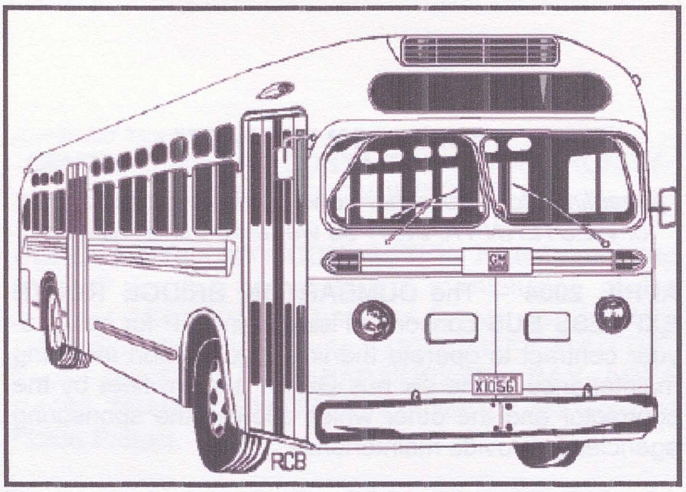


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VOL. 47, NO. 4 **April 2009**

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY/RTC RIDE

RENO, NV: May 3rd will bring a series of service reductions related to the rejection of the sales tax measure on last November's ballot *(WT 11/08, 2/09).*

18 of **RTC's** 25 bus routes will be impacted, most by increased headways during the midday and/or reducing the span of service on weekends. 14A-AIRPORT will be dropped with 19-WELLS rerouted to the Reno Airport.

1-SOUTH VIRGINIA will experience wider peak hour headways while the 2S segment of 2-SILVERADA-NINTH will be dropped during weekdays midday and all day on weekends. 2 will continue unchanged.

The CCW loop of 3-KINGS ROW/SKY MOUNTAIN will be dropped on weekdays midday and on Saturday. The Saturday headway of 5-SUTRO-SUN VALLEY will be increased to hourly as 6-ARLINGTON-MOANA will receive hourly midday headways and will be interlined with 56-SOUTH MEADOWS on Saturday.

All day 30-minute headways will be operated on Line 9-KIETZKE-NEIL while 13-VA HOSPITAL-GROVE will see hourly headways Monday thru Saturday and no service on Sunday between 915AM and 215PM.

14-EAST MILL/14A-AIRPORT - 14A to Reno/Tahoe Airport will be discontinued and replaced by a rerouted 19-WELLS. Both 15-SUTRO-WEDEKIND-TMCC and 16 -IDLEWILD will be reduced to hourly.

On weekdays, 18-GLENDALE-GREG will stop evening hourly service after 615PM but run late trips departing Citicenter at 1015PM, 1115PM and 1215AM. Sunday will see a gap between 815AM and 215PM.

19-WELLS will be rerouted to travel south on Wells to Regency Way, Virginia, Plumb, R/T Airport roadways, Terminal Way, Vassar, Harvard Way, Plumb, Virginia, Wells and current route. Saturday hours will be dropped and there is no Sunday service.

21-SPARKS MARINA will be reduced to hourly on Saturday while Saturday hours between 935AM and 235PM on 25-EAST PRATER-LILLARD will also stop.

56-SOUTH MEADOWS will have trip time adjustments and 57-DAMONTE RANCH will lose service between 930AM and 230PM Monday through Sunday.

RTC *SIERRA SPIRIT* was changed March 1. *SS* runs daily every ten minutes between 700AM and 700PM looping in downtown Reno via Virginia, 1st, Arlington, 2nd, Virginia, looping via 17th, West Stadium, 15th and Virginia at the University of Nevada.

Reno resident Kimberly Rhodemyre filed a complaint with the Nevada Commission on Ethics alleging **RTC** illegally used public funds in support of ballot questions RTC-2 and RTC-5 in last fall's election *(WT 11/08).* Ethics investigator Mike Vavra's work, now forwarded to NCE, concluded a violation did occur. **RTC** chief legal counsel Stan Peck denied any improprieties, describing the mailers sent out as informational in nature and not supportive of the ballot questions. Peck expects **RTC** to be vindicated by further research.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

SAMHO TOUR, INC. has applied to operate as an On-Call Passenger Stage Corporation between points in the City of Los Angeles and Los Angeles International Airport and to establish a Zone Of Rate Freedom.

