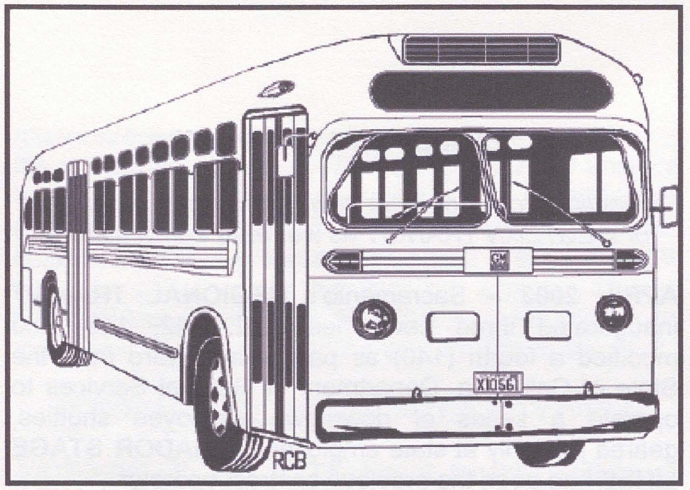


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VOL. 46, NO. 4 **April 2008**

THE PALMDALE FLYER (TPF)

LANCASTER: April 2nd brought the start up of **THE PALMDALE FLYER,** an airport bus service connecting the San Fernando Valley (Van Nuys Flyaway Station), Santa Clarita (METROLINK Via Princessa Station) and the Palmdale Airport.

The $240,000 **TPF** project, testing the concept of how express bus service to and from Palmdale Airport will help to increase patronage of the regional airport, will be studied over a nine month period

Using one of its MCI D4500 buses with 53 seats and 2 wheelchair stations and decaled in an orange wrap, the **ANTELOPE VALLEY TRANSIT AUTHORITY** operates the route as one member of a multi-agency effort that also includes County Supervisor Michael Antonovich, County Department of Public Works, Los Angeles World Airports, the City of Palmdale and United Airlines.

Two daily bus round trips are operated and timed to connect with the two daily *UNITED AIRLINES* flights between Palmdale and San Francisco. The one-way bus fare is $5.00, but passengers with a boarding pass for a same-day flight will be able to ride for FREE.

Northbound buses depart Van Nuys Flyaway at 400AM (Monday through Saturday) and daily at 845AM. Southbound buses depart Palmdale daily at 1055AM and Sunday thru Friday at 1005PM.

Commercial passenger service returned to the Palmdale Airport last June and the bus is considered one way to encourage airline passengers to avoid the long drive to and the long lines at LAX. *UNITED* recently lowered many of its fares to/from Palmdale to be more competitive with those at other airports in the region.

THE I - IRVINE SHUTTLE (IIS)

IRVINE: The City of Irvine inaugurated its three route **IIS** on March 31st as weekday midday only Line C-MID-DAY IBC SHUTTLE began operation *(Ed. Note — the other two routes start June 9 as part of a joint program with **OCTA** to expand rail feeder service connecting **METROLINK's** Tustin Station and the ever expanding Irvine Business Complex).*

Line C operates as a two-directional loop traveling via Von Karman from DuPont to Main, Harvard, Michelson, Jamboree and DuPont to Von Karman (two buses each direction) on weekdays only every ten minutes between 1030AM and 230PM.

Lines A-METROLINK-VON KARMAN-AIRPORT and B--METROLINK-JAMBOREE-MICHELSON run daily. On weekdays, they will operate about every 10-15 minutes 530AM-930AM and 330PM-730PM meeting all trains. They will also run half hourly between 930AM and 330PM and, on weekends, half hourly service will be offered between 800AM and 500PM.

Until September 1st, **IIS** fares will be FREE. After that, peak hour fares on A and B will be $1.00 with midday weekday and all day weekends at 50 cents.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

El Sayad Elhamaki dba SUPERPORTER EXPRESS has applied to transfer his existing PSC to Suhil Babikir.

