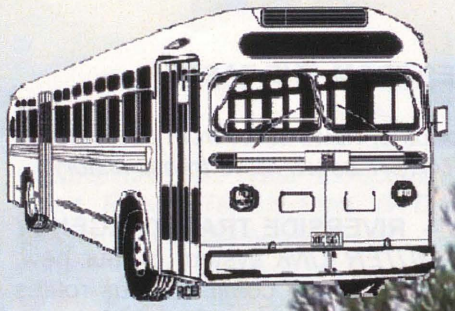


Western Transit

Volume 46, Number 9 September 2008

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VVTA Adds New Buses and Expands Service

PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

Sarwan Singh Japra dba CALIFORNIA EXPRESS 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.

LA CLASS TRANSPORTATION LLC granted On Call PSC between San Diego Airport and points in the City of San Diego, on one hand, and points in San Diego, Riverside, Orange and Los Angeles Counties and establish a ZORF.

AIRPORT JOCKEY, INC. authorized to operate between points in San Francisco and San Francisco International Airport and establish a ZORF.

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.

LIMAXI, LLC granted certificate to operate between points in Los Angeles, Orange, Riverside and San Diego Counties and San Diego Airport and to establish a ZORF.

BAYPORTER EXPRESS, INC. authorized to expand its current Zone Of Rate Freedom in the San Francisco Bay Area.

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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)

SEPTEMBER 2003 – RIVERSIDE TRANSIT AGENCY introduced its *COMMUTER LINK* system of four new, limited stop, weekday rush hour commuter bus routes using a fleet of ten Dennis Thomas SLF 232 buses (3001-3010) outfitted with 27 reclining seats, tray tables and outlets to plug in lap-tops.

SEPTEMBER 1998 – VISTA implemented the weekday only CONEJO CONNECTION, added Saturday service on VISTA HIGHWAY 101 and discontinued the former VISTA CENTRAL route on August 8.

WT STAFF FOR THIS MONTH

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VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

HESPERIA: The Year 2 recommendations from the Short Range Transit Plan *(WT 2/08)* began to be phased in, starting August 11th.

On that day, half hour headways Monday through Saturday were added between 1000AM and 400PM (first time point) on Lines 43-APPLE VALLEY-VICTOR VALLEY COLLEGE and 53-MALL OF VICTOR VALLEY -VICTOR VALLEY COLLLEGE. As well, weekday half hour service between 1000AM and 400PM was also added on the 7th and Lorene to VVC segment of 45-VICTORVILLE-HESPERIA. Each of these changes required an additional bus. Service prior to 1000AM and subsequent to 400PM remains hourly.

September 2nd saw the start up of NEW Line 48-HESPERIA WEST operating hourly on weekdays between 600AM and 800PM and hourly on Saturday between 600AM and 700PM, using one bus.

From the Olive & G (Hesperia Post Office) terminal, Line 48 travels via G Ave, Main Street, looping Escondido, Cedar, Coyote Trail, Muscatel, then Main Street, looping Key Pointe, Amargosa, Cataba and Main to the new Super Target west of Interstate 15.

NEW Line 54-WEST VICTORVILLE should begin next month. It has been designed as a demand response route serving many new housing developments on both sides of Highway 395, south of Palmdale Road and connecting with 31-VICTORVILLE-ADELANTO.

Earlier this summer, **VVTA** 603-609, NABI Model 040.29, CNG powered, accessible, low floor buses, were placed into service. These buses, on assignment from an **MBTA** order, are painted allover teal and feature the new NABI front end design *(WT 5/08).*

A special, one-day-only route, VICTORVILLE-SAN BERNARDINO, operated on September 24th offering two round trips between the High Desert area and the Celebrating Seniors Healthy Aging Fair.

SANTA MONICA'S BIG BLUE BUS (BBB)

SANTA MONICA: Replacing the former *SUPER 7* line on Pico Boulevard, **BBB** implemented RAPID 7 - PICO BLVD on August 17th. This line operates on weekdays during extended peak hours departing Rimpau Transit Center between 557AM and 947AM, then again between 1248PM and 633PM. Eastbound buses leave 6th & Broadway between 600AM and 854AM and then between 1150AM and 602PM.

