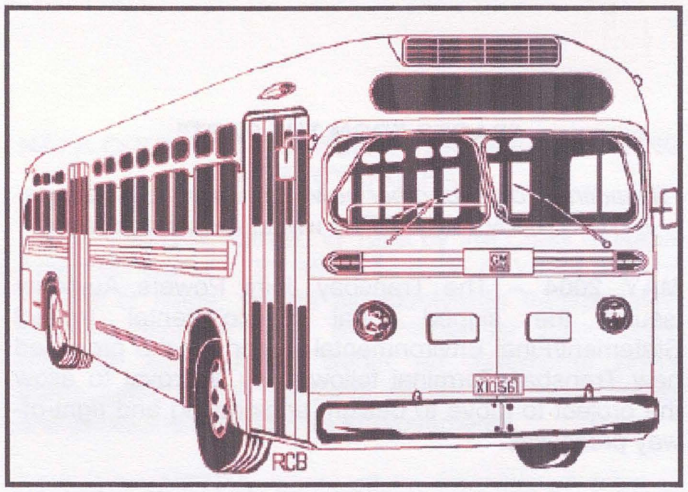



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**VOL. 47, NO. 5** **May 2009**


## GUNNISON—DENVER EXPRESS (GDX)
## (The Mountaineer)

*DENVER, CO:* A new bus service between Gunnison and Denver via US Highways 50 and 285 began operations on January 14th, thanks to a partnership between the Colorado Department of Transportation and eight local transit agencies.

*(Ed. Note - Gunnison and Salida were most recently served once a day each way on **TNM&O COACHES'** GRAND JUNCTION-SALIDA-PUEBLO route, originally a route operated by **TRAILWAYS'** subsidiary, **DENVER -COLORADO SPRINGS-PUEBLO MOTORWAY (DCSP). TNM&O** discontinued service in August 2005).*

Currently designed as a one-year pilot project, the 215 mile long route is operated by **BLACK HILLS STAGE LINES, INC.,** sister company to **ARROW STAGE LINES** of Norfolk, Nebraska using a 47-seat intercity bus.

The bus service is being funded by the COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) using $260,000 in Federal Transit Administration Section 5311 (f) funds as well as $45,500 from eight other agencies including Chaffee and Park Counties, the cities of Salida, Buena Vista and Poncha Springs, Western State College, Western State College Foundation and **GUNNISON VALLEY RTA.**

Bus tickets can be purchased through the **BHSL** website or directly from the ticket agent at each station. Tickets are not sold over the phone nor on the bus.

Bus stops include Gunnison, Poncha Springs, Salida, Buena Vista, Fairplay, Jefferson, Grant, Pine Junction, Cold Spring Park and Ride, Denver Union Station and Denver Bus Center *(GREYHOUND).*

Initially, passengers using the new service were transported in a 15-passenger van between Gunnison and Poncha Springs and then by motor coach to and from Denver. February 25th brought a one vehicle (large bus) ride.

The adult one way fare for the five hour bus ride between Gunnison and Denver is $32.25 with a total of eight stops served.

**GDX** makes round trips from Gunnison to Denver and back on Thursday through Sunday. It operates one way from Gunnison to Denver on Monday, there is no service on Tuesday and the bus travels one way from Denver to Gunnison on Wednesday.

Passengers using **GDX** also benefit from local transit connections (and a ticket honoring agreement with the **RTD** in Denver), the **GUNNISON VALLEY REGIONAL TRANSPORTATION AUTHORITY** in Gunnison and the **CHAFFEE SHUTTLE** in Salida, Poncha Springs and Buena Vista.

The service culminates nearly two years worth of effort by several agencies. **GUNNISON VALLEY RTA** was the lead coordinating the grants and lining up the local government contributions and coordinating all the efforts with CDOT.

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## PUBLIC UTILITIES COMMISSION (PUC)

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

### APPLICATIONS

*BAUERS LIMOUSINE SERVICE, INC.* has applied for authority to operate as a scheduled Passenger Stage Corporation between points in Sonoma, Marin, San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, Solano, Napa, Sacramento, Placer and San Joaquin Counties and to establish a Zone Of Rate Freedom.