BRAVO PREMIUM SERVICES, LLC. has applied for authority to operate as an On-Call Passenger Stage Corporation between points in Marin County and both San Francisco and Oakland Airports and to establish a Zone Of Rate Freedom.

DECISIONS

AIRPORT LIMOUSINE & TRANSPORTATION, LLC has been authorized to operate as a Passenger Stage Corporation between points in San Bernardino, Riverside and Imperial Counties and to establish a Zone Of Rate Freedom.

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.

A resolution granting *SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY's* request for approval of its Safety and Security Certificate for the Central Subway Third Street LRT Project Phase 2 approved.

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

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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)

APRIL 2004 – The **DUMBARTON BRIDGE ROUTE EXPRESS BUS** consortium issued an RFP for a new 5-year contract to operate the line, one version including maintenance of the six bus Gillig Phantom fleet by the contractor and the other which allowed the sponsoring agencies to provide maintenance.

APRIL 1999 – The **SAN DIEGO COUNTY TRANSIT SYSTEM** started new Lines 844A-SOUTH POWAY INDUSTRIAL PARK and 874-EL CAJON EASTSIDE SHUTTLE and expanded its two flex routes, 851-SPRING VALLEY and 853-RANCHO SAN DIEGO.

APRIL 1994 – KITSAP TRANSIT of Bremerton, WA began implementing a large increase in service after voters approved a 2/10 of one percent sales tax increase and Trident Precinct voters (Bangor Naval Submarine Base) approved annexation to **KT.**

APRIL 1989 – Following the loss of Nevada Test Site home to work commuter contract, **LAS VEGAS-TONOPAH-RENO STAGE LINE, INC** began a series of actions - establishing a charter operation in Gardena, changing schedules between Reno and Lake Tahoe, making changes to Reno Airport service and filing in Nevada for an increase in charter bus rates.

APRIL 1984 – AIRPORT SERVICE, INC. began its "Ambassador Class Luxury Service" between LAX and Disneyland using MCI MC-9s 4201 and 4202. A new two route shuttle connecting outlying hotels with airport buses was also started.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Andrew Novak
REPORTERS & SOURCES:	Armando Avalos Dana Gabbard Russ Jones Alex Lock Ron Medaglia Marvin Martin Warren F. Quon

(Continued from page 1)

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (COUNTY CONNECTION)

CONCORD: **COUNTY CONNECTION** recently released an RFP for the operation and maintenance of the system's ADA paratransit service (known as *COUNTY CONNECTION LINK),* Route 8-MONUMENT SHUTTLE, Route 250-ST. MARY'S-BART/ORINDA, **BAY AREA RAPID TRANSIT DISTRICT** ADA service and Concord Police Project.

The current contractor is *FIRST TRANSIT, INC.* who operates a fleet of sixty cutaways and vans and the contract ends on June 30, 2009. The new agreement would be for two years with options for up to three additional one-year extensions.

LINK is a two-day in advance reservation ride system for disabled persons that operates daily except for the six major holidays.

Route 8 is a deviated fixed route in Concord operating on weekdays until February 28, 2010 when the grant funding the program will expire.

Route 250 is a fixed route that runs Thursday through Sunday. On Thursday and Friday, the line runs between 900PM and 130AM and, on weekends, the bus operates between 630PM and 130AM. Continuation of this service depends upon renewal of the current contract between the school and **CC.**

BART ADA is the complementary paratransit service offered on behalf of **BART** at their stations within the **CC** service area during all hours and days of train service.

SACRAMENTO AREA TRANSIT AGENCIES AND FARE INCREASES

Three of the Sacramento area systems, **ELK GROVE TRANSIT, YOLOBUS** and **EL DORADO TRANSIT,** raised prices this month while **SACRAMENTO REGIONAL TRANSIT DISTRICT** officials continue to debate the wisdom of charging $1 a day to park at light rail stations.

There are three reasons for the increases - the impact of the loss of State Transit Assistance funds, the decline in local sales tax revenues and the need to renegotiate a transfer agreement with **REGIONAL TRANSIT.**

ELK GROVE e-tran fixed route cash fares are now - General Public $2.25, Senior/Student/Disabled $1.10, General Public transfers 50 cents and senior/disabled transfers 25 cents. Daily Passes are now $6.00 for general public and $3.00 for seniors/students/disabled. 10-Ride and Monthly Pass prices were also raised.

