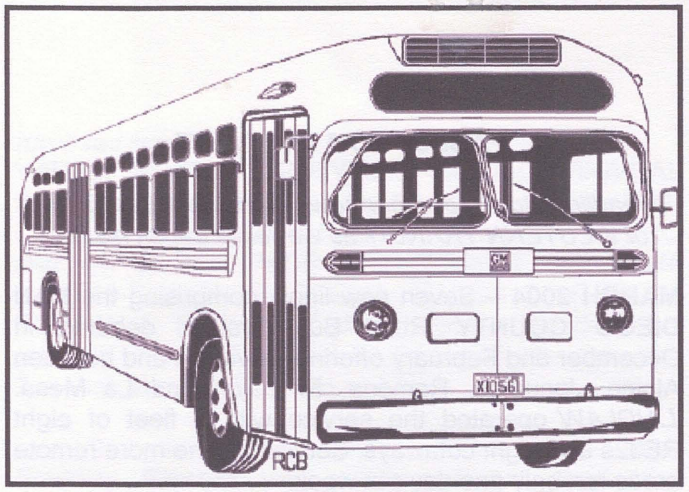


Western Transit

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

VOL. 47, NO. 3 March 2009

SANTA LIBRARY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Last fall the **MTA** Board approved the programming of $290 million to implement projects under the Los Angeles Region Congestion Reduction Demonstration Initiative (LA CRD). These include transit improvements and the conversion of high occupancy vehicle (HOV) lanes on I-10 (San Bernardino Freeway) and I-110 (Harbor Freeway) to high occupancy toll (HOT) lanes.

MTA projects that will receive funding include purchase of new buses, improvements to the El Monte Busway passenger and vehicle facilities at Union Station, construction of the Union Division and improvements to many of the Harbor Transitway facilities.

Respectively, these projects are the El Monte Busway Improvements and Transit Center Expansion Project and the Harbor Transitway Improvements Project.

The LA CRD will also fund projects of other agencies including capacity expansion and lane reconfigurations on I-10 and I-110, improvements to *METROLINK,* municipal agency bus purchases and the City of Los Angeles Intelligent Parking Management Program.

The primary goal of the El Monte project is to increase capacity for passengers, commuter parking and bus operations required to operate increased levels of express bus service and to provide "bus rapid transit" amenities on the Busway, similar to those of the *ORANGE LINE.* In addition, a new Busway station to be located on the upper level of the east side of Patsaouras Transit Plaza would replace the current ground level boarding area near the Busway and Alameda.

A new, split level, El Monte Transit Center is also planned. The structure would have a minimum of one floor of underground parking for 500 cars and a two-level bus station above the parking. One level would be for local buses and the other level for express buses, to include **METRO** Express, **FOOTHILL** Silver Streak, **GREYHOUND LINES** and possibly *FLYAWAY.*

The station would include all of the modern amenities of a modern BRT environment including CCTV, ticket vending machines, intercoms, variable message signs, information displays, transit store, operator's restroom and a Sheriff's substation. Current plans envision a grand opening by December 2010.

The Harbor Transitway portion of the overall project is much more modest, but does include improvements to Artesia Transit Center and the station platforms along the Harbor Freeway, construction of a Sheriff's substation at ATC and "bus rapid transit" enhancements such as off-board fare systems.

These improvements will support the addition of more frequent bus service along the Harbor Transitway, to be launched as a complementary transit enhancement as part of the LA CRD.

The station and road improvements are to be completed by December 2010, but the service begins this summer.