Headways vary, but are as close as 10 minutes. RAPID 7 uses the same stops as the *SUPER 7* except for 20th.

New Flyers 4069-4079 and 4090-4099 were repainted into Rapid Blue, joining 4080-4089.

1-SANTA MONICA BL has a new branch, 1-CAMPUS CONNECTOR, that connects UCLA and Santa Monica College. From UCLA, the line travels Hilgard, Le Conte, Westwood, Santa Monica, 20th and Pico to 16th. Six round trips operate between 730AM and 200PM.

THE BREA TROLLEY (TBT)

BREA: Inaugurated in 2004 as a FREE lunchtime service connecting businesses on the east side of town with both Brea Mall and downtown Brea restaurants, **TBT** now operates the original east/west route on Monday/Wednesday/Friday and offers a new north/south route on Tuesday/Thursday.

The east/west BIRCH STREET ROUTE travels along Birch between Walnut Street downtown (Edwards Theatre East) and Ranger Avenue (Beckman/Coulter) on the east side operating every 22 minutes between 1100AM and 200PM.

The north/south BREA BOULEVARD ROUTE begins at Brea Woods on Central and runs along Central, Brea (serving Edwards Theatre East), Date, Sievers, Elm, Brea and Birch (diverting into Community Center), Brea Mall at Food Court and Brea Marketplace. This route runs every 30 minutes between 1100AM and 200PM.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: September 14th brought the Fall Shake Up and a few changes. Line 21-FULLERTON PNR-SUNSET BEACH VIA VALLEY VIEW was rerouted in Buena Park from Commonwealth along Dale to Buena Park Metrolink Station and return while short turn trips of Line 29-BEACH BOULEVARD were rerouted away from Artesia Blvd and along Beach, Malvern and Dale to and from Buena Park Metrolink. Line 473-TUSTIN STATION -U.C. IRVINE was rerouted and extended via Harvard, California and Campus to and from University Center.

Coach 7537, New Flyer model C40LFR, is the first bus to be repainted and logoed in the new *BRAVO!* colors of blue, orange and bright white *(Ed. Note - at press time, the bus was still under wraps awaiting an unveiling before the Board of Directors. The first BRT corridor, 543-HARBOR BLVD is set to begin next June).*

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: **NTS** implemented a fare increase August 31st affecting all fares. The adult fixed route cash fare is now 75 cents, student fare is 60 cents and senior/disabled fares are 35 cents.

Dial-A-Ride fares are 75 cents while NTS local transfers are now 25 cents and interagency transfers 35 cents.

The schedule on Line 9-SANTA FE SPRINGS was adjusted September 7 to improve on time performance and service reliability by offering a 70-minute (was 60) headway while keeping service span the same.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Beginning on August 3rd, the six **MTA** contract bus lines of the North Region (96-LA-SHERMAN OAKS VIA RIVERSIDE DRIVE, 167-COLDWATER CANYON-PLUMMER, 177-EAST PASADENA-JPL, 218-STUDIO CITY-WEST HOLLYWOOD, 603-HOOVER-COLORADO and 634-HUBBARD SHUTTLE) were shifted from Division 94 in Sylmar (*TRANSPORTATION CONCEPTS, INC.)* to new Division 98 (*VEOLIA TRANSPORTATION SERVICES)*, which is located at 1611 Naud Street, just east of Chinatown along the North Spring Street corridor.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: The Labor Day weekend brought the Fall changes on a number of **MTS** lines.

The weekday headway on Line 14-MISSION VALLEY CROSSTOWN was reduced to hourly with service ending about 700PM, except for service until 1000PM on Hotel Circle South and eastbound Montezuma Road. Weekend service on 25-LINDA VISTA-FASHION VALLEY and Saturday hours on 83-MISSION HILLS-HILLCREST-REYNARD WAY were both discontinued.