### DECISIONS

*COTIJAS TRANSPORTATION, LLC* has been authorized to operate as an On-Call Passenger Stage Corporation (PSC-24807) between points in Imperial, San Diego, Orange, Los Angeles, Riverside, San Bernardino, Kern, Tulare, Fresno, Monterey, Santa Clara, San Mateo, San Francisco and Alameda Counties and establish a Zone Of Rate Freedom. *CT* would use a fleet of twelve 14-passenger vans and expects a mostly Spanish speaking client base.

The application of *STANFORD SHUTTLE, LLC* for an on-call, door-to-door PSC between points in 17 Northern California counties and the Bay Area Airports and establish a ZORF was dismissed and the proceeding closed as *SS* has continued to fail to respond to requests for additional information.

## "PAGES FROM THE PAST"

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

**MAY 2004 –** The Transbay Joint Powers Authority issued the signed Final Environmental Impact Statement/Final Environmental Report for the proposed new Transbay Terminal followed by approval to allow the project to move to design, engineering and right-of-way processes.

**MAY 1999 –** The **RIVERSIDE TRANSIT AGENCY** implemented what was described as the largest service in its history with new service in the Sun City to Temecula and Murrieta areas, including Line 37 as part of Riverside County's Welfare-To-Work programs.

**MAY 1994 – DOWNEYLINK,** a four route Intracity system with a fleet of Ford Econoline/El Dorado Aerotech buses, started operations with MAYFLOWER CONTRACT SERVICES, INC. as contract operator.

**MAY 1989 –** As administrator for the yet-to-start COMMUTER TRANSPORTATION IMPLEMENTATION PLAN, renamed **MUNICIPAL AREA EXPRESS (MAX),** prior to start up, the City of Torrance approved purchase of 23 25-passenger Gillig Spirit buses for the three route system.

**MAY 1984 – SCRTD** placed the first of the 3300-3714 series Neoplan AN440A buses in service, concentrated all MAN articulated buses on 1-HOLLYWOOD BLVD and was in final construction stages of Division 10, which opened in June.

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ISSN 1552-8604
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## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)

*NAPA:* **NCTPA,** formed in 1998 by the Cities of Napa, American Canyon, St. Helena, Town of Yountville and County of Napa, serves as countywide transportation planning agency. It is responsible for coordinating planning and funding within an intermodal policy framework covering highways, streets and roads, transit and paratransit and bicycle improvements.

Last July, **NCTPA** successfully transitioned into an independently staffed agency responsible for, among other functions, countywide transit operations of eight different transit systems.

In late March, the agency issued an RFP for a five year contract for operations, maintenance of equipment and facilities of the eight systems encompassing the **NCTPA** transit services. The current contractor is *VEOLIA TRANSPORTATION SERVICES (Ed. Note - this was a former ATC/VANCOM contract).*

They include **VALLEY INTRACITY NEIGHBORHOOD EXPRESS, VINE GO, NAPA DOWNTOWN TROLLEY, AMERICAN CANYON TRANSIT, YOUNTVILLE SHUTTLE, ST. HELENA VINE SHUTTLE, CALISTOGA HANDYVAN** and **FLEX RIDE.**

**VINE** is a fixed route system with 11 routes and a fleet of 25 transit buses and 1 cutaway. The other systems use either trolley replica vehicles, cutaways or vans.

Ten of the **VINE** bus routes operate within Napa while 11-NAPA-ST. HELENA-CALISTOGA-SANTA ROSA operates three round trips serving the cities of its name on Monday, Tuesday, Wednesday and Saturday between 600AM and 600PM using cutaway 628.

**VINE GO** provides the complimentary ADA paratransit within the fixed route service area. It is currently an ADA plus service, meaning it will provide rides for non-ADA senior and disabled, pre-registered passengers when there is space available. **VINE GO** is also available for general public service with the Up Valley communities (Oakville to Calistoga). The system has 12 cutaways.