As a part of the June 2009 Shake Up, **MTA** plans to alter existing service on the El Monte Busway (484-LA-

In This Issue

Santa Monica's Big Blue Bus	3
Norwalk Transit System	3
Santa Maria Area Transit	3
Golden Gate Transit	3
Alameda-Contra Costa Transit District	4
Volaris Shuttle	4
Pasadena Area Rapid Transit System	4
Orange County Transportation Authority	5
Amtrak California	6
Sacramento Yacht Charters	6
Metropolitan Transit System	6
ROTM—San Diego Transit Corporation	7
Nevada Transportation Authority (NV)	7
Yuma County Area Transit (AZ)	7

PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

JET EVENT TRANSPORTATION, LLC was authorized in PSC-24719 to operate as a PSC between San Diego County points of San Diego State University and Pacific Beach and between Pacific Beach and Del Mar. This is the second anti-drunk driving PSC in San Diego *(WT 2/09)*. The SDSU service would operate during the fall and spring semesters ($6 one way/$10 round trip) while Del Mar would operate on summer weekends when events are held at Del Mar Fairgrounds ($8 one way/ $15 round trip).

MARIN AIRPORTER, INC. was authorized to increase one-way passenger fares by $2 and to continue its previously authorized Zone Of Rate Freedom of $5 above and below base fares.

Ram J. Giri dba NAPA AIRPORTER has been authorized to operate as an On-Call PSC-24451 between points in Napa, Solano, Sonoma and Yolo Counties and San Francisco, Oakland and Sacramento Airports.

Mammoth Mountain Ski Area was authorized to transfer PSC-3577 to *Mammoth Mountain Ski Area, LLC* (new PSC-21814) that allows transportation of passengers and their baggage on a scheduled basis between June Lake, Mammoth Lakes, Lee Vining and Yosemite National Park.

"PAGES FROM THE PAST"

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

MARCH 2004 – Seven new lines, comprising the **SAN DIEGO COUNTY** Rural Bus System debuted in December and February offering service in and between Alpine, Jacumba, Ramona, El Cajon and La Mesa. *LAIDLAW* operated the service with a fleet of eight RE32s and eight cutaways. Services in the more remote areas ran only one day per week.

MARCH 1999 – LONG BEACH TRANSIT introduced a new paint scheme (a mostly white bus with a black over white over red belt rail stripe) and a new service, the 7TH STREET ZAP that operated between downtown and Los Altos Market Place on Bellflower Bl.

MARCH 1994 – In Phoenix, the **RPTA** Board adopted the name **"VALLEY METRO"** and a new paint scheme to give the fixed route and Dial-A-Ride services in the Phoenix area a recognizable identity.

MARCH 1989 – Superbus, Inc., manufacturer of the 46 foot tractor/trailer bus, introduced a new model, the 23 foot long Cosmos — only the demonstrator, which eventually was sold to **OCTD/OCTA** as 8000, was ever produced.

MARCH 1984 – The *SANTA ANA QUICK TRIP SHUTTLE* was started by **OCTD,** a two directional loop operated during midday on weekdays, between the Santa Ana Civic Center and commercial and financial centers on Main, 4th and Broadway.

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

SUBSCRIPTION RATES FOR 2009

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

ISSN 1552-8604
©2009 Western Transit

WT STAFF FOR THIS MONTH

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

(Continued from page 1)
VALLEY BLVD-CAL POLY and 490-LA-COVINA-CAL POLY and most service on the Harbor Transitway (444-LA-PALOS VERDES, 446-LA-CARSON-SAN PEDRO and 447-LA-SAN PEDRO-7TH STREET and create Line 910-EL MONTE-ARTESIA TRANSIT CENTER VIA EL MONTE BUSWAY AND HARBOR TRANSITWAY (aka *SILVER LINE* or DUAL-HUB) and shorten the other five lines at either El Monte or ATC.

Line 910 will be an all-day seven-days-per-week Freeway Express with westbound/southbound trips traveling along the El Monte Busway serving the Cal State Los Angeles and County Hospital stops, exiting the Busway at Alameda, turning south on Alameda, then First, Grand, Fifth, Flower, 11th, Figueroa, Adams, Flower, onto the Harbor Transitway traveling to ATC, stopping only at the Harbor/I-105 Station.

Northbound/eastbound buses would travel via Figueroa, Sixth, Olive, First, Central, Second, Alameda and the Busway to El Monte.

