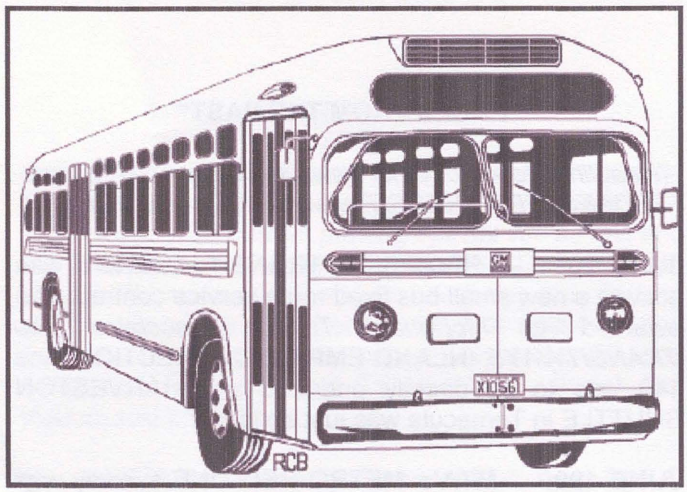
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VOL. 47, NO. 6 **June 2009**

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: June 28th will bring addition of two new Trolley lines in Temecula - 55-TEMECULA TROLLEY (GREEN) and 57– TEMECULA TROLLEY (RED) , the discontinuation of Line 52-TROLLEY-GREEN LINE in downtown Riverside and establishment of two more *Commuter Link* lines. All of these services are or will be operated by *TRANSPORTATION CONCEPTS, INC.*

The 50-TROLLEY-RED LINE (JURY) contract with the County of Riverside was recently renewed for five years. An all-day downtown circulator, Line 50 serves primarily as a parking lot shuttle for jurors serving at the Riverside County Courthouse.

Instituted in May 2007 *(WT 5/07)*, Line 52 has been rerouted and rescheduled several times, but continued to search for strong customer base.

Using the two vehicles currently on Line 52, NEW Lines 55 and 57 will be funded as a one-year demonstration project by the City of Temecula from the developer fees of Lennar Corporation, from the new Harveston 2,000 home subdivision east of Murrieta. Rides will be FREE.

Line 55 will operate as a circulator on a 15-minute headway 630AM-800AM and 230PM-400PM weekdays. Line 57 will operate as a circulator on a 15-minute headway between the Promenade Mall and Old Town on weekdays 1100AM-130PM, on Saturday 730AM-400PM and on Sunday 1000AM-400PM.

Two more *Commuter Link* lines, 212-EAST HEMET-SAN JACINTO-HEMET-PERRIS-RIVERSIDE and 217-(originally to be numbered 214)-SAN JACINTO-HEMET-MURRIETA-TEMECULA-ESCONDIDO will offer added peak hour services.

The 212 will operate during weekday peak hours along Highways 74 and 215 while Line 217 will travel on Hwys 79 and I-15 during weekday peak hours. These lines will have a fleet of new Chevrolet 560HT/El Dorado Aero Elite 26-passenger cutaways with similar suburban style interiors to the **OCTA** 6301-6312 series.

Armed with Joint Access Reverse Commute (JARC) funds and Riverside County Measure A funding, late night extended service on seven major regional and local lines to accommodate non-traditional work shifts of transit dependent customers should begin next January.

Service will operate (to midnight on weekdays, 1000PM Saturday and 900PM Sunday) on 1-MAGNOLIA, 16-RIVERSIDE-MORENO VALLEY, 19-PERRIS-MORENO VALLEY, 20-RCR MEDICAL CNTR-MAGNOLIA CNTR, 22-RIVERSIDE-LAKE ELSINORE, 25-RIVERSIDE-LOMA LINDA and 27-HEMET-GALLERIA AT TYLER.

These programs, with special dedicated funding, will begin in spite of an overall seven per cent reduction in Vehicle Service Hours over the rest of the **RTA** fixed route system. Ridership on the DIAL-A-RIDE system is expected to increase 15 per cent over current numbers.

The Corona/Norco Holiday Trolley and Festival Of Lights Services will both be suspended for this year.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

ARRIVE ALIVE, LLC dba ARRIVE ALIVE has applied to operate as a Passenger Stage Corporation between Isla Vista and Santa Barbara and, separately, between San Diego and Pacific Beach and to establish a Zone Of Rate Freedom.

RED & WHITE FERRIES, INC. has applied for a certificate to establish and operate scheduled vessel common carrier service between Fisherman's Wharf Terminal and Sausalito and establish a ZORF.

Sally Williams and Mark Williams dba SCOOT applied for authority as a scheduled, door to door PSC to transport children in various activities between several San Mateo County points and establish a ZORF.

DECISIONS

LA NUEVA CONCORD'S EXPRESS, LLC has been authorized to operate as an On-Call Passenger Stage Corporation (PSC-24285) between points in San Diego, Orange, Los Angeles, Riverside, San Bernardino, Kern, Tulare, Fresno, Monterey, Santa Clara, San Mateo and San Francisco Counties and establish a ZORF.

Marek Sadowski dba CITY EXPRESS was authorized in PSC-24131 to operate between San Diego Airport and points in San Diego and between LAX and points in Los Angeles, Orange, Riverside and San Diego Counties.

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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)

JUNE 2004 – RIVERSIDE TRANSIT AGENCY was active - a new small bus fixed route service contract was awarded to *McDonald Transit Associates dba TRANSITWAYS,* **INLAND EMPIRE CONNECTION** Line 149 was to be directly operated and HARVESTON SHUTTLE in Temecula was just an idea.

JUNE 1999 – MTA's METRO RED LINE subway was extended to Hollywood & Vine including discontinuing Line 1-HOLLYWOOD BLVD, rerouting 420-VAN NUYS-LOS ANGELES and inaugurating **LADOT** DASH/ DESTINATION HOLLYWOOD.

JUNE 1994 – WHATCOM TRANSPORTATION AUTHORITY had instituted NIGHTLINE (new evening service), the MERIDIAN SHUTTLE which permitted 9A-LYNDEN and 9B-FERNDALE to be streamlined and was awaiting an order of 31 Orion V buses, a mix of 30, 35 and 40 footers.

