city issued a Request For Proposal for qualified firms to provide fixed route service for a period beginning December 2007 through June 2011 with a possible two year extension.

(Ed. Note—PHOENIX TRANSIT CORP., a subsidiary of ATC/VANCOM, now known as VEOLIA TRANSPORTATION SERVICES, has held the ***COPTS*** *contract since the beginning of the program in 1970s).*

In the near future, Phoenix plans to divide its bus system into zones covering different parts of the city. This should leave the city better prepared to provide transit if one contractor's employees struck. City staff presumed that other companies would not want to bid on a three-year contract because it would be difficult to make it profitable in such a short time. The City Council voted to extend the current *VEOLIA* contract.

Following the vote, local transportation activists, such as Dianne Barker, researched the matter and discovered that Federal Transit Administration regulations required the city to accept multiple bids before voting to extend a contract and she filed a formal complaint.



8508 operating on the 533 Mesa Express in downtown Phoenix. (Unknown photographer)

After conducting an investigation, the FTA agreed with Barker and ruled that the procurement was ineligible for federal assistance. While the decision will prevent the city from using $2.4 million for bus maintenance, the money can be used to help pay for a new fare collection system. The maintenance funding gap will be covered with local money.

Two other *VEOLIA* subsidiaries held other Phoenix area contracts, *VEOLIA-RPTA* (originally *ATC-VALLEY COACH)* has/had a contract for lines in Mesa, Chandler, Gilbert while *VEOLIA-TEMPE* (at one time *DAVE)* has/had a contract for lines in Tempe and Scottsdale. One of these contracts was taken over by *FIRST TRANSIT, INC.* in time for the January 28th changes *(Ed. Note—news sources do not mention the specific contract).*

The **RPTA/CITY OF PHOENIX** system is operated totally by contract providers, six in all, plus *AJO TRANSPORTATION* for 685-WICKENBURG-PHOENIX and *CITY OF GLENDALE* for GLENDALE URBAN SERVICE GUS-1, GUS-2 and GUS-3.

As a result of Transit 2000, now called Phoenix Transit Plan, two new projects have created two new divisions. While overseen by **RPTA,** the Central Phoenix/East Valley Light Rail Project includes employees of several contractors and their subcontractors. The *RAPID* Commuter Bus Service is overseen by the Phoenix Public Transit Department and funded with public transportation funds.

The Public Transit Department is soliciting proposals from qualified firms to provide transit buses (sizes and fuel types unknown) for a three year period beginning this June.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Citizens Area Transit (NV)	101-140	Alex/Dennis	Enviro 500/—	2007	
	900-929	New Flyer	DE41LFR/6C031106-135	2007	
	949-978	NABI	840.37/—	2007	
-USED-					
CUSA-Atlanta (GA)	65695	MCI	J4500/6W063692	2006	1
CUSA/KT Services (NV)	66705	MCI	102EL3/WP060405	1998	1
Regional Transit Service	3001,3050	GMC	T8H203/A1196,A1245	1980	2
-DISPOSITIONS-					
Orange County TA	Various 3000's	GMC	T8H203/(See Below)	1980	3
Los Angeles County MTA	2021,2200,2203,2240	TMC	T8O206/JR825393,572,575,612	1988	4
	2307,2322	TMC	T8O206/KR826640,659	1989	4

-NOTES-

1. Ex CUSA/Pacific Coast Sightseeing, same numbers.
2. Ex OCTA — via Zacher's (Harbor City, CA).
3. 3008, 3027, 3032, 3035, 3044, 3051, 3056, 3057, 3118, 3149 (A1203, A1222, A1227, A1230, A1239, A1246, AA1251, A1252, A1313, A1344 to Zacher's (Harbor City, CA).
4. To Midwest Bus Rebuilders (MI) - leased for operation by FAIRFAX (VA) CONNECTOR system.

WHATCOM TRANSPORTATION AUTHORITY of Bellingham, Washington is currently soliciting proposals to purchase between 45 and 60 30 foot, 35 foot and 40 foot transit buses over a five year contract.

Los Angeles World Airports recently awarded North American Bus Industries, Inc. a contract for 20 accessible, CNG powered buses for use at Los Angeles International Airport replacing an equal number of Gillig Phantoms. This is the second NABI order for LAX *(WT 12/06)*.



Citizens Area Transit of Las Vegas (NV) 955 & 954 (in rear), two new NABI 840.37 hybrids, shortly after being delivered. 954's VIN is 1N98403737A140273, built 12/07. (Unknown photographer, via Buschat group)