

Western Transit

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www.western-transit.com

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VOL. 47, NO. 12 **December 2009**

NEEDLES AREA TRANSIT (NAT)

NEEDLES: Needles is located in eastern California in the Mojave Desert, adjacent to the Colorado River. Arizona is across the river and Laughlin, Nevada is about twenty miles north.

Established by the city in 1995, **NAT** offers a single deviated fixed route, a one-direction loop beginning downtown at G and Broadway, first traveling to the west side, then to Needles Towne Center including mileage on Interstate 40, along Broadway and through downtown to the northwest side, on Broadway to the southwest side (Cherry Drive), then returning downtown.

Service operates hourly (one bus) on weekdays between 700AM and 700PM and on Saturday between 1000AM and 200PM. *MCDONALD TRANSIT ASSOCIATES* operates the deviated fixed route.

There are 36 bus stops along the route, but passengers may call in on their day of travel and request a special pick up at their location. If time allows, the bus will deviate to meet the rider. However, because of time and schedule constraints, not all deviation requests may be honored.

The current fare structure was established in July 2008 — $1.00 regular fare, 90 cents— senior and disabled, $1.50 for deviated service (regular) and $1.40 for seniors and the disabled.

Weekday only demand response service for seniors and the disabled is also offered. *NEEDLES SENIORS* operates this city program.

During 2006, former contractor *LAIDLAW EDUCATIONAL SERVICES* of Mojave Valley, Arizona chose to no longer provide **NAT** service and the contract was awarded to *MCDONALD TRANSIT ASSOCIATES, INC.* which established a base of operations in Needles.

New buses were then purchased in 2007 to replace the-then aging **NAT** fleet. The units were NAT 5 and NAT 6, Ford Econoline E450/El Dorado Aerotechs, 18-passenger accessible cutaways.

A new rule for passengers, primarily for safety reasons, was recently added—no more than two grocery bags and one case per adult rider per trip.

Last October, the city implemented pre-scheduled medical transportation service from Needles to Bullhead City, Arizona, based on continuing comments from the annual SANBAG Unmet Transit Needs hearings plus findings from the Public Transit-Human Services Plan prepared for San Bernardino County.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** held a public hearing in mid November to receive testimony on plans to interline current 29-RUBIDOUX and 49-MISSION BLVD-COUNTRY VILLAGE at Pine & Tequesquite in downtown Riverside and to reclassify current Line 149-RIVERSIDE-VILLAGE AT ORANGE (**INLAND EMPIRE CONNECTION** Line 149 until 2005) as a *COMMUTER LINK* route.

(Continued on Page 3)

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PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

Guan Qi Shao dba PACIFIC DIAMOND TOUR HALL, has been authorized to operate with PSC-25565 between points in San Francisco and casinos in Brooks, Lincoln and Placerville and for Zone Of Rate Freedom.

Applicant would serve Indian gaming casinos with three daily round trips (Cache Creek at Brooks) and two daily round trips (Thunder Valley in Lincoln and Red Hawk in Placerville) charging $12 and $10 round trip fares respectively, using four full size buses.

MY RIDE, INC. was granted a PSC allowing the on-call transportation of passengers ages 5-17 between points in Los Angeles County between home, school and after-school activities and for children ages 10-17 for on-call, round-trip, team sports-related travel between points originating in Los Angeles County to points in Ventura, Santa Barbara, San Luis Obispo, San Bernardino, Riverside, Orange, San Diego and Imperial Counties and to establish a ZORF of 50 per cent above and below proposed fares of between $10 and $80.

Khanian M. Narjes dba A ROYAL SHUTTLE has been authorized to transfer PSC 10814 to *Guita Nouranian, an individual.*

The new certificate *(PSC-25564)* allows transportation of passengers and their baggage in an on-call basis between points in Orange County and Orange County Airport.

HOW TO CONTACT US

Edmund Buckley ebuckley@western-transit.com
Craig Barnes cabarnes@western-transit.com

SUBSCRIPTION RATES

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

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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)

DECEMBER 2004 – VISALIA CITY COACH began Sunday service, extended evening service on other days by two hours, inaugurated a new bus route between Visalia and Exeter and bought six new low-floor Gilligs, three 35-foot and three 40-footers.