Line 48/49-UNIVERSITY CITY CIRCULATOR was discontinued and replaced, in part, by a rerouted Line 30-DOWNTOWN-LA JOLLA-UNIVERSITY TC. The 30 was rerouted between UTC Transit Center and the VA Hospital to serve La Jolla Colony via Nobel, Regents, Arriba and Palmilla. Line 105 service after 700PM now ends/begins, on the north end, at Clairemont Square.

Lines 810-ESCONDIDO-SAN DIEGO, 820-POWAY-SAN DIEGO and Line 860 will be adjusted mid-month to serve the soon-to-open Sabre Springs/Penasquitos Transit Center in North County on Interstate 15.

The two early afternoon combination trips on 850-RANCHO PENASQUITOS-SAN DIEGO and 860-RANCHO BERNARDO-CARMEL MTN RANCH-SAN DIEGO departing downtown San Diego at 203PM and 303PM were both discontinued.

Weekend operations on Lines 832-NORTH SANTEE and 871/872-EL CAJON TRANSIT CENTER-CIVIC CENTER were all reduced to hourly headways.

In Imperial Beach, Line 933/934-IRIS STA-IMPERIAL BEACH-OTAY MESA was rerouted The line now travels on Satellite Blvd/Iris Ave between Thermal Ave and 13th Street instead of Imperial Beach and uses Imperial Beach between 9th and 13th instead of Holly and Iris.

Last fall, **MTS** introduced a fleet of new commuter buses on Lines 810, 820, 850, 860 and 870-EL CAJON-KEARNY MESA in the form of 26 new Blue Bird Express model 4500 series buses, fleet numbers 8501-8526. 22 of the 26 buses are scheduled each weekday from the *VEOLIA* El Cajon garage.

The lift equipped buses are 45 feet long, have 53 forward facing reclining seats, overhead luggage racks, reading lights, directional air conditioning vents above each seat and foot rests.

The buses, provided by *VEOLIA TRANSPORTATION SERVICES* as part of their new service contract (*WT 7/06)* replaced a fleet of accessible MCI 102C3s, 102D3s and 102DL3s *COACH AMERICA/GOODALL'S CHARTER BUS SERVICE* had used. *(Ed. Note - when GCBS first was awarded the commuter bus contract in the early 1990s, they provided a fleet of 18 MCI 102AW3s painted in GRAY LINE colors with COUNTY TRANSIT SYSTEM markings).*

In addition to the service adjustments, there were changes to a number of fares — SAN DIEGO TROLLEY regular adult cash fare is now a flat $2.50 rather than a price based on distance. Senior and disabled fares are $1.25 and no-cost transfers will be permitted between trolleys from two hours of initial purchase. In downtown San Diego, the regular $1.25/60 cent TROLLEY fares continue, but round trip tickets are no longer sold.

MTS Bus fares remained the same, except that SORRENTO VALLEY COASTER CONNECTION (Lines 970-979) will now charge - $1.00 for adults, 50 cents for seniors and disabled. A $40 monthly pass (good on COASTER trains) is also available.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: **AMTRAK** passengers were able to cross the Sierra through Yosemite National Park to Mammoth and June Lakes for the first time this past summer as part of a partnership involving **YOSEMITE AREA REGIONAL TRANSIT SYSTEM.**

The one-round-trip-per-day YOSEMITE-MAMMOTH LAKES round trip also served Crane Flat, Wolf Lodge, Tuolumne Meadows, Lee Vining and June Lake.

In the morning, the westbound bus departed Mammoth Lakes at 700AM arriving Yosemite Visitors Center at 1055AM. The evening eastbound return bus departed Yosemite at 500PM arriving Mammoth at 851PM.

The service used a full size, wheelchair accessible, restroom equipped bus.

Between May 31 and June 29 and again between September 6 and 28, the bus ran on weekends only. During July and August, the line operated daily.

Two of the bus routes sponsored by the **CAPITOL CORRIDOR JOINT POWERS AUTHORITY,** 31-GREAT AMERICA BUSINESS PARK SHUTTLES and 38-GRASS VALLEY-AUBURN, will be discontinued later this year. Route 31 will operate for the last time on September 26 while Route 38 will stop November 13.