Theodros Ashenafi has applied to acquire control of *SHUTTLE PRO, INC.*

DECISIONS

CLOUD 9 SHUTTLE, INC. dba SUPER SHUTTLE OF SAN DIEGO has been authorized to increase passenger fares, establish a new Zone Of Rate Freedom and charge reduced fares for service at specific hotels.

CUSA CC, LLC has been authorized to discontinue its PSC between Los Angeles, San Diego and San Ysidro and to discontinue the Millbrae stop on the LOS ANGELES-SAN FRANCISCO route.

OTHER

During the fourth quarter of 2007, the PUC participated in three multi-agency (PUC, Highway Patrol, Airport Police, Sheriff's Department and Airport Landside Operations) strike force operations on limousines, shuttles and tour buses to ensure these companies were properly licensed with the PUC and the CHP inspected vehicles for Vehicle Code violations. These inspections took place at Sacramento International Airport, Oakland International Airport and San Jose Mineta International Airport in October and November.

IN MEMORY OF DEAN CARSON

Dean William Carson, 53, was killed Tuesday night, April 8, 2008, when his Cirrus SR-22 airplane crashed near the Butler Beak Lookout Tower just inside the boundary of the San Bernardino National Forest near Fawnskin.

Dean Carson was president of Transit Sales International in Riverside. He also owned Carson Capitol Corp. of Murrieta with his brother, Dale, and Shuttle Bus Leasing also located in Riverside.

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"PAGES FROM THE PAST"

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

APRIL 2003 – Sacramento's **REGIONAL TRANSIT** inaugurated three new lines (141, 142, 143) and modified a fourth (140) as part of an award from the State of California, Department of General Services to operate a series of downtown employee shuttles, geared primarily at state employees. **AMADOR STAGE LINES** had been the previous contract operator.

APRIL 1998 – GOLDEN GATE TRANSIT Free Ferry Shuttle SAN RAFAEL-LARKSPUR FERRY and 58-ROWLAND BLVD PARK & RIDE were discontinued and the newest member of the ferry fleet, M. V. Del Norte, was arriving.

APRIL 1993 – AMADOR STAGE LINES/SIERRA TRAILWAYS inaugurated a new SACRAMENTO-FRESNO route as part of a three company expansion of English/Spanish bus service in California. **EL PASO-LOS ANGELES-LIMOUSINE EXPRESS TRANSPORTES INTERCALIFORNIAS** were the others

APRIL 1988 – The Los Angeles County Transportation Commission was spearheading a three county proposal to competitively bid **SCRTD** Line 496-LA-RIVERSIDE-SAN BERNARDINO. (The line would have operated between San Bernardino and El Monte, with passengers transferring there to and from Los Angeles).

APRIL 1983 – All **SCRTD** Subscription Service lines were discontinued and replaced by two new express lines and modifications to two others.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

IIS is operated by *M. V. TRANSPORTATION* under a five-year contract to the city using a fleet of ten leased (to M. V.) Chevy 560HT/El Dorado National Elite 26-foot cutaways painted green and blue with orange trim. On order for delivery later this year are a dozen 32-foot, CNG, El Dorado/National EZ Rider II buses (option on the recent **OCTA** order). Irvine will hold title to this fleet.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: The **VVTA** Board recently authorized two personnel actions — first, to extend the current five year *VEOLIA TRANSPORTATION* operations contract for its first option year (to March 31, 2009) and, second, to establish an ad hoc committee of less than a quorum of the Board to review and bring back recommendations regarding the configuration of **VVTA** management, including options for direct hire *(Ed. Note—this could be a major change as **VVTA** management has, since its 1993 formation, been contracted out, first to the City of Victorville between 1993 and 1998 and for the last ten years to MC DONALD TRANSIT ASSOCIATES).*

Last October, **VVTA** became a *GREYHOUND LINES, INC.* ticket sales agency *(WT 11/07)* as the result of implementing a recommendation from the 2007 Unmet Transit Needs hearings to assist those residents who have social service and medical needs that cannot be met in the Victor Valley. **VVTA** and **OMNITRANS** have now entered into a cooperative agreement under which **OT** will honor the **VVTA** issued *GLI* tickets as a free transfer to or from the San Bernardino *GLI* station or the 4th Street Transit Mall.