DECEMBER 1999 – The **MTA** Board transferred the responsibility for continued development and commercialization of the Advanced Technology Transit Bus (ATTB) Program to Fuel Cell Buyers Consortium. Of the six ATTB prototypes, one was at **HOUSTON (TX) METRO,** one was to be placed in service and the third would be fitted with a fuel cell power plant. Further use of the first three was under discussion.

DECEMBER 1994 – GREEN BELT STAGES, INC was operating *AMBUS* contract routes SAN FRANCISCO-EMERYVILLE and MARTINEZ-EUREKA-BROOKINGS, OR and also extended its EUREKA-REDDING route to Reno , NV along CA Highway 70 and US Hwy 395 thru the Feather River communities.

DECEMBER 1989 – Thirty five shuttle van companies were operating in the greater Southern California area with a fleet of 600 vans providing mostly on-call service, but some had fixed routes.

DECEMBER 1984 – FAIRFAX TROLLEY, a one bus loop shaped route offering community bus service in the Beverly/Fairfax neighborhood, began operations that were financed by Proposition A sales tax monies.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Marvin Martin Andrew Novak
REPORTERS & SOURCES:	Alan Fong Dana Gabbard Russ Jones Scott Page Warren F. Quon
SPECIAL CORESPONDENTS:	Raelynn Metz Kevin Kane

NEEDLES AREA TRANSIT GENERAL GUIDELINES

The City of Needles & McDonald Transit Associates, Inc. want you to enjoy this public transit service and ask that you follow these general guidelines while riding the NAT:

- Please deposit the exact fare in the farebox as you board the bus. Note: Drivers cannot make change.
- Smoking is not permitted in the bus.
- Drugs, dangerous weapons, and open containers of alcoholic beverages are not permitted in the bus.
- Except for medical service animals, no animals are allowed in the bus.
- No more than two (2) grocery bags and one (1) case per adult rider will be allowed on the bus.
- Bicycles and large items are not permitted in the bus.
- Up to two (2) children five (5) years of age or younger may ride free when accompanied by an adult.
- Children must be at least six years of age to ride the bus unaccompanied by an adult.
- Radios and stereos may be played only through headphones.
- When the bus is in motion, passengers are to remain seated.
- Needles Area Transit reserves the right to refuse service to persons who are intoxicated, abusive, or offensive to other passengers and/or the driver.
- Inquiries, comments, and complaints may be made to:

McDonald Transit Associates, Inc.
(866) 669-6309
or
City of Needles
(760) 326-2113 ext 315

FARES

$1.00 each boarding
90¢ each boarding – Seniors (60+) & Persons with Disabilities **
$1.50 for Deviation Service
$1.40 for Deviation Service – Seniors (60+) & Persons with Disabilities **
(** requires city issued photo ID)

WELCOME TO NEEDLES AREA TRANSIT

The City of Needles is proud to provide a public transit system, Needles Area Transit (NAT), serving the citizens of Needles with affordable transportation within the City of Needles. Whether traveling to work, shopping, medical appointments, lunch, government offices, recreation facilities, or a friend's house, NAT can take you where you want to go.

Riding the NAT is a bargain as well as a pleasure. Low fares and convenient, comfortable buses equipped with wheelchair lifts make NAT an enjoyable and efficient travel choice.

How to catch the NAT

There are two way to ride the NAT bus: (1) The easiest, most dependable, and least expensive way is to board the NAT at a designated bus stop at the scheduled time listed in this brochure. The route starts weekdays at 7:00 a.m. and repeats every hour until 7:00 p.m. Saturday service is also provided from 10:00 a.m. to 2:00 p.m.; (2) The other method is to call Needles Area Transit at 1-866-669-6309 on the day you desire the service and request a special pick-up at your location. If time allows, the bus will deviate off its regular route and meet you at the time and location given to you by the dispatcher. Because of time and schedule constraints, not all deviation requests can be honored.