This program will include purchase of 41 CNG, high capacity, composite buses. Last April, the **MTA** Board awarded North American Bus Industries a contract for 260 CNG, 45-foot buses (two orders of 130 each) with options to purchase up to 740 similar buses. The order for 41 will be the first option awarded.

(Ed. Note - the first of the new buses, expected to be numbered 8100-8359, and painted in the LOCAL colors of poppy and silver, have arrived. Some have recently been spotted in service from Division 6 (Ocean Park) on 20-WILSHIRE LOCAL and 33-VENICE BLVD).

The six gasoline-hybrid NABI 42-BRT model buses *(WT 5/08, 12/08)* have arrived and were placed into service - two at Division 6 (Ocean Park), two at Division 15 (Sun Valley) and the last two rotating between Division 3 (Ave 27 & Idell) and Division 9 (El Monte). Buses 4200-4205 will be compared to CNG buses relative to cost, reliability and durability of the units.

Arthur T. Leahy, 60, currently Chief Executive Officer at **OCTA,** has been selected as the CEO at **MTA** replacing Roger Snoble, who recently announced his retirement. Leahy, who started his transit career as a bus operator at the former **SCRTD** in 1971, has been at **OCTA** for eight years following a four year career at **METRO** in Minneapolis/St. Paul, Minnesota.

SANTA MONICA'S BIG BLUE BUS (BBB)

SANTA MONICA: In mid February, **BBB** adjusted schedules on a number of lines, generally removing low productivity trips from evening hours on several lines. Weekend frequency on 4-SAN VICENTE-SAWTELLE was changed from half hourly to hourly and SUNSET RIDE now operates every half hour after 400PM.

The TIDE RIDE, originally proposed for discontinuation, has been given a six-month extension and plans for the new BEACH RIDE now show it beginning in May and operating on weekends between 1000AM and 600PM serving the new Annenberg Community Beach House.

BBB is the lead agency in a joint bus procurement with **CULVER CITY (CA) BUS** and **FORT COLLINS (CO) TRANSIT** for up to 23 60-foot, low floor, articulated, alternative fuel buses with options to buy up to 60 more buses over a five-year period.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: **NTS** has scheduled a public hearing April 21 to discuss proposed changes in weekend service to offset the loss of state and local funds for transit.

Lines 3-BLOOMFIELD-PIONEER, 5-ROSECRANS and 9-SANTA FE SPRINGS are proposed to have Sunday operations discontinued. Lines 6-UPTOWN WHITTIER-WHITTWOOD, 7-NORTHWEST WHITTER and 9 are proposed for Saturday discontinuations.

Line 4A-CITY HALL PARKING SHUTTLE would be dropped while the weekend service span on Line 4-IMPERIAL HWY, the Saturday span on Line 5 and the weekday span on 8-WHITTIER-VALLEY VIEW-CERRITOS would all be shortened.

SANTA MARIA AREA TRANSIT (SMAT)

SANTA MARIA: **SMAT** recently awarded *FIRST TRANSIT, INC.* a new three-year contract for operation, maintenance and management of the six route **SMAT** system, the **BREEZE** (Santa Maria-Lompoc) and the area paratransit system.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The spring service change took place on March 9th including discontinuation of Routes 9-TIBURON FERRY SHUTTLE and 60-SAN RAFAEL-SF MIDDAY and numerous schedule adjustments over the system.

GGT Route 9 had been providing free service through Tiburon to and from the *BLUE AND GOLD TIBURON FERRY.* **GGT** Route 19 will continue to operate along Tiburon Blvd between Strawberry Village and Tiburon & Main, but will not accept the Ferry tickets for fare.

Four of the five Route 60 trips will continue to operate but, as part of 27-SLEEPY HOLLOW-SAN ANSELMO-SAN RAFAEL-SF instead.