JUNE 1989 – The ATU and UTU lawsuit against the LACTC and **FOOTHILL TRANSIT** over the ability of the Commission to create a regional transit agency was ongoing. Meanwhile, **FT** approved a $5 million lease with Gillig for 30 buses (F600-F629) to be delivered as **FT** was to assume operation of **SCRTD** Lines 178, 185, 274, 276 and 280.

JUNE 1984 – TRAILWAYS, INC. was reducing service on various routes and laying off staff if employees did not forego salary and COLA increases. The firm claimed that since the deregulation of buses in 1982, they had lost much business to low cost competitors.

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OMNITRANS (OT)

SAN BERNARDINO: During the six month construction project at the San Bernardino METROLINK/AMTRAK Station, about 70 current parking spaces will be lost and **OT** instituted a weekday peak hour (530-830AM and 350-730PM on a 10/15 minute headway) free parking shuttle between a temporary parking lot established at the Carousel Mall and the station plus rerouting **OT** Line 1-DEL ROSA-COLTON via E Street, 2nd, J Street, 3rd, Viaduct and Mt. Vernon.

The SHUTTLE travels from Carousel Mall along 2nd, G Street and 3rd to the train station.

OT has proposed fare increases beginning September 1 to include hiking the regular $1.35 fare to $1.50, increasing the senior and disabled 55 cent fare to 60 cents and increasing Day Passes - to $4 for regular riders and $1.85 for seniors and the disabled.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: The original FY 09/10 budget year service changes proposal *(WT 4/09)* envisioned adding half hourly buses during weekday peak hours on both 31-ADELANTO VIA PALMDALE ROAD and 52-VICTORVILLE-MALL VIA EL EVADO. Available ridership information has indicated the need for more hours was much more pronounced on the 31 and, for next year, that will be the only new service added. Plans also envisioned a fare increase, but that will be delayed.

VVTA began a six month test on June 15th during which time all certified *DIRECT ACCESS* passengers will be able to book rides on the same day on a space available basis. This plan is intended to offer more service to customers and improve productivity (riders per hour).

FOOTHILL TRANSIT (FT)

WEST COVINA: **FT** recently awarded a $5.8 million contract to Proterra, LLC for the purchase of three battery-powered electric buses and wayside fast charging equipment for the newly launched Electric Bus Demonstration Project.

The buses will be lightweight with futuristic styling and a composite construction design, powered by an electric drive not dependent upon any on board equipment, have a 30-mile minimum range without charging and can be recharged in a few minutes on route.

The in-route docking station for the electric buses can deliver a 95% recharge in less than ten minutes and requires no intervention or hands-on labor from bus operators. This fast-charge, in route electric powered bus project is the first of its kind in this country.

The project will be funded through ARRA, the American Recovery and Reinvestment Act of 2009 and will be operational starting next spring on **FT** Line 291-LA VERNE-POMONA VIA GAREY AVENUE. The three buses will be recharged in route at one of two charging stations set up at both ends of the line. As the vehicles do not have to return to the garage for refueling, operations theoretically could be 24/7.

Each bus will cost $1.2 million, but Proterra officials expect about a 30 per cent reduction in costs, once production is streamlined.

During the two-year pilot program, **FT** and Proterra will monitor the program closely and report its impact for other transit agencies and interested parties.

FT is presently seeking public input on its plans to discontinue Line 189-CLAREMONT-GLENDORA VIA BASELINE, likely this fall.

Line 189 operates on weekdays with extended peak hours. Morning buses operate on a two hour headway (1 bus) 600AM-1100AM while afternoon service runs 300PM-800PM on an hourly headway (2 buses).

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: June 14th brought the Summer Shake Up, the third in a row that features a service hour reduction, this time one of 55,000 annual hours.

As in the previous two reductions *(WT 12/08, 3/09),* most changes involved stretching headways or reducing service spans. On weekdays, Lines 33-MAGNOLIA, 35-BROOKHURST, 42-LINCOLN, and 66-MC FADDEN saw wider headways. On weekends, the lines are 66, 82 -MISSION VIEJO-RANCHO SANTA MARGARITA and 177-LAGUNA HILLS-FOOTHILL RANCH.

Line 42 trips to and from Hawaiian Gardens now travel directly along Lincoln in Anaheim and turn around via Carson, Norwalk, Civic Center, Juan and Carson to Norwalk, about one-half the time and distance of the previous turn around loop.

Line 60-17TH-WESTMINSTER was shortened and no longer operates west of the Veteran's Hospital to and from downtown Long Beach.

Tustin short turn trips on Line 66 now officially operate to and from Bryan & Newport (Larwin Square) while 167 -WANDA-HEWES-BRYAN was extended from Jeffrey Park & Ride to Irvine Valley College via Jeffrey, Irvine Center and college roadways. 213-BREA-IRVINE was extended on California to Bison in UCI's Research Park.

Officially considered part of the Summer Shake Up, but actually scheduled to begin on July 1, is the turnover of

contract fixed route operations *(WT 3/09)* from *VEOLIA TRANSPORTATION, INC* to *M. V. TRANSPORTATION* including dramatic changes to the vehicle fleet.

The contract fleet will number 80 including 6301-6312, Chevrolet 560HT/El Dorado Aero Elites with suburban interiors and 26 seats, 8 of the 6321-6340 new 16 seat Chevrolet/El Dorado Aero Elites (6321-6324, 6331, 6338-6340), New Flyer C40LFRs 5121-5126 and 5128-5133 (with suburban interiors) and city transit New Flyers 7532-7536 and 7538-7581. *(Ed. Note - **OCTD/ OCTA** has been contracting for about 30 years but, until now, agency supplied buses have never been larger than the 30 foot National EZ Riders in the current fleet.*



7552 on the 430 on July 1, 2009, the first day of MV operation. Andrew Novak photo.