On February 18th, Route 21-TRI COMMUNITY had its 600AM and 100PM trips (from the Mall of Victor Valley) rerouted from Phelan Road via Johnson, Neilson, Beekley, Highway 138 and Highway 2 to more conveniently serve students of Serrano High School (the major generator on the route). The bus services the Phelan Stater Bros. after dropping the students.

Victorville's 7th and Lorene transfer point moved, March 17th, further west on Lorene to a new six saw-tooth bay terminal next to the new Costco. Each **VVTA** bus route will now have its own designated stop location.

OMNITRANS (OT)

SAN BERNARDINO: **OT** recently issued a Request for Proposal to purchase up to 254 40-foot CNG standard buses and up to 16 60-foot CNG articulated buses.

The order would include 90 40-foot and 16 60-foot buses *(sbX BRT)* for **OT,** 122 40-foot buses for the **RIVERSIDE TRANSIT AGENCY** over the life of the contract, 9 40-foot buses for **GLENDALE BEELINE** and 33 40-foot buses for **UNIVERSITY TRANSPORT SYSTEM** (UC Davis) over the life of the contract.

The expected contract award would be next August with the first 30 buses delivered in April 2009 with subsequent orders delivered between 2010 and 2013.

The **OT** Board has issued an RFP for development of the E Street Corridor *sbX* Bus Rapid Transit Project connecting San Bernardino, from the Cal State San Bernardino campus, sixteen miles along E Street, Hospitality Lane, Tippecanoe and Barton Road to the Pettis Veterans Medical Center in Loma Linda.

The $164 million project, expected to launch in 2011, will include ten miles of exclusive lanes, station and transit way design and construction and purchase of 16 high capacity buses.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board recently voted to award two Fixed Route contracts to *TRANSPORTATION CONCEPTS, INC.* beginning July 1. *TCI* would replace current contractors *MC DONALD TRANSIT ASSOCIATES* (North service area) and *LAIDLAW TRANSIT SERVICES* (South service area).

The North area includes Line 3-CORONA-NORCO, 7-ELSINORE LOCAL, 8-ELSINORE-WILDOMAR, 31-HEMET-BANNING, 35-BANNING-MORENO VALLEY, 36-BANNING-YUCAIPA, 38-JURUPA-NORCO, 40-ELSINORE-MENIFEE, 41-MEAD VALLEY-MORENO VALLEY, 42-ESTUDILLO EXPRESS, 50-JURY TROLLEY, 51-CREST CRUISER, 52-TROLLEY GREEN LINE, 61-SUN CITY-TEMECULA, 204-MONTCLAIR-RIVERSIDE and 210-BANNING-RIVERSIDE.

The South area includes 23-TEMECULA-MURRIETA, 24-TEMECULA LOCAL, 30-PERRIS, 32-SAN JACINTO -HEMET, 33-HEMET-EAST HEMET, 74-SAN JACINTO -PERRIS, 79-HEMET-WINCHESTER-TEMECULA, 202-MURRIETA-OCEANSIDE, 206-TEMECULA-CORONA and 208-TEMECULA-SUN CITY-RIVERSIDE.

Proposing firms, who need to supply their own operating facilities, were given the option to submit proposals on the combined service area (North and South) or on each area separately. This was done to determine if there were economies of scale from awarding one contract rather than two.