CCJPA expects to offer a Transit Transfer program for the former **GOLD COUNTRY STAGES** operated route.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: The **ACT** Board of Directors recently voted to place Measure V V on this coming November's election ballot in the sections of Alameda and Contra Costa Counties in which **ACT** buses operate.

The measure will need to pass by a 2/3 vote and if it does, the existing parcel tax would be increased by $4 per month and extended for another ten years. Plans call for the money raised to be used for operations and maintenance costs.

ACT recently joined several other transit agencies to purchase cutaways for paratransit by piggybacking on the recent **SAN MATEO COUNTY TRANSIT DISTRICT** contract for 36 Ford Econoline/El Dorado National Aerotechs. This purchase will replace the 2001 model year 3300 series Econoline/Aerotechs in the fleet.

*(Ed. Note - part of the staff report for Board approval to buy the cutaways was a recap of three California Air Resources Board approved regulations for transit bus fleets throughout California and how they specifically affect **ACT**).*

The Urban Bus Rule has been in effect since 2000. CARB defines an urban bus as "... a heavy heavy-duty diesel-powered passenger-carrying vehicle (+33,000 pounds gross vehicle weight rating) with a load capacity of 15 or more passengers intended primarily for intra-city operation...". The emission focus of this rule is on Nitrogen Oxides (NOx) and Particulate Matter (PM).

NOx is calculated based on a fleet average. The only requirement was to not exceed 4.8 grams per brake horsepower per hour average by October 31, 2002. The current **ACT** average is 3.47 grams per hour.

From a 2002 PM baseline of 147.85, the current fleet total PM is 18.62 grams per hour, an 85% reduction.

CARB defines a Transit Fleet Vehicle as an "... on-road vehicle greater than 8500 lbs Gross Vehicle Weight Rating (GVWR) powered by a heavy-duty engine fueled by diesel or alternative-fuel, owned or operated by a transit agency, and which is not an urban bus ...".

This regulation took effect on February 24, 2005 and, for **ACT,** affects the paratransit fleet, maintenance service and storeroom trucks and the new 30-foot buses. There are both NOx fleet average and total fleet PM compliance requirements.

The NOx fleet average requirements were/are 3.2 by December 2007 and 2.5 by December 2010. Over the period from 2005 to 2007, **ACT** had reduced its NOx average from 5.8 to 3.12 per hour with a fleet size of 47 vehicles. As the agency was/is buying 25 30-foot buses, this would increase fleet size and they were working with CARB on the issue.

One year ago, there were two other problems. There was no verified device available that would fit into the 30 -foot buses and the only verified device that would work in existing paratransit buses cost over $15,000. The buses were in the final year of their seven-year duty cycle and were typically worth about $2500 when they were disposed of.

AC had requested an exemption for the 30-footers and a one year extension for the paratransit buses. If a verified device becomes available, **AC** staff will request Board approval to seek funding to reduce the emissions.

The third rule is Public Agencies and Utilities, adopted in December 2005. This affects U. C. Berkeley and the **ACT** fleet on **BEAR TRANSIT.** The rule requires the agency to use the "Best Available Control Technology" (BACT) by staggered deadlines for specific percentages of buses in a fleet. Compliance deadlines are based on the year model of the vehicle's engine.

The **BEAR** fleet includes four 1988 model New Flyers (2400) and six 1993 model Gilligs (2800), repowered with 2000 engines. The 2400s are to be replaced with 1991 model 30-foot Gilligs (2700) and **ACT** will either install exhaust after treatments or replace the 1993 Gilligs before December 2011.

ACT implemented a number of service changes August 24th including rerouting Line 74-RICHMOND-PINOLE in the Richmond Marina area to begin/end at Ford Point (south end of Harbour Way South) and extending 52L–UC BERKELEY-EL CERRITO to the new area of University Village while operating peak hour ten minute headways in the predominant direction.

MARIN TRANSIT (MT)

SAN RAFAEL: Public hearings have been scheduled this month on two different topics - a community transit

needs assessment of Novato and changes in fare media and transfer policies.