These will soon be deactivated).
Four firms responded to the Request For Proposal to operate the **OCTA** routes - *M. V. TRANSPORTATION, FIRST TRANSIT, INC., VEOLIA TRANSPORTATION* and *SOUTHLAND TRANSIT, INC.*

M. V. was determined to be the most responsive and responsible vendor and awarded a five year agreement.

The current bus purchase agreement with New Flyer includes an option for an additional 78 buses which **OCTA** does not plan to exercise. Last year, **SUNLINE TRANSIT AGENCY** was authorized to purchase 21 of the 78 options and, this year, **MONTEBELLO BUS LINES** and **SIMI VALLEY TRANSIT** were granted authority to buy a total of 29 buses.

OCTA will soon purchase 33 cutaways (likely to be numbered 6801-6833) for ACCESS service to replace the last 33 diesel powered units of the 6101-6168 class. Gasoline powered vehicles are allowed in paratransit service as they are considered alternative fueled units.

The Ford Econoline/El Dorado National Aerotech Type II vehicles are options from a recent **SAMTRANS** order. This procurement was delayed for two months until a protest filed by Bus West, the other bidder, for the Ford Econoline/Startrans All Star model was resolved. An option for 22 more similar vehicles is still available to **OCTA,** but no decisions have been reached.

As part of the Transportation Control Measures adopted by the **OCTA** Board when they terminated the Center line Project, a three route Bus Rapid Transit Program (on Harbor, Westminster/17th and Bristol/State College) was developed and a fourth alignment, today's **IRVINE I-LINE SHUTTLE,** was also proposed. As a part of the Irvine proposal, **OCTA** agreed to fund the start up and capital costs of the plan including a fleet of 12 buses.

In lieu of beginning a new procurement for new buses, a plan was developed to consign 12 vehicles from the recent order of 20 Chevrolet 560HT/El Dorado National Aero Elites (6321-6340 class) to replace cutaways currently under lease by *MV TRANSPORTATION.*

LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: **LAWA** has made a commitment via various legal agreements to implement a total of nine *FLYAWAY* locations by 2015. Presently, there are LAX bus routes to and from Van Nuys, Westwood and Union Station. The Westwood contract *(with COACH AMERICA/LOS ANGELES (CALIFORNIA CHARTERS)* is set to expire next January and Irvine (at Irvine TC) is being evaluated as the next new bus route.

LAWA Commissioners recently authorized issuance of an RFP for a contract to operate Westwood and Irvine. The selected contractor would use the nine **LAWA** owned CNG buses *(WT 7/08)* on IRVINE and supply its own buses for WESTWOOD.



Some of the new NABI 42-BRT buses that will be used on Flyaway. Alex Leungkm photo.

Staff is evaluating a possible public/private partnership or concession agreements for the UNION STATION and VAN NUYS routes. This should allow a large number of companies to qualify for and submit proposals.

Commissioners recently approved FLYAWAY fare hikes beginning August 1 - VAN NUYS and UNION STATION will be increased from $6 to $7 while WESTWOOD will remain at $5. The LAX Employee Daily Fare and Senior/ disabled reduced fare categories will be discontinued.

The last fare increase took effect in January as VAN NUYS and UNION STATION increased from $4 to $6 and WESTWOOD rose from $4 to $5. Revenues increased with only a small loss of patronage.

Elsewhere in the LAWA system, an RFP was issued for operation of a Courtesy Shuttle at LA/Ontario Airport (ONT). This RFP includes experience in both buying and operating alternative fuel vehicles and in operating a shuttle system at a medium-hub, full service airport.

LONG BEACH TRANSIT (LBT)

LONG BEACH: **LBT** recently placed into service its 25 New Flyer model hybrid gasoline-electric buses (2901-2925) replacing the oldest New Flyer D40LFs in the fleet, 9401-9425.

These buses feature an exterior design and colors (red, black and gold) inspired by the *PASSPORT* fleet.
Changes implemented as part of June Service Change include extending Line 7-ORANGE from Orange and Rosecrans via Rosecrans to Garfield and 21-CHERRY from Garfield & Alondra via Garfield to Rosecrans. The 7 and 21 are interlined at this point.

The water taxis of the *AQUA LINK* and *AQUA BUS* programs began daily service on May 23rd.

BURBANK BUS (BB)

BURBANK: **BB** has been selected as a test market for a new zero emissions, ultra quiet prototype 37 passenger transit bus that features a hydrogen fuel cell, the Proterra LLC HFC35 Hybrid-Electric Transit Bus in demonstration service on Burbank's various routes.

The firm, formerly Mobile Energy Solutions, is best known for the fleet of 36 Eco Mark I, 45-foot, CNG, hybrid-electric buses for Denver's 16th Street Mall.

The HFC35 can operate as a full battery-electric transit bus traveling up to 250 miles before the battery pack needs to be recharged. Charging can be done by the fuel cell system, by regenerative braking or off the electrical grid in six minutes.

The plug-in hybrid technology is similar to that which will be used in future plug-in hybrid electric vehicles (PHEVs) such as the 2010 Chevy Volt. This allows use of smaller, less expensive automotive sized fuel cells.

Rather than a sheet metal outer shell, the vehicle has a sleek molded composite body is used to both reduce bus weight and allow a futuristic profile. A stainless steel frame has been used to provide corrosion resistance.

The City Council voted to discontinue the DOWNTOWN LOOP route as of August 3rd and shift some of the savings to the METROLINK-MEDIA DISTRICT line.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: **BART** is making plans for a $3.4 billion project to replace its existing trains with 700 new cars using $1 billion in federal funding to buy the first 200 and a mixture of fare increases, bridge tolls and other sources to fund the remaining cars.



The goal is to have the first ten pilot cars delivered by 2014 and test them in revenue service for a year. The cars would be delivered in stages over ten years.

The agency has released a handful of conceptual designs, some showing very different interior designs. The thrust of several of them is to have fewer seats and more space for standees in order to expand capacity. There would also be more space for bicycles, luggage and strollers.

BART Directors recently voted to advance a 6.1 percent fare increase to July 1. The minimum fare will be $1.75 (25-cent increase), the one-way SFO premium charge will jump by $2.50 to $4.00 and daily parking charges of $1.00 will begin at stations in South Hayward, Bay Fair, San Leandro, Concord, Pleasant Hill, Richmond, El Cerrito Del Norte and Pittsburg/Bay Point.

Directors also passed an interim FY 09/10 budget that reduces expenses and raises revenues, but also includes a $22 million deficit.