FIRST TRANSIT (LAIDLAW), MC DONALD TRANSIT, SOUTHLAND TRANSIT, TEC TRANS and TCI

(Continued on page 4)

(Continued from page 3)
submitted proposals, some for individual areas and others for combined areas.

The combined *TCI* proposal offered the lowest cost over the five years ($45,387,061), higher staffing levels and operations from two garages, one in Riverside and the other in Temecula.

TCI has held previous contracts with **RTA,** including the **INLAND EMPIRE CONNECTION,** for both fixed route and paratransit operations.

The awarded contract is for a two year base with three, one-year option years at **RTA's** discretion.

RTA currently has a fleet of 44 Type II cutaways and 27 minivan vehicles in paratransit (Dial-A-Ride) service that are identical in appearance to the fixed route fleet. To aid in distinguishing the fleets from each other, as DAR vehicles are replaced, they will arrive in a modified scheme - white from roof to the belt rail, a thin red belt rail, pale blue to the rub rail and royal blue below. The words "DIAL-A-RIDE" will appear on the front, sides and rear along with the main DAR telephone number. This changeover is expected to take three years.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHOITY (SCRRA)

LOS ANGELES: **SCRRA** will hold a public hearing April 25th to consider increasing individual fares up to 7.5% beginning July 1st and making changes in Group Travel prices. *(Ed. Note—last year, the **SCRRA** Board approved a three year program of annual system wide fare changes of 3.5%. However, since then, the cost of diesel fuel, scheduled operating contract cost increases and new start up costs related to the arrival of additional passenger cars next year have caused need for further possible increases).*

SCRRA's second maintenance facility, to be located in San Bernardino just east of the railroad station and called the Eastern Maintenance Facility, is underway. The land acquisition phase was completed in mid December and bids for the first phase of construction are now coming in. 2/3 of the **METROLINK** fleet already stores overnight in Riverside or San Bernardino and the Taylor Yard facility will not be able to handle a fleet that is expected to quadruple in the next 25 years.

SCRRA will soon begin receiving eleven Motive Power model MP36PH-3C commuter rail locomotives, options on a **UTAH TRANSIT AUTHORITY** order.

Beginning the weekend of April 12/13 and continuing for four weeks, INLAND EMPIRE-ORANGE COUNTY and ORANGE COUNTY LINE trains will be replaced by bus service between Laguna Niguel/Mission and Oceanside as track maintenance work will occur in several locations. ***COACH AMERICA*** will provide the buses.

Northbound buses will depart Oceanside, San Clemente and San Clemente Pier 20 minutes earlier than published train times. Northbound passengers for San Juan Capistrano will be bused from Laguna Niguel.

Southbound passengers going beyond San Juan Capistrano will be bused from Laguna Niguel to San Clemente, San Clemente Pier and Oceanside. A bus will begin in San Juan Capistrano for passenger beginning there.

MEGABUS/COACH AMERICA (MB)

LONG BEACH: In mid February, a fourth round trip was added on the LOS ANGELES-SAN FRANCISCO route (now with two via San Jose and two via Oakland).

Beginning March 13th, the LOS ANGELES-SAN DIEGO -SAN YSIDRO route was discontinued. Low ridership was cited as the cause. *(Ed. Note - the authority to serve Oceanside (WT 1/08) as part of SAN DIEGO was never exercised).*

BEACH CITIES TRANSIT (BCT)

REDONDO BEACH: The City Council has authorized city staff to begin negotiations with partners Hermosa Beach, Manhattan Beach and El Segundo to add two more bus routes to **BCT** — 101-EL SEGUNDO BLVD (current MTA Line 124 which has been proposed for discontinuation by the South Bay Sector) and NEW Line 409-HERMOSA CIRCULATOR.

The expansion, which is expected this December, would only begin if Redondo receives financial commitments from the other cities. Formation of a joint powers authority in the area has been heard.

