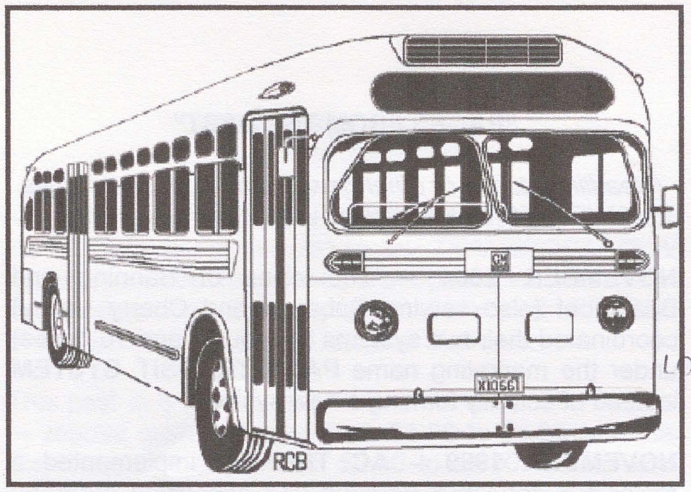


# Western Transit

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**VOL. 47, NO. 11** **November 2009**

## TRINITY TRANSIT (TT)

*WEAVERVILLE:* Established in 1988, **TT** is currently a five-route, five-bus system in northwestern California in Trinity County, a large, mountainous and heavily forested area, along the Trinity River and within the Klamath and Salmon Mountains.

Trinity is bounded by Shasta and Tehama Counties on the east, Siskiyou County on the north, Humboldt County on the west and Mendocino County on the south. Trinity is one of 15 in the state considered as a "frontier" county, a sparsely populated rural area isolated from population centers and services.

When **TT** began operations in 1988, it offered service to Hayfork, Douglas City, Weaverville, Lewiston and Junction City. The *HUMAN RESPONSE NETWORK* operated the system until 1997, then *TRINITY COUNTY DEPARTMENT OF TRANSPORTATION* took over.

After several months, service to Lewiston and Junction City was discontinued. Lewiston service was eventually reinstated but discontinued again in 2004 caused by low ridership. In March 2008, service was started again to Lewiston as a pilot program along with two new routes, WEAVERVILLE-LEWISTON and WEAVERVILLE-TRINITY CENTER-LEWISTON.

There is no dedicated funding source for the pilot program and TDA funds used for the WEAVERVILLE SHUTTLE were redirected to pay for the added service with full Weaverville service on Mondays, Wednesdays and Fridays. The WILLOW CREEK and LEWISTON buses do offer some Weaverville service on Tuesdays and Thursdays.

Three of the five routes (WEAVERVILLE-HAYFORK, WEAVERVILLE SHUTTLE and WEAVERVILLE-LEWISTON (Pilot route)) operate Monday thru Friday. WEAVERVILLE-WILLOW CREEK (DOWN RIVER) (Pilot Route) runs Tuesdays only while WEAVERVILLE-TRINITY CENTER, WEAVERVILLE-LEWISTON (Pilot Route) operates on Thursdays. Except for the SHUTTLE that operates hourly 1000AM-400PM, most of the routes offer two or three round trips.

**TT** fares are generally distance based ($2-$5) although local fares within Weaverville, Hayfork and Lewiston are $1.00. Fares were last changed in November 2007.



The five vehicle **TT** fleet includes a mix of four Ford cutaways and one Chevy Titan. A max of two vehicles are in service at any one time, with three spares.

Trinity County recently became the first in California to buy new buses with American Recovery and Reinvestment Act (stimulus) rural transit funding. Two 21-seat, accessible Ford Econoline/El Dorado Aero Elites have joined the fleet.

Painted mostly white with a blue lower belt rail and green below the rub rail, they will be used to enhance the WILLOW CREEK-WEAVILLE (DOWN RIVER) route and to begin a new WEAVERVILLE-REDDING route to replace a *GREYHOUND LINES, INC.* operated **AMTRAK CALIFORNIA** bus last operated in 2007.