NEEDLES AREA TRANSIT

NAT
NEEDLES AREA TRANSIT

PUBLIC TRANSIT SERVING NEEDLES WITH FIXED ROUTES AND DEVIATIONS BY REQUEST

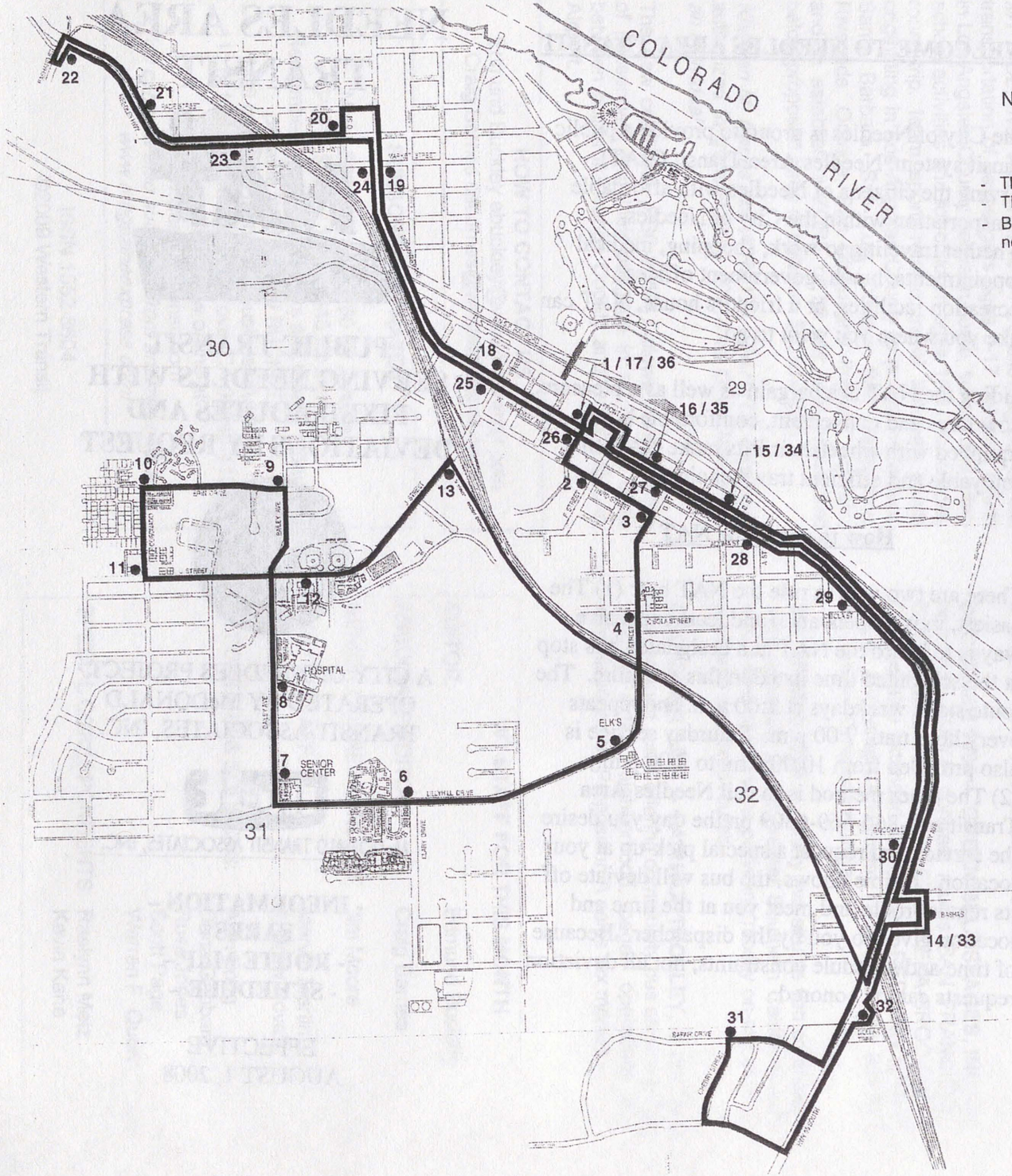


A CITY OF NEEDLES PROJECT OPERATED BY McDONALD TRANSIT ASSOCIATES, INC.

mcdt
McDONALD TRANSIT ASSOCIATES, INC.

- INFORMATION –
- FARES -
- ROUTE MAP –
- SCHEDULE –

EFFECTIVE
AUGUST 1, 2008



NEEDLES AREA TRANSIT

HOURS OF OPERATION
Monday through Friday 7:00 am to 7:00 pm
Saturday 10:00 am to 2:00 pm
NAT will not operate on New Year's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day, and Christmas Day

BUS SCHEDULE

- The bus will arrive at each stop once every 60 minutes
- Times listed are the minutes after each hour: Time: 02 would be 7:02, 8:02, etc
- Buses may run a few minutes late due to deviation service requests, but will not depart a stop before the listed time.