The **e-van** paratransit fares were also increased - local rides are $3.50, general public rides are $7.00, regional rides are $7.50 and Sacramento Airport trips are now $11.50.

YOLOBUS fares were also increased - the basic cash fare rose from $1.50 to $2.00 while the senior/student/disabled cash fare is now $1.00. The Express cash fares are now $3.00/$1.50. Daily Passes are now $6.00/$3.00. Transfers to **RT** are now 75 cents/35 cents.

YOLOBUS monthly passes are $85.00 with Express stickers for $25.00 and senior/student/disabled passes (not previously available) at $42.50.

EL DORADO TRANSIT local bus and paratransit fares were increased on April 6th. The basic one-way fare is now $1.50 on local bus routes and $2.75 on the weekly GRIZZLY FLATS route. Seniors, students and disabled receive a 50 percent discount.

The basic monthly pass is $60 ($30 for senior, students and the disabled). Transfers are now 25 cents and the charge for route deviations (for those registered under ADA) is 50 cents.

A new one-way discounted (seniors and disabled) fare of $1.25 was implemented on the IRON POINT CONNECTOR, which provides service between El Dorado County points and the **RT** Iron Point light rail station in Folsom.

RT has increased fares twice in the last four years, including an increase this past January *(WT 12/08),* but is still in need of additional money to continue operations. The agency is considering placing a ballot measure asking Sacramento County voters to approve a long-term sales tax increase to stabilize their annual revenues. The idea to charge for parking is a possible short term solution and a public hearing in April or May is under consideration.

SACRAMENTO COUNCIL OF GOVERNMENTS (SACOG)

SACRAMENTO: In mid March, SACOG met to recommend how to spend much of the $119 million in federal "stimulus" funds coming to the region that are targeted for transportation projects.

SACOG includes the Counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba.

EL DORADO TRANSIT has plans to buy one 45-foot, 57-passenger commuter bus and cover preventive maintenance costs. **PLACER COUNTY TRANSIT** has

(Continued on page 4)

(Continued from page 3)
plans for two 45-foot commuter buses, **AUBURN TRANSIT** wants one 25-foot replacement bus and **ROSEVILLE URBAN SERVICE** has plans to repower and rehabilitate buses.

RT plans to retrofit 21 UTDC light rail vehicles from **VALLEY TRANSPORTATION AUTHORITY** and fund maintenance of buses and rail cars. **YUBA-SUTTER TRANSIT** (Sutter County) also plans to cover some of its preventive maintenance costs and the Yuba County segment would fund purchase of three 45-foot commuter buses. **UNIVERSITY TRANSPORT SYSTEM** in Davis has plans to replace ten 40-foot CNG buses.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: Following approval of both the **MTS** and **NCTD** Boards to retain part of the *SORRENTO VALLEY COASTER CONNECTION (WT 2/09),* a four-route system emerged on March 30th including 972-SORRENTO MESA (includes old 971 and 972), 973-CARROLL CANYON (includes old 973 and 974), 978-TORREY PINES and 979-NORTH UNIVERSITY CITY (old 89). Former 975, 976 and 977 were discontinued.

The original plan to demolish El Cajon Transit Center, including working with El Cajon Redevelopment Agency to pursue a joint development agreement for the site and working with the master concessionaire to retain a mobile food establishment on site, has progressed. Kobey Corporation partnering with Brice House Starboard LLC (the partnership) assumed control of ECTC on March 1. They will provide structural improvements and interior tenant improvements to operate and maintain an on-site convenience store (a prefabricated concession stand) with accessible public restrooms. It is also anticipated that the *GREYHOUND* station will return next year.

The **MTS** Board has been asked to consider adopting a plan to change the current light rail system to improve efficiency in the short term and prepare for a viable long term operating plan.

The present **SAN DIEGO TROLLEY** fleet includes 123 Siemens brand high floor (1001-1071, 2001-2052) and 11 low floor LRVs (3001-3011). In conjunction with the opening of the MISSION VALLEY EAST (GREEN LINE) extension in 2005, **MTS** purchased 11 low floor cars to begin a transition to a low-floor fleet. As low-floor access is expanded and integration of the MID-COAST LRT is considered, today's operating plan contains obstacles and inefficiencies that need to be addressed.