**NAPA DOWNTOWN TROLLEY** is a circulator that connects the Napa downtown area with Premium Outlets and the Westwood neighborhood on the west side of Highway 29 and also with Napa Expo, Wine Train Depot on the east side and the Marriott Hotel on Solano Avenue in northwest Napa.

The trolley operates on a 40 minute headway between 1100AM and 617PM every day with extended hours to 946PM Wednesday through Sunday and extra evening service on Friday and Saturday to the Marriott Hotel. Three Supreme brand replica trolleys painted all red and equipped with Diamond fare boxes are utilized.

**AMERICAN CANYON TRANSIT,** locally known as "The Duck", offers a deviated fixed route service (seven round trips between 730AM and 555PM on weekdays) using a fleet of two cutaways. **ACT** transferred from the city to **NCTPA** on June 1, 2006. The bus is timed to connect with **VINE** and **VALLEJO TRANSIT** at the Sereno Transit Center.

**YOUNTVILLE SHUTTLE** is another deviated fixed route service, celebrating its tenth anniversary this year. The fleet includes two accessible cutaways garaged at the Town of Yountville Corporate Yard on Solano Avenue.

**YS** now operates 1000AM-200PM and 400PM-1100PM Wednesday thru Friday, between 1000AM and 1100PM on Saturday and 1000AM to 700PM on Sunday. The Town has also contracted with **NCTPA** to provide special deviated service for special town events.

**ST. HELENA VINE SHUTTLE** also offers deviated fixed route service within the city with a fleet including two accessible cutaways.

**SHVS** operates its route on weekdays between 740AM and 445PM with a ninety minute midday break.

**CALISTOGA HANDY VAN** is a door-to-door demand response system for city residents and visitors that operates on weekdays between 815AM and 500PM and on Saturday between 900AM and 100PM with a fleet of two vehicles.

**FLEXRIDE,** started in January 2007, is a reservation based demand response service available in the early morning, evenings and Sunday to complement existing **VINE** fixed routes. **FR** is available within Napa in areas already served by **VINE** but during hours when **VINE** is not available. This allows **NCTPA** to serve transit dependent customers at times when it would not be cost effective to run fixed route buses.

The fare is $2.00 for all riders and service is offered in a 16-passenger cutaway. Riders are expected to call 1 to 3 days in advance. Same day requests are considered, but are not guaranteed.

**NAPA SHUTTLE** is new and is a shared ride, curb to curb program to improve mobility for specific elderly and disabled individuals and low income residents. **NS** uses one 14-passenger cutaway on Tuesday and Thursday from 1000AM until 200PM. Same day only requests are accepted (request line opens at 800AM) and the service area is limited to the Napa city limits. Passengers may transport up to 4 grocery bags or packages and folding shopping carts are allowed on the bus.

The new contract is scheduled to begin July 1st at which time the two separate (fixed route and paratransit) yards will be merged into one, the current **VINE** bus yard at 720 Jackson Street in Napa.

Presently, the fixed route operators are represented (union unknown) and the paratransit drivers are not. The combining of the yards is expected to require that all operators are covered by the current labor agreement which runs through June 30, 2010.

Starting on May 4, the schedule and days of operation of Line 11-NAPA-ST. HELENA-CALISTOGA-SANTA ROSA changed. Service was added on Thursday and Friday while Saturday operations were cancelled. Three round trips now operate Monday thru Friday. Started four years ago, the line averages 1.5 riders per hour, but needs 6 riders per hour to meet financial expectations.

**NCTPA** staff has recommended discontinuation if ridership does not improve with these changes.

Northbound trips depart Napa at 555AM (serving Calistoga at 700AM) and depart Calistoga at 945AM and 130PM. Southbound buses leave Santa Rosa at 820AM and 1135AM for Calistoga and 255PM for Napa via Calistoga.

The **NAPA TROLLEY** has also been recommended for discontinuation. It carries an average of 7.4 passengers per hour (needs 16 an hour). Until this past February, Downtown Napa businesses contributed a $60,000 annual subsidy to pay the fares for the riders.