(Ed. Note - Original plans called for adjustments to 10-SOUTHERN MARIN-GEARY BLVD-SF and 80-SANTA ROSA-MARIN COUNTY-SF to be able to use the continuous HOV lanes on Highway 101 in Marin County.

By mid March, only the southbound HOV lane was open and the proposed 10/80/101 changes were delayed until the lanes are open in both directions).



Last October, the **GGT** Board adopted a policy that high capacity 45-foot buses (57 seat 600 series MCI D4500s) would be assigned to routes and trips that average more than 35 passengers. The policy was implemented in December and many trips that previously had large buses did not meet the threshold and were assigned smaller buses.

To determine bus assignments, the Scheduling Department looks at the most recent eight weeks of data on a weekly basis, adjusts for any seasonality factor and then decides if buses should be reassigned for the following week.

There are other considerations, as well. Sometimes a 45-foot bus will be on a route that looks like it has fewer than 36 passengers, but this is likely part of a larger run, defined as a series of trips served by a single bus during a specified period and at least one trip in the run needs the larger bus. A run might include operating trips on multiple routes. Buses also need to be assigned so that they end up in locations for operational reasons such as scheduling of preventative maintenance or where they need to be in service the following day.

In January, **GOLDEN GATE FERRY** finalized purchase of two high-speed catamarans *(M. V. CHINOOK and the M. V. SNOHOMISH)* from **WASHINGTON STATE FERRIES.**

The *SNOHOMISH* is due to arrive next month and will be put into service to replace the *M. V. DEL NORTE* while it has its engines replaced. After the *DEL NORTE* returns in about three or four months, the two vessels will undergo complete rehabilitations.

The refurbishing will include new Tier 2-20 engines, refurbishment of four water jets and updated navigation equipment, complete repainting along with interior renovations, new accessible restrooms, snack bar, seating and tables, bicycle racks and deck coverings.

Passenger capacity will be increased from 350 to a minimum of 450.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: The **ACT** Board of Directors has approved an increase in all cash bus fares, effective July 1st.

Under the new structure the cost of an adult local bus ride will be $2.00, up from $1.75, while the local bus fare for youth, seniors and the disabled will increase 15 cents to $1.00.

Adult 10-ride tickets will rise to $20, the 31-day pass will increase to $80, Transbay cash fare will become $4 and the Transbay 31-day pass will increase to $132.50.

Youth/senior/disabled fares in other categories, except for the 31-day pass, will also increase.

This is the first fare increase since 2005 and is part of an overall plan to shave costs and streamline operations to avoid service reductions and/or employee layoffs.

VOLARIS SHUTTLE

TIJUANA, MX: **VOLARIS** is an airport bus company operating four different routes, SAN DIEGO-TIJUANA AIRPORT with a fleet of six Gillig Phantoms painted white and black and numbered in the 100s, originally owned by *HERTZ,* and three routes within Mexico, CENTRAL PUEBLA-PUEBLA AIRPORT, CENTRAL CAPU-PUEBLA AIRPORT and SANTA FE-TOLUCA AIRPORT. *(Ed. Note - Toluca and Puebla are both cities near Mexico City in the southern part of the country).*

SAN DIEGO-TIJUANA AIRPORT also serves San Ysidro. One way fares from San Diego are $15 with San Ysidro tickets at $12. Seven daily trips are offered.

PASADENA AREA RAPID TRANSIT SYSTEM (ARTS)

PASADENA: The City Council recently voted to extend the current fixed route **(ARTS)** and paratransit **(DAR)** contract with *FIRST TRANSIT, INC.* for six more months as the city determines how it can finance a new multi-year contract as their funding sources (Proposition A and C sales tax) continue to decline.