An effective LRT operating plan is driven by limitations of fixed infrastructure, schedule driven parameters and the travel patterns and capacity requirements to meet passenger expectations.

At **SAN DIEGO TROLLEY,** current physical constraints include the Cuyamaca Street single track in Santee, downtown Center City station block lengths and layover capabilities at terminal stations. Other issues that exist, but are more readily mitigated, include traction power capacity, railroad block signal spacing, station platform elevation, fleet size and composition.

Schedule driven issues include travel time between key transfer points and terminals, minimum train layover requirements at terminals and train spacing and sequencing in areas of shared line operations.

Incorporation of the planned MID-COAST LRT into the current operating plan would create several issues, over-served corridors, extensive transfers for riders and/or inadequate infrastructure at Old Town Transit Center.

Implementation of a new operating plan, as described below, would create immediate benefits. The existing four lines would be reconfigured to minimize travel time, reduce the need for multiple transfers, eliminate need for the MISSION VALLEY-DOWNTOWN SPECIAL EVENTS (RED LINE) and maximize fleet efficiency.

The GREEN LINE would be extended south from Old Town to 12th & Imperial with a timed transfer there with AMERICA PLAZA-SAN YSIDRO (BLUE LINE). Timed transfers with ORANGE LINE at Santa Fe Depot. The expansion of the GREEN LINE would also allow greater use of the 90-foot S70 rail cars.

The ORANGE LINE would operate between the Santa Fe Depot and East County at El Cajon while the BLUE LINE would operate between San Ysidro and America Plaza (almost identical to the original alignment).

The SILVER LINE (RESTORED PCC OPERATIONS) would allow operation of the restored PCC cars in an eastbound loop around the Convention Center and downtown corridors on weekends or other times.

The weekday scheduled fleet would include three less LRVs and one less train than current peak hour service levels. Two fewer cars would be needed on weekends.

The MID-COAST LRT would operate as far south as Santa Fe Depot. The trackage used by MID-COAST LRT and the *COASTER* would need to be reconfigured at Santa Fe Depot.

Consultants working for SAN DIEGO ASSOCIATION OF GOVERNMENTS recently issued their report evaluating light rail vehicle procurement alternatives, integration and compatibility with the present **SDT** fleet and infrastructure improvements needed to allow low floor technology system wide. This process is intended to assist **MTS** develop procurement strategies and rehabilitation alternatives for their aging fleet and

(Continued on page 5)

identify station and wayside improvements needed.

The consultants evaluated available low-floor products and attended a Vehicle Manufacturers Symposium involving Siemens, CAF, Bombardier, Ansaldo Breda and Kinkisharyo who presented both European 100% low-floor and North American 70% low-floor cars.

The European cars were eventually ruled out for several reasons including high cost of "Americanization" and required maintenance facility modifications, NFPA 130 requirements for smoke, flames and toxicity not met, Public Utilities Commission compression strength requirements and Buy America and/or other Federal Transit Administration requirements are not met.

Focus turned to the North American 70% low-floor cars. The selected vehicle should have a maximum operating speed of 50-55 miles per hour, be PUC compliant with 2g compression strength and have a passenger seating capacity similar to the current fleet. In order to operate three car train sets along C Street in downtown, cars cannot exceed 82 feet in length.

At present, the typical low-floor LRV ranges between 90 and 97 feet in length. There are no 82 foot or shorter LRVs in operation with two exceptions - Ansaldo Breda in Boston which are 74 feet long and seat only 44 and do not meet PUC compression strength requirement. The Skoda Streetcar in Portland and Washington, DC is 66 feet long, seats only 30 and has a maximum speed of 44 MPH. It does meet the compression strength.

The Siemens S70 Ultra Short (S70US), a shorter version of the S70, recently bid at **UTAH TRANSIT AUTHORITY,** is comparable in length to the U-2 and SD100 cars. This car would blend with the existing fleet and into mixed consist operations and allow three-car trains downtown. **MTS** has an option on the **UTA** order and the consultants recommended that at least a portion of that option be exercised.

There are several purchase options under consideration - between 30 and 57 low-floor LRVs and rehabilitating between 0 and 21 of the current U-2 cars.

On March 26, the **MTS** Board voted to receive a report on implementation of the project phasing plan including the consultant's recommendation for 82-foot low-floor LRVs, pursuit of a new car procurement and rehabilitation strategy based on available funding and project priority plan and phasing program.