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## PUBLIC UTILITIES COMMISSION (PUC)

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

### APPLICATIONS

*KID COURIER, LLC* applied for authority to operate as an On-Call PSC between points in Marin County and to establish a Zone Of Rate Freedom.

### RESOLUTIONS

A rulemaking has begun to consider simplifying existing procedures for granting or denying applications for issuance of passenger stage certificates, authority to transfer a PSC, authority to acquire or control a PSC or authority to establish a Zone Of Rate Freedom.

### DECISIONS

*KWANG WEON BAE* has been authorized to expand his certificate (PSC-20458) which covers airport shuttle van operations in the San Francisco Bay Area to include scheduled service between the cities of Santa Clara and Los Angeles charging a one-way fare of $79 (with a ZORF of $15 above and below this fare) using a fleet that includes a twelve passenger van with plans to expand including a 28-passenger bus.

*RESOLUTION* TL-19097 will extend for an additional year the authority originally granted by TL-19042 in June 2004 to vessel common carriers to file tariffs with fare and rate adjustments within a Zone Of Reasonableness (similar to a ZORF for land carriers). The authorized ZOR will be reduced from 30% to 20%.

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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)*

**NOVEMBER 2004** – The cities of Banning and Beaumont (also serving Cabazon and Cherry Valley) coordinated their two systems (six routes and 16 buses) under the marketing name **PASS TRANSIT SYSTEM** instead of actually forming a new system.

**NOVEMBER 1999 – AC TRANSIT** implemented a major bus service restoration and expansion program. New Owl service began, many weekend service hours were restored and new 374-RICHMOND-RICHMOND FERRY began connecting with the **RED AND WHITE FLEET** boats to and from San Francisco.

**NOVEMBER 1994 – ANTELOPE TRAILWAYS** started its first route, FRESNO-ONTARIO-CALEXICO, with two daily round trips and a fleet of three buses, **AVBI** MC-9s 842, 843 and 854, painted red and white.

**NOVEMBER 1989** – The history of airport bus service in the Ventura/Los Angeles/Orange Counties area of Southern California over a period of forty years was reviewed by *WT,* including the then-beginning-to-grow airport shuttle van operations.

**NOVEMBER 1984** – The **AMBUS** system of four bus routes (SAN FRANCISCO-OAKLAND, BAKERSFIELD-LOS ANGELES, HANFORD-PORTERVILLE and CHICO-STOCKTON) was joined by two new ones, LONG BEACH-TORRANCE-WEST LA-VAN NUYS-BAKERSFIELD and MODESTO-RIVERBANK.

**WT STAFF FOR THIS MONTH**

| | |
|---|---|
| EDITOR: | Edmund Buckley |
| ASSOCIATE EDITOR: | Craig Barnes |
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| REPORTERS & SOURCES: | Dana Gabbard<br>Russ Jones<br>Scott Page<br>Harry Peat<br>Warren F. Quon<br>Gerald L. Squier |

## VISALIA CITY COACH (VCC)

*VISALIA:* The Operations and Maintenance contract *(WT 07/09)* was reawarded to *MV TRANSPORTATION* for another three-year period with options for two, three-year extensions. The only other bidder was *STORER TRANSPORTATION SYSTEMS* of Modesto.

This past July saw a general fare increase. Fixed route — regular cash fare rose from $1.00 to $1.25 with the Day Pass increasing from $2.00 to $2.50. Senior and disabled cash fares went from 75 cents to $1.00 with the Day Pass to $2.00. The senior/disabled off-peak cash fare of 25 cents, previously in effect between 1000AM and 200PM on weekdays, was expanded to include 600PM to 1000PM on weekdays and all day on weekends. On Dial-A-Ride, fares increased—regular fare to $3.25, senior/disabled to $2.25 and ADA to $1.75. Pass prices remained the same. The "Downtown Trolley" routes, which had been free due to a parking shortage, were changed to 25 cents, with the opening of a new parking garage. A $5.00 monthly pass was added for the convenience of regular riders and for use as a give-away by others for special events.

September 12th brought several route changes. The two north Visalia loops, 7 and 8, were changed from one -way to two-way operation. The previous counter-clockwise routes were designated 7A and 8A without change. The new clockwise versions are 7B and 8B. The new alignments are generally the reverse of the old routings, but may vary on one-way street operation.