Current contract rates of $55.44 per hour for **ARTS** and $55.80 per hour for **DAR** will continue. *(This was a COACH USA TRANSIT SERVICES contract when FTI bought out CUSA).* Three options have been suggested - same service levels with a lower cost provider, reduced service levels to fit expected hourly costs, either option with an infusion of other city funds.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: March 8th brought the System Shake Up and the second service change to experience a service hour reduction, related to the continuing losses of sales tax and State Transit Assistance Funds *(WT 12/08).*

Most changes involved stretching headways or reducing the span of service. On weekdays, Lines 29-BEACH BLVD, 55-SANTA ANA-NEWPORT CENTER, 59-GRAND/GLASSELL, 62-HAZARD, 70-EDINGER, 72-WARNER and 76-MAC ARTHUR experienced wider headways. On Saturday, lines affected included 33-MAGNOLIA, 35-BROKHURST ST, 37-EUCLID ST, 42-LINCOLN, 51-FLOWER, 55, 56-GARDEN GROVE, 64-FIRST, 66-MC FADDEN, 71-TUSTIN-RED HILL and 72. Sunday lines included 42, 51, 55, 56, 57-BRISTOL-STATE COLLEGE, 64, 66, 70 and 71.

Span of service reductions took place on 21-VALLEY VIEW, 24-CHAPMAN-MALVERN, 193-WAL MART-SAN CLEMENTE and 693-TALEGA.

Pull in and pull out and off route trips to and from Stanton & Crescent on 38-LA PALMA were shortened to and from Beach & La Palma. On weekdays, Lines 51-FLOWER and 145-RAITT-GREENVILLE were interlined at Sunflower & Bristol allowing buses to continue along Sunflower directly and not making the turn around loops to Anton & Avenue of the Arts or MacArthur & Bristol. Tustin short turn trips on 66-MC FADDEN now travel from Walnut along Newport to Bryan, at Larwin Square. Owl trips (roughly 1100PM-400AM) on Line 60-WESTMINSTER now operate only as far west as 7th & Channel (adjacent to VA Hospital) in Long Beach.

On Line 721-FULLERTON-LOS ANGELES, the reverse direction trips added last June were discontinued due to low productivity. *(Ed. Note - ironically, the trips in question will now pull in or pull out over an almost identical alignment as the in-service bus travels, but without the ability to board or discharge passengers. However, productivity figures are based on a comparison of riders against the service hours offered, not total hours operated. Four service hours were added to a base of 22 last year but, with virtually no new ridership, the Passengers Per Revenue Hour statistic had dropped dramatically. The predominant direction trips continue to carry many passengers).*

Since July 2006, *VEOLIA TRANSPORTATION, INC.* has operated all of the ACCESS paratransit service and 26 of **OCTA's** fixed routes with a fleet of 250 cutaways, twelve large cutaways and 25 EZ Riders from Division 8 on Sand Canyon in Irvine (formerly **OCTA** Division 7).

Sand Canyon is over capacity and there has been a continuing desire to have the fixed routes and ACCESS operate independently of each other. When *LAIDLAW* was the contractor (pre 2006) they operated from a yard they bought on Construction Circle, near Barranca and Jamboree in Irvine (now Division 2), which property was later purchased by **OCTA** to use as a bus garage.

Following a decision that *VEOLIA* would continue to operate ACCESS from Division 2 for the remainder of its five year contract and that the fixed route contract would be opened for bid, a Request For Proposal was issued last November to operate the 26 **OCTA** fixed routes from Division 8 for a five year term starting next July 1st.

Contract award is presently expected in late April.

Original plans replaced the 25 EZ Riders (6001-6025) with a new fleet of mid-size buses and 25 of the fixed route cutaways (8900 series) with new ones. A contract was awarded to El Dorado National for new EZ Riders, but the prototype bus was not able to perform on freeways and the contract was eventually cancelled.

In 2006, **OCTA** ordered a fleet of 299 New Flyer C40LFRs (50 in the original order plus several options) intending to replace all remaining standard floor buses plus the New Flyer D40LFs 5201-5250 and add up to 92 buses for the planned Bus Rapid Transit corridors. By the time these buses began arriving in Orange County, the financial crisis had surfaced and the BRT program was being downscoped (from 92 to 63 buses).