Inaugurated in 2002, a pilot demonstration Dial-A-Ride service, called *EZ RIDER*, was launched but has continually had low ridership.

Three ideas under consideration - traditional fixed route shuttle, modified Dial-A-Ride and a Flex Route shuttle (fixed route with the ability to pick up and drop off by request). Current plans envision the new system in place this December.

The recent purchase of GFI Odyssey Validating Fareboxes for both the **MT** shuttles and *WEST MARIN STAGECOACH* (same as **GOLDEN GATE TRANSIT**) will allow creation of fare media utilizing magnetic stripe fare cards. Day Passes and Weekly Passes (available on the bus) and Monthly Passes (available off site) are under consideration.

SACRAMENTO YACHT CHARTERS (SYC)

SACRAMENTO: Over the summer, **SYC** and the City Council were still working on issues involving water taxis in the Old Sacramento area.

In 2006, the city awarded **SYC** a contract to operate all waterfront services including the historic replica riverboats Matthew McKinley and Spirit of Sacramento, maintain the River Otter water taxi, start a land/water trolley tour and make improvements to the city's south barge, all in addition to its yacht cruises.

There were problems from the start as **SYC** missed the deadline to buy the taxi business from the Chamber of Commerce. The buy was finished last fall, after the city placed the company in default, a first step toward breaking the contract.

SYC reluctantly took on the water taxi, historically a money loser. Last spring and summer, the taxis did not operate as **SYC** claimed the boats were in poor shape, a contention disputed by the Chamber.

In mid July, there were five River Otter departures from Old Sacramento to Virgin Sturgeon and return (1145AM, 105PM, 230PM, 425PM, 545PM) with adult fares at $10 and children $8. The Amphibious Trolley had three trips (1220PM, 200PM, 330PM) with fares of $25 adults, $20 seniors and $15 children. The Spirit of Sacramento paddleboat had four trips - lunch cruise at 1130AM, 130PM and 300PM and dinner cruise at 700PM.

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV: The **NTA** considered several transportation related issues during its summer monthly meetings including the request of *LAS VEGAS STRIP TROLLEY* to temporarily discontinue operations under CPCN 2004, Sub 7 between August 6, 2008 and January 5, 2009, the petition of *CUSA CSS, LLC* for interim temporary approval due to exigent circumstances of their application for a permit to provide contract carrier services and the application of *TRY A NEW ROUTE, LLC dba TRY A NEW ROUTE* for a statewide charter bus certificate.

In mid September, the Authority held workshops to take testimony on a number of issues including setting forth fuel surcharge rates for charter limousine carriers, requiring carriers to provide copies of periodic inspection reports to **NTA** and increasing the number of contracts a contract carrier may enter into.

REGENT HOLIDAYS, INC (RHI)

LAS VEGAS, NV: **RHI** is now operating a one-round-trip-per-day service between Las Vegas and several Orange County points, also including stops in Baker, the gateway to Death Valley, and Barstow.

The westbound/southbound trip departs the **RHI** station in Las Vegas at 3620 South Highland, stopping in Baker and Barstow and arriving Anaheim Marriott Hotel at 1200PM and Orange County Airport at 1230PM.

The return bus leaves Anaheim Marriott at 230PM with stops in Barstow and Baker and arriving Las Vegas at the Excalibur Hotel at 700PM. Free pick ups and drop offs at Strip hotels and Downtown hotels are offered.

Las Vegas/Anaheim adult fares are $55 one way/$100 round trip, Las Vegas/Baker are $20/$35, Baker-Barstow are $20/$40, Baker/Anaheim are $45/$80 and Barstow/Anaheim $35/$65.

Seniors, children, military and dependents are eligible for reduced fares. Each passenger is allowed a carry on bag and one suitcase. Extra pieces of luggage are $5.

Fleet photos on the **RHI** web site show Van Hool T2145 buses and Ford Econoline/Aerotech cutaways.