Redondo administrates **BCT** and contracts with *FIRST TRANSIT (formerly LAIDLAW TRANSIT SERVICES)* to operate the four route, 15 bus system.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: In February 2000, the California Air Resources Board enacted new regulations to reduce transit bus emissions. One element of the plan required transit agencies on the diesel path with 200 or more buses were required to implement a Zero Emission Bus (ZEB) demonstration program.

VTA partnered with **SAMTRANS** to buy three fuel cell

(Continued on page 5)

buses (**VTA** 4001-4003, 40-foot low floor Gilligs) and in use since February 2005 around the system.

VTA met the requirements of the initial ZEB demonstration program. However, the ZEBs cost considerably more to operate than the standard diesels and they also exhibited a limited service life. Reliability and availability also remain significantly lower.

During the first year of operation, the buses were rotated on different routes and schedules to expose them to a variety of service requirements.

Performance of the buses was measured in terms of miles operated, availability and reliability. Fuel data indicates the fuel consumption ranged between 2.5 and 4.8 miles per diesel gallon equivalent and averaged 3.5 miles per DGE for a range of 150 miles. Bus availability averaged 65% as compared with 80% for the diesel fleet. Reliability, measured as miles between road calls, showed ZEBs at 1100 miles and diesels at 6000 miles.

As the fuel cell stack is an essential component and major cost of the vehicle, a major purpose of this program is to determine the life of the stack. Fuel cell stacks averaged less than 17,000 miles before replacement.

Based on performing and fueling challenges, the cost to operate these buses is dramatically higher. A typical bus costs $1.61 per mile while the fuel cell costs $51.66 per mile with the major driver the parts cost ($34.40).

Although the CARB initial demonstration requirements have been completed, **VTA** plans to continue operating the fuel cell buses providing reasonable parts and fuel availability.

However, Ballard Power Systems, fuel cell manufacturer and integrator of the system, has indicated that these fuel cells are old technology and they will not develop new longer-life cells of this design and no longer design vehicle integrations. They will also no longer produce various components and parts for these vehicles.

VTA will implement an advanced ZEB demonstration program in a joint effort with **AC TRANSIT, GOLDEN GATE TRANSIT, SAMTRANS** and the Metropolitan Transportation Commission in accordance with new CARB regulations soon. This program requires a total of 12 advanced ZEB buses beginning next year. **VTA** is working with MTC and the other agencies to identify and secure capital funding for this $36,000,000 program.

Members of **VTA's** fleet of fifty Chevy 560HT/ El Dorado National Aerotechs (for the Community Bus program) are now in use. 5001-5005 are wrapped for Los Gatos and on Lines 48 and 49. 7001-7020 and 8001-8025 are the other buses. Presently, 7018-7020 and 8001 are wrapped for the downtown SAN JOSE DASH route.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: Michael R. Wiley, most recently **RT's** Deputy General Manager, was named General Manager in late February, succeeding Dr. Beverly Scott who left Sacramento for the top position at **MARTA** in Atlanta. He has signed a five year employment contract with an annual salary of $180,000.

RT Directors and members of Amalgamated Transit Union Local 256 recently approved an 18-month labor agreement (March 1, 2008 through August 31, 2009). Hourly wage rates were increased by 2% March 1 with another 1% increase on July 1, 2009. There were a number of adjustments made to benefits and work rules.

Section 1 of Article 52—Run Provisions now reads that "Straight runs" are defined as any run where an Operator is continuously paid and operates the same vehicle, on the same day, on the same block (this is not to be interpreted to exclude the normal change out of vehicles). In the Rail Division, "fall backs" are included in straight runs. "Split Runs" are any run that is not a "straight run".

YOLO COUNTY TRANSPORTATION DISTRICT (YOLOBUS)

WOODLAND: **YOLOBUS** held a public hearing in mid February to receive testimony on plans to revise Woodland local service. Two four-route proposals were offered with all service operating hourly 630AM-800PM weekdays, 7AM-8PM Saturday and 8AM-6PM Sunday.