Map #	Location	Near	Time
1	G St at Broadway	Chamber of Commerce	:00
2	3rd St at F St	A/F City Offices	:02
3	D St btwn 3rd & Acoma	A/F Credit Union	:03
4	D St at Cibola	A/F D St School	:04
5	Lily Hill Dr at Elks Lodge	Elks Lodge	:05
6	Lily Hill Dr at Clary Dr	Mesa Grande Apts	:06
7	Bailey Ave at Lily Hill Dr	Senior Center	:07
8	1401 Bailey Ave	Needles Hospital	:08
9	Erin Dr at Bailey Ave	Vista Colorado School	:10
10	Erin Dr at Coronado	Riverview Terrace	:11
11	Coronado at J St	A/F Buy Rite Market	:12
12	J St at Civic Center	City/County Complex	:14
13	J St at I-40 EB on-ramp	A/F Denny's	:15
14	Needles Towne Center	Basha's/Rite Aid	:20
15	Broadway at B St	A/F Colorado River Ford	:23
16	Broadway at E St	A/F Palo Verde College	:24
17	G St at Broadway	Chamber of Commerce	:25
18	Broadway at J St	A/F Shell Station	:31
19	Broadway at Market	A/F Lube & Latte	:32
20	'Q' Street at Ndls Hwy	A/F Desert Mirage	:34
21	Needles Hwy at U St	A/F Best Western	:35
22	Pashard St at Ndls Hwy	A/F Carl's Jr	:36
23	Needles Hwy at R St	Active Towing	:37
24	Broadway at Market	Vacant lot	:38
25	Broadway at J St	A/F Shell Station	:39
26	Broadway at G St.	Bank of America	:40
27	Broadway at D St	Burger Hut	:41
28	Broadway at A St	A/F Ford Car Lot	:42
29	Broadway at Cibola	Two Guys Auto	:43
30	Broadway at Goodwill	Phillips Construction	:44
31	Safari Dr at Cherry St	Northwest side	:46
32	Dollar Tree Store	Parking lot	:48
33	Needles Towne Center	Bashas/Rite Aid	:50
34	Broadway at B St	A/F Colorado River Ford	:53
35	Broadway at E St	A/F Palo Verde College	:54
36	G St at Broadway	Chamber of Commerce	:55

SEE OTHER SIDE FOR FARE INFORMATION

Line 149 would be renumbered as 216, remain on its current alignment with current trip times, but would adopt the *CL* fares of a $3.00 basic fare and a $2.00 fare for seniors and the disabled. *CL* buses with upgraded seating and the capability for wireless Internet and satellite television would be assigned.

The new Perris Multi-Modal Transit Center, located off C Street between San Jacinto and 4th Street (Highway 74) was due to open in late month.

Replacing the current outdoor stop at 4th & Wilkerson, the six bus bay station will service Lines 19-MORENO VALLEY MALL-PERRIS, 22-RIVERSIDE-LAKE ELSINORE, 27-GALLERIA AT TYLER-HEMET, 30-PERRIS LOCAL, 74-SAN JACINTO-HEMET-PERRIS, 208–TEMECULA-PERRIS-RIVERSIDE and 212-HEMET-PERRIS-RIVERSIDE.

The changes on Lines 29 and 49 are scheduled for a January implementation along with minor reroutings of 21-GALLERIA AT TYLER-COUNTRY VILLAGE and 50-JURY TROLLEY (RED LINE). The 149/216 change will take place in July.

FOOTHILL TRANSIT
(FT)

WEST COVINA: In early December **FT** held two public information meetings to discuss a series of proposed changes — Weekday peak hour frequencies would stay at 10-15 minutes in the peak direction and change to 20 minutes in the non-peak direction on SILVER STREAK, Weekend headways would be changed to half hourly all day. Midday headways on 185–IRWINDALE AVE-HACIENDA BLVD and 480–MONTCLAIR-WEST COVINA would be changed to hourly while 291–GAREY AVE would be changed to half hourly. Early morning weekend service on 187-CLAREMONT-PASADENA would begin later than now and several peak trips would be trimmed from 699-MONTCLAIR-LOS ANGELES.