Routes 6 and 10 were slightly altered. Previously, diversions to the Visalia Medical Center *super* transfer center were made by eastbound 6 and westbound 10 trips. Under the revision, Route 10 makes the diversion both ways while the 6 operates directly on Goshen Ave.

Opened in 2004, the Visalia Transit Center received much acclaim for its California Mission architecture. When it opened, the 12 loading docks were adequate, but in the past five years the extent of the transit system and the amount of service it provides has increased. The facility was built on the half block on the south side of Oak Avenue between Santa Fe and Bridge Street. Since that time, the other half of the block facing on Center Street became available. Using Stimulus money, construction of an expansion to the center, to include another 12 loading docks, began in September.

## TULARE INTER MODAL EXPRESS (TIME)

*TULARE:* Responding to requests from residents who attend College of the Sequoias for faster bus service, Tulare officials proposed what became 11X-EXPRESS-VISALIA-TULARE *(WT 10/09).* **TIME** diverted the one bus on former 6-TULARE TRANSFER as its contribution to the new route. The city also purchased two 35-foot (unknown make and model) low floor CNG powered buses for use on the line. The city also acquired several Ford/El Dorado cutaways.

## NORTH COUNTY TRANSIT DISTRICT (NCTD)

*OCEANSIDE:* Early in the summer, the **NCTD** Board reviewed options to preserve as much bus service as possible given current financial conditions. Consultants reviewed various alternatives including aggressive wage and benefit reductions, partial outsourcing and full outsourcing of bus operations. Full outsourcing yielded the most service and kept the greatest number of jobs.

A Request For Proposals was issued for maintenance and bus operations and at its November 19th meeting, the Board awarded a seven-year contract valued at $178,181,506, subject to annual service levels, to *FIRST TRANSIT, INC.* beginning next July 1st. **NCTD** savings will result from a combination of contracting and related organizational restructuring of **NCTD.**

*FIRST TRANSIT, MV TRANSPORTATION* and *VEOLIA TRANSPORTATION* submitted proposals. The *MV* proposal was determined to be outside the competitive range and they were not invited to interview.

*FIRST* received an average score of 90 points (*VEOLIA* 85) and the *FIRST* bid was almost $3 million less).

*FIRST* is the current LIFT contractor whose employees are members of Teamsters Local 542. They intend to merge the paratransit operations into the fixed route facility. *FIRST* recently became the employer of bus operators on Route 101-OEANSIDE-DEL MAR-UNIVERSITY TOWNE CENTRE.

Transition from **NCTD** to *FIRST* will take place from January through June 2010 for bus operators and their supervisors. Unless the Teamsters voted to end their current labor agreement sooner, Fleet and Facility Maintenance will continue to be **NCTD** employees until the expiration of their current contract (June 30, 2011), but will be supervised by *FIRST TRANSIT* staff.

*FIRST* will negotiate wages and benefits with Teamsters for represented employees and will negotiate directly with non-represented employees.

## ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

*ORANGE:* The September 2009 Shake Up was the fourth to include a reduction in service hours, buses,

bus operators and maintenance staff - a total of 133,000 hours have been trimmed since December 2008.

The **OCTA** Board recently approved substitution of a three street traffic signal synchronization program as a traffic mitigation measure by December 2010, related to elements of the Federal Clean Air Act, and placed the three-route Bus Rapid Transit program (*BRAVO!*) on the back burner. *(Ed. Note - it is still included in the Long Range Transportation Plan but the implementation date is currently not known).*

With the current **OCTA** financial condition, the only way to have implemented BRT (50,000 annual service hours for each corridor) Harbor, State College-Bristol and 17th -Westminster would have been to reduce the 150,000 hours elsewhere in the system. The decision was made to delay the program and implement when the intended service levels could be achieved.

New Flyer C40LFR 7537 was the only bus that was ever painted in the *BRAVO!* orange, blue and white and it has now been repainted in traditional **OCTA** colors.