With excess 40-foot buses and the need to readvertise the mid-size bus order, the decision was made to replace most of the contract buses with New Flyers.

The initial fleet should include 6301-6312, Chevrolet 560HT/El Dorado Aero Elite with suburban interiors and 26 seats; 6321-6328, new 16-passenger Chevrolet/El Dorado Aero Elites; 7530-7536 and 7538-7592, New Flyer C40LFRs *(Ed. Note - New Flyer 7537 has been painted in the Bravo! blue and orange as the pilot bus and is currently under wraps).*

The RFP calls initially for operation of current lines 75, 131, 147, 164, 172, 173, 175, 188, 191, 193, 212, 216, 410, 411, 430, 463, 464, 472, 473, 480, 482, 490, 693, 757, 758 and 794 with 66 weekday scheduled buses.

In September 2009, Lines 87-ALICIA PKWY, 206-SANTA ANA-LAKE FOREST and 211-SEAL BEACH-IRVINE, with 12 large buses, are proposed for transfer to contract. Next March, Lines 85-CROWN VALLEY and 187-LAGUNA HILLS-ALISO VIEJO-DANA POINT and 12 more large buses are proposed to shift.

It is anticipated that New Flyers 5143-5150 (for Lines 206 and 211) and sixteen more New Flyers (for Lines 85, 87 and 187) will be transferred.

(Continued from page 5)

AMTRAK CALIFORNIA (AC)

SACRAMENTO: A legal exemption to the "Perata Law" is now allowing passengers to travel on Bus Route 20C-SACRAMENTO-SOUTH LAKE TAHOE without having a connecting train in their itinerary.

Route 20C, operated by **ALL WEST COACHLINES,** offers one daily round trip departing Sacramento at 1000AM, stopping in Placerville, South Lake Tahoe, Stateline, NV and arriving at Kingsbury Transit Center, NV at 1235PM. The return trip leaves Kingsbury at 215PM, arriving Sacramento at 525PM.

Passengers departing Sacramento may buy their tickets at the Sacramento depot for their destination. On westbound trips, passengers are allowed to travel to Sacramento without a ticket provided they present a valid government issued photo ID to the bus driver when boarding. The ID will be returned after their ticket is purchased.

Between Placerville and Stateline, there are no ticket offices and local passengers need to pay a cash fare directly to the bus driver. Fares to and from Placerville are $20 for adults and $10 for children with no other discounts available.

SACRAMENTO YACHT CHARTERS (SYC)

SACRAMENTO: City of Sacramento officials and **SYC** management continued their disagreements over how much riverboat and water taxi service was or was not provided *(WT 9/08)* into early December.

City staff was recommending that the City Council vote to end the ten year contract in its second year but, prior to the council vote, the water taxi firm filed for Chapter 11 bankruptcy protection stopping negotiations.

If the agreement had been cancelled, the city staff planned to contact other water taxi firms in time for the peak spring and summer months.

SYC owes creditors more than $2 million, including a $965,000 boat loan, $220,000 advance by company President Roy King, attorney fees, public relations fees, food bills and back taxes, according to court documents.

Included was $40,000 the firm owes the city. Also up in the air is the approximate $90,000 in revenue expected from **SYC** to support services in Old Sacramento.

Over the two years of the contract, city officials and **SYC** staff have blamed each other for the problems associated with the contract performance issues.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: As its response to the loss of sales tax revenues and $14 million in State Transit Assistance funds, **MTS** put together a package of service reductions and fare increases for implementation between now and July 1st. Public hearings on service changes were held recently and THE SAN DIEGO ASSOCIATION OF GOVERNMENTS fare increase hearings are slated for late April.

Price changes would include increasing all monthly pass prices, Downtown Trolley fares from $1.25 to $2.50 and Shuttle fares (Routes 851, 871, 872, 904) from $1.00 to $2.25, same as local and urban bus fares.