On the positive side, the **NCTPA** Board has approved filing an application with the Metropolitan Transportation Commission for $225,000 in Regional Measure 2 funds for start up costs and operating assistance for the proposed new **VINE** Route 29-NAPA-VALLEJO COMMUTER EXPRESS.

Expected to commence operations in June, the bus would connect Napa with the **BAYLINK FERRY** in Vallejo for San Francisco and the **VALLEJO TRANSIT LINES** bus for BART/El Cerrito Del Norte. Buses would operate two directional trips on weekdays every half hour between 430AM-830AM and 330PM-800PM using four bike rack equipped buses.

Riders would be allowed to travel with sealable beverage containers and snacks and **NCTPA** expects to provide local and regional newspapers on board.

## AMTRAK CALIFORNIA (AC)

*SACRAMENTO:* May 11th brought a reduction in bus service on several routes and discontinuation of service to Benicia (Route 7) and Corning (Route 3).

The two daily round trips between Suisun/Fairfield and Sacramento on Route 3-STOCKTON-SACRAMENTO-REDDING and two of three daily round trips between Martinez and Santa Rosa on 7-ARCATA-MARTINEZ were all discontinued. One Redding-Stockton round trip on 3 was shortened into a Stockton-Sacramento bus.

Three trips on 17-SANTA BARBARA-OAKLAND (two north, one south) were extended to or from Emeryville to allow better train connections.

Two of six San Pedro-Long Beach-Los Angeles round trips on 1B-LOS ANGELES-BAKERSFIELD that did not connect with *SAN JOAQUIN* trains were discontinued.

One of two round trips on 12-BAKERSFIELD-LAS VEGAS, NV was dropped. A new stop in Westchester (to replace a Culver City stop that never opened) was added on 1C-TORRANCE-UCLA-BAKERSFIELD.

**AMTRAK THRUWAY's** MEDFORD - KLAMATH FALLS bus route was extended westward from Medford to the Pacific Coast at Brookings, OR, also serving Gold Hill, Grants Pass and Cave Junction, OR and Crescent City and Smith River, CA.

Buses connect with the *COAST STARLIGHT* in Klamath Falls. Bus 8714 leaves Klamath Falls 1030AM arriving Brookings 750PM while Bus 8711 departs Brookings at 800AM and arrives Klamath Falls at 530PM.

The YOSEMITE VALLEY-MAMMOTH LAKES seasonal route, serving remote park locations, Tioga Pass and the east side of the Sierra Nevada's, begins June 6th. This route uses a full size, accessible bus that begins in Mammoth Lakes at 700AM and arrives Yosemite Visitors Center at 1055AM after serving June Lake, Lee Vining, Tuolumne Meadows, Yosemite Wolf Lodge and Yosemite Crane Flat. The return trip departs Yosemite at 500PM arriving Mammoth Lakes at 851PM.

## BUTTE REGIONAL TRANSIT (B-LINE)

*CHICO:* On May 28th the Butte County Association of Governments, the policy board for **B-LINE,** will conduct a public hearing for fare increases to be effective on July 1st. The need for additional funds is related to the loss of State Transit Assistance money and to maintain farebox recovery ratios above state mandated levels.

The proposal calls for the following changes to Regular fares. Local fares would increase to $1.50, Regional fares would rise from $1.25 to $2.00, All Day Pass would rise from $2.50 to $4.00. Two-Ride passes, 10-Ride passes and 30-Day passes would also increase. Discount and Student fares would be adjusted, as well.

## YOLO COUNTY TRANSPORTATION DISTRICT (YCTD)

*WOODLAND:* The **YCTD** Board recently held a hearing to receive comments on plans for a NEW Line 340-WEST SACRAMENTO RALEY'S LANDING. Raley's is located on 3rd between West Capitol and G Street.

The 340 would operate on weekdays during commute hours, between L Street at 6th and 3rd at G street in the morning and between 3rd at G Street and 8th at N Street in the afternoon.

## MARIN TRANSIT (MT)

*SAN RAFAEL:* A public hearing was held recently to consider the future of MUIR BEACH DIAL-A-RIDE.