Impacts of the plan include eliminating 100 positions, most vacant related to a hiring freeze, returning to 20-minute (from 15) headways on nights/weekends, one route service on the Peninsula, advancing the regularly scheduled fare increase to July 2009, increasing the minimum fare to $1.75, raising the SFO surcharge to $4 and expanding paid parking to eight more stations.

Labor agreements with all five unions expire June 30. **BART** has presented the unions with a list of options to cut costs by $100 million as the employees share of the overall budget problem. **BART** is asking both union and non-union employees to pick up more of the costs of their benefits and pensions. They have also proposed language changes that limits the agency's right to improve productivity by changing selected work rules.

The unions have asked for a 3 percent pay increase over the next 2 years. Management has suggested a freeze. At this time, the top pay rate for station agent and train operator is $30.01 per hour. **BART** picks up an average of $48,000 annually for each workers benefits.

On June 22, **BART** Local 3993 (administrative staff) of the American Federation of State, County and Municipal Employees (AFSCME) announced a 90 percent vote to call a strike, if needed. In 2005, the negotiations came down to one hour before a threatened walkout when a new contract was agreed upon. If there was a walkout, it would be the fourth in **BART's** history, the last in 1997.

Amalgamated Transit Union Local 1555, representing train operators and station agents, originally proposed extending the current contract for one year, with a freeze on wages and benefits, to see if the economy improved prior to agreeing to a contract that could include reductions. Management rejected the idea. ATU also announced a favorable strike vote of its members. Service Employees International Union (SEIU) Local 1021, representing mechanics and clerical workers, okayed a strike on June 25.

Union leaders requested appointment of a mediator to help resolve the dispute and **BART** endorsed this idea. A state mediator joined the talks on June 26 and current contracts were extended to July 9. The **BART** Board requested Governor Arnold Schwarzenegger not to impose a cooling off period.

BART fears a delay in contract talks could feed into the Labor Day weekend, when the Bay Bridge is scheduled to be shut down for four days of seismic work. A strike would cripple the Bay Area's transportation network.

Labor leaders worry that if new agreements are not in place, management would impose work rule changes and takeaways unilaterally.

The Metropolitan Transportation Commission is working with CALTRANS and transit agencies including **AC TRANSIT** and East Bay ferry operators to develop plans in the event of a strike. These include telecommute options, alternate work hours and casual carpooling.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: July 1st will bring increased fares on **MUNI** - the basic cash fare will rise from $1.50 to $2.00 and discount fares for seniors, disabled and youth will increase a quarter to 75 cents. An Adult Pass will cost $55 now and $60 next January. Discount Fast Passes will be $15 in July and $20 starting in May 2010.

Next January will also see an extra $10 monthly charge added for riders to be able to use the **MUNI** Fast Pass on **BART** within The City. Anticipating some current train customers will switch to **MUNI,** the hours of the 14-MISSION LIMITED will likely expand from weekday midday and Saturday to weekdays between 500AM and 700PM. Other schedules in the Mission Corridor may be adjusted. **MUNI** currently pays **BART** $1.02 for each rider and that cost is very likely to increase.

Destined for use on the POWELL-HYDE and POWELL-MASON lines, new Cable Car No. 15 made its inaugural run on June 22 following appropriate ceremonies.

No. 15 is the twelfth car produced from the bottom up by **MUNI** crews in the past two decades. For over five years, 30 crafts workers labored on and off to build the car from scratch, using blueprints over 100 years old.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: June 29th saw the inauguration of **GMBL** Line 5-EL SEGUNDO BLVD that replaced most of the now discontinued **MTA** Line 124-EL SEGUNDO BLVD.

Line 5 travels from Imperial/Wilmington Station via Willowbrook, 119th/120th, Compton, El Segundo to Sepulveda, looping via El Segundo, Sepulveda, Grand and Continental to El Segundo.

Half hourly headways (4 buses) are offered between 530AM and 830PM Monday through Friday.

BEACH CITIES TRANSIT (BCT)

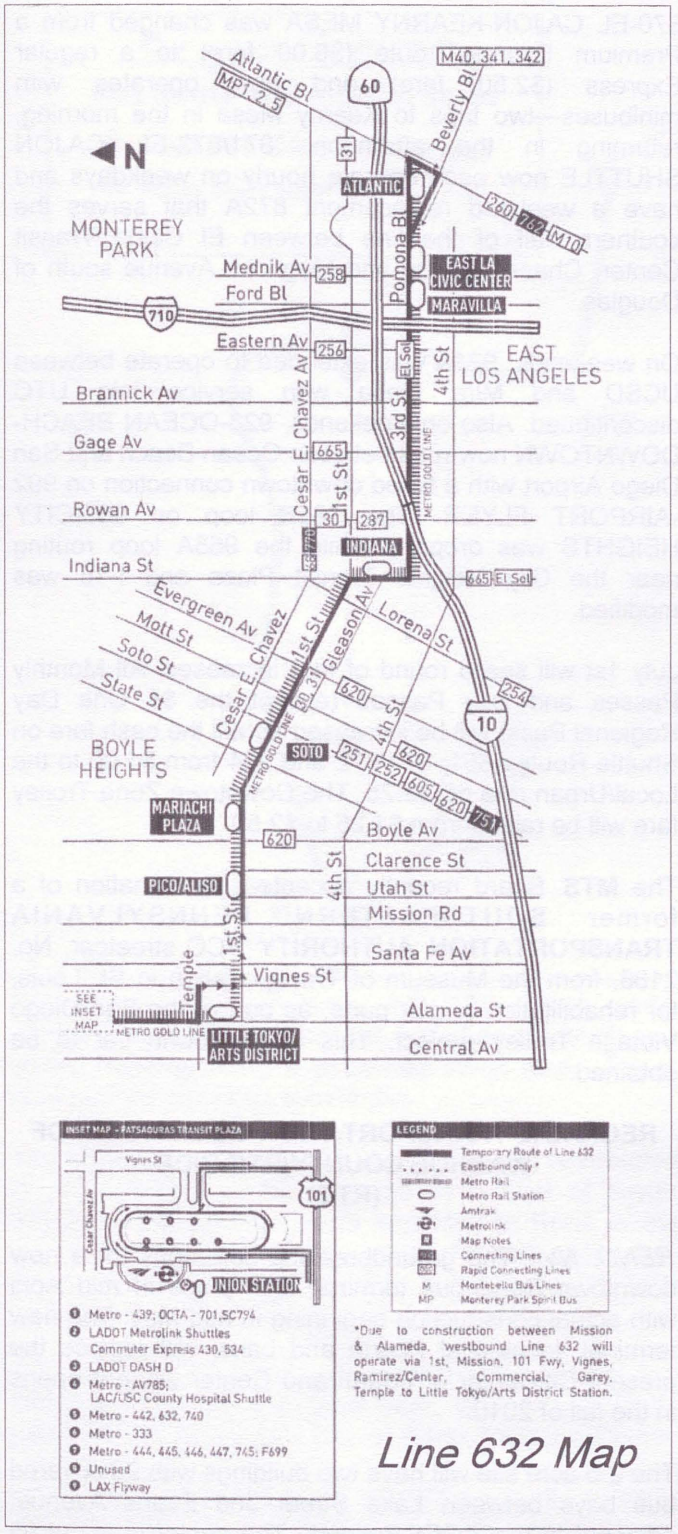
REDONDO BEACH: On June 28th, **BCT** replaced the remainder of **MTA** Line 124 within El Segundo and the segment of **MTA** Line 125-ROSECRANS AVE west and north of Rosecrans and Sepulveda by rerouting their Line 109-PACIFIC COASTER *(WT 8/06).*