SANTA MONICA'S BIG BLUE BUS (BBB)

SANTA MONICA: The City Council recently approved amending their contract with Creative Bus Sales to buy a total of ten 30-foot, gasoline/electric hybrid transit coaches, expected to be the EZ Rider model. These buses will replace 2606-2615, the Dennis/Thomas SLF 230s, at least two of which are already gone.

These buses will be funded by $12.8 million in federal stimulus dollars that will also be used to purchase up to three 40-foot alternative fuel buses, expected to be the El Dorado/National Axcess model, and some number of 60-foot articulated buses for use on *RAPID 3-LINCOLN* and *RAPID 7-PICO* lines.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

HESPERIA: **VVTA** recently held a public hearing on plans to allocate its $3,777,403 in FTA Section 5307 and 5311 American Recovery and Reinvestment Act (ARRA) or "stimulus" money to several projects - $204,400 will be applied to purchase two replacement buses, $1,500,000 for Capital Cost of Contracting (use of money to pay for maintenance related items) and $2,073,003 toward construction of the Administration, Operations and Maintenance Bus Facility.

The CNG fuel station is the first structure at the new Operations and Maintenance Facility to be operational and, on March 30th, NABI 603 and Econoline/Aerotech 134 were the first buses to be fueled there. The next day, NABI 406 and Econoline/Aerotech 138 fueled.

As **VVTA** prepares for the FY 09/10 budget year, staff has been reviewing the five year Operations and Growth Study *(WT 2/08, 9/08)* and its service recommendations. FY 09/10 will be the third year of the plan. Hesperia advanced implementation of 48-HESPERIA WEST *(WT 9/08)* from Year 3 to Year 2 and Victorville now wants to delay service to Southern California Logistics Airport as the expected growth has yet to occur. The tentative plan for new service is to advance the nine peak service hours for 31-ADELANTO VIA PALMDALE ROAD from Year 4 and the six peak hours for 52-VICTORVILLE-MALL VIA EL EVADO from Year 5 to next year.

THE I - IRVINE SHUTTLE (IIS)

IRVINE: **IIS** started charging fares in March after a one-year fare-free demonstration, but city officials hope that a new incentive program with local eateries will encourage more midday ridership.

The Incentives Discount Card, available on **IIS** buses, is valid at a number of Irvine businesses and is also valid for a Free Ride on **IIS** Line C-MIDDAY IBC SHUTTLE buses.

Peak hour rides now cost $1 while midday rides are 50 cents. Valid **METROLINK** passes and tickets and most **OCTA** prepaid day and multi-day passes are also valid on **IIS** buses.

Midday weekday service on Lines A-METROLINK-VON KARMAN-AIRPORT and B-METROLINK-JAMBOREE-

(Continued from page 5)
MICHELSON is now hourly (was half hourly). Weekend service was discontinued earlier in the year.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: At the request of the **MARIN COUNTY TRANSIT DISTRICT, GGT** will operate Line 66-MUIR WOODS SHUTTLE for one more summer (May 2 - September 27) following the four year demonstration.

The Muir Woods Shuttle has been successfully operated by **GGT** for the past four years as a demonstration project administered by the Marin County Department of Public Works. With federal funds ending, the program has been shifted to **MT** who will administer the program and fund its operations in conjunction with the National Park Service.

Fares and service levels will be the same as last year, except for changes in fare collection related to the use of the new GFI fare boxes. Round trip fares will be collected on westbound (to Muir Woods) trips with riders issued a round-trip fare card that will be inserted into the farebox on eastbound trips. As before, five smaller, narrow-width buses (35 x 96) that can navigate the narrow roadways will be leased.

*(Ed. Note - it is understood **MT** will issue a multi-year Request For Proposal later this year for the Muir Woods Shuttle for service beginning with summer 2010).*

The TRANSPORTATION AUTHORITY OF MARIN is the lead agency involved in a planning study to identify possible improvements to **GGT** operated local and regional bus service in central and south Marin County.

Consultants found existing service levels appropriate, but there are two items that should receive further attention - road and signal improvements to give priority to transit vehicles to reduce bus travel time on major arterials and Highway 101 and increasing the distance between bus stops on express routes.