This curb-to-curb Dial-A-Ride service was reinstated on March 30, 2008 *(WT 5/08).* Service operates during midday hours Wednesday thru Sunday and rides need to be booked at least one day in advance.

## SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

*SAN FRANCISCO:* In late April, the Board of the San Francisco Municipal Transportation Agency voted to use fare increases and service reductions to help cover a growing budget deficit. As with many other California transit agencies, the loss of State Transit Assistance money combined with declining sales tax revenues has caused need for these changes.

Beginning July 1st, the basic adult fare will rise from $1.50 to $2.00 while the senior/disabled/youth fare will increase to 75 cents. Fast Pass prices will also rise - adult to $55 in July and $60 next January. Discounted Fast Passes will go to $15 in July and $20 next January.

Transit service reductions totaling $13.4 million include changes subdivided into five categories - discontinue routes with low ridership or nearby alternate service, eliminate route segments with low ridership or alternate service, adjust headways, modify route structures and change non-Owl service by ending most crosstown and radial routes between midnight and 100AM and most community routes at 1100PM.

Discontinued routes will include 4-SUTTER, 7-HAIGHT, 16AX-NOREIGA "A" EXPRESS, 20-COLUMBUS, 26-VALENCIA, 53-SOUTHERN HEIGHTS, 74X-CULTURE BUS and 89-LAGUNA HONDA.

Route segments will include N-JUDAH between Embarcadero and King St and 1-CALIFORNIA south of Sacramento on weekends, 2-CLEMENT west of 14th, 10-TOWNSEND north of Broadway and to Transbay Terminal, 12-FOLSOM-PACIFIC along Embarcadero, 18-46TH AVENUE along Geary and Point Lobos, 21-HAYES west of Stanyan, 29-SUNSET in The Presidio




north of Baker Beach, 36-TERESITA from Monterey/Forester to BART/Balboa Park, 38-GEARY Ocean Beach branch , 41-UNION between Lyon and Steiner, 67 -BERNAL HEIGHTS on portions of Crescent and Mission, 88-BART SHUTTLE west of I-280 and 108-TREASURE ISLAND between Transbay and Caltrain.

Modified route structures on 10-TOWNSEND (reroute to follow Line 12 route to Jackson/Fillmore), 12-FOLSOM-PACIFIC (reroute along 2nd and Sansome and extend to BART/24th Street, 16BX-NOREIGA "B" EXPRESS (extend to Great Highway), 18-46TH AVENUE (reroute to follow 38 Ocean Beach route), 36-TERESITA (reroute to BART/Glen Park and Cesar Chavez/Valencia and 108-TREASURE ISLAND (reroute from Ave M to Ave H)

Lines 5-FULTON east of 6th Avenue, 6-PARNASSUS, 16BX-NOREIGA EXPRESS, 19-POLK and 71L-HAIGHT-NOREIGA will receive improved headways while 5-FULTON west of 6th Avenue, 19-POLK, 31-BALBOA and 36-TERESITA will have service reduced.

In mid month, the San Francisco County Board of Supervisors (who act as a City Council would) backed off their threat to reject the SFMTA's FY 09/10 budget after striking a deal that ended a political showdown with Mayor Gavin Newsom. The possible impact the rejection would have had on the service and fare changes is unknown, but these will take place.

According to those who supported the compromise, it is intended to dull the impact of planned service reductions and delay the January 2010 Discount Fast Pass price increase until May 2010.

One fare will decrease - for poor people who qualify for a "lifeline" pass. The current $35 rate will be reduced to $30. About 6500 people a month use this pass.

**MUNI** will reduce the number of new fare inspectors it planned to hire, reduce the amounts it pays other city departments for services, further reduce cost of supplies and the Traffic Division of SFMTA will consider expanding its parking meter enforcement hours from 600PM until 800PM.

SFMTA is eligible to receive $67 million in federal stimulus funds and will use the first $16 million of those funds to rehabilitate up to 40 standard motor coaches and 20 articulated buses.

## SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

*LOS ANGELES:* **SCRRA** will begin receiving the first of 117 new Rotem brand passenger cars late this year. The cars will include state of the art Crash Energy Management technology to better protect passengers in the event of an incident.

**SCRRA** has leased passenger cars from other agencies to provide added capacity. Recently the five cars leased from **SOUND TRANSIT** in Seattle were returned and they were replaced by Comet cars, formerly in service for **NEW JERSEY TRANSIT** and now owned by **UTAH TRANSIT AUTHORITY.** As the cars are not completely compatible with **SCRRA's** bi-level fleet, only one car will be assigned on each train and that car will be directly behind the locomotive. The 102 seat Comets have been assigned all over the system on selected trains.

Two new community shuttle systems designed to help **METROLINK** passengers reach their destinations more easily, **COVINA TRANSIT METROLINK SHUTTLE** and **BRONCO LINK SHUTTLE** (Cal Poly Pomona), began operations during March.

Both are fare-free and operate on weekdays during peak hours. **CTMS** serves all morning trains and makes three stops including the Covina Station, Citrus Valley Health Partners (3rd & College) and Civic Center Parking Structure on College Street. **BLS** operates two trips each rush hour to and from Pomona Station and stops, on campus, at the CLA Building and Building 1.

On May 15th the **SCRRA** approved a three per cent fare increase effective this August 1st to offset rising costs. **SCRRA** member agencies (the five Southern California county transportation commissions) will now need to increase their subsidy contributions and **SCRRA** staff reduced planned expenses by $1 million.

A proposal to require passenger co-payments for transfers to and from other transit agencies, currently subsidized by **SCRRA,** was delayed when **LACMTA** offered to pay the entire cost for at least one year.

**SCRRA** is considering directly employing engineers and conductors when the current contract with *CONNEX* ends on June 30, 2010. The firm has notified **SCRRA** it did not plan to pursue a contract renewal next year.

The two entities have had an increasingly adversarial relationship following last September's train vs. train accident in Northridge which has set off, according to some, what could be one of the costliest railroad liability battles on record.

## LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

*LOS ANGELES:* In April the **MTA** Board awarded a contract to North American Bus Industries for 50 new 32 -foot, low floor, CNG buses to replace a mix of (North Region - *VEOLIA)* contract operated buses, described as 33 diesel and 17 propane fueled buses.

*(Ed. Note - the most recent bus assignment information shows the North fleet totaling 55 including New Flyer D40LFs 3016-3019, Thomas TL-960s 9951-9953, 9956-9966, 9968-9969, El Dorado MST IIs 12500-12503, 12505-12527, Econoline/Aerotechs 12537-12539, 12542-12545, 12550 and 12552. The Aerotechs are propane, the others are all diesel.*

*Interestingly, NABI owns Optima and Blue Bird. While NABI does have a 31-foot low floor, Optima and Blue Bird also have 30-foot, 31-foot and 35-foot buses - the bus could be one of these).*

The contracted service bus RFP includes options for up to 100 more buses over a five year period. There were three bidders - NABI, Creative Bus Sales for the EZ Rider II and Daimler North America for the Orion VII. The NABI bid was $414,538 per bus, Creative was $464,786 and Daimler was $464,867.

In other equipment news, **MTA** exercised another option with NABI for 100 more new 45-foot, low floor, Compo buses to replace a comparable number of buses used in local service.

The plan to establish Line 910-EL MONTE-ARTESIA TRANSIT CENTER VIA EL MONTE BUSWAY AND HARBOR TRANSITWAY (aka *SILVER LINE)* and modify current Lines 444, 446, 447, 484 and 490 *(WT 3/09)* has been deferred until next December while three policy issues are addressed - fare policy related to the 910 and implications to other similar services, integration with **FOOTHILL TRANSIT** and **METROLINK** and opportunities to achieve revenue hour savings from the service restructure to address the FY 09/10 Structural deficit.

## LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS (DPW)

*ALHAMBRA:* March 31st ushered in the **DPW's** newest service, EAST VALINDA SHUTTLE, operating in county territory south of West Covina and east of La Puente.