Most service reductions would consist of reduced frequencies at night and on weekends. Other changes would include shortening Route 2-30TH STREET at the America Plaza on weekends, operating 14-OLD TOWN-SDSU-LA MESA between La Mesa and Grantville on weekdays only with a separate Hotel Circle Shuttle daily. 84-SHELTER ISLAND-SUB BASE/CABRILLO MONUMENT would drop weekend hours while 86-SCRIPPS HOSP-UTC would be discontinued. 856–SDSU-LEMON GROVE-CUYAMACA COLLEGE would drop weekend service to Rancho San Diego. The 965B CITY HEIGHTS CIRCULATOR loop would be dropped along with Sunday hours. Saturday night Owl service on the BLUE LINE would be dropped while all of the Premium Express Routes (810, 820, 850, 860, 870, 880) would not operate the Day After Thanksgiving nor between December 24 and January 3.

The following lines would be operated with a minibus on weekends—115-EL CAJON-SDSU, 854-AMAYA STA-GROSSMONT COLLEGE, 870-EL CAJON-KEARNY MESA, 923-OCEAN BEACH-DOWNTOWN and 928-FASHION VALLEY-STONECREST.

March 30th will bring the opening of the Rancho Bernardo Transit Station, located at 16785 West Bernardo Drive, south of Rancho Bernardo Road. RBTS will be served by bus routes 20-NORTH COUNTY FAIR -FASHION VALLEY-SAN DIEGO, 810-ESCONDIDO-SAN DIEGO, 845-POWAY-RANCHO BERNARDO and the NEW Route 880-4S RANCH-UTC.

Line 810 will no longer stop at the Sabre Springs/ Penasquitos Transit Station, except for the first and last afternoon northbound trips. 860-CARMEL MOUNTAIN RANCH-SAN DIEGO will be shortened at Carmel Mountain Road and Innovation Drive.

880-4S RANCH-MIRA MESA-SORRENTO VALLEY-UTC will operate three morning southbound and three afternoon northbound trips between the 4S Ranch

(Continued on page 7)

SAN DIEGO TRANSIT CORPORATION

San Diego, CA

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
301-350	New Flyer	C40LF	8C033862-911	06-08/08	
401-413	New Flyer	C40LF	5C027931-943	04/05	1
1001-1026	NABI	60BRT.10	8A140575-600	09/08	
1301-1304	New Flyer	G40LF	RU015399-402	11/94	
1401-1429	New Flyer	G40	SU016045-073	11/95	2
1501-1527	New Flyer	G40LF	VU017608-634	08/97	
1601-1631	New Flyer	C40LF	YU021514-544	00/00	
1801-1822	New Flyer	C40LF	1U023146-167	00/01	
1823-1871	New Flyer	C40LF	1U023348-396	00/01	
1901-1913	New Flyer	C60LF	1U022298-010	00/01	

NOTES:
1. 414-441 recently transferred to SDMTS (South Bay) as 2707-2734.
2. 1402, 1403, 1413, 1420 and 1423 transferred in 2006 to SDMTS (South Bay) as 2151-2155.

development and University Towne Center traveling along Rancho Bernardo Road, Interstate 15, Mira Mesa Blvd, Pacific Heights, Pacific Center, Lusk, Barnes Canyon, Scranton, I-805, La Jolla Village Drive and Genesee to UTC.

This bus is the result of mitigation measures imposed on the developer of the 4S Ranch complex and a series of meetings with community residents to determine the bus routes with the greatest chance of success, based upon where the residents worked.

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV: At the March 19th **NTA** meeting they were scheduled to consider several transportation matters. These included the request of *CUSA CSS, LLC* for an extension of the interim/temporary authority due to exigent circumstances of their application to operate as a contract motor carrier of passengers within Nevada and the joint application of *Ambassador Limousine Limited Partnership dba AMBASSADOR LIMOUSINE* and the owners of *SUN CAB, INC.* to transfer ownership of *AL* (CPCN 1041, Sub 2) from *SUN* to the individual owners of *SUN CAB.*

CUSA K-TCS, LLC dba COACH USA and *SUNRISE PLAZA TRANSPORTATION OF NEVADA* both had applied for final approval of a tariff rate application for special services covered under their certificates, CPCN 2016, Sub 1 and CPCN 2028, Sub 1, respectively.