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

PHOENIX, AZ: Bus and train fares will increase July 1st, the first price increase since 1994, following a 12-1 vote by the **METRO** Board of Directors. The principal reason for the increase was to cap the public subsidy at 75 per cent. By policy, fares must cover 25 per cent of operating costs, which have continued to increase as the system expanded.

The regular bus fare will increase from $1.25 to $1.75 as the cost of a Day Pass, purchased on a bus, will rise from $2.50 to $5.25. Day Passes, purchased at light rail stations or any other outlet, will cost $3.50 as **VM** wants riders to purchase their passes in advance as onboard purchases slow service. *(Ed. Note - off board fare collection seems to be gaining in popularity with transit agencies, but buying fare media off the bus could often require a passenger to make an extra trip (s) to the sales outlet. Saving $1.75 a day may be worth the trip).*

Seniors, disabled and youths will pay 85 cents (was 60 cents) while Day Passes will rise from $1.25 to $1.75.

UTAH TRANSIT AUTHORITY (UTA)

SALT LAKE CITY, UT: A public hearing was held in February to receive comments on plans to change bus service in the South Davis County area.

Current routes 460 and 463 would be combined into NEW 463 serving Bountiful, Woods Cross and North Salt Lake traveling along 800 West and Main Street. 461 would be extended along 500 South between the *FRONTRUNNER* Station and Orchard Drive while NEW 460 would be a bi-directional shuttle between Woods Cross *FRONTRUNNER* Station and Center Street and Highway 89 in North Salt Lake.

Two of five peak hour trips on 471 would run on 400 West (Centerville) and 200 West (Bountiful). Remaining trips would be renumbered as 455 but continue to travel along 400 East/Orchard Drive.

On April 1st fares were scheduled to drop as **UTA** removed the two fuel surcharges added last year. The adult cash fare dropped from $2.25 to $2.00 while monthly passes dropped from $74.50 to $67.00 and the premium monthly pass was reduced from $175 to $162.

The Level A surcharge was added last July 1 and the Level B surcharge was added on October 1 in response to then skyrocketing diesel fuel prices *(WT 8/08).* The average per gallon price was $4.36 in the third quarter of 2008 and is now $2.92.

FRONTRUNNER service to Pleasant View Station was increased in January as shuttle trains and buses, three in the morning and four in the evening, were added between Pleasant View and Ogden with Salt Lake City connection made there.

REMEMBERING BOB BURROWES

Bob Burrowes, noted bus historian, owner of the former *LINCOLN BUS LINE* in Stockton and transit manager at several agencies including the-then *CULVER CITY MUNICIPAL BUS LINES, NATIONAL CITY TRANSIT and HUMBOLDT TRANSIT AUTHORITY,* passed away April 23rd in Reno, Nevada.

(Continued on page 7)

SOUTH TAHOE AREA TRANSIT AUTHORITY

South Lake Tahoe, CA



FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
3088	Chevrolet	Trolley	PJ504670	00/95	TTD
3204-3206	Bluebird	XCEL102	6F46559, 558, 560	00/06	TTD
3207-3208	Bluebird	XCEL102	6F236710, 709	00/05	TTD
3209	Bluebird	QBRE 3703	TF069060	00/96	Hvn Vly
3211	Bluebird	QBRE 3703	RF058558	00/93	Hvn Vly
3216-3217	Bluebird	QBRE 3703	PF054090,101	00/93	Hvn Vly
3231	Bluebird	QBRE 3703	MF041249	00/91	Hvn Vly
3233	Bluebird	QBRE 3703	NF048525	00/93	Hvn Vly
3235	Chevy/Gaval	Titan	6F429043	00/06	TTD
3237-3240	Bluebird	CSRE 3204	XF090422-424, 813	00/99	SLT
3243	Bluebird	CSRE 3204	YF095876	00/00	SLT
3246	Chevy	Astro Van	YB204082	00/00	SLT
3251-3252	Bluebird	CSRE 3204	2F206986, 985	00/02	SLT
3255-3256	Ford/ElDo	Econ/Aerotech	2HB57930, 929	00/02	SLT
3264	Ford	—	WHC03325	00/98	Hvn Vly
3266	Ford	—	RSHX7323	00/95	Hvn Vly
3269	Ford	—	THA23180	00/96	TTD
3274-3275	Cable Car Classics	Trolley	5F219355-356	00/04	TTD
3278	Ford/ElDo	Econ/Aerotech	VHC02562	00/98	STATA
3281	Ford/ElDo	Econ/Aerotech	KHA21858	00/04	STATA
3282-3284	Chevy/Gaval	Titan	6F426109, 8538, 9655	00/06	TTD
3285	Ford	Allstar	7DA56308	00/07	Douglas Co
3286-3287	Chevy/Gaval	Titan	8F402422, 593	00/08	TTD
3290-3291	Bluebird	XCEL102	7F255195-196	00/08	TTD
3293	Chevrolet	Tractor	J108267	00/26	TTD
3294	Dodge	Tractor	CA865435	00/22	TTD
3295	Trailer	Trailer	None	00/05	TTD
3296	Trailer	Trailer	None	00/05	TTD
3301-3303	Chevy/Gaval	Titan	7F418715, 859, 882	00/08	TTD
3304-3305	Ford/ElDo	Econ/Aerotech	8DA86128-129	00/08	TTD