EVS operates hourly between 700AM and 700PM Monday through Saturday (one cutaway operated by *SOUTHLAND TRANSIT, INC.)* charging a 25-cent fare. Rides are free for those over 60 or disabled persons.

**NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY**
**Napa, CA**

| FLEET # | BUILDER | MODEL | SERIAL # | YEAR | NOTES |
|---|---|---|---|---|---|
| 106 | GMC | T7J604 | CV8210182 | 08/82 | VINE |
| 108-111 | TMC | T7J604 | FV824035-038 | 02/86 | VINE |
| 112-114 | TMC | T7J606 | GV824809-811 | 03/87 | VINE |
| 115-116 | TMC | T7O606 | JR825845-846 | 01/89 | VINE |
| 127-131 | Gillig | S50T35102 | R1085641-645 | 12/94 | VINE |
| 132 | Gillig | S50T35102 | V1088200 | 01/97 | VINE |
| 133-134 | Gillig | C20D102N4 | 31111911-912 | 00/03 | VINE, 3 |
| 150-153 | New Flyer | C40LF | YU021172-175 | 00/00 | VINE |
| 211-212 | Neoplan | AN440L | LL013003-004 | 00/90 | VINE, 1 |
| 401-403 | Supreme | Trolley | —19364,46915,34306 | 00/00 | Napa Trolley |
| 608-609 | Ford | Econoline Van | —71638,71640 | 00/99 | Vine Go |
| 611 | Dodge | Caravan | —85650 | 00/97 | Calistoga |
| 612-613 | Ford ElDo | Econ/Aerotech | —13821,13818 | 00/99 | Yountville |
| 614-616 | Ford ElDo | Econ/Aerotech | —31542,31541,97347 | 00/01 | Vine Go |
| 621-622 | Ford ElDo | Econ/Aerotech | —11114,12461 | 00/99 | St. Helena |
| 623-626 | Ford ElDo | Econ/Aerotech | —75798-75795 | 00/02 | Vine Go |
| 627 | Ford ElDo | Econ/Aerotech | —98568 | 00/03 | Calistoga |
| 628 | Ford ElDo | Econ/Aerotech | —26614 | 00/04 | VINE Line 11, 2 |
| 629 | Ford ElDo | Econ/Aerotech | —26615 | 00/04 | Flex Ride, 2 |
| 630-631 | Ford ElDo | Econ/Aerotech | —07935,60208 | 00/05 | American Canyon |
| 632-635 | Ford ElDo | Econ/Aerotech | —59190,61205,06,09 | 00/07 | Vine Go |
| 636-637 | Ford Starcraft | Econ/Allstar | —01415,01401 | 00/07 | Vine Go |

*NOTES:*
1. Ex demonstrators.
2. Ex St. Helena Vine Shuttle.
3. Ex SamTrans (CA) 800-801, 1-door suburbans.

From Rimgrove Park, the bus travels on Rimgrove, Wing, Valinda, Amar, Azusa Ave, Gemini, Bainford, Renault, Hambledon, Salais, Azusa, Hurley, Valley Blvd, Yorbita, Altario, Rorimer, La Seda, Villa Park Gendel, Norham and Nogales to La Puente Road.

**ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)**

*ORANGE:* Following an earlier decision that fixed routes and paratransit would be operated under separate contracts, **OCTA** issued a Request For Proposal late last year to operate the 26 **OCTA** contracted fixed routes from Division 8 (Sand Canyon) for a five year term beginning this July 1st *(WT 3/09).*

The 200 ACCESS paratransit buses will continue to be operated by *VEOLIA TRANSPORTATION, INC.,* but from Division 2 (Construction Circle). **OCTA** negotiated a new, three-year ( until June 2012) agreement.

Four transit management firms submitted proposals. They included *MV TRANSPORTATION, INC., FIRST TRANSIT, VEOLIA TRANSPORTATION SERVICES* and *SOUTHLAND TRANSIT, INC. MV* was selected and awarded a contract in late April to start on July 1st.