North of the GREEN LINE Aviation Station and south of Rosecrans & Highland, Line 109 stayed on its previous alignment. Between those points, the bus now travels along Imperial, Main, Grand, Sepulveda (thru Plaza El Segundo) and Rosecrans (northbound buses serve the GREEN LINE Douglas Station) to Highland.

Weekday service operates every 45 minutes (4 buses) between 600AM and 900PM. Weekend trips run once an hour (3 buses) between 600AM and 900PM.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: June 28th brought the Summer Shake Up including some new lines, some discontinuations and some transfers *(Ed. Note - see **BEACH CITIES** and **GARDENA** stories).*



Line 632 Map

Several of the bus route changes made were intended to complement the eastward extension of the METRO GOLD LINE from Union Station to Pomona & Atlantic Blvds in East Los Angeles, traveling on Alameda, 1st, Indiana, 3rd and Pomona to Atlantic.

The project is still under construction with an anticipated opening date around Labor Day.

A special temporary bus line, 632-DOWNTOWN LA-ATLANTIC STATION VIA 1ST AND 3RD, began traveling along most of the GOLD LINE routing and stopping only at the eight soon-to-open rail stations.

For the first week, the bus traveled to/from Pomona & Atlantic Blvds. Starting July 6th, the line was shortened to operate as far east as Indiana Station, looping via Indiana, 4th and 3rd Place.

With both alignments, Line 632 runs on weekdays only between 500AM and 900PM with 10-minute peak headways and a 15-minute off peak frequency using 6301-6600 series Neoplans from Division 10. The 632 will be discontinued when trains begin.

Other GOLD LINE reroutings included the shortening of 30-WEST PICO-EAST 1ST at Dozier & Rowan (most trips short line at 1st & Alameda), Line 31 remaining as before and 730-PICO RAPID shortened to/from Little Tokyo/Arts District Station at 1st & Alameda.
The segment of Line 68-CESAR CHAVEZ AVE between Riggin & Atlantic and Montebello Town Center was transferred to 287-EL MONTE-MONTEBELLO-INDIANA STA. that also replaced the portion of Line 30 between Atlantic and Indiana Station via Floral, Brannick, Hammel and Rowan. The segment of former 287 between El Monte Station and Sierra Madre Villa Station was transferred back to 487-LA-SAN GABRIEL-SIERRA MADRE VILLA STA.

Line 254-MAIE AVE-BOYLE-LORENA and 620-BOYLE HEIGHTS SHUTTLE were both rerouted to serve GOLD LINE stations.

Other changes included reinstitution of two-way Owl service on 51-AVALON BLVD-SAN PEDRO ST with the discontinuation of Owl on 53-CENTRAL, shortening 94-LA-SUN VALLEY VIA SAN FERNANDO ROAD to Sun Valley, discontinuation of 724-LANKERSHIM-SF ROAD RAPID and extension of 794-SAN FERNANDO ROAD RAPID to Sylmar and rerouting away from downtown Glendale along Brand Blvd and 134 Freeway.

128-ALONDRA BLVD was routed away from La Mirada and south on Carmenita to Cerritos Towne Center.

The weekday peak hour segment of 105-VERNON-LA CIENEGA east of Vernon Yard to District & Atlantic was discontinued (611-SANTA ANA-LEONIS-HOLMES operates there all day) and 126-MANHATTAN BEACH-HAWTHORNE STATION was shortened and rerouted to a one-way service from Hawthorne Station via Hawthorne, Lennox Blvd, Prairie,120th and regular route. 177-LA CANADA-SIERRA MADRE VILLA now operates only westbound in the morning and eastbound in the afternoon from Sierra Madre Villa Station with all-day two-way service offered between JPL and Pasadena City College. Weekend hours on 711-FLORENCE AVE RAPID were discontinued.

Beginning last February, Division 6 (Ocean Park) began operating CNG powered buses, but does not have (and will likely never have, related to neighborhood issues) an on-site fueling facility. Buses need to be fueled off-site and **MTA** has an MOU with **SANTA MONICA'S BIG BLUE BUS.** The next closest facility is owned by Clean Energy Fuels Corp. and is located at 1701 Stewart Street in Santa Monica, two miles away.

While continuing to buy from Santa Monica, **MTA** has been developing a plan to award a contract to Clean Energy to fuel up to 50 buses. Effective with the June 2009 Shake Up, the D6 fleet includes 50 8100 series 45 -foot CNG NABIs, 14 12-1500 series diesel TMC RTS 06s and two 4200 series gasoline-hybrid NABIs.