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
(MTA)

LOS ANGELES: December 13th brought the Winter Shake Up and several changes. 71-CITY TERRACE-GARVEY now serves the County Hospital Out Patient Clinic and the new hospital addition on Marengo while 96-RIVERSIDE DRIVE was rerouted to the new Silver Lake Library on Glendale Blvd. Duplicated for much of its alignment by Line 152, the 153-FALLBROOK-ROSCOE-LANKERSHIM was dropped.

Two NEW lines using 45-foot Compo NABI buses also started—902-PACOIMA-NORTH HOLLYWOOD VIA VAN NUYS AND BURBANK BLVD and 910-EL MONTE -ARTESIA TRANSIT CENTER.

Line 902 operates every 12 minutes in both directions during weekday peak hours with a fleet of 45-foot Compo buses. From Van Nuys and Glenoaks, the line travels along Van Nuys, Burbank and Lankershim to RED LINE/North Hollywood Station.

All stops along Van Nuys are served, but on Burbank only the Fulton stop (for Valley College) is served.

Line 910 begins at El Monte Station and travels west/south via El Monte Busway, Arcadia, Spring, 1st, Grand, 5th, Flower, 11th, Figueroa, 39th and Harbor Transitway to ATC. The downtown routing for north/eastbound buses is Figueroa, 6th, Olive, 1st, Spring, Aliso, Alameda and El Monte Busway.

During weekday peak hours, a 5 El Monte/10 Harbor headway is offered with a 15/30 midday headway. Saturday service is 20/60 with Sunday at 30/60. Daily, the first bus of the day is 500AM from both terminals, except 415AM from El Monte on weekdays. The last bus of the day (daily) is 1255AM from both terminals.

Line 910 has a fleet of 29 45-foot NABI Compo buses assigned. Division 9 buses include 8360-8369 and 8386 -8399. Division 18 buses include 8211, 8213, 8217, 8218 and 8400.

Former 484-LA-CAL POLY VIA VALLEY and 490-LA-CAL POLY VIA RAMONA were shortened to operate as far west as El Monte Station and connect with the 910-EL MONTE-LOS ANGELES-ARTESIA TRANSIT CENTER a/k/a SILVER LINE). 484 was renumbered 194 while 490 became 190.

On the south end, former Lines 444, 446 and 447 were shortened at ATC and renumbered 344, 246 and 247. Their alignments along city streets remained the same although the 344 now serves limited stops on Artesia between Vermont and Hawthorne and 246 serves a new terminal at Point Fermin Park (Shepard & Gaffey).

Line 910 has a special fare structure — Basic cash fare is $2.45, senior and disabled cash fare is $1.15 peak and 85 cents off peak, Day Pass honored as full fare, weekly passes, monthly passes, EZ passes and METROLINK fare media need an equalizing fare.

The Westside Central Sector has set a public hearing in February to review proposed June 2010 changes including replacement of 333-VENICE BLVD LIMITED with a new 733-VENICE BLVD RAPID between Gateway Transit Plaza and Santa Monica and discontinuation of 31-PICO-EAST 1ST with replacement



of its segment by an extension of 287 from Collegian & Chavez to 1st & Indiana.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: September 27th brought a series of route changes while November 1st saw selected fare increases. The basic cash fare is now 90 cents while interagency transfers now cost 50 cents. All other fares remained unchanged.

Changes included a realignment of 3-SHOEMAKER-NORWALK BLVD to pick up a portion of 9-SANTA FE SPRINGS, otherwise discontinued, along Shoemaker, Alondra and 183rd.

NTS Line 6-UPTOWN WHITTIER-WHITTWOOD was discontinued with portions of the line replaced by a revised 7-WEST WHITTIER-WHITWOOD CENTER.

VOLARIS SHUTTLE (VS)

SAN DIEGO: The downtown San Diego terminal of **VS'** SAN DIEGO-TIJUANA AIRPORT route *(WT 3/09)* has been changed from the AMTRAK/Santa Fe Depot on Kettner Blvd to the GREYHOUND Station at 1st Ave & Broadway.

Trips have been added to the schedule—departing San Diego at 645AM, 830AM, 910AM, 1115AM, 1255PM, 200PM, 930PM, 1100PM and 125AM. Bus trips depart Tijuana Airport at 830AM, 930AM, 1100AM, 1200PM, 130PM, 330PM, 430PM, 530PM, 615PM, 930PM and 1115PM. These trips also serve San Ysidro.