The contract will include 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.

The initial fleet will include 6301-6312, Chevrolet 560HT/El Dorado Aero Elite with suburban interiors and 26 seats, eight of the 6321-6340 new 16-passenger Chevrolet/El Dorado Aero Elites and 62 New Flyer C40LFRs consisting of 12 suburbans (5121-5132) and 50 7501 series transits, 7530-7536 and 7538-7580.

The **OCTA** Board has approved another one-year extension of the agreement with **RTA** to fund operations of Line 149-VILLAGE AT ORANGE-RIVERSIDE.

June 14th will bring the Summer Shake Up and the third to see a reduction of Revenue Vehicle Hours, related to the continuing reductions in sales tax revenues and the now-complete loss of State Transit Assistance funds *(WT 12/08, 3/09).*



# EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

| PROPERTY | FLEET #'S | BUILDER | MODEL/SERIAL #'S | DATE | NOTES |
|---|---|---|---|---|---|
| *-NEW-* | | | | | |
| Los Angeles County MTA | 9231-9399 | NABI | 60B.01/5A140169-337 | 00/05 | 1 |
| | 9400-9429 | NABI | 60BRT.01/6A140094-123 | 00/06 | 1 |
| | 9430-9494 | NABI | 60BRT.01/6A140247-311 | 00/06 | 1 |
| | 9500-9506 | NABI | 60BRT.01/7A140143-44,48-49,47,45-46 | 00/07 | 1 |
| | 9507-9594 | NABI | 60BRT.01/7A140150-237 | 00/07 | 1 |
| The Bus (HI) | 151-160 | New Flyer | DE60LFR/9C035118-127 | 00/09 | |
| Lux Bus America | 204 | Ford/ElDo | Econ/Aerotech/6DA32091 | 00/06 | |
| | Unknown | Ford/ElDo | Econ/Aerotech/6HA97645 | 00/06 | |
| | 555 | Prevost | H3-45/61010597 | 00/06 | |
| *-DISPOSITIONS-* | | | | | |
| Corona Cruiser | 9438 | Goshen | GCII/WCA29196 | 00/98 | 2 |
| Orange County TA | 8132 | Ford/ElDo | Econ/Aerotech/VHB88112 | 00/97 | 3 |
| | 8726 | Ford/ElDo | Econ/Aerotech/NHA94220 | 00/92 | 3 |
| | (39) | Ford/ElDo | Econ/Aerotech/mixed | 01-02 | 4 |

*-NOTES-*

1. Additional information.
2. Sold at General Auction - Buena Park, April 4, 2009.
3. Sold at Ken Porter Auctions, 2008.
4. Sold at General Auction - Buena Park, May 16, 2009. Cutaways included 8321, 8349, 8401-8405, 8408-8410, 8412, 8414-8417, 8419-8420, 8434, 8436, 8447-8448, 8453, 8456-8458, 8901, 8907-8909, 8940, 8942-8944, 8946, 8961-8964, 8968.

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*LOS ANGELES DEPARTMENT OF TRANSPORTATION* is now soliciting Letters of Interest from manufacturers interested in producing 40-foot and/or 45-foot, over the road, 102" wide, CNG style commuter vehicles.

Additional information on the bus fleet of the *SANTA CRUZ METROPOLITAN TRANSIT DISTRICT* (ROTM, February 2009) - Highway 17 Express Orion 2301-2311 have been converted to CNG and Wi - Fi capability installed. 2401-2404 are also Ford/Goshen, and along with 2405-2406, are lettered "Metro Paracruz" and provide *MTD's* ADA service. Only 2801-2805 are single door suburbans, delivered as CNG and with Wi-Fi. 2806-2813 are standard New Flyer C40LF city transit buses, identical to 2601-2602.

*EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA TRANSIT)* is now accepting sealed bids for their nine model year 2001 Advanced Bus Industries model TSV-30 small buses (0171-0179) including spare parts.

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# May Photos




*VINE 106 (left) and 128 (right) at the VINE yard on April 16, 2005. Craig Barnes photos.*