On November 23rd, the Board of Directors approved a two-step 300,000 service hour reduction program. The first 150,000 hours will be dropped in March 2010 with the date of the next program dependent upon funding.

The program is a mix of headway widenings all days of the week, complete discontinuation of seven lines (62-HAZARD, 74-SEGERSTROM-DYER, 75-JAMBOREE, 131-LAKEVIEW, 147-MAIN PLACE-EAST STREET-BREA, 164-LAMPSON-LEISURE WORLD, 693-TALEGA), some weekend cancellations on Lines 24, 51, 76, 82, 85, 86, 172, 193 and a restructuring of service in north County to include 29-BEACH, 43-HARBOR, 47-FAIRVIEW-HASTER, 53-MAIN, and 59-GRAND/GLASSELL/KRAMER.

## LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

*LOS ANGELES:* Under construction since July 2004, on budget and with a perfect construction safety record, November 15th saw the opening of the Eastside extension of Line 804-PASADENA-LOS ANGELES-EAST LA (the METRO GOLD LINE).

Continuing from Pasadena, the Eastside Extension begins at Union Station, travels on a bridge over the Hollywood Freeway, Aliso Street, Alameda, 1st, Indiana and 3rd to Atlantic. The extension has eight stations, two underground at Soto and Mariachi Plaza, and 1.7 miles of underground track.

The fleet includes a mix of 227-250 and 301-302 series Siemens USA cars and new 701-750 series Breda cars.

A half dozen manufacturers are expected to submit bids on a new $300 million contract to provide new rail cars after AnsaldoBreda, originally awarded the project, bowed out at the last minute.

The original 50 car order has been beset with problems including late delivery, overweight vehicles and other maintenance issues. Despite these issues, the **MTA** Board voted to award Breda *(WT 10/09)* another order of 100 cars following intense negotiations. Just prior to contract signing, the firm asked the agency to limit its penalty period for late cars to ten months (**MTA** could only bill the firm for delays up to ten months regardless of the date of delivery). The **MTA** Board had approved a contract with certain provisions which the staff could not change and there was no opportunity to assemble the Board prior to the contract signing deadline.

RFPs have been issued for the East *(SOUTHLAND TRANSIT, INC)* and South *(FIRST TRANSIT)* Regions with responses during in January and February.

The December Shake Up will include two NEW lines, 910-EL MONTE-ARTESIA TRANSIT CENTER (SILVER LINE) and 902-PACOIMA-NORTH HOLLYWOOD VIA VAN NUYS AND BURBANK BLVDS.

Line 910 will operate the length of the San Bernardino Freeway Busway and Harbor Transitway all day long seven days per week with a fleet of 8300 series 45-foot NABI Compo Buses from Divisions 9 and 18.

Current Lines 444, 446 and 447 will remain on their present alignments, but be renumbered as 344, 246 and 247 and connect at Artesia Transit Center with the 910. In the San Gabriel Valley, Lines 484 and 490 will also remain on their routes, but renumbered 194 and 190.

Initially, Line 902 will operate weekday peak hours on a 12 minute headway *(Ed. Note - next June the line will operate all day)* using new 45-foot Compo Buses. From Van Nuys and Glenoaks, buses will travel Van Nuys Blvd, Burbank Blvd and Lankershim to North Hollywood RED LINE Station. Line 233 stops on Van Nuys would be served, but along Burbank Blvd, only the Fulton stop (near Valley College) would be served.

Construction of a transit oriented development on a portion of the grounds of the El Monte Station, set to begin soon, will include demolition of the current station and construction of a new, larger transit center. **MTA** has solicited two bids—one for the destruction of the current station and the other for construction of a temporary bus station in the southwest corner of the current facility.

## VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

*HESPERIA:* Administrative services for **VVTA** have been provided by *Mc DONALD TRANSIT ASSOCIATES* through a five year contract that will end next February. No further contract options are available.

The Joint Powers Agreement that established **VVTA** allows retention of a General Manager and related administrative services either by contract or direct employment. A report was prepared as part of the last triennial audit that includes a preliminary cost comparison between the current **VVTA** administrative contract and the potential provision of in-house staff.