The U. S. 9th Circuit Court of Appeals recently upheld the decision of U. S. District Judge Terry J. Hatter, who denied a request by the Bus Riders' Union, filed in November 2006, to extend court supervision of **LACMTA** concerning the ten-year Consent Decree. Judge Hatter found that the decree had "served its purpose" and the Circuit Court concurred.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: June 14th brought the Summer Service Change — inauguration of the *SUPER LOOP,* changes to a number of bus lines and discontinuation of Saturday only overnight Owl service on BLUE LINE (OLD TOWN-SAN YSIDRO).

SUPER LOOP (201-UTC-UCSD VIA MEDICAL CENTER/202-UTC-UCSD VIA NOBEL DR) is a new two-directional circulator serving the North University City area of San Diego using a fleet of 12 New Flyer gasoline-electric hybrid GE35LFR buses (501-512) operated by **SAN DIEGO TRANSIT CORP** that are painted mostly white with red trimmings in the back, white doors and the words "SUPER LOOP" in black outlined in blue on each side. They have the continuous style appearing side windows, they have front door ramps, two wheelchair stations and seat 29. The route will eventually include traffic priority treatments and distinctive bus stations.

The weekend downtown terminal of 2-30TH STREET was shifted from the Embarcadero area to America Plaza. 14-LA MESA-GRANTVILLE was shortened (had operated to/from Old Town thru Mission Valley) and now runs hourly 700AM-700PM on weekdays only. 86-UTC-THORNTON HOSPITAL was discontinued and replaced by 201/202. NEW 88-HOTEL CIRCLE replaced a portion of 14 and operates between Old Town and Fashion Valley serving Hotel Circle South and North seven days per week.

870-EL CAJON-KEARNY MESA was changed from a Premium Express route ($5.00 fare) to a regular Express ($2.50 fare) and now operates with minibuses—two trips to Kearny Mesa in the morning, returning in the afternoon. 871/872-EL CAJON SHUTTLE now each operate hourly on weekdays and have a weekend replacement 872A that serves the southern half of the line between El Cajon Transit Center, Chase Avenue and Magnolia Avenue south of Douglas.

On weekends, 921A was extended to operate between UCSD and Mira Mesa with service into UTC discontinued. Also on weekends, 923-OCEAN BEACH-DOWNTOWN now runs between Ocean Beach and San Diego Airport with a timed downtown connection on 992 -AIRPORT FLYER. The 965B loop on 965-CITY HEIGHTS was dropped while the 965A loop routing near the City Heights Transit Plaza and I-15 was modified.

July 1st will see a round of fare increases. All Monthly Passes and Day Passes (except the $5 One Day Regional Pass) will be increased as will the cash fare on Shuttle Routes 851, 871/872 and 904 from $1.00 to the Local/Urban rate of $2.25. The Downtown Zone Trolley fare will be raised from $1.25 to $2.50.

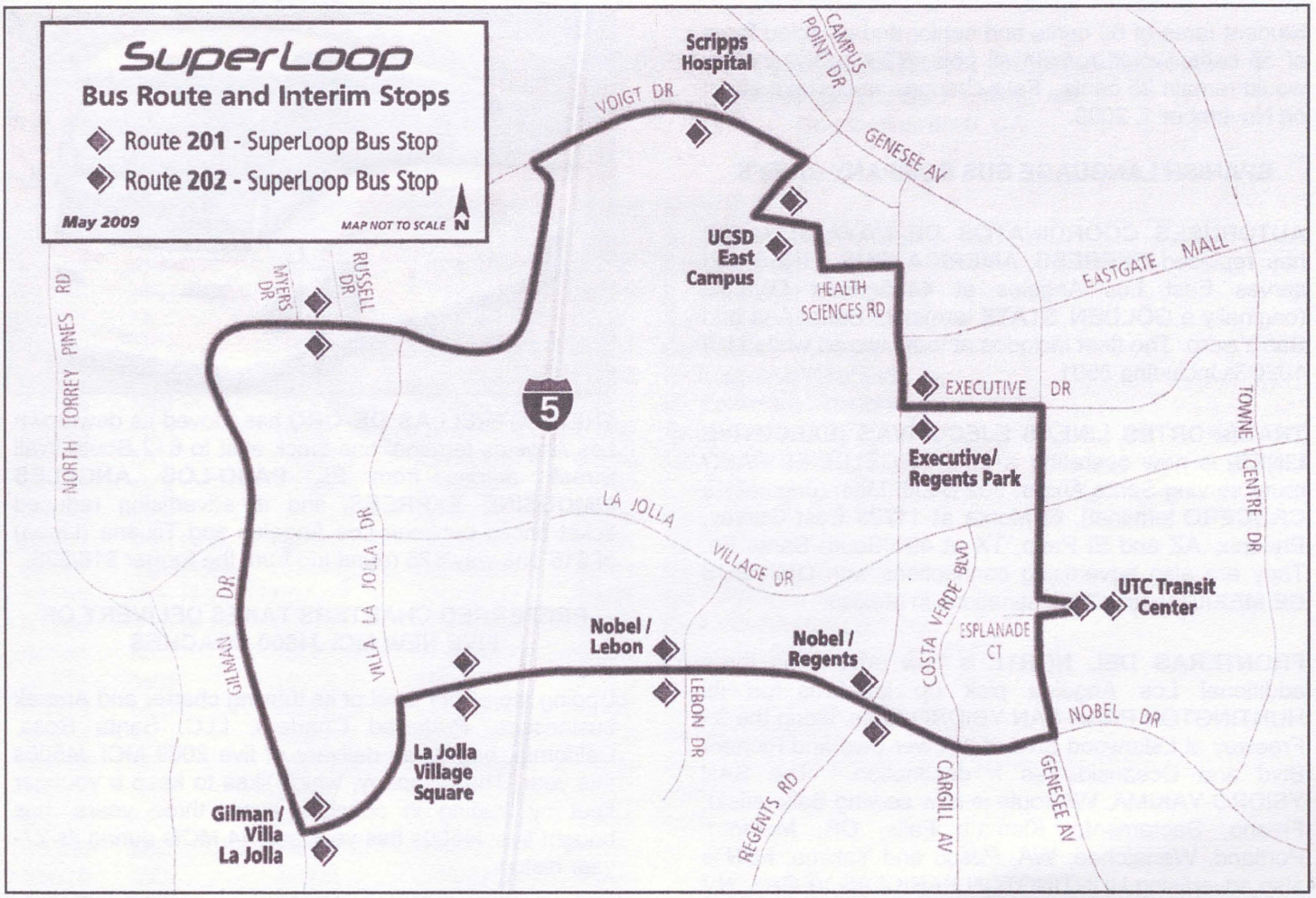
The **MTS** Board recently accepted the donation of a former **SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY** PCC streetcar, No. 2186, from the Museum of Transportation in St. Louis, for rehabilitation and/or parts, as part of the San Diego Vintage Trolley project. This is the fourth car to be obtained.