RENO-TAHOE CHARTERS, LLC dba RENO-TAHOE PARTY BUS had an application for a CPCN to provide charter bus service within the State of Nevada.

YUMA COUNTY AREA TRANSIT (YCAT)

YUMA, AZ: The **YCAT** system now includes a series of five bus routes, three local lines (one way loops) within Yuma, the COCOPAH CASINO route and the original YUMA-SOMERTON-SAN LUIS route.

In Yuma, the CENTRAL CITY (Green), EAST SIDE (Blue) and WEST SIDE (Red) routes run every 65 minutes between 600AM and 1000PM Monday thru Saturday, each using one bus. A central meeting point including a four-way timed transfer, is the Palms Shopping Center at 16th and Pacific Avenue, also served by SAN LUIS. The local fare is $1 per ride.

COCOPAH (Gray), which is free, operates on weekdays between the Cocopah Casino and central Somerton between 700AM and 630PM with one bus.

SAN LUIS (Yellow) also operates every 65 minutes between 600AM and 800PM, daily except Sunday, charging $3 per ride with local San Luis rides $1. Yuma-Somerton and Somerton-San Luis rides are $2.



San Diego MTS 305 working a shuttle for the EXPO on October 6, 2008. Craig Barnes photo.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Orange County TA	5611 (2nd)	New Flyer	C40LFR/7C034886	00/08	1
	6601-6650	Ford/ElDorado	Econoline/Aerotech/8DA88355-404	00/08	
	6651-6680	Ford/ElDorado	Econoline/Aerotech/8DA86605-634	00/08	
	6681-6699	Ford/ElDorado	Econoline/Aerotech/8DB07020-038	00/08	
	6701-6741	Ford/ElDorado	Econoline/Aerotech/8DB07039-079	00/08	
LACMTA	4200-4205	NABI	42-BRT/8A140001-006	00/08	2
-USED-					
Volaris Shuttle	Unknown	Gillig	S50T40102/T1087915	09/96	3
	Unknown	Gillig	S50T40102/T1088171	04/96	3
	Unknown	Gillig	S50T40102/T1088172	04/96	3
	Unknown	Gillig	S50T40102/T1088321	00/96	3
	Unknown	Gillig	S50T40102/T1088439	00/96	3
	Unknown	Gillig	S50T40102/T1088442	10/96	3
AC Transit	803-806	Gillig	C20D102N4/31111914-917	00/03	4
VISTA	156252-156253	MCI	J4500/3P062094-095	00/03	5
	156260-156261	MCI	J4500/3W062324-325	00/03	5
-DISPOSITIONS-					
San Diego Tours	50	Dina	Viaggio 1000/VS001300	00/97	6

-NOTES-

1. Second 5611, replaces bus damaged during delivery.
2. Gasoline-hybrid units.
3. Ex Hertz Corporation.
4. Ex SAMTRANS, same numbers—single door suburbans.
5. Ex LAKEFRONT LINES (OH) 252-253, 260-261.
6. For sale on Ebay in December 2008.

FOOTHILL TRANSIT has authorized the donation of four retired Gillig Phantoms to *SOUTH TAHOE AREA TRANSIT AUTHORITY.*

In mid March, *CUSA/PACIFIC COAST SIGHTSEEING TOURS* was testing a 2008 model Van Hool TD925 double decker on Tour 2 to Universal Studios. The bus, built in September 2008, is VIN YE2DG11B592042349.

MARCH PHOTOS





LEFT: *Van Hool TD925 demo at CUSA/Pacific Coast on March 9, 2009. Andrew Novak photo.* ***RIGHT:*** *LACMTA 4201 on display at the EXPO in San Diego on October 6, 2009. Craig Barnes photo.*