Due to the need to keep the current administrative staff separated from the procurement process, an agreement has been negotiated with SANBAG for them to provide a more detailed description of the process and costs of in-house operations and advise **VVTA**.

**VVTA** will retain the responsibility for determining the process to obtain administrative services and select the provider of those services.

**VVTA** will soon become a member of the Houston-Galveston Area Council of Governments by executing an Interlocal Agreement. Acting on behalf of its members, H-GAC solicits competitive offerings for products and/or services for purchase by its members.

H-GAC has issued a solicitation for Buses—Transit & Shuttle and Trams. **VVTA** has 3 fixed route expansion buses programmed in each of 2010 and 2011. North American Bus Industries staff are working through the current procurement (their buses are included) to include options to match the 7 NABI 40LFW buses (603-609) recently purchased *(WT 09/08).*

Edge Development, Inc. of Temecula has been awarded a $19 million contract for construction of **VVTA's** new Administration, Operations and Maintenance Facility to be located on Smoke Tree Street in Hesperia.

November 3rd saw the beginning of a six month interlining test of Routes 45-VICTORVILLE-HESPERIA and 48-HESPERIA WEST to alleviate running time problems the 48 has that cause it to miss the line up at the Hesperia Post Office.

## OMNITRANS (OT)

*SAN BERNARDINO:* In March 2008 **OT** issued a Request for Proposals to replace a number of 40-foot buses and to solicit design and cost proposals for 60-foot articulated buses for the planned *sbX* Bus Rapid Transit service.

The 40-foot bus portion of the RFP was awarded to New Flyer. The 60-foot buses did not meet the technical specifications of the E Street *sbX* Corridor Project including the level docking objective that is a key element of BRT and so the 60-foot portion of the RFP was not awarded.

To allow for further study and to refine the compatibility of the design needs of the buses versus the performance designs of the proposed guideway, staff recommended rescinding the 60-foot portion of the RFP and issue a new RFP for 14 BRT 60-foot stylized low floor articulated CNG buses with an option for an additional 9 buses by no later than five years after the initial Notice-to-Proceed.

## SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

*SAN CARLOS:* Responding to an anticipated $28 million budget shortfall, **SAMTRANS** will discontinue six Express and one Local line, adjust headways on six others and add a new route between Foster City and Millbrae Intermodal Station on December 20th.

Discontinued will be 342-MILLBRAE LOCAL, DX-PACIFICA-SAN FRANCISCO, FX-FOSTER CITY-SF, MX-SAN MATEO-BURLINGAME-SF, NX-REDWOOD SHORES-SAN MATEO-SF, PX-REDWOOD CITY-BELMONT-SAN MATEO-SF and RX-PALO ALTO-REDWOOD CITY-SF.

Headway reductions will affect 14-LINDA MAR-CASA PACIFIC, 141-SAN BRUNO-SAN BRUNO BART, 280-STANFORD SHOPPING CENTER-EAST PALO ALTO, 390-BART/DALY CITY-ECR-PALO ALTO, 391-DALY CITY-REDWOOD CITY and KX-PALO ALTO-REDWOOD CITY-SFO-SF.

Fixed route fares will be increased on February 1, 2010 -- the adult Local cash fare of $1.75 will increase to $2.00, the Express cash fare of $4.50 will rise to $5.00 and all prepaid passes will rise. Youth and Eligible Discount fares will also increase. Only paratransit fares will remain unchanged.

## LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)

*LIVERMORE:* **WHEELS** recently broke ground on its $22 million Bus Rapid Transit project, a route that is a modification of current 10-LIVERMORE-PLEASANTON that carries over half of the system's 2.2 million annual riders.

THE RAPID is scheduled to begin operations in early 2011 and will feature 14 new hybrid buses equipped with sensors that will communicate with traffic signals to keep them green longer when a bus is approaching.

## RIO VISTA DELTA BREEZE (RVDB)

*RIO VISTA:* The City of Rio Vista recently released an RFP for a transit operations and maintenance contractor to operate **RVDB** beginning January 4, 2010 for a three year period with two, one-year extension options. *MV TRANSPORTATION, INC.* is the present contractor.