One way travel time on the bus averages 90 minutes.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: The **MTS** Board recently approved a one year extension of two operations contracts held by *SOUTHLAND TRANSIT, INC.* The contracts are Central Minibus Fixed Route and the Sorrento Valley COASTER Connection.

STI operates 26 **MTS** owned cutaways on 21 fixed routes and 3 SVCC routes with a fleet of 2008 gasoline powered, medium duty Type VII minibuses. They also provide two contractor owned 2006 Type II propane powered minibuses on SVCC.

Last June, *STI* began operating five routes (115, 854, 874, 923, 928) on weekends. Their operations are housed in a contractor leased facility in Sorrento Mesa.

Similar to other transit agencies in California, **MTS** needs to reduce its operating budget due to the loss of State Transit Assistance funding and lower sales tax revenues. Over the last three years, this funding has dropped by $43 million. To offset the loss, MTS has increased fares, increased advertising revenues, reduced service, eliminated one-fifth of all management positions and reduced internal costs.

A public hearing was held December 10th on plans to reduce the overall scope of transit on Sunday, including route discontinuations coupled with reduced frequencies. In addition, plans call for several Saturday headway reductions, plus some weekday reductions and several route changes. Approved changes would take effect beginning February 28, 2010.

All days of the week, Lines 929 and 932 would be shortened at Iris Avenue Station with new 906/907-BEYER-SAN YSIDRO BLVD operating in a two-way loop replacing them.

Weekday proposals include discontinuing midday trips on 20-RANCHO BERNARDO-DOWNTOWN between downtown and Kearny Mesa, shortening 30-UTC-LA JOLLA-DOWNTOWN at Old Town and 929 at City College Station after 700PM. Recently inaugurated 880-4S RANCH-SORRENTO VALLEY (*WT 4/09)* would be rerouted to serve downtown instead of Sorrento Valley and University Towne Centre.

Saturday changes are mostly headway adjustments, but include shortening Line 30 all day, also Sunday, at Old Town and 41-GENESEE at UTC instead of UCSD.

On Sundays, many of the services that remain will also be shortened such as 1 between Hillcrest and La Mesa, 3 between City College and Euclid and 7 between City College and 69th/University.

LA/ONTARIO INTERNATIONAL AIRPORT COURTESY SHUTTLE (LA/ONT)

ONTARIO: Los Angeles World Airports recently issued an RFP for operation of a courtesy shuttle bus service at ONT with a fleet of 17 CNG powered buses, to be obtained by the contractor.

The contract will not exceed nine years including a maximum of two years to obtain the full fleet of 17 vehicles and seven years to operate them. The successful contractor may have the option of extending the initial term with the consent of the airport's Executive Director for one, two or three consecutive one-year periods, subject to written notice by LAWA.

Proposers must provide licensed drivers to operate the buses, field supervisors to monitor daily activities and an on-site manager to oversee operations including all maintenance work and serve as liaison to ONT.

The courtesy shuttles presently operate 24 hours a day, 7 days per week (scheduled buses range between 1 (200AM hour) and 13 (1000AM-1200PM) depending upon time of day) serving the traveling public, airport tenants and other airport associated customers that access the parking lots, terminals, and the Consolidated Rental Car Facility (ConRAC), formerly known as the Ground Transportation Center, an on-airport facility for car rental businesses. Shuttles presently transport an average of 110,000 passengers each month.

The successful proposer is required to maintain an on-airport management office and store the buses on Airport property. ONT has indicated that the contractor can use the current Operations Space at 1254 Airport Drive, near Grove Avenue, two miles west of ONT.

Currently, three bus routes are operated serving the terminal, parking lots and ConRAC.

The LOT 5 ROUTE travels from Lot 5 to Terminal 2 to Terminal 4 and returns directly to Lot 5. The route is 2.6 miles round trip and takes 15 minutes to complete a trip.

The CONRAC ROUTE travels from Terminal 2 to Terminal 4 and returns directly to ConRAC. This route is 2.8 miles round trip and requires 15 minutes for a trip.

The TERMINAL CONNECTOR ROUTE travels between Terminal 2 and Terminal 4 and returns directly to Terminal 2. The route is 2.0 miles roundtrip and each bus requires 12 minutes to complete a round trip.