Line 210/211-GIBSON-COTTONWOOD-MATMOR is a two way loop, serving mostly the west side of town, with 212/214-EAST GIBSON-WOODLAND COMMUNITY COLLEGE-EAST MAIN a two-way loop on the east.

Working with the Rumsey Band of Wintun Indians, owners of Cache Creek Casino, **YOLOBUS** increased service on Line 215-WOODLAND-CACHE CREEK VIA HIGHWAY 16, as of March 20th.

Three additional round trips were added to the schedule, every eight hours to coincide with employee shift changes. *(Ed. Note - a majority of passengers are casino and hotel employees).* Buses depart Woodland at 455AM, 545AM, 555AM, 655AM, 755AM, 855AM, 145PM, 155PM, 255PM, 355PM, 455PM, 855PM, 945PM, 955PM, 1055PM, 1155PM and 1255AM. Trips return from Cache Creek on the same kind of timetable offering nearly 24-hour coverage.

The Rumsey Band increased its $500,000 annual subsidy to $1 million and has committed another $500,000 for the purchase of an extra bus.

(Continued from page 5)

PLACER COUNTY TRANSIT (PCT)

AUBURN: The *PLACER COUNTY EXPRESS* route (COLFAX-AUBURN-ROSEVILLE-SACRAMENTO) continues to be successful (*WT 10/07*) to the point that the County has added a back up bus as a temporary measure, although they have no plans nor budgeted funds for a permanent add.

In the morning, the back-up bus begins in Rocklin and follows the third trip leaving Taylor Road Park and Ride at 700AM. In the afternoon, the bus will trail the 432PM trip along P Street, but not board passengers until the first bus is full.

PCE is operated by *AMADOR STAGE LINES* using MCI intercity buses while the back-up bus should be a 30-foot **PCT** Orion V, painted mostly white with a red over yellow belt rail stripe.

(Ed. Note—is this a case of being too successful? Beginning with the sale of April passes and ticket books, ***PCT*** *has limited sales to previous PCE passengers and established a waiting list for those wishing to be new PCE customers).*

VALLEY INTRACITY NEIGHBORHOOD EXPRESS (VINE)

NAPA: **VINE** (fixed route system) and **VINE Go** (paratransit system) operating contracts are currently held by *VEOLIA TRANSPORTATION* following the purchase of *ATC/VANCOM* in 2006.

Request For Proposals for new operating contracts, to replace those expiring in June, were issued last year. *VEOLIA* and *M. V. TRANSPORTATION* were the only bidders. The Napa County Transportation and Planning Agency, Napa County's RTPA and **VINE's** funder, recommended award of a combined contract to *M. V.*

The **VINE** fixed route fleet has eight new gasoline/hybrid buses on order (*make and model unknown to WT).*

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY/RTC RIDE

RENO, NV: May 4th will bring increases in most fares and minor service reductions throughout the **RTC/RIDE** system to eliminate a $1 million a year shortfall in sales tax revenues that have declined over the past 20 months to help support the $27 million operation. *(Ed. Note - the fare increases fell exclusively to fixed route system users after pleas by disabled persons not to increase the $1.75 RTC ACCESS fares. A fixed route ride will now cost $2.00).*

The adult fixed route fare of $1.75 will increase to $2.00, the Youth fare will remain at $1.25 and the senior/ disabled fare will rise from 85 cents to $1.00. 24-hour Passes will also rise—Adults from $4 to $5 and Senior/ Disabled from $2 to $2.50. Ten Ride Pass prices will also increase.

RTC is supported by a voter approved countywide sales tax of 5/16th of a cent.

RTC is in various stages of constructing new transit centers in both Sparks and Reno. They will replace the existing stations and enlarge the facilities.

In Sparks, the current Citi Station on C Street between Pyramid Way and 10th will be replaced by the much larger Centennial Plaza south of Victorian between 14th and 15th. A fall 2008 opening is currently planned.