*(Ed. Note - Since early 2007 when **COACH AMERICA/ PACIFIC COAST SIGHTSEEING** dropped its LAS VEGAS FLYER, **LUX BUS AMERICA** was believed to have the Southern California-Las Vegas market to itself. We are not aware how long **RHI** has been operating, but their newspaper advertising was first seen this summer).*

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

PHOENIX, AZ: Four NEW express lines were started on July 28th along with a number of schedule and route changes within the existing system.

VICTOR VALLEY TRANSIT AUTHORITY

Hesperia, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR
118-119	Ford Econoline E450	El Dorado Aerotech 220	1HB03326-327	2001
120-121	Ford Econoline E450	El Dorado Aerotech	2HA82013-014	2002
123-124	Ford Econoline E450	El Dorado Aerotech	2HA82016-017	2002
126	Ford Econoline E450	El Dorado Aerotech III	2HA23985	2002
127-134	Ford Econoline E450	El Dorado Aerotech	2HB78278-285	2003
135-144	Ford Econoline E450	El Dorado Aerotech	5HA22973-982	2005
145-146	Ford Econoline E450	El Dorado Aerotech	5HA30419-420	2005
148-150	Ford Econoline E450	El Dorado Aerotech	5HA30422-424	2005
151-152	Ford Econoline E450	El Dorado Aerotech II	7DB36259-260	2008
304	Blue Bird	Transhuttle	2F208535	2002
305-306	Blue Bird	Xcel102	3F217476,475	2003
403	Blue Bird	QBRE-3703	1F096210	2001
404	Blue Bird	QBRE-3703	1F096214	2001
406-407	NABI	040.29	2A140167-168	2002
503	El Dorado/National	TRE-32	YC084130	2000
506	El Dorado/National	TRE-32	YC084133	2000
508	El Dorado/National	TRE-32	YC084135	2000
601-602	NABI	040.29	4A0140032-033	2004
603-609	NABI	040.40	8A140320-326	2008
701-	Blue Bird	QBRE-3703	1F096211	2001
703-705	Blue Bird	QBRE-3703	1F096213,216,215	2001
709-710	NABI	040.29	2A140165-166	2002
711-715	Blue Bird	Ultra LF 35	6W100438-442	2006
2001-2004	Chevy	El Dorado Aero Elite	8F407239,440,289,276	2008

511-CHANDLER-SCOTTSDALE AIRPARK EXPRESS is a two-directional route offering two morning and two afternoon trips in each direction along Loop 101. Major stops include Arizona State University (ASU) Research Park, Scottsdale Community College, 90th & Shea Blvd and the Scottsdale Airpark. *(Ed. Note - most express routes travel to downtown Phoenix in the morning and return in the afternoon. Route 511 has joined 572 and 573 in serving destinations along Loop 101 (Arizona Highway 101 which travels to the west, north and east of Phoenix, connecting with Interstate 10 on the west and east sides).*

535-RED MOUNTAIN-DOWNTOWN EXPRESS offers three morning inbound and afternoon outbound trips connecting the East Valley with Phoenix and the State Capitol via Loop 202, the Red Mountain Freeway.

562-GOODYEAR-DOWNTOWN EXPRESS also offers three morning and three afternoon trips connecting Goodyear, in the West Valley, with the State Capitol and downtown via Interstate-10.

575-NORTHWEST VALLEY-DOWNTOWN EXPRESS connects Arrowhead Towne Center in Glendale with the State Capitol and downtown Phoenix with three morning and here afternoon trips on Loop 101 and I-10.

Route changes were implemented on 65-MILL/KYRENE extending the line south on Kyrene to Chandler Aquatic Center, on 81-HAYDEN/MCCLINTOCK from the ASU Research Park south to Chandler Blvd and Chandler Fashion Mall.

96-DOBSON was extended north to Mesa Riverview shopping area and south to Ocotillo Road. 154-GREENWAY ROAD was extended into Scottsdale Airpark.

DASH (Downtown Phoenix Area Shuttle), FLASH (Free Local Area Shuttle in Tempe) and SCOTTSDALE TROLLEYS were all modified.