The three routes provide 71,000 service hours, as scheduled this year. LOT 5 operates 24 hours a day using between 1 and 5 buses. CONRAC operates from 300AM until 100AM using between 1 and 7 buses while CONNECTOR uses one bus between 500AM and 1200PM and again between 600PM and 1000PM.

Weekend service on CONRAC during the middle part of the day generally uses one or two fewer buses than on weekdays.

ONT may at times request the provision of curbside attendants who will be assigned to the passenger loading areas in front of Terminals 2 and 4, ConRAC and other service areas. Their functions will include greeting and assisting customers with information, communicating with each other over two-way radios, coordinating bus intervals and spacing, assisting with luggage, documenting trip activities and patronage and notifying management of customer service issues.

The successful contractor will need to provide a minimum of 17 thirty-two foot long x 102 inches wide, heavy duty, low floor, accessible, CNG powered transit buses with perimeter seating and interior baggage areas. *(Ed. Note—the RFP indicates the bus to be provided needs to be an El Dorado National EZ Rider II or approved equal. The current fleet includes Dennis Thomas SLF232Gs).*

For conformity and standardization of LAWA's transit bus fleet, interior and exterior configuration including the drivers area, luggage racks, grab railing, doors, paint scheme, graphics, etc. shall be similar to the newest bus fleet at LAX *(Ed. Note - NABI 35-LFWs).*

A mandatory pre-proposal conference will be held on January 5 and proposals are due on February 16, 2010.

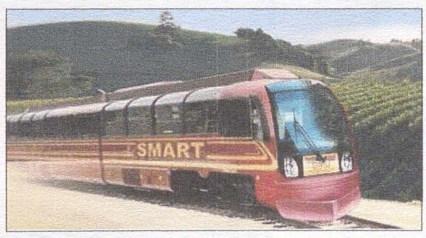
SONOMA-MARIN AREA RAIL TRANSIT (SMART)

SAN RAFAEL: In November 2008 nearly 70 percent of voters in Marin and Sonoma Counties approved a ballot measure to raise their sales tax by 1/4 of 1 percent to pay for the engineering, design, construction, operation and maintenance of the **SMART** train and pathway for 20 years. The project is estimated to cost $590 million.

The sales tax increase took effect on April 1, 2009 and **SMART** began to receiving the proceeds beginning in July 2009.

SMART will build a 70-mile passenger railroad and parallel bicycle-pedestrian path along the publicly owned Northwestern Pacific Railroad right of way through the two counties. The rail line will run from Cloverdale, at the north end of Sonoma County, to Larkspur, in central Marin County, where the **GOLDEN GATE FERRY** connects Marin to San Francisco.

Along the way there will be stations at Healdsburg, Windsor, Jennings Avenue, Downtown Santa Rosa, Rohnert Park, Cotati, Corona Road, Downtown Petaluma, Novato North, Novato South, Marin Civic Center and Downtown San Rafael.



Selection of vehicles to operate on the system was one of the first items to be considered. Development of a Strategic Plan, to describe in detail how the sales tax funds will be used, was another.

Following extensive discussion, the **SMART** Board voted to use "heavy" diesel multiple unit (DMU) vehicles.

While either "heavy" or "light" will operate on the corridor, use of heavy vehicles will allow passenger and freight trains to share the tracks simultaneously. Otherwise, a "temporal separation" between passenger and freight trains would need to be imposed which would mean either fewer passenger trains scheduled during the day or forcing freight trains to operate only at night. On the emissions side, the "heavy" vehicles can meet the Environmental Protection Agency's "Tier 4" emission requirements at this time while the "light" vehicles are not able to meet the requirement with a certainty. These cars are expected to be the first built to use engines that will meet the Tier 4 requirements.

The car order is expected to be for one dozen operating together in a "married pair" that is about 150 feet long and will seat about 150 passengers. The specifications will likely require provision of a third car that could be added to the "married pair" to increase passenger capacity and expand the area for bicycles, disabled accommodations and other amenities.

Four manufacturers have indicated interest in building these cars. These include Brookville Equipment Corp. in Pennsylvania, Nippon-Sharyo Ltd. Of Japan, Siemens Corp. of Germany and U.S. Railcar LLC of Columbus, Ohio. All four companies have indicated that they would build the cars in this country, meeting the Federal Transit Administration's "Buy America" requirements.