The Fourth Street Station, in downtown Reno, is currently in the design stage and is slated to open during 2009. The new facility will replace the current Citi Center transfer center.

NEVADA TRANSPORTATION AUTHORITY

LAS VEGAS, NV: At its March 20th meeting, the **NTA** considered a number of issue including the application of *LUXE LIMO SERVICES, LLC* for a permit to operate as a contract carrier, the application of *SEE NEVADA, INC.* for a Certificate of Public Convenience and Necessity to provide transportation at a per capita rate between Pahrump and Las Vegas and the application of *TJH, Inc. dba THOMAS HIGH LIMOUSINE SERVICE* for authority to sell and transfer and by *24/7 LIMOUSINES, LTD.* to purchase and acquire the intrastate charter service by limousine business.

Two other applications have been filed for CPCNs to provide intrastate charter service in the state - by *CUSA K-TCS, LLC dba GRAY LINE AIRPORT SHUTTLE* and by *La Inspirada, LLC.* Hearing dates for these applications have yet to be set.

FRONT RANGE EXPRESS (FREX)

COLORADO SPRINGS, CO: Operated by Colorado Springs Transit Services Division's **MOUNTAIN METROPOLITAN TRANSIT, FREX** began operations in October 2004 and today offers service along Interstate 25 between Colorado Springs, Monument, Castle Rock and Denver.

Service between Colorado Springs and Fountain was discontinued last January 1st following the City of Fountain's decision to discontinue funding transit.

(Continued on page 7)

REGIONAL TRANSPORTATION COMMISSION (RTC)/
CITIZENS AREA TRANSIT (CAT)
Las Vegas, Nevada

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
101-140	Alexander Dennis	Enviro 500	—	2007	
200	Alexander Dennis	Enviro 500	4GN11722	2005	
201-221	Alexander Dennis	Enviro 500	(4GN11752-760	2005	mixed
			(4GN11764-775	2005	mixed
222-249	Alexander Dennis	Enviro 500	4GN11776-803	2005	
401-460	New Flyer	D40	NP014468-527	1992	
461-490	New Flyer	D40	NP014596-625	1992	
504-509	Neoplan	AN460	2LO13005-010	2002	
510-517	New Flyer	D60	SP015658-665	1995	
520-525	New Flyer	D60	TP016717-722	1996	
530-564	NABI	436.08	VA140001-035	1997	
565-575	NABI	436.08	WA140036-045	1998	
601-604	New Flyer	D40LF	RU015135-138	1994	
610-631	New Flyer	D40LF	SU015636-657	1995	
640-657	New Flyer	D40LF	SU015934-951	1995	
670-676	New Flyer	C40LF	1U023227-233	2001	Originally 660-666
701-760	NABI	040.06	XA140130-189	1999	
800-809	New Flyer	D60LF	4C027572-581	2004	
810-829	New Flyer	D60LF	4C027582-601	2005	
900-929	New Flyer	DE41LFR	7C031106-135	2007	
949-978	NABI	840.37	—	2007	954 is 7A140273, 12/07
M01-M10	Irisbus	Civis	3R000051-060	2003	

With the 2004 **FREX** start up and the desire for intercity style buses, the system obtained a fleet of used MCI/ TMC 102A3s, 102C3s, 102D3s and 102DL3s.

Late last year, **FREX** placed into service nineteen Gillig BRT style buses (F0701-F0719). Painted mostly black and wrapped in a variety of designs, the buses feature high back cushioned seats, luggage racks, individual reading lights and air vents, bicycle racks and free wireless internet service.