**RVDB** operates 3 deviated fixed routes - 50 between Rio Vista, Isleton, Fairfield and Suisun City Monday thru Saturday, 51 offers demand response service within Rio Vista and to Isleton, Delta Loop Recreation Area, Oxbow Marina and resort communities along State Hwy 160 to the Antioch Bridge on weekdays and 52 offering deviated fixed route service between Rio Vista, Isleton, Antioch and BART/Pittsburg/Bay Point Station Monday thru Saturday. Service operates between 530AM and 830PM daily except Sunday and major holidays.

The **RVDB** fleet includes four 16-18 passenger accessible cutaways (see Equipment Report).

Through **RVDB,** the city is now selling ***GREYHOUND*** bus tickets and providing package express service for Rio Vista, Isleton, Antioch and Fairfield. The ***GL*** stop is located at the Suisun/Fairfield AMTRAK Station on Main Street in Suisun City. Buses on **GL's** SAN FRANCISCO -SACRAMENTO-RENO route serve Suisun City.

## SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

*SAN FRANCISCO:* Beginning December 5, the *SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY,* which operates **MUNI,** implemented route and schedule changes impacting over half of the bus routes and, on weekends, elimination of the segment of N-JUDAH between Embarcadero Sta. and CALTRAIN.

Several bus lines were discontinued, but replacement service was generally nearby—4-SUTTER, 7-HAIGHT, 20-COLUMBUS, 26-VALENCIA, 53-SOUTHERN HEIGHTS and 89-LAGUNA HONDA. Laguna Honda Hospital is providing free van service between Forest Hill Station and the hospital every half hour.

Segments were discontinued on several lines with some replacement service—1-CALIFORNIA, 2-CLEMENT, 10 -TOWNSEND, 12-FOLSOM-PACIFIC, 16-NOREIGA, 18 -46TH AVENUE, 21-HAYES, 29-SUNSET, 36-TERESITA, 38/38L-GEARY/GEARY LTD, 48-QUINTARA-24TH, 67-BERNAL HEIGHTS, 88-BART SHUTTLE, 91-OWL and 108-TREASURE ISLAND.

Former 9/9AX/9BX-BAYSHORE was replaced by 8/8AX/8BX with their routes and express zones modified and service frequencies improved. 9-SAN BRUNO has improved frequency plus NEW 9L-SAN BRUNO LIMITED that operates between Arleta & Bayshore and Spear & Mission downtown via San Bruno, Silver, Bayshore, Potrero, Bryant, 11th and Market to Spear. 9 and 9L offer a five minute combined headway thru the corridor until 540PM on weekdays.

Many lines experienced a reduction in frequency or span of service in the late evening hours.

## SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA - METROLINK)

*LOS ANGELES:* Faced with an $11.4 million budget shortfall (now reduced to about $4 million through Board and CEO actions), **SCRRA** has proposed a combination of a second fare increase this year (3% beginning next February) and, for the first time in agency history, the discontinuation of some train service.

Most of the reductions would affect various weekend trains, but almost all midday VENTURA COUNTY LINE service would also be dropped. ORANGE COUNTY LINE weekend service would all be suspended, but **AMTRAK** service would continue. 91 LINE trains remain untouched. Weekend IE-OC LINE trains would revert to their original summer season schedule.

The **SCRRA** Board continued their November public hearing into December asking staff for additional information on fare adjustments and alternatives.

Expenses continue to rise. Since current contractor *CONNEX RAILROAD* gave notice last spring that they did not want to extend their contract, **SCRRA** opted to negotiate with *AMTRAK* as a successor vendor, but it is expected to cost about $3.5 million more next year than if the *CONNEX* contract had been continued.

While **SCRRA** staff has argued that *AMTRAK* is uniquely qualified to assume train operations, Board members have said that if the *AMTRAK* projected costs continue to rise, they may want to explore other options, including reopening the bidding process. *HERZOG CONTRACTING,* operator of the ***SPRINTER*** between Oceanside and San Diego, has expressed interest.

**SCRRA** is seeking the services of a number of vendors to provide on-call alternative bus transportation as well as scheduled alternative service in the event of train annulments.