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY/RTC RIDE (RTC)

RENO, NV: The groundbreaking ceremony for a new downtown Reno bus terminal took place in mid April with actual construction beginning in mid May. The new terminal, located at Fourth and Lake, will replace the present CitiCenter at Fourth and Center when it opens in the fall of 2010.

The 2.5 acre site will have two buildings with 25 covered bus bays between Lake Street and Evans Avenue, adjacent to the *ACES* Ballpark. The center is about 95 percent funded with federal dollars appropriated over the last decade.

RTC officials are now considering a financial arrangement to allow the start of the planned Bus Rapid Transit program on South Virginia Street to begin next fall. This includes use of $7 million in federal stimulus money plus about $8 million available related to the originally expected costs and the actual bids received.



The ultimate plan envisions the BRT system using modern, bullet-shaped vehicles fueled by diesel-electric power, running along a dedicated travel lane. Travel time savings would be substantial.

The initial plan would use *RTC RIDE* buses, re-branded to *RTC RAPID,* to be replaced by a fleet of seven articulated, three-door buses expected in Reno in the fall of 2010. The BRT line would feature seven bus stops each way compared with the current 22 stops each way on Line 1-SOUTH VIRGINIA STREET.

The *SIERRA SPIRIT* downtown Reno bus service will continue operating this fiscal year, with or without its past primary sponsors - City of Reno, Washoe County and University of Nevada, Reno - all of whom have been reducing their budgets. *SPIRIT* service levels were reduced in March *(WT 2/09)* to a ten minute headway, 700AM to 700PM, on a shorter route, as **RTC** will fund the entire lesser-cost program. The Club Cal Neva will continue to provide an annual $12,000.

NORWALK TRANSIT SYSTEM (NTS)

The Norwalk City Council will soon hold hearings on proposed service reductions and proposed fare increases.

Line 3-SHOEMAKER-NORWALK BLVD would be realigned to pick up a portion of 9-SANTA FE SPRINGS and be realigned along Shoemaker, Alondra and 183rd.

The schedule for Line 4A-METROLINK SHUTTLE would be revised to operate between 500-800AM and 300-600PM on weekdays on a ten minute headway using one bus.

Line 6-WHITTIER LOCAL would be discontinued and portions of the line replaced by a revised **NTS** Line 7-WEST WHITTIER-WHITTWOOD CENTER and **MONTEBELLO BUS LINES** Line 10-WHITTIER BLVD.

Line 9, originally THE SANTA FE SPRINGS TRAM, would be discontinued with portions of the current line replaced by the rerouted Line 3.

Approved route changes would be implemented on September 27, 2009, except for Line 4A which would occur next January.

Another hearing is scheduled for August 4th to receive testimony on plans to increase fares - Base fare would increase from 75 cents to 90 cents and interagency transfers would rise from 35 cents to 50 cents.

Student fares of 60 cents and senior and disabled fares of 35 cents would remain as now. NTS local transfers would remain 25 cents. Fare changes would take effect on November 1, 2009.

SPANISH LANGUAGE BUS COMPANY BRIEFS

AUTOBUSES COORDINATOS DE NAYARIT (ACN) has replaced **EXPRESS AMERICA BUS LINES** and serves East Los Angeles at 4425 East Olympic (originally a **GOLDEN STATE** terminal), Santa Ana and San Ysidro. The fleet includes at least two all white MCI 102C3s including 8501.

TRANSPORTES LINEAS EJECUTIVAS (EXECUTIVE LINES) is now operating a LOS ANGELES-EL PASO route serving Santa Ana at 602 South Main (originally a **CRUCERO** terminal), El Monte at 11723 East Garvey, Phoenix, AZ and El Paso, TX at 401 South Santa Fe. They are also advertising connections with **OMNIBUS DE MEXICO** with 423 destinations in Mexico.

FRONTERAS DEL NORTE is now advertising three additional Los Angeles pick up locations on its HUNTINGTON PARK-SAN YSIDRO route, along the 91 Freeway at Lakewood Blvd, Bellflower Blvd and Pioneer Blvd and Oceanside as a destination. The SAN YSIDRO-YAKIMA, WA route is now serving Bakersfield, Fresno, Sacramento, Klamath Falls, OR, Medford, Portland, Wenatchee, WA, Pasco and Yakima. **FDN** is also advertising HUNTINGTON PARK-LAS VEGAS, NV service with three daily trips, $25 one-way fares and reservations suggested.



SILVER STAGE COACH LINES (SILVER STATE TRAILWAYS) is advertising its new LOS ANGELES-LAS VEGAS, NV route in Spanish language publications. Its East Los Angeles terminal is 4425 East Olympic (see **ACN)** and the bus also serves Colton (Plaza Las Glorias on Mount Vernon) and has three Las Vegas area stops -- Planet Hollywood Casino, 2949 Industrial Road across from Circus Circus and 2420 Losee Road in North Las Vegas. On Monday and Thursday, buses depart East Los Angeles at 100PM and 700PM. Friday thru Sunday, a third trip leaves East Los Angeles at 700AM.



TRES ESTRELLAS DE ORO has moved its downtown Los Angeles terminal one block east to 612 South Wall Street, across from **EL PASO-LOS ANGELES LIMOUSINE EXPRESS,** and is advertising reduced ticket prices between Los Angeles and Tijuana (Linea) of $16 one way/$25 round trip from the former $18/$28.

