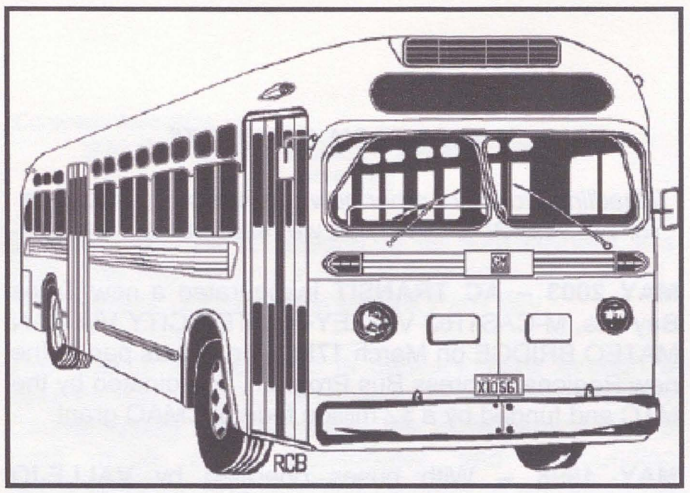


Western Transit

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VOL. 46, NO. 5 **May 2008**

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ONE GATEWAY PLAZA
LOS ANGELES, CA

NEWS FROM THE MANUFACTURERS - NORTH AMERICAN BUS INDUSTRIES (NABI)

ANNISTON, ALA: One of the major suppliers of buses to transit agencies in the United States, *NABI* has begun a number of campaigns to reduce costs of operation and speed deliveries of their products which also now include *BLUEBIRD* and *OPTIMA (CHANCE)* buses.

The Traxis Group B. V. purchased the company in 2006 and determined that it needed to invest in a new paint process in order to be able to increase production to any significant level.

Working with paint manufacturer DuPont and ABB, Inc., a Connecticut based robotics manufacturer, they designed a robotic paint system that has been able to reduce the manual hand spray cycle time of ten hours start to finish to a total of two hours.

The system took about six months to design, install and test. Last January 22nd, one of the 42-foot BRT model buses for **LOS ANGELES COUNTY MTA** was the first bus to enter the robot-armed paint booths, emerging with a bright orange shell.

The company recently debuted its new 40-foot LFW bus, which features a new front mask and a redesigned operator's dash area. *NABI* officials have said that they wanted to give the vehicles a more modern look and blend it in with the styling used on the BRT products, plus the Opus and Ultra LF models *(Ed. Note - the Opus influence is apparent in photos of the **NEW JERSEY TRANSIT** buses).*

The first order for the newly designed buses came from the **REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA/CITIZENS AREA TRANSIT** with 30 hybrid/electric and 20 diesels *(Ed. Note—photo of newly arrived NABI 954 on Page 8 of April 2008 WT).*

An earlier contract with **NJT** prompted the redesign. This order, a five-year contract placed in March 2007 calls for over 1100 standard floor configuration buses, caused *NABI* to rethink its manufacturing process. The decision was made to build all of the bus bodies in the U. S. rather than the current method of building in Budapest, Hungary and shipping them to Alabama. This could save up to 50 days in the overall process.

In addition to the front end of the bus, the OEM has redesigned the bus in U. S. English-sized steel as it is difficult to obtain metric steel in this country.

The redesign also simplified manufacturing by replacing several hard-tooled stampings with fabrications. This reduced both the weight of the bus and its cost.

As part of the purchases of *BLUEBIRD* and *OPTIMA,* their production plants in Fort Valley, GA and Wichita, KS were closed and bus production moved to Alabama.

NABI also purchased *NEOPLAN's* assets from the sale of its Lamar, CO plant to start the new facility.

The firm plans to reopen its Hungarian plant to build the 45-foot Compo Bus again following award of a contract from **LACMTA** for 260 such buses.

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PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

SOL GROUP TRANSPORT LLC has been granted a PSC as a passenger stage to transport primarily children between points in Atherton, Los Altos, Menlo Park, Mountain View, Palo Alto, Portola Valley, Redwood City and Woodside and establish a ZORF.