In Mesa, hourly Saturday headways are now operated on 30-UNIVERSITY, 45-BROADWAY, 77-BASELINE, 104-ALMA SCHOOL, 120-MESA DRIVE, 128-STAPLEY and 136-GILBERT ROAD. On weekdays, Line 136 also has hourly midday headways.

(Ed. Note - The new Bus book is valid until December 28, 2008 and many of the lines read "look for changes on this route when Light Rail opens in December 2008". Maps show where the buses will connect with the Metro Light Rail starter line.

In the 1980s, Phoenix switched from a downtown oriented system to a grid system, for which Phoenix is exceptionally well suited since so many of the major

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
San Diego Transit Corp.	401-441	New Flyer	C40LF/5C027931-971	04-05/05	
San Diego MTS	2701	New Flyer	C40LF/5C027867	03/05	
	2702-2706	New Flyer	C40LF/5C027926-930	04/05	
	2771-2777	ElDo/National	EZ Rider II/58C08430-436	08/07	
Coach America/LA (CC)	61400-61410	MCI	J4500/—	2007	1
Coach America/LA (CC)	61411-61422	Chevy/Starcraft	GMT560/XLT102/—	2007	2
Los Angeles County MTA	4201	NABI	42-BRT/8A140002	2008	3
LADOT	04401-04403	Orion	05.501/46502323-325	06/04	
-USED-					
Tour Coach	T113	Gillig	40TB966V92/E1080828	1984	4
	1205	TMC	T80206/NR828582	1992	5
-DISPOSITIONS-					
Downey Dial-A-Ride	6224	Ford/ElDorado	Econ/Aerotech/VHB32761	1997	6
	6225-6226	Ford/ElDorado	Econ/Aerotech/2HA90632-633	2002	6
Bell Gardens Town Trolley	1, -	Chance	Trolley/LW077528-529	1990	7
		Chance	Trolley/NW077661	1992	8
Victor Valley Transit Auth	301-302	Bluebird	Transhuttle/-XF089744, 743	1999	8
	303	Bluebird	Transhuttle/1F097986	2001	8
	502, 507	ElDo/National	TRE-32/YC084129, 134	2000	9
Monterey-Salinas Transit	801-808	Flxible	35102-4D/SD106158-165	11/95	10
	1001-1009	Orion	05.503/T6032973-981	1996	10

-NOTES-

1. Originally for MEGABUS, 61404 is VIN 7W064421, 06/07.
2. Purchased for Flyaway/Union Station, now used on Flyaway/Westwood.
3. Hybrid technology.
4. Ex AVTA 9894 (originally SamTrans 894/9894).
5. Ex LACMTA, same number.
6. Sold at General Auction (Buena Park), August 2008.
7. Sold at Ken Porter Auctions, August 2008.
8. Sold by Public Surplus Sales, July 2008.
9. For sale.
10. Sold at Nationwide Auctions, May 2008.

The YOLO COUNTY TRANSPORTATION DISTRICT is presently working on a procurement for fully equipped low emission diesel powered commuter coaches that must meet CARB urban bus emission standards. YCTD wants to buy six buses at this time and include options for up to 125 buses for itself and other agencies.

(Continued from page 7)

streets lie along the section lines that form one mile squares throughout the Valley. Later, the RED, GREEN, BLUE and YELLOW LINES were added, suggesting where rapid transit routes might go. Someone had good vision, because after years of planning, lots of public meetings and hundreds of changes responding to the public, the Light Rail "starter line" essentially duplicates the RED LINE, except that the bus line extends farther on each end).

RED LINE begins at Metro Center and travels 29th Ave, Dunlap, 19th Ave, Camelback, Central, Van Buren, 1st Ave, Washington, 16th St, Buckeye, thru Phoenix Sky Harbor Airport, University, Mill, and Apache/Main to Gilbert Road.

LIGHT RAIL will begin at Bethany Home & 19th and end at Main & Dobson, traveling between Phoenix and Tempe along Washington Street, which is north of Sky Harbor Airport.



Monterey-Salinas Transit 1007 operating on Route A to the Aquarium on June 24, 1997. Michael Strauch photo.