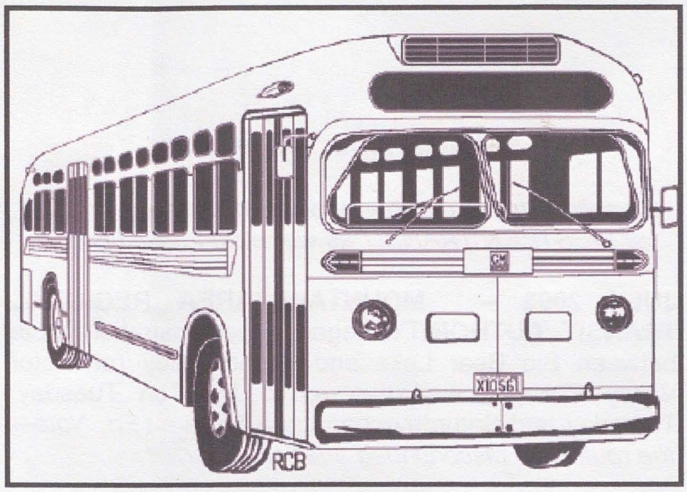


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VOL. 46, NO. 7 July 2008

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT)

OLYMPIA, WA: Following the reduction, in 2005, of many **GREYHOUND LINES, INC.** intercity bus routes, **WSDOT** commissioned a study of bus service throughout the state.

The major findings of that study were - many smaller communities lacked intercity bus service, Walla Walla—Pasco ranked highest as a regional priority to establish bus service, intercity bus service should be used to help connect isolated rural areas to urban centers and the new intercity buses should coordinate with other transportation providers, a new contracting process using Request For Proposals (RFP) should ensure the best intercity provider for a route, long-term funding is possible if the public-private collaborative funding structure is made permanent and a common branding, in this case, *TRAVEL WASHINGTON*, should be used to identify services sponsored by **WSDOT.**

The first contract was awarded last December to **CENTRAL WASHINGTON AIRPORTER** *(***CWA***)* who began operation of the GRAPE LINE (WALLA WALLA-PASCO) with three round trips Monday thru Saturday and two round trips on Sunday using one bus.

In the past, this was a segment of the **GLI** SEATTLE-ELLENSBURG-PASCO-PENDLETON, OR route.

RFPs were issued in January for two more routes, the APPLE LINE (OMAK-ELLENSBURG) and the DUNGENESS LINE (PORT ANGELES-SEATTLE).

NORTHWESTERN TRAILWAYS, INC. has offered one daily round trip between Omak and Ellensburg via Wenatchee while **OLYMPIC BUS LINES, INC.** has been operating two round trips daily between the Olympic Peninsula communities and Seattle-Tacoma International Airport via Seattle. *(Ed. Note - The Port Angeles-Seattle service was operated by* ***GLI*** *until 1993 and then by* ***APPLE BLOSSOM LINES*** *with a fleet of Econoline/Falcon T/A cutaways with suburban interiors beginning on May 23, 1994 (WT 7/94).*

In 2006, **WSDOT** received approval from the Federal Transit Administration to use private capital investment as the match for the new *TRAVEL WASHINGTON* routes. Traditionally, matching funds were needed for each individual route and provider. These were often difficult for local communities to secure. The new funding structure follows the thought that intercity routes are part of a network.

TRAVEL WASHINGTON is using contractors to provide the transportation on the new routes. This is new for **WSDOT,** who used to wait for potential providers to submit a grant request. Now, through the contracting process, **WSDOT** is able to take the interests of the entire state network into consideration when determining which routes to fund.

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PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

Berhe H. Zelealem dba ALWAYS SUPER SHUTTLE granted PSC to operate between points in Solano, Contra Costa, Alameda, Marin, San Francisco, San Mateo and Santa Clara Counties and Bay Area airports with Zone Of Rate Freedom.

Wayne Harding Blakeley and Anita Louise Blakeley dba HI-ROLLERS TRANSPORT authorized to operate as a passenger stage corporation between points in the Morongo Basin and Cabazon.