NOTES:
As a joint powers agency, the vehicles are owned by one of five entities —

STATA - South Tahoe Area Transit Authority
TTD - Tahoe Transportation District
SLT - City of South Lake Tahoe
Douglas Co - Douglas County, Nevada
Hvn Vly - Heavenly Valley Ski Area

Out of service vehicles (recently parted out) - 3237, 3243, 3246, 3255

He moved to Yerington, Nevada, south of Carson City, following his retirement from the business and edited the *NEVADA BUS MAN* publication for a number of years. When *NBM* was no longer published, Bob forwarded news from Nevada to ***WT*** and arranged for us to receive the Nevada Transportation Authority agendas and reports.

As ***WESTERN TRANSIT SOCIETY*** Member #49 since 1965, Bob contributed other stories on many transit and intercity companies to the pages of ***WT.***

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Greyhound Lines, Inc (TX)	86001-86005	Prevost	X3-45/9C729655-659	00/09	
	86006-86012	Prevost	X3-45/9C729661-667	00/09	
	86013-86019	Prevost	X3-45/9C729669-675	00/09	
	86020-86022	Prevost	X3-45/9C729677-679	00/09	
Santa Clarita Transit	169-176	NABI	040.40/8A140—	00/08	
-USED-					
Transit Systems, Inc.	1104	MCI	102A3/JP042033	04/88	1
Express Buses	8241	MCI	102AW3/		2
-DISPOSITIONS-					
Orange County TA	4201	Gillig	4096TBL10/K1082796	06/89	3
	4202-4214	Gillig	4096TBL10/K1082797-809	08/89	3
	4215-4263	Gillig	4096TBL10/K1082810-858	09/89	3
	4264-4269	Gillig	4096TBL10/L1082859-864	01/90	3
	5200s (25)	New Flyer	D40LF/see below	08-9/95	4
	5200s (25)	New Flyer	D40LF/see below	08-9/95	5

-NOTES-

1. Ex Trentway-Wagar (ON) 3006.
2. Ex Dallas Area Rapid Transit (TX) 8241.
3. Sold at several General Auction - Buena Park auctions during 2008.
4. Sold at General Auction - Buena Park, February 21, 2009.
5. Sold at General Auction - Buena Park, March 14, 2009

4. Buses include 5204-5210, 5212-5214, 5220-5222, 5225, 5229-5230, 5233, 5236-5238, 5240, 5247-5250 - VINs SU015879, 874, 868, 869, 882, 880, 870, 881, 901, 875, 903, 896, 873, 883, 905, 887, 915, 912, 894, 891, 890, 886, 900, 913 and 914.

5. Buses include 5201-5203, 5211, 5215-5219, 5223-5224, 5226-5228, 5231-5232, 5234-5235, 5239, 5241-5246- - VINs SU015876, 872, 877, 878, 895, 871, 906, 902, 866, 908, 907, 909, 885, 904, 889, 910, 911, 893, 897, 867, 892, 884, 888, 898 and 899.

Greyhound's New Prevost's





GREYHOUND LINES, INC. has started taking delivery of a fleet of 50-passenger Prevost X3-45 buses, numbered in the 86001-86050, in new colors of strong blue and premium silver and including such amenities as extra legroom, free Wi-Fi access, power outlets and three point seat belts. The first group of buses have been assigned on routes radiating from New York City. 86033 is seen here at the Toronto Bus Terminal on a Toronto—New York run on April 18, 2009. Both photos by Kevin Nicol.