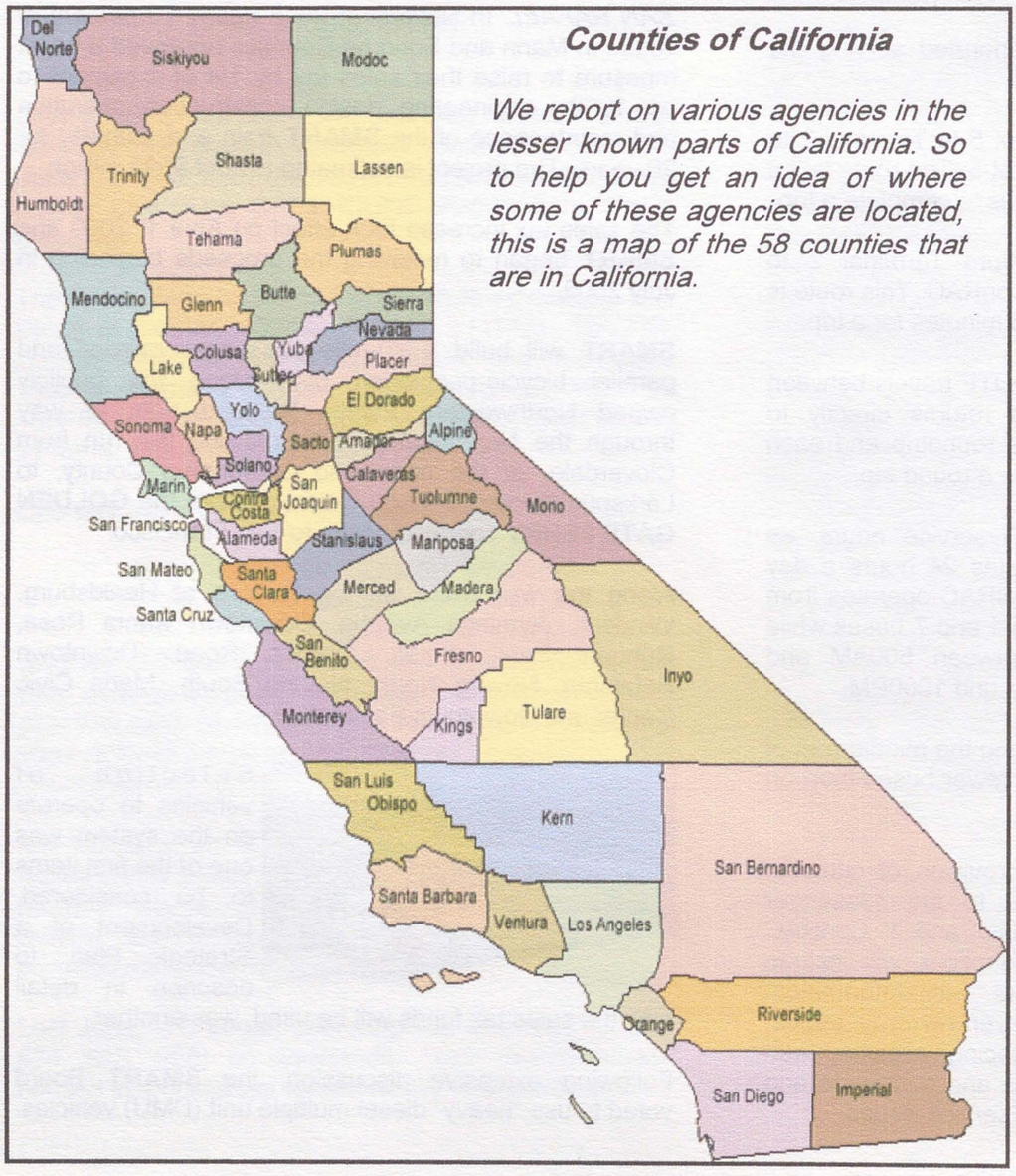
According to present plans, the rail cars should begin to arrive in mid 2013 with operations tentatively set to begin in October 2014.

At their December meeting, the **SMART** Board of Directors approved contracts for the design and engineering of the 14 train stations and an operations and maintenance facility.

Contracts for final design and engineering of the project are next. In addition to stations and the operating facility, this will include systems and vehicles, civil track pathway and major bridges. Final engineering work is expected in 2011, followed by the start of construction activity.

Several other activities will also soon get underway. These include an operating agreement with the Northwestern Pacific Railroad, NEPA clearance