AIRVAN TRANSPORT LLC has been authorized to operate as an on-call passenger stage between points in the Counties of Los Angeles, Orange, San Diego, Riverside and San Bernardino and Southern California airports and to establish a ZORF. *AT* currently holds a charter party permit (TCP 21971-P) and operates with one 7-passenger van with plans to add two more.

OTHER

During the last quarter of 2007, the PUC Consumer Protection and Safety Division took several enforcement actions against limousine, bus and shuttle companies for violations of the Public Utilities Code and PUC rules and regulations including General Order 157-D (out of class drivers, waybills, equipment list).

17 firms were cited and fined $31,500 for violations ranging from advertising with a valid authority, engaged employees without evidence of workers compensation insurance, used unlicensed sub carriers, failed to comply with airport regulations, failed to enroll drivers in a mandatory Drug and Alcohol program or in the DMV Pull Notice program, operated without a valid authority (suspension, revocation, expiration or unlicensed) or with no evidence of public liability insurance.

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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)

MAY 2003 – AC TRANSIT inaugurated a new Trans Bay line, M-CASTRO VALLEY-FOSTER CITY VIA SAN MATEO BRIDGE on March 17th. Line M was part of the new Regional Express Bus Program, coordinated by the MTC and funded by a $2 million federal CMAQ grant.

MAY 1998 – With buses operated by **VALLEJO TRANSIT LINES** between Sacramento and Vallejo and ferry boats operated by *BLUE & GOLD FLEET* between Vallejo and San Francisco, **VALLEJO BAYLINK** began operations in April.

MAY 1993 – GOLDEN GATE TRANSIT inaugurated 40 -LUCAS VALLEY-SAN RAFAEL-BART/DEL NORTE and *TRAVELERS TRANSIT COMPANY*, a private company that had been operating between San Rafael and Richmond, requested Public Utilities Commission authority to voluntarily suspend its PSC for one year.

MAY 1988 – BARTD Directors voted 5-2 to award a contract for all BART Express Bus service to *LAIDLAW* and took away the continuing contract **AC TRANSIT** had held since 1974. *(Ed. Note—**AC** planned to challenge federal guidelines **BARTD** used to solicit bids while the California Bus Association was going to file a protest over the methods **BARTD** used in the process).*

MAY 1983 – On April 7th, Los Angeles area jitney operator *EXPRESS TRANSIT DISTRICT* abruptly ended operations following PUC issuance of a "cease and desist" order alleging improper maintenance and safety violations of the *ETD* fleet of primarily vans.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

PALO VERDE VALLEY TRANSIT GENCY (PVVTA)

BLYTHE: **PVVTA** is celebrating its 30th birthday this year including offering a day of free rides on April 11, the Chamber of Commerce's Block Party day.

The agency was created in January 1978 through a Joint Powers Agreement between Blythe and Riverside County. Using three vehicles, the initial service was a fixed route along Hobsonway and surrounding neighborhoods. A Dial-A-Ride component was added in 1981. For a while, the system was primarily demand response.

The current Desert Roadrunner system was added in 2003 and includes four routes - BLUE ROUTE 1 that operates as a loop and serves areas on the west side of Blythe, 14th Avenue and the north side. GOLD ROUTE 2 (old College Shuttle) serves Palo Verde College, Mesa Verde and Ehrenberg, AZ. RED ROUTE 3 (former Route 2 to Indio) serves the area prisons and the EXPRESS ROUTE. The Route 3 bus supplements on Route 2 during its off hours.

For the past five years, **PVVTA** has provided the Annual Lightrunner Express, a 50-minute ride around Blythe to view the Christmas lights *(WT 01/08)*.

PVVTA plans for the future include a more structured service to Ripley and a 6th Avenue route, new buses, new bus stop shelters and a new garage facility.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: 7000-7003, NABI 040.08 CNG buses, have been repainted in METRO Local colors (orange) and are now assigned to the SOUTHLAND TRANSIT, INC. Eastern Region contract joining 24 other NABIs. *(Ed. Note - Originally expected to replace the last of the contract TMC diesels - 1235, 1362, 1502 and 2215 - the three 1200s are still there*).