Agreements would be multi-year purchase orders for private firms and Memorandums of Understanding for public agencies.

# MOUNTAIN METROPOLITAN TRANSIT

***Colorado Springs, Colorado***

| FLEET # | BUILDER | MODEL | SERIAL # | YEAR | NOTES |
|---|---|---|---|---|---|
| 101-105 | Gillig | C20B102N4 | 11110919-022 | 09/01 | |
| 109-110 | Advanced Bus | | 1M532032, 023 | 00/01 | |
| 112 | Advanced Bus | | 1M532028 | 00/01 | |
| 114-117 | Advanced Bus | | 1M532039-042 | 00/01 | |
| 118 | Advanced Bus | | 1M532033 | 00/01 | |
| 201-203 | Nova Bus | T8O606 | 2R835573-575 | 00/02 | |
| 204-205 | Ford Econ | El Do Aerotech | 2HB70635, 634 | 00/02 | |
| 206-207 | Gillig | C20B102N4 | 21111980-981 | 11/02 | |
| 208-209 | Gillig | G27D102N4 | 21073662-663 | 11/02 | |
| 210 | Ford Econ | El Do Aerotech | 1HA57309 | 00/01 | |
| 501-504 | Gillig | BRT35 | 51075266-269 | 00/05 | |
| 505-507 | Gillig | BRT40 | 51075232-234 | 00/05 | |
| 601-612 | Gillig | BRT40 | 61077609-620 | 00/06 | |
| 700-706 | Gillig | BRT35 | 71078951-957 | 00/07 | |
| 1685-1694 | Gillig | 6V92T35102 | P1085098-107 | 00/93 | |
| 9901-9913 | Gillig | C20B102N4 | X1089519-531 | 04/99 | |
| 9914-9921 | Gillig | C20B102N4 | X1110064-071 | 08/99 | |
| F0701-F0719 | Gillig | BRT40 | 71078319-337 | 00/07 | Lettered & decaled for FRONT RANGE EXPRESS |

## SNOHOMISH COUNTY PTBA dba COMMUNITY TRANSIT (CT)

*LYNNWOOD, WA:* When **CT's** new *SWIFT* Bus Rapid Transit service debuted November 30, it became the first BRT system in the Evergreen State and at 17 miles, one of the longest in the country.

*SWIFT* operates on Highway 99 between Everett Station and Aurora Village Transit Center in Shoreline (and connections with **KING COUNTY METRO**) through Lynnwood and Edmonds. *SWIFT* replaced former 100-HIGHWAY 99 LIMITED.

On weekdays, service operates every 10 minutes from 500AM to 700PM. Evening service (to midnight) and all day on weekends, the headway is every 20 minutes.

*SWIFT* stops at only 12 stations and fare collection is either buying fare media from ticket vending machines or using the new ORCA smart card. On board bicycle racks, traffic signal priority to extend an already green light and transit access lane in south Snohomish County are other features to keep the buses moving.



The *SWIFT* fleet includes a group of 3-door, 62-foot articulated hybrid New Flyer buses.

## SUN TRAN (ST)

*TUCSON, AZ:* A new **SUN TRAN** garage opened for business in mid month at 3920 North Sun Tran Blvd. on the northwest side. It will offer relief to the one existing garage on South Park Avenue, designed for 150 buses but currently maintaining 230.

The three phase facility opened in 2005 as a fueling facility. Next came the maintenance and operations buildings and dispatch center. To be completed in mid 2011 will be an administration building.

## NEVADA TRANSPORTATION AUTHORITY (NTA)

*LAS VEGAS, NV:* The Authority's November meeting included a number of transportation related items.

*CELEBRITY LIMOUSINES OF AMERICA, LP* applied for a certificate as a common carrier of passengers to provide charter limousine service and *OPEN TOP SIGHTSEEING LAS VEGAS, LLC* requested an expansion of its existing authority CPCN 2004, Sub 8.

*EARTH LIMOUSINES, LLC dba EARTH LIMOS* and *LIMOUSINES OF LAS VEGAS, LLC dba LIMOUSINES OF LAS VEGAS* applied for rate modifications.

# EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

| PROPERTY | FLEET #'S | BUILDER | MODEL/SERIAL #'S | DATE | NOTES |
|---|---|---|---|---|---|
| *-NEW-* | | | | | |
| Rio Vista Delta Breeze | 17-18 | Ford Econ | ElDo Aerotech/6DA72421-422 | 00/06 | |
| | 19 | Ford Econ | Starcraft AllStar/8DA18532 | 00/08 | |
| | 20 | Ford Econ | Starcraft AllStar/8DB46323 | 00/09 | |
| *-USED-* | | | | | |
| The Bus (formerly | 501 | TMC | T80206/JR825494 | 09/88 | 1 |
| All City Lines/Finish Line) | 504 | New Flyer | D40/LU013938 | 12/90 | 2 |
| | 2153 | New Flyer | G40/SU016057 | 11/95 | 3 |
| | 2155 | New Flyer | G40/SU016067 | 11/95 | 4 |
| | 3501 | Gillig | C20B102N4/T1086933 | 12/96 | 5 |
| | 5029 | New Flyer | D40/LU013919 | 11/90 | 6 |
| | 5181 | MCI | TC40102A/J3024262 | 08/88 | 7 |
| LACMTA (Southland) | 9977 | Gillig | 4096TB6V92T/K1083074 | 11/89 | 8 |
| | 9978 | Gillig | 40102TB6V92/R1085296 | 00/94 | 9 |
| | 9979 | Gillig | 40102TB6V92/R1085320 | 00/94 | 10 |
| *-DISPOSITIONS-* | | | | | |
| Foothill Transit | F1105, F1112 | Gillig | G22D102N4/Y1071125, 132 | 00/00 | 11 |
| | F1121, F1122 | Gillig | G22D102N4/Y1071141, 142 | 00/00 | 11 |
| | F1124, F1146 | Gillig | G22D102N4/Y1071144, 166 | 00/00 | 11 |
| | F1147, F1152 | Gillig | G22D102N4/Y1071167, 172 | 00/00 | 11 |
| | F1153, F1158 | Gillig | G22D102N4/Y1071173, 178 | 00/00 | 11 |
| | F1168, F1174 | Gillig | G22D102N4/Y1071188, 194 | 00/00 | 11 |
| San Diego MTS | 2001, 2002, 2004 | New Flyer | G40/SU015977, 978, 980 | 11/95 | 11 |
| | 2006, 2008, 2010 | New Flyer | G40/SU015982, 984, 986 | 11/95 | 11 |
| | 2013, 2019, 2020 | New Flyer | G40/SU015989, 995, 996 | 11/95 | 11 |
| | 2022, 2024, 2027 | New Flyer | G40/SU015998, 000, 003 | 11/95 | 11 |
| | 2029, 2031, 2032 | New Flyer | G40/SU016005, 007, 008 | 11/95 | 11 |
| | 2037, 2043, 2046 | New Flyer | G40/SU016013, 019, 022 | 11/95 | 11 |
| | 2047, 2049, 2050 | New Flyer | G40/SU016023, 025, 026 | 11/95 | 11 |
| | 2051, 2101, 2103 | New Flyer | G40/SU016027, 028 030 | 11/95 | 11 |
| | 2104, 2105, 2108 | New Flyer | G40/SU016031, 032, 035, | 11/95 | 11 |
| | 2109, 2111 | New Flyer | G40/SU016036, 038 | 11/95 | 11 |

NOTES:

1. Ex LACMTA 2122.
2. Ex OCTA 5109.
3. Ex SDMTS 2153 (SDTC 1413).
4. Ex SDMTS 2155 (SDTC 1423).
5. Ex Fairfield-Suisun Transit System 645.
6. Ex OCTA 5029.
7. Ex Santa Monica 5181.
8. Ex Foothill Transit F703.
9. Ex Denver RTD 8235.
10. Ex Denver RTD 8103.
11. Sold at Ken Porter Auction on November 7, 2009.

## NOVEMBER PHOTOS




*LACMTA 9978 in downtown LA on July 13, 2008. Scott Richards photo.*




*San Diego MTS 2104 on route 901 on November 25, 2005. Photographer unknown.*