A number of the used MCIs have been offered for sale thru the publicsurplus.com web site *(Ed. Note - see the Equipment Report in this issue).*

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: **RTD** implemented a series of changes on January 13th. Among them were — expansion of ARAPAHOE CALL-N-RIDE boundaries from Havana to Peoria on the east and from Havana to Peakview on the south and initiation of Line 16 LTD Saturday service operating between Golden and downtown Denver every half hour with 16 Local trips to Golden rerouted to serve Cold Spring Park-N-Ride. In Boulder, Line 205 weekday midday service was divided between 205B and 205W to Winchester Circle, hourly service on each branch. Weekend service on 205 was discontinued west of 14th/ Walnut to 3rd/Pearl while Line 203 frequency was improved from 60 to 30 minutely. Due to the relocation of the CU Medical Center which led to a large reduction in ridership, Line 56 was discontinued.

A number of changes are planned for next month (May) including implementation of summer schedules (often meaning reduced service levels) on BOUND, DASH, JUMP, SKIP and STAMPEDE.

In conjunction with Boulder County and new federal CMAQ grant, two changes are proposed - adding a segment to JUMP via Arapahoe, 95th, Baseline, Highway 287, Arapahoe, 119th, Leon Wurl Parkway to Erie Community Center (half hour headways weekdays and hourly on Saturday) and LYNX, a NEW route from downtown Louisville via Main, Bella Vista, Cherry, Dahlia, Dillon Road, 88th, Storagetek Campus (Tape Drive) Interlocken Loop and U. S. 36 to Broomfield Park -N-ride. This line would also have half hourly service on weekdays and hourly on Saturday.

Continuation of each project would be dependent upon the services meeting **RTD** service standards and **RTD** Board approval.

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)	900-929	New Flyer	DE41LFR/7C031106-135	2007	
Downey Link	1231-1235	El Do Natl	RE32/8C084155-159	2008	
-USED-					
Santa Clarita Transit	C104	Gillig	S50T4096/R1085384	1994	1
-DISPOSITIONS-					
Foothill Transit	F1000	Gillig	S50T4096/R1085382	1994	2
Santa Cruz MTD	8075-8076	New Flyer	D35/JU13217-218	1988	3
City of Colo Springs (CO)	(Unknown	MCI	102DL3/SP047345, 359, 362	1995	4
for FREX	(Unknown	MCI	102D3/TP048766	1996	4
	(Unknown	MCI	102D3/VP049053	1997	4
Colo Spgs Transit (CO)	(0404	E-Bus	E/YC248021	1999	4
	(9701-9707	New Flyer	D30LF/VU017849-856	1997	4
Sun Tran—Albq (NM)	101-103	TMC	T80206/KR826579-581	1989	4
LAX Shuttle	07-08	Gillig	3596TBL10G/R1084872-873	07/94	5
Orange County TA	(A)	Gillig	4096TBL10/(A)	1989	5
	(B)	New Flyer	D40/(B)	1990	5

(A) — Buses 4211, 4215, 4219, 4220, 4233 — VINs K1082806, 810, 814, 815, 828.
(B) — Buses 5007, 5009-5021, 5024, 5028, 5031, 5038 — VINs LU013897, 899-911, 914, 918, 921, 928.

-NOTES-
1. Ex Foothill Transit F1002.
2. To Rover Transit (PA) 9410.
3. For sale by SCMTD, April 2008.
4. For sale by Surplus Sales, March 2008.
5. For sale by General Auction (Buena Park), March 29, 2008.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY received its first gasoline hybrid electric drive bus (one of its own 1994 Gillig Phantoms refurbished by Complete Coach Works) last spring. Based on the successful testing of that bus, *SLORTA* recently awarded CCW a contract to refurbish three more similar buses.

SANTA ROSA CITY BUS has three new diesel-hybrid Gillig Hybrid model buses on order with delivery expected this summer.





TOP: *DowneyLink 1233, one of the new RE-32's in service. Andrew Novak photo.* ***RIGHT:*** *LAX Shuttle 08, one of the two that were sold at auction on March 29, 2008. Craig Barnes photo.*