Elsewhere in the contract fleet, *FIRST TRANSIT* has added 12571, a 2001 model Ford/El Dorado Econoline/ Aerotech as *TRANSPORTATION CONCEPTS* added 9978 and 9979, 1994 model Gillig Phantoms. Four Thomas TL-960s, 9950, 9954, 9955 and 9967, are now off the roster.

MTA has now awarded NABI a contract for 260 45-foot, CNG, Compo buses *(WT 12/07)* with delivery expected in FY 2009/10. These units will replace 40-foot buses (likely first generation CNG Neoplans 4500-4695).

This procurement originally anticipated 210 CNG and 50 gasoline-hybrid buses. During the review of proposals for hybrids, it was determined that the technologies are not yet fully developed and tested and their per unit cost was not fundable within the project budget.

The Request For Proposal contained options that will allow purchase of up to 740 more buses with minimums of 50 vehicles per option order.

As part of the consent decree, the court approved New Service Plan included expansion of the fleet's seating capacity which these buses would offer. **MTA** service plans and fleet replacement plans project operational savings based on replacing retirement eligible 40-foot buses with higher capacity units in the next few years.

Two vendors submitted proposals—NABI for both CNG and gasoline/hybrids and Mobile Energy Solutions for hybrids only. MES has yet to produce a bus, either steel structure or composite/structure, that is in revenue service. Following a review of technical and financial issues, it was determined NABI offered the best value.

MTA will soon be receiving an order of six NABI 42-foot gasoline/hybrid buses *(WT 11/07)*. Overall, they look like a 40-foot bus with NABI artic features. They will be numbered 4200-4205 (due to their 42-foot length).

On April 24th, the **MTA** Board voted to reject most of the service reductions planned for June 2008 *(WT 01/08)*, but did approve plans to discontinue Limited Stop lines 115/315-MANCHESTER, 330-PICO-EAST 1ST, 350-CENTRAL, 361-ATLANTIC and 394-SAN FERNANDO RD, replacing them with new METRO RAPID lines in conformance with the now ended Consent Decree. This is expected to save $4.7 million.

The Villaraigosa-Parks-Burke motion to only approve the Limited Stop lines included two other parts—1) that $12.5 million in savings be identified to maintain current Tier 1, 2 and 3 service and report back to the May Operations Committee with options and 2) establish a 25% cap on headway increases to achieve the 215,000 service hours reduction needed.

The **MTA** Board asked the staff to report in June on a comprehensive package of specific street and highway improvements and transit projects that could be funded by new transportation sales tax in Los Angeles County.

The agency's draft Long Range Transportation plan (to the year 2030) identifies many improvement programs but also points out the significant funding shortfall.

In June, the Board will consider asking the County Board of Supervisors to place a new half-cent sales tax on the November ballot.

(Continued on page 4)

(Continued from page 3)

The **MTA** Board conducted its first official review of the $3,370, 100, 000 FY 08/09 budget early in the month.

Major components of the spending plan include—comply with New Service Plan, start 6 new *RAPID* lines, purchase 130 composite buses, continue construction of *GOLD LINE EASTSIDE* extension and *EXPO LRT,* begin rail gating project and continue fuel price hedging.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: M. V. TRANSPORTATION has been awarded a 5-year (three base/two option) contract for continued operation of *COMMUNITY DASH (Package Four)* for PICO/UNION-ECHO PARK, EL SERENO/ CITY TERRACE and BOYLE HEIGHTS/EAST L.A.

M. V. was one of three bidders, the others being *FIRST TRANSIT* and *VEOLIA TRASPORTATION.*

The current *VEOLIA* operated *COMMUTER EXPRESS* contract *(WT 12/07),* originally set to end this past February, was extended for six months, not to exceed one year. This will allow analysis of proposals received, evaluate the current CE network on a line-by-line basis and explore long term strategies to reduce costs.

VEOLIA did not submit new proposals. *FIRST TRANSIT* submitted only for Region 1 (South Bay and Westside) and *M. V. TRANSPORTATION* submitted a bid only for Region 2 (San Fernando Valley).

Related to the *CE* contract, the City Council instructed **LADOT** to examine existing *CE* service to ensure the system is meeting the needs of the largest number of commuters in the most efficient manner.

All but one of the 16 *CE* routes (575) receive regional Formula Allocation Procedure (FAP) operating subsidies each year from **MTA.** They account for about one-half of the total operating costs and are specific to the routes currently being operated. New routes, and likely significant modifications to existing ones by **LADOT,** would be ineligible for regional transit funding.

LADOT's ability to continue or initiate new *CE* service when **SCRTD/LACMTA** could not operate the same service cost effectively has largely been the result of historically significantly lower hourly operating costs offered by **LADOT** contractors. The upcoming contracts have yielded hourly rates for all proposers about 60% higher than the current rates and are also significantly higher than current **LACMTA** systemwide average hourly operating costs.

The *COMMUTER EXPRESS* began in 1985 as a single route, ENCINO PARK & RIDE-LOS ANGELES *(WT2/86)* and was expanded in November 1987 with the takeover of eight former **SCRTD** lines—413, 419, 423, 430, 431, 437, 438 and 448—under the LOS ANGELES COUNTY TRANSPORTATION COMMISSION's Bus Service Continuation Program (BSCP). Line 142 is a third generation descendent of **TERMINAL ISLAND TRANSIT COMPANY** and was a **LONG BEACH TRANSIT** line just prior to **LADOT.**

Starting in 1992, new lines serving employment centers outside of downtown Los Angeles were started—549, 573 and 574—plus 409 between Sylmar, Sunland and downtown. 575-SIMI VALLEY-WARNER CENTER began in 1993 and 534-DOWNTOWN LA-WESTWOOD in January 1994 following the Northridge earthquake. The newest is 422-LA-WARNER CENTER-THOUSAND OAKS, started related to the Consent Decree.

With the exception of three 2004-model CNG powered Orion V buses (04401-04403) and the recent purchase of five 2002-model CNG Neoplan AN345As, from **VICTOR VALLEY TRANSIT AUTHORITY** (1001-1005), the diesel powered bus fleet all dates to 1987-1992. During 2001-2004, **LADOT** refurbished its fleet with new clean diesel engines and particulate traps and they are currently in process of replacing the entire fleet with new CNG buses *(WT 12/06).*

During the course of this contract, **LADOT** expects to replace the 97 city-owned diesel buses with new commuter style CNG buses. They recently advertised for Letters Of interest from manufacturers interested in building 40-foot CNG over-the-road commuter buses.

The proposed vehicle inventory at the start up of the new *CE* contracts would be—Region 1 (Westside and South Bay) Orion Vs 04401-04403, 14 of the Stewart & Stevenson Apollos 92039-92058,Gillig Phantoms 85001 -85004, 87001-87012, 88009-88012 and 91045 and the former **VVTA** Neoplan AN345s 1001-1005 *(Ed. Note - with **LADOT** numbering, these may be 02079-02083).*

Region 2 (San Fernando Valley) buses would include Neoplan AN340s 92001-92038 and 92059-92061, Gillig Phantoms 87013-87028 and 88001-88008 and four **MTA** TMC RTS 06 (1245, 1256, 1344, 1375).

The new vehicles are expected in late 2009 with the first assigned to Region 1. The order of replacement in the first two years will be the Stewart & Stevenson's, then the Gilligs by age, except that the 1987s will go last.

On March 31st, DASH/NORTHRIDGE was routed away from Tampa Avenue and extended along Parthenia, Corbin, Nordhoff Way and Nordhoff Street.

(Continued on page 5)

Western Transit San Diego Trip

Saturday, August 16, 2008



Join us for the Western Transit 45th Anniversary Trip to the San Diego area. Our tentative visits include[1] UCSD, San Diego Trolley, San Diego Transit, NCTD, Sprinter, National City, Chula Vista, Goodall's, MTS, Sun Diego Charter, and Sundance Stage Lines. We plan on leaving LA Union Station at 7:30 AM with a pickup at Fullerton Park & Ride at 8:00 AM, and returning approximately 7:30 PM.

The trip will be $35 for WT members, and $40 for non-WT members.

You do not need to pay now, but do send in your reservation so we know how many people will be attending.[2] All payments must be received by August 1, 2008. Walk-ups will be accommodated on a space available basis.



1. *Places we may visit are subject to change. These are ones that are planned.*
2. *Trip may be cancelled if we do not have a minimum number required.*

Western Transit San Diego Trip Reservation Form
Saturday, August 16, 2008

Name:_____

Address:_____

City:_____ State:_____ Zip Code:_____

I would like to reserve _____ seats. I/We will be boarding at: _____LA Union Station

_____ WT Members @ $35.00 = _____ _____ Fullerton Park & Ride

_____ Non WT Members @ $40.00 = _____

Total Enclosed: _____

Please make all checks/Money Orders payable to EDMUND BUCKLEY.

Send to:
Western Transit San Diego Trip
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Garden Grove, CA 92840-1133

Date Received:_____

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Date Received:_____

MEGABUS/COACH AMERICA (MB)

LONG BEACH: **MB** service in California and Nevada *(WT 9/07, 1/08, 4/08)* is coming to an end. June 8th will be the last day for LOS ANGELES-LAS VEGAS, NV. At the same time, the LOS ANGELES-SAN FRANCISCO route will drop to a two trip schedule until the Public Utilities Commission authorizes total discontinuation.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: With fuel costs, in particular, constantly increasing and both fare and tax revenues down, **NCTD** is one of several agencies looking to increase fares, reduce service and/or make a number of other changes.

The agency is contemplating a $1.00 increase in *COASTER* fares along with a 50 cent increase (to $4.50) for a daily pass on *BREEZE* buses and *SPRINTER* trains.

On May 12th, **NCTD** has scheduled a public hearing in Escondido to receive testimony on plans to make major service changes, including discontinuation of up to 13 bus lines and the four *FAST* service areas in either August 2008 or January 2009.

August changes include discontinuation of ENCINITAS FAST, FALLBROOK FAST, RAMONA FAST and VISTA FAST. As well, weekday operations of 403, 415, and 447 would be dropped. Saturday and Sunday operations on the following would also be discontinued - 311/312, 313, 321, 324, 325, 334/335, 341, 347, 348, 349 and 358/359. 386-ESCONDIDO-RAMONA would be dropped east of Wild Animal Park to Ramona.

The January 2009 program would include discontinuation of weekday operations on 311/312, 324, 338/339-VISTA-QUARRY CREEK, 341, 347, 348, 349, 365, 397-OCEANSIDE-FALLBROOK and 442.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: A number of **MTD** services are part of the South Coast Transit Priorities Project and may include outside funding.

One of those programs is Line 9-CALLE REAL-OLD TOWN SHUTTLE operating between Old Town Goleta and the Calle Real shopping area using the Fairview Avenue overpass.

Implemented in August 2005, the first three years of Line 9 has been partially funded by a CMAQ grant which soon will expire. In the beginning, the Goleta City Council voted unanimously to conceptually approve **MTD's** request for future financial support. Recently, **MTD** requested $265,000 from the city for the period of September 2008 through April 2010. If Measure A (on the ballot next November) passes, the "South Coast Transit Operations Program" in the Investment Plan for the measure would then provide continued funding.

MTD and the City of Santa Barbara are now updating the Master Transportation Management and Transit Assistance Agreement that includes several projects in the city, excluding WHARF WOODY service and *MyRide* bus pass program. The agreement also includes capital contributions from the city for shuttle bus purchases and Super Stops for projects related to South Coast Transit Priorities projects.

MARIN TRANSIT (MT)

SAN RAFAEL: **MT,** by contract with ***WHISTLESTOP WHEELS,*** restored transit service on March 30th in the Greater Muir Beach area (in West Marin) by offering curb-to-curb Dial-A-Ride service.

Rides must be booked at least one day in advance. Service is offered Wednesday thru Friday 600AM-800AM and 400PM-600PM and on Saturday and Sunday between 800AM and 500PM. Adult fare is $2.00 with youth, seniors and disabled $1.00.

The **MT** Board will hold a public hearing May 19th on service and capital improvements for the Marin system.

Renegotiation of the **GOLDEN GATE TRANSIT** contract and extension to a ten-year term reduced the hourly rate for local transit operations resulting in about $1 million available for service improvements.

Proposed service includes—added weekday and weekend service in the Highway 101 corridor, half hour weekday peak headways on 17-MILL VALLEY-STRAWBERRY-SAN RAFAEL and 29-SAN ANSELMO-LARKSPUR-SAN RAFAEL, three midday weekday hours on 233-SN RAFAEL-TERRA LINDA, restructure *EZ RIDER SHUTTLE* in Novato to include a new fixed route and have **MT** take over the financial and planning responsibilities of the MUIR WOODS SHUTTLE.

On the capital side, plans include purchase of seven 35-foot hybrid electric buses, two 27-foot hybrid electric shuttles as part of a consortium, two 27-foot shuttles and 22 paratransit vehicles along with mobile data terminals for paratransit vehicles and bus stop maintenance and shelter upgrades.

AIRPORT EXPRESS NORTHBAY AIRPORTER (AE)

SANTA ROSA: **AE** is another private firm offering airport bus service between several points in Sonoma County and the San Francisco International Airport.

There are four pick up points - North Santa Rosa at Sonoma County Airport, Central Santa Rosa at Days Inn on Santa Rosa Avenue, Rohnert Park at Doubletree Hotel and Petaluma at the **AE** office on Fairgrounds Dr.

Fifteen daily round trips are offered departing Sonoma County Airport at 245AM, 415AM and hourly until 815AM, then every 90 minutes until 945PM. Buses leave SFO at 515AM, 645AM, 800AM and hourly until 1100AM, then every 90 minutes until 1230AM.

VALLEJO TRANSIT LINES/BAYLINK (VTL)

VALLEJO: In late February, the Vallejo City Council held a public meeting to receive public input on construction of a new bus transfer center (Vallejo Station) that will be located at York and Santa Clara Streets. The facility will have 12 docks with structured shelters, improved lighting and security, a ticket outlet and public information booth and bus operators relief facilities.

At present, the downtown Vallejo transfer center, serving **VTL, BAYLINK, BENICIA TRANSIT SYSTEM** and **VINE** is the four corners at York and Marin Streets.

YOLO COUNTY TRANSPORTATION DISTRICT (YOLOBUS)

WOODLAND: Local service in Woodland will be doubled beginning July 20th. Buses will serve all of the existing areas plus Woodland Senior Center, Douglas and Lee Middle Schools, YMCA, Costco, Target and the area around Kentucky and Cottonwood.

Nine of the 13 Orion VII Next Generation buses ordered by **YOLOBUS** are now on the property. The 40-foot, 34 passenger, low floor CNG buses were options on a recent **WASHINGTON (D.C.) METROPOLITAN AREA TRANSIT AUTHORTY** order.



The paratransit fleet also has new vehicles in the form of five Chevrolet 560HT/El Dorado National 16 seaters.

For commuter service, the agency is considering buying 45-foot intercity buses, most likely the MCI D4505. As these buses are diesel powered, **YOLOBUS** will need the approval of several state and federal agencies to operate the buses with low emission diesel engines.

One-day-a-week (Wednesday) paratransit service is now offered into the Capay Valley, as far west as Guinda and Rumsey, also including Esparto and Madison. Riders need to call in to reserve their rides.

NEVADA TRANSPORTATION AUTHORITY

LAS VEGAS, NV: Ronald Perlman dba RENO TAHOE TRANSPORTATION has filed an application to provide charter bus service within the State of Nevada.

At their April meeting, **NTA** dealt with several other applications including the application of *Continental Transportation Nevada, Inc. dba CONTINENTAL TRANSPORTATION LAS VEGAS* for authority to provide charter bus service within the state and two charter limousine service applications from *COSMO, INC.* and *CJA Enterprises, Inc. dba WHITE STAR LIMOUSINE.*

SUNTRAN

TUCSON, AZ: The City of Tucson Department of Transportation has recommended an increase in **SUNTRAN** (and **VANTRAN**) fares beginning July 1st.

The last fare change was in 2000. Expenses continue to rise (in 2000, fuel cost 96 cents a gallon—today that same fuel costs $3.48. Other expenses have also risen).

For **SUNTRAN,** the adult cash fare would increase from $1.00 to $1.25, the economy cash fare would rise from 40 to 50 cents, Express fares would rise from $1 to $2 and a Day Pass would increase from $2.00 to $3.00. **VANTRAN** rates would rise from $2.00 to $2.50 while economy fare would increase from 80 cents to $1.00.

NORTHERN ARIZONA INTERGOVERNMENTAL PUBLIC TRANSPORTATION AUTHORITY (NAIPTA)

FLAGSTAFF, AZ: As part of its service expansion plans, The **NAIPTA** Board recently approved purchase of one used El Dorado National EZ Rider bus from Arizona Bus Sales to supplement the **MOUNTAIN LINE** (Flagstaff local system) fleet of similar buses and also approved additional options for their order of two Gillig hybrid-electric BRT design buses from Gillig.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Route 66-MUIR WOODS SHUTTLE returned on May 3 for its fourth summer *(WT 6/07)* with the weekend service operating thru September 28.

Headways will vary between 20 and 30 minutes and, between May 24 and September 1, selected trips will be extended to connect with the *SAUSALITO FERRY.* Most trips will serve three locations - Marin City, Manzanita Parking Lot and Muir Woods.

Fares are collected on way - toward Muir Woods. Adult fare is $3.00 with youth/senior/disabled fares at $1.00.

Coach America San Francisco

GROSVENOR BUS LINES, FRANCISCAN LINES, SAN FRANCISCO SIGHTSEEING
San Francisco, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
16651	Van Hool	T-800-35	T2018572	1996	
21103	MCI	102DL3	PP045401	1993	
61107	TMC	102D3	KR007219	1989	
61115,118	MCI	102DL3	VP049321,330	1997	Accessible
61121-128	Neoplan	AN116	mixed	1992	
61604-606	Leyland	Double Decker	GLSBP082,083,085	1986	
61701-703	Van Hool	T800/40	S2026845-847	1995	
61704-707	Van Hool	T800/40	S2026853,55,56,58	1995	
61913-914	MMI	Cable Car	RM082002,019	1994	
61915-922	Classic	Cable Car	YM742005-012	2000	
62122	Ford Econoline	El Dorado Aerotech	1HA24944	2001	
63130	MCI	102D3	TP048312	1996	Ex California Charter 3130
63132	MCI	102D3	TP048692	1996	Ex California Charter 3132
63135	MCI	102D3	TP048696	1996	Ex California Charter 3135
63136	MCI	102D3	TP048699	1996	Ex California Charter 3136
66431	Van Hool	T800/45	U2029325	1997	
66432	Van Hool	T800/45	U2029364	1997	
66433	Van Hool	T800/45	U2029375	1997	
66434	Van Hool	T800/45	P2024588	1993	
66435	Van Hool	T800/45	T2028433	1996	
66436	Van Hool	C2045L	22045771	2002	Accessible
66437	Van Hool	T800/35	S2018564	1995	
66438	Van Hool	T800/35	T2018577	1996	
66652	Van Hool	T800/35	T2018573	1996	
66866	Setra	S215HDH	T1030434	1996	
66867	Setra	S215HDH	S1030407	1995	
66868	Setra	S215HDH	S1030409	1995	
67080	MCI	102DL3	VP049935	1997	
67082	MCI	102DL3	VP049949	1997	
67083-086	MCI	102DL3	VP049951-954	1997	
67088	MCI	102DL3	XP052346	1999	
67089	MCI	102DL3	YP052571	2000	
67090	MCI	102DL3	YP052319	2000	Accessible
67091	MCI	102C3	PP045059	1993	Ex Pac Coast Bus Srvc 909
67092	MCI	102C3	PP045601	1993	Ex Pac Coast Bus Srvc 910
67093	MCI	102C3	JP042062	1988	Ex Pac Coast Bus Srvc 911
67094	MCI	102DL3	VP049151	1997	Ex Pac Coast Bus Srvc 912
67095	MCI	102DL3	WP050135	1998	Ex Pac Coast Bus Srvc 914
67096-099	MCI	J4500	5W063089-092	2005	
67100-101	MCI	J4500	—	2005	
67827	Ford Econoline	Krystal Coach	1HB10894	2001	
67828	Ford Econoline	Krystal Coach	1HB00200	2001	
67829	Ford Econoline	Krystal Coach	1HA94063	2001	
67831	Ford Econoline	Krystal Coach	1HB00202	2001	
67832	Ford Econoline	Krystal Coach	1HB13828	2001	
67833	Ford Econoline	Krystal Coach	1HB10896	2001	
67834	Goshen Coach	GC II	1CH94834	2001	Interior luggage compartment
67835	Ford Econoline	Goshen Coach	1HB16319	2001	
67836	Ford Econoline	Goshen Coach	YHB88837	2001	Interior luggage compartment

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Orange County TA	5627-5674	New Flyer	C40LFR/7C032225-272	2007	
	7501-7529	New Flyer	C40LFR/7C032273-300, 31723	2007	
Los Angeles County MTA	9544	NABI	60BRT/7A140187	2007	
-USED-					
Irvine "I" Line Shuttle	01-10	Chevy/El Dorado	560HT/Aerotech/—	—	1
CUSA/Goodall's	6213	MCI	102D3/RP046212	03/94	3
	65512	MCI	102DL3/VP048988	1997	2
CUSA/Pacific Coast	65912	Van Hool	C2045/Y2045023	2000	3
	65920	Van Hool	T2140/X2040566	09/98	3
	65923	Van Hool	T2140/X2040569	09/98	3
	65960	Van Hool	C2045/Y2045022	2000	3
	68801	GCA	M1035L/3CK70409	2004	4
-DISPOSITIONS-					
Orange County TA	8300s (9)	Ford/El Dorado	Econoline/Aerotech/see below	1999	5
	8442	Ford/El Dorado	Econoline/Aerotech/1HB00157	2001	5
City of Modesto	2114	GMC	TDH-4801/541	1958	6
CUSA/Pacific Coast	65783	Van Hool	C2045L/22045779	09/01	7
Sun Tran (NM)	108	TMC	T8O206/KR826586	09/89	8
	204,212,214,	TMC	T7O206/KR826515,542,544	09/89	8
	221,226,236	TMC	T7O206/KR826551,556,566	09/89	8
Houston METRO (TX)	2052	GMC	T80204/DV821352	1983	8
	3922	Stew/Stevenson	T-29/NH001053	1992	8

-NOTES-

1. Leased to M. V. Transportation.
2. Ex Roesch Lines, same number.
3. Ex CUSA/K-T Contract Services (NV), same numbers.
4. Ex CUSA/Ace Express (CO), same number.
5. Sold at General Auction Company (Buena Park) November 2007 — Buses are 8301, 8307, 8318, 8324, 8330, 8333, 8338, 8351, 8354 VINs are XHC34926, 34933, 63160, 22731, 04679, 22728, 34887, 63157, 63151.
6. For sale at publicsurplus.com—originally AC Transit 2114.
7. Retired March 2008.
8. For sale at publicsurplus.com.

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