PREFERRED CHARTERS TAKES DELIVERY OF FIVE NEW MCI J4500 COACHES

Upping the luxury level of its thriving charter and Amtrak businesses, Preferred Charters, LLC, Santa Rosa, California, has taken delivery of five 2009 MCI J4500s this year. The company, which likes to keep a younger fleet by trading in coaches every three years, has bought five J4500s this year and 44 MCIs during its 27-year history.

The company's new 2009 J4500s feature clean-diesel Cummins engines, Allison transmissions, a high-end Blaupunkt entertainment system and wheelchair lifts. The seating is by Amaya, and Preferred Charters additionally adds GPS systems to its coaches.

Running feeder routes for Amtrak rail lines is a big part of Preferred Charters' business. Half of the company's 24 coaches serve Amtrak schedules. Preferred Charters runs about 37 scheduled trips a day, mostly through Sacramento and Martinez, and to other California communities. Preferred Charters also offers longer adventures trips throughout the West and Southwest, catering to international groups and others. The rest of the company's business is made up of schools and assorted local charters. *- MCI Press Release*



COACH AMERICA/SAN BERNARDINO

(originally ROESCH LINES, INC.)

San Bernardino, CA

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
61010	Ford	E-350 Van	WHA66642	1998	Ex Express Shuttle USA
63128	MCI	102D3	TP048185	01/96	Ex California Charters
63146	MCI	102D3	TP048733	06/96	Ex California Charters
63148	MCI	102D3	TP048736	06/96	Ex California Charters
63149	MCI	102D3	VP049246	11/96	Ex California Charters
63151	MCI	102D3	VP049248	12/96	Ex California Charters
63152	MCI	102D3	VP049249	12/96	Ex California Charters
63154	MCI	102EL3	XP060625	01/99	Ex Antelope Valley Bus Inc
63156	MCI	102EL3	XP060627	01/99	Ex Antelope Valley Bus Inc
63161	MCI	102EL3	XP060617	01/99	Ex California Charters
63164	MCI	102EL3	XP060621	01/99	Ex California Charters
63177	Van Hool	C2045L	12045302	00/01	Ex AVBI/Amtrak contract
63187	Van Hool	C2045L	22045331	09/01	Ex AVBI/Amtrak contract
63193	Van Hool	C2045L	22045337	09/01	Ex AVBI/Amtrak contract
63194	Van Hool	C2045L	22045338	09/01	Ex AVBI/Amtrak contract
64551	MCI	102DL3	VP049501	02/97	Ex Arrow Stage Lines Inc (AZ).
65511	MCI	102DL3	TP047841	10/95	Ex Roesch Lines
65513	MCI	102DL3	VP048992	09/96	Ex Roesch Lines
65514	MCI	102DL3	VP048993	09/96	Ex Roesch Lines
65518	MCI	102DL3	RP046689	09/94	Ex RoeschLines. Originally Citizen Auto Stage (AZ) 45-503
65623	MCI	J4500	5W062788	2005	Leased
65624	MCI	J4500	3W062173	2005	Leased
65626	MCI	J4500	3W062334	2005	Leased
65628	MCI	J4500	3W062335	2005	Leased
68005	MCI	102D3	VP049661	03/97	Ex AVBI/Airport Bus of Bakersfield. Lift equipped.

This is the final CA/SB roster as the San Bernardino yard closed earlier this spring. The Drivers were reassigned to CA/ Pacific Coast Sightseeing in Anaheim and the Buses were relocated to CA/California Charters in Long Beach.





LEFT: *65518 at the Anaheim yard on January 18, 2009.* ***RIGHT:*** *65628 at the Anaheim Amtrak/Metrolink station on February 14, 2009. Both photos by Andrew Novak.*

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	8100-8128	NABI	45CLFW.05/8A140399-427	00/08	1
Sanmo International	222	Van Hool	C2045/72047212	00/07	
Coach America/LA (CC)	61411-61422	Chevy/Starcraft	GMT560/XLT102/see Note 2	00/07	2
-USED-					
Johnny's Express	237	MCI	102D3/RP046305	04/94	3
	238	MCI	102D3/RP046307	04/94	3
	1999	MCI	MC-9/BP036393	10/81	4
	2000	TMC	102A3/GR005732	12/86	5
	2007	ElDo Natl	RE29/NC084033	04/92	6
Golden Gate Transit	537-540	Gillig	3596TB6V92/G1081497, 499, 500, 504	00/86	7
	541	Gillig	3596TB6V92/H1081757	00/87	8
-DISPOSITIONS-					
The Bus (HI)	(9)	TMC	T80206/Note 9	00/90	9
AC Transit	2400,01,07,22,23	New Flyer	D35-88/JU013123, 124, 130, 145, 146	00/88	10
	2601	Gillig	40102TB6V92/L1083661	00/91	10
	2711,15,16,22,27	Gillig	30102TB6V92/M1083832,36,37,43,48	00/91	10
	2731,33,40,50,52	Gillig	30102TB6V92/M1083852,54,61,71,73	00/91	10
	2753,58,60	Gillig	30102TB6V92/M1083874,79,81	00/91	10

-NOTES-

1. Order of 260 now being delivered.
2. VINs 8F407639, 020, 368, 088, 042, 104, 053, 676, 412, 154, 113, 075.
3. Ex Gray Line Nashville (TN), had been lettered "Country and Western Tours".
4. Ex Starline Tours STAR 49.
5. Ex Western Stage Lines 2000.
6. Ex unknown.
7. Ex Golden Empire Transit 8620, 8622, 8623, 8627. Leased from Shuttle Bus Leasing.
8. Ex Golden Empire Transit 8704. Leased from Shuttle Bus Leasing.
9. To NEX Shuttle (HI). Buses 707, 710, 713, 716, 721, 724, 728, 730, 733. VINs LR827628, 31, 34, 37, 42, 45, 49, 51, 54.
10. Available for sale, January 2009.

The *CENTRAL CONTRA COSTA TRANSIT AUTHORITY* is the owner of the first low-floor Voith Hybrid Gillig, a 40-foot BRT style, expected to be numbered 900 and the first of an order of nine such units, which will be placed into revenue service this fall.

June Photos





LEFT: *Johnny's Express 238 (left) and 237 (right) on May 29, 2009. Andrew Novak photo.* ***RIGHT:*** *AC Transit 2758 on August 1, 2006. Michael Strauch photo.*