Adem Alemu and Mohammed Idris dba MUSTANG AIRPORT SHUTTLE granted PSC between points in Solano, Contra Costa, Marin, Alameda, San Francisco, San Mateo, Santa Clara Counties and Bay Area airports.

WTS 45TH ANNIVERSARY TRIP

Saturday, August 16, 2008

We will be visiting UCSD, San Diego Transit, Sundance Stage Lines, Chula Vista Transit, MTS/Veolia (South Bay & El Cajon), Sprinter Maintenance Facility, NCTD and riding the Sprinter. Lunch will be in Chula Vista.

We will be departing LAUS from the Patsaouras Transit Plaza *(Dock 2)* at 7:30 AM, and the Fullerton Park & Ride *(Dock 1)* at 8:00 AM. We will be returning at approximately 7:30 PM.

Send in the enclosed reservation form or reserve online now to reserve your seat for this exciting trip. Payment may also be made online with Paypal.

Check our web site for up-to-date information, www.western-transit.com.

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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)

JULY 2003 – MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY began a demonstration route between Big Bear Lake and Victor Valley (at Victor Valley College) with two round trips on Tuesday, Thursday and Saturday charging a $5 fare (*Ed. Note—the route was discontinued after one year).*

JULY 1998 – At **LONG BEACH TRANSIT** the RUNABOUT downtown circulator was replaced by the PASSPORT, a new circulator with expanded service and new colors. Also new was the AQUABUS water taxi across Queensway Bay.

JULY 1993 – Summer recreational oriented services were offered again - **LADOT** DASH/VENICE, **LOS ANGELES COUNTY** ALTADENA-SANTA MONICA and LA CRESCENTA-SANTA MONICA BEACH BUSES, CONEJO VALLEY-ZUMA BEACH BUS and **CALABASAS** SUMMER BEACH BUS,

JULY 1988 – Using a fleet of American Eagle AE-10s, **GREYHOUND LINES, INC.** began operating **ORANGE COUNTY TRANSIT DISTRICT** Lines 701-HUNTINGTON BEACH-LOS ANGELES and 721-FULLERTON-LOS ANGELES.

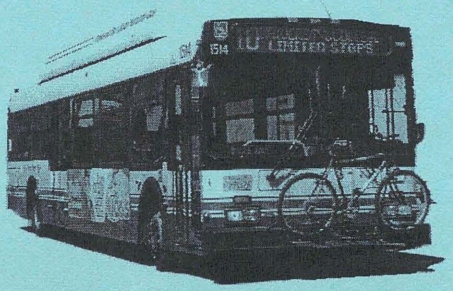
JULY 1983 – Phase 4 of the **SCRTD** 1980 Sector Improvement Program was implemented including expansion of a grid system. Affected were Lines 38, 48, 60, 61, 81, 83, 107, 108, 111, 119, 146, 225, 226, 251, 252, 255, 262, 304 and 360.

WT STAFF FOR THIS MONTH

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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
_____ Fullerton Park & Ride
_____ Oceanside Transit Center*

By paid reservation only.

_____ WT Members @ $35.00 = _____

_____ Non WT Members @ $40.00 = _____

Total Enclosed: _____

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

Date Received:_____

Send to:
Western Transit San Diego Trip
11112 Ivanhoe St
Garden Grove, CA 92840-1133

(Continued from page 1)

AIRPORTER SHUTTLE/BELLAIR CHARTERS (AS/BC)

BELLINGHAM, WA: Because of a cooperative agreement with **WHIDBEY-SEA TAC SHUTTLE, AS/BC** discontinued its OAK HARBOR-MOUNT VERNON route last June 1st, *(Ed. Note—see below)* but continues to offer the SEA TAC-BELLINGHAM and MOUNT VERNON-ANACORTES routes.

WHIDBEY-SEA TAC SHUTTLE (WSTS)

OAK HARBOR, WA: **WSTS** began operating last June 1st offering eight daily round trips connecting NAS Whidbey, North Oak Harbor, Oak Harbor, Coupeville, Greenbank, Freeland, Bayview, Langley and Clinton with Seattle-Tacoma International Airport.

Stops are located near Highways 20 or 525 and **WSTS** has "first on/first off" priority on **WASHINGTON STATE FERRIES** at both Clinton and Mukilteo, just like van pools and car pools to ensure on-time arrivals.

The **WSTS** fleet of seven includes both buses and vans.

Airport bound trips depart Oak Harbor at 415AM and about every two hours until 715PM. Trips from Sea-Tac leave the airport at 845AM and every two hours until the last one at 1045PM *(Ed. Note—with one-way trips scheduled to take 2 hours, 45 minutes end to end, the firm operates almost 24 hours per day).*

One way fares range from $32 to $37 with discounts for seniors, military, children, frequent riders and special pricing for groups of 4 or more.

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY/RTC RIDE

RENO, NV: In mid June, the 170 bus operators and 30 dispatchers employed by **RTC** contractor *TRANSIT MANAGEMENT OF WASHOE (FIRST TRANSIT)* and represented by Teamsters Union Local 533, voted to reject the company's most recent contract offer.

TMW offered a three year contract with a 9 percent wage increase over that term and a 9 percent increase in hourly pension contributions. However, the key point of contention has been the proposed removal of work rules from the contract, as they were prior to 1996.

The Teamsters want a 30 percent wage increase and a 250 percent increase in pension contributions.

In early July, while the membership has authorized a strike, both sides plan to continue negotiating.

(Ed. Note - both sides recall the walk out in 2002 that involved picket lines at transit centers, employee lockouts and replacement drivers (WT 6/02, 7/02, 8/02, 11/02, 3/03). ***RTC*** *recently authorized both fare increases and service reductions (WT 4/08) and any of these actions negatively impact the transit agency).*

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV: The **NTA** considered a number of transportation issues at its June 19th meeting including - application of *COSM0, INC.* for a certificate as a common carrier of passengers within the state, of *LIMOUSINES OF NEVADA, LLC* for an expansion of its current operating authority, of the *MESQUITE BUS COMPANY, INC.* for an expansion of their charter bus authority by adding airport transfer and special services, of *QUILTER TOURS OF LAS VEGAS* to suspend service between July 9, 2008 and July 28, 2008 and the application of *MARIETTA BROWN DBA LA INSPRADA* to provide charter bus service.

On the docket for information was The Federal Surface Transportation Board's approval of Fenway Partners Capital Fund III, L. P. et al. application to sell and transfer and of Coach America Holdings, et al. for authority to purchase and acquire control of *CUSA AWC, LLC dba All West Coachlines; CUSA Elko, LLC dba K-T CONTRACT SERVICES, Elko; CUSA K-TCS, LLC dba Coach USA and CUSA K-TCS, LLC dba Gray Line Airport Shuttle* under certificates of public convenience and necessity 2113, 2121, 2106 Sub 1 and 2115, respectively.

PUBLIC TRANSIT IN LYON AND STOREY COUNTIES

Discussions, including funding options, about bus service in and between Lyon and Storey counties, connecting Virginia City, Mark Twain, Dayton and Mound House (with a **JUMP AROUND CARSON** connection) have begun.

A possible routing could include State Highway 341 to Virginia City, Six Mile Canyon serving Mark Twain, the Riverpark subdivision and then on to Smith's and the medical centers in Dayton.

The Community Chest, Inc. recently completed a survey of Storey County residents and 2/3 of the respondents indicated their support for public transit. The favored destination was Carson City, in Carson City County.

(Ed. Note - from July 2001 until mid 2004, ***PUBLIC RURAL RIDE (PRIDE)*** *offered service between Fallon and Carson City serving Dayton (WT 8/01, 8/02).*

(Continued on page 4)

(Continued from page 3)

MEGABUS/COACH AMERICA/CUSA CC LLC

LONG BEACH: June 8th saw the final trips on the LOS ANGELES-LAS VEGAS, NV route followed on June 22 by the final trips on LOS ANGELES-SAN FRANCISCO.

Begun last summer with high hopes of capturing a new class of bus travelers *(WT 9/07)*, **MGB** did attract business, but not quickly enough to sustain the service.

On June 12, the California Public Utilities Commission authorized the firm to discontinue service between Los Angeles and San Francisco including the intermediate points of San Jose and Oakland. *(Ed. Note - the actual certificate amended was PSC 16907 CUSA CC, LLC dba ANTELOPE VALLEY BUS and AIRPORT BUS OF BAKERSFIELD).*

That certificate also includes the **ABOB** Bakersfield-LAX and Bakersfield-Los Angeles Harbor-Long Beach Harbor routes, which may be operated via Lancaster and Palmdale, at the carriers option.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

HESPERIA: The **VVTA** Board approved the FY 08/09 budget in early June, one that includes two NEW routes, 48-WEST HESPERIA, originally recommended for year three but advanced related to the fall opening of the new Super Target, and 54-WEST VICTORVILLE that will be designed as a demand response route with connections to and from Route 32.

Also included will be peak half hour headways on weekdays on some lines, continued work on the new operations and maintenance facility, new fueling station and a 20% increase in fuel costs (using the average cost for fuel in February 2008, annualizing that rate against usage and then increasing those numbers).

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** also approved its new budget that includes a very modest 2% increase in service hours that includes three NEW routes, 55-HARVESTON SHUTTLE, a circulator in Temecula partially funded by area developers and two more *COMMUTER LINK* routes, 212-SAN JACINTO-HEMET-PERRIS-RIVERSIDE and 214-SAN JACINTO-HEMET-MURRIETA-TEMECULA-ESCONDIDO. All 3 lines are scheduled to begin in January 2009.

Capital projects include replacement or expansion of 22 contract operated vehicles - 8 fixed route, 12 demand response and 2 service vehicles. The five current CNG powered replica Chance trolleys will have fuel tank replacements for certification purposes.

THE I - IRVINE SHUTTLE (IIS)

IRVINE: The second half of **IIS** (A-METROLINK-VON KARMAN-AIRPORT and B-METROLINK-JAMBOREE-MICHELSON) began operation on June 9th as part of a joint program with **OCTA** to expand service between Tustin Station and Irvine Business Complex *(WT 4/08).*

Lines A and B operate between 530AM and 700PM on weekdays and 830AM to 530PM on weekends. Peak hour frequencies are 15 minutes with half hour headways at other hours.

Line A operates via Edinger, Jamboree, Warner, Von Karman, Michelson and John Wayne Airport roadways. Line B travels via Edinger, Jamboree, Main, Harvard, Michelson, Von Karman and DuPont to Michelson.

FUEL SHORTAGES IN TIJUANA, MEXICO AREA

TIJUANA, MEXICO: In mid June, a critical shortage of diesel fuel resulted in both delays and cancellations of public transportation services.

The shortage of diesel was the result of several days of heavy buying from California motorists looking to escape record fuel prices in the United States.

Binational **MEXICOACH** cancelled scheduled trips and temporarily increased fares to offset a 56 percent fuel cost increase *(Ed. Note - the company normally buys its fuel in Tijuana, but was purchasing fuel in San Diego).*

Local companies **VERDE Y CREMA, AZUL Y BLANCO** and **AUTOBUSES URBANOS** were all operating on shortened days related to the fuel they had.

Mexican government subsidies keep fuel prices lower than in the United States. At the time, diesel was $2.20 per gallon and regular unleaded gasoline was $2.54.

In early July, some stations near the Otay Mesa border crossing and others south of Tijuana temporarily shut down their diesel pumps when they ran out of fuel. The Pemex plant in Rosarito Beach was distributing fuel, but in limited quantities. Public transit companies were again feeling the greatest impact. It was reported that 40 percent of the transit buses were not operating.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: **LADOT** is now evaluating responses to its Request For Proposal to operate *DOWNTOWN DASH* program for up to five years beginning next January. *FIRST TRANSIT* is the current contractor.
The contract covers operation of Lines A-CITY WEST-

(Continued on page 5)

LITTLE TOKYO, B-CHINATOWN-FNCL DISTRICT, C-SOUTH PARK, D-UNION STATION-SPRING STREET-GRAND STATION, E-GARMENT DIST-CITY WEST, F-EXPO PARK, LARCHMONT SHUTTLE, weekend DD-DOWNTOWN DISCOVERY, and the soon-to-begin CENTRAL CITY EAST SHUTTLE *(WT 3/08)* with a fleet of 63 EZ Rider propane powered buses, 55 scheduled and 8 spares.

The current fleet includes 98020-98030, 99020-99035, 02001-02033 and 06315-06317.

Over the life of the contract, the City plans to replace 27 of the buses (the 98000 and 99000 series) with a mixture of propane and CNG buses.

A demonstration bus service between Union Station and Dodger Stadium is scheduled to begin on July 25, the first home game after the All-Star break, and serve games for the remainder of the 2008 season.

The program will operate through **LADOT's** Charter Bus Program using five buses operating on an eight minute headway between 90 minutes before game time until one hour following the end of the game.

The Stadium Service will operate Fare Free using buses of contractor *TRANSIT SYSTEMS, INC.*

The program will be considered a demonstration project in order to assess the ridership demand and cost effectiveness and help decide if the service should be continued next year. **LADOT** estimates this program will cost $70,000 and $170,000 for a full season using the Charter Bus Program rates.

The Dodgers said they are not interested in sharing in the bus operating costs which they believe is a public sector cost, but indicated a willingness to take the lead role in marketing the service to the public and they would be willing to wrap the buses with Dodger shuttle graphics, subject to approval of the charter bus firm.

(Ed. Note - During the 2004 season, the Dodgers paid TRANSIT SYSTEMS, INC. to operate bus service between Union Station and Dodger Stadium during Friday night home games. At 400 passengers per game, the service was not considered successful and not renewed in subsequent years).

LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: The Board of Airport Commissioners has voted to award North American Bus Industries, Inc. a $4.7 million contract for purchase of nine, 42 foot, CNG powered buses to be used on additional *FLYAWAY* routes that are currently under development. *(Ed. Note - although the staff report did not indicate, it is expected that these will be the new NABI 42-foot BRT design vehicles).*

Currently, contractor *CUSA CC, LLC (dba COACH AMERICA LOS ANGELES)* (**CALIFORNIA CHARTERS** uses its own MCI D4500s on the WESTWOOD and VAN NUYS routes and Chevy GMT 560/Starcraft XLT 102 cutaways on the UNION STATION route as the current programs rely on contractors to provide buses, drivers, maintenance and fuel).



FlyAway 61414 being readied for service. Jose Garcia photo.

This purchase will reduce the cost of contracts as contractors will not need to obtain and pay for the buses, allow faster start ups of future routes and the buses can also be used to supplement current routes.

CRUCERO USA, LLC/AMERICANOS USA, LLC

LOS ANGELES: The Public Utilities Commission recently approved the application of the merger of *CRUCERO* into *AMERICANOS* and the transfer of PSC 19762 (42 routes in California) to *AMERICANOS.*

The companies are both subsidiaries of *GREYHOUND LINES, INC. AMERICANOS* has provided interstate service for over ten years (LOS ANGELES-PHOENIX-EL PASO route in this area) while *CRUCERO* has offered both intrastate and interstate routes.

No changes in service levels or buses is anticipated.

CALIFORNIA SHUTTLE BUS, INC (CSB)

SAN JOSE: Operating one round trip a day between San Francisco, San Jose and Los Angeles since 2004 (most recently charging $45 on way), **CSB** has started offering fares as low as $5, beginning the day after **MEGABUS** closed its operations. Only a few seats on each trip cost $5 with prices rising to $49.

(Continued from page 5)
There are four pick up points in the Bay Area and five in Los Angeles - Bay Area stops include S F Hilton and Tower on Mason, BART/Powell Street Station, SF Caltrain Station and BART/Bayfair.

Los Angeles stops include Hostel International Santa Monica on 2nd, Wilshire Grand Hotel, Union Station at MWD Building, USA Hostel Hollywood on Schrader and the RED LINE North Hollywood Station.

Door to door pick ups are offered in Santa Monica, Marina Del Rey and Venice.

SPANISH LANGUAGE BUS COMPANIES—UPDATE

TRANSPORTES SOL AZTECA operations *(WT 10/05, 6/06)* were replaced during the spring by a combination of **EXPRESS AMERICA BUS LINES** and **LA-MEX TOURS, INC.**

EA received a PSC covering the route between San Ysidro and Los Angeles *(WT 1/08)* and began operating from the former **SOL AZTECA** East Los Angeles terminal on Olympic, serving a new Santa Ana station near Main and Bishop and the **SOL** San Ysidro terminal at Mercado International. *(Ed. Note - **EA** advertising has a photo of an MCI J4500 but the only **EA** bus observed so far has been 9201, an all white MC-9).*

EA is now advertising an EAST LOS ANGELES-LAS VEGAS route. **SOL** also had one with two daily trips.

LA-MEX TOURS, INC. has now established a Santa Ana station at the former **SOL** agency at Acapulco Travel at Main and Pine. Santa Ana-San Ysidro fares are $18 one way/$28 round trip.

Starting May 17, **TRES ESTRELLAS DE ORO** opened a new terminal in Fullerton at Clamaci Travel at Euclid and Valencia. Initially, service is being offered using a van between Fullerton and Santa Ana connecting with Los Angeles-San Ysidro buses.

Fullerton fares are the same as those to and from Santa Ana. The Fullerton-San Ysidro fares are $17 one way/ $26 round trip.

Although the **TEDO** fleet now includes three MCI J4500s (220, 230, 240), the buses seen most often are MC-9s, numbered between 101 and 115.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The **MTA** FY 08/09 budget will total $3.4 billion, a 7 percent increase over last year which is largely intended for increased subsidies for municipal transit systems, paratransit, start of GOLD LINE service to East Los Angeles, rehabilitation of older Metro Rail cars and **METROLINK** operations.

By the end of FY 08/09, the full *RAPID BUS* system, 25 **MTA** operated and 3 municipal lines, **CULVER CITY** (along Sepulveda by next June), **SANTA MONICA** (already operating on Lincoln) and **TORRANCE** (Torrance to Long Beach next January), will be in place.

Six new *METRO RAPID* lines began June 29th, each replacing a former Limited - 715-MANCHESTER RAPID replaced 315-MANCHESTER LTD, 724-LANKERSHIM-SAN FERNANDO replaced part of 394-SAN FERNANDO ROAD LTD and trips of 224-SAN FERNANDO-LANKERSHIM. 730-PICO RAPID replaced 330-PICO LTD while 753-CENTRAL RAPID took the place of 350-CENTRAL LTD. 361-ATLANTIC LTD was replaced by 762-ATLANTIC RAPID and 794-SAN FERNANDO ROAD RAPID replaced portions of former 394 and also serves Brand Blvd in downtown Glendale.

715 is housed at D18, 724 and 794 at D15, 730 at D10, 753 at D1 and 762 at D9. New 222 is also at D15.

Line 794 begins at Burbank **METROLINK** and operates via Front, Verdugo, First, Olive, Glenoaks, Verdugo, San Fernando, 134 Fwy, Brand, San Fernando, Ave 26, Figueroa, Pasadena Fwy and Hill to Venice Bl.

Other June changes included extending 94-L.A.-SAN FERNANDO to **METROLINK** Sylmar Station, dividing former 163-SHERMAN WAY-HOLLYWOOD WAY into 163-SHERMAN WAY and 222-HOLLYWOOD WAY-BARHAM-CAHUENGA BL. 376-VALLEY BL. LIMITED was merged into 76-VALLEY BLVD. LOCAL and 940-HAWTHORNE RAPID EXPRESS was discontinued.

Articulated buses are now providing all service on the following - 4-SANTA MONICA BL, 204-VERMONT, 233-VAN NUYS BLVD, 704-SANTA MONICA RAPID, 720-WILSHIRE RAPID, 728-OLMPIC RAPID, 754-VERMONT RAPID, 757-WESTERN RAPID, 760-SANTA FE-LONG BEACH BL RAPID, 761-VAN NUYS BL-405 FWY-WESTWOOD RAPID and 901-NORTH HOLLYWOOD-WARNER CENTER (ORANGE LINE).

Divisional switches were made to consolidate most Westside Central sector lines into their three divisions and to free up space for the last 18 articulated buses to be stationed at Division 18 for Lines 710 and 715.

Changes included moving the D2 portion of 10/48-MELROSE-MAPLE to D7 with the rest of the line, moving the D10 portion of 40-HAWTHORNE to D18 with the rest of the line and moving the D18 portion of

(Continued on page 7)



CHULA VISTA TRANSIT

Chula Vista, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
026	Orion	01.501	M6002812	1991	
032-033	Gillig	S50T3596	S1085857-858	1995	
1208	Gillig	40TB1026V92T	M1084133	1991	Ex San Diego Transit Corp. 1208.
6007-6008	New Flyer	D40LF	1U022835-836	2001	Ex National City Transit 6007-6008.
7001-7015	New Flyer	C40LF	YU021605-619	2000	
7016-7025	New Flyer	C40LF	1U023468-477	2001	
7126-7131	El Dorado/National	EZ-Rider	5C084220-225	2005	Originally numbered 7101-7106.

53-CENTRAL to join the D1 portion. The D10 portion of 42-KING was moved to D3 with the D18 portion staying.

The D10 portions of 28-OLYMPIC and 704-SANTA MONICA RAPID were shifted to D7 replaced by the shifts of Line 16-THIRD from D1, 30-PICO-EAST 1ST from D9 and 920-WILSHIRE RAPID EXP from D7.

Lines 120-IMPERIAL HWY, 124-EL SEGUNDO BL and 127-COMPTON BL-BELLFLOWER BL were moved from D18 to D2. The D18 portion of 305-CROSSTOWN was shifted to D5 and some of 2/302-SUNSET BL was moved from D7 to D6.

A new five-year, fixed price contract ($64,330,054 including fuel costs) for operation of the six Northern Region lines starting August 3, 2008 has been awarded to *VEOLIA TRANSPORTATION.* The current contractor is *TRANSPORTATION CONCEPTS, INC.*

North includes 96-LA-RIVERSIDE DR-SHERMAN OAKS, 167-PLUMMER-COLDWATER CANYON, 177-LA CANADA-SIERRA MADRE VILLA, 218-CEDARS SINAI-STUDIO CITY, 603-RAMPART-HOOVER-COLORADO and 634-HUBBARD STREET SHUTTLE.

A new capital plan has been adopted that will allow **MTA** to buy up to 53 CNG, low floor buses and assign them to the North Region to replace an equal number of current buses.

The same as the South and East Regions, North was originally awarded as a five-year contract with the expectation that new buses would be provided during years two and three and maintenance costs reduced.

Available funding did not allow for this plan and *TCI's* North Region contract was shortened and the new contract will allow for consolidation of all vehicles needing replacement into a single contract and purchase of the new buses during FY 08/09.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The Summer Shake Up took effect on June 8 and included a return of the special *OC FAIR FLYER* weekend services during the July 11-August 3 run of the Orange County Fair.

A new line was added to 633-FULLERTON PARK & RIDE, 662-SANTA ANA, 670-HUNTINGTON BEACH and 691-SAN JUAN CAPISTRANO from last year.

NEW is 671-ANAHEIM CANYON STATION-TUSTIN/ LINCOLN PARK & RIDE. It begins at Anaheim Canyon METROLINK Station via La Palma, Tustin (stopping at Tustin/Lincoln PNR), Costa Mesa 55 Freeway, Baker, Bristol and Arlington to Fairgrounds. Line 671 operates every half hour between 1000AM and midnight using 3 buses from Division 6.

NEW Lines 472-TUSTIN STATION-FDA-NEWPORT and 473-TUSTIN STATION-UCI VIA HARVARD began as part of the joint program with the City of Irvine's **I-LINE SHUTTLE** to expand service and replace portions of former **OCTA** Lines 470 and 471.

Weekend only line 686-IRVINE SPECTRUM SHUTTLE was discontinued. Started in June 2006, the 686 never attracted more than a handful of riders.

As of June 8th, 194 of the 202 CNG 40-foot New Flyers (Lot 1 — 5501-5599, 5601-5674 and 7501-7529) were on property with 177 accepted.

Later in the month, the first of the 97 buses of Lot 2— (5675-5678, 7530-7592 and suburbans 5121-5150) began to arrive.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Downey Link	1230-1236	ElDorado/National	TRE-32/—,8C084155, —, 157, 158, - ,-	2008	1
Santa Rosa City Bus	814-816	Gillig	BRT 30/81091616-618	04/08	2
Coach America/Kerrville	163193	MCI	J4500/6W063193	06/05	
-USED-					
Chula Vista Transit	1208	Gillig	40TB1026V92T/M1084133	1991	3
	6007-6008	New Flyer	D40LF/1U022835-836	2001	4
-DISPOSITIONS-					
Orange County TA	4112, 4115	Gillig	4096TBL10/J1082159, 162	1988	5
	4120, 4121	Gillig	4096TBL10/J1082167, 168	1988	5
LACMTA	(8) 4400s	GMC	T70604/—	1983	6
	(30) 1200s	TMC	T80206/—	1992	6
	(4) 1900s	TMC	T80206/—	1989	6
	(14) 2000s	TMC	T80206/—	1988	6
	4752, 6480	Neoplan	AN440A/VL013151, 13444	1997	6

-NOTES-

1. VINs 8C084—, 155, —, 157, 158, —, —.
2. Hybrids.
3. Ex San Diego Transit Corp, same number.
4. Ex National City Transit, same numbers.
5. Originally OCTD/OCTA, ex Advance Transit (Wilder, VT) 8801-8804, then to COAST (VT) 8801-8804.
6. For sale by Ken Porter, Torrance, June 2008—buses 4400, 4401, 4409, 4418, 4420, 4423, 4427, 4428; 1200, 1217, 1220, 1223, 1254, 1321, 1325, 1326, 1341, 1349, 1360, 1368, 1370, 1381, 1382, 1400, 1411, 1415, 1424, 1430, 1431, 1434, 1441, 1448, 1453, 1475, 1479, 1483, 1494, 1500; 1972, 1979, 1984, 1990; 2000, 2040, 2059, 2061, 2084, 2108, 2123, 2148, 2175, 2180, 2210, 2214, 2225 and 2231.

FOOTHILL TRANSIT has authorized an RFP to buy 30 low-floor, CNG high capacity buses with options for up to 60 thru future orders. They have also authorized an agreement with GOLD COAST TRANSIT to lease them 20 diesel powered Gilligs.

GOLD COAST TRANSIT is considering awarding NABI a contract to purchase up to 12 31-foot and 35-foot low floor, CNG buses.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT has amended its option on a Culver City New Flyer order to include 5 for use on Line 35-HIGHWAY 17 EXPRESS (likely suburban interiors) and 8 for use on local lines.

July Photos





LEFT: *DowneyLink 1233 on the Southwest route. Andrew Novak photo.* ***RIGHT:*** *Santa Rosa CityBus 815, a new Gillig hybrid BRT30 operating on route 15. Don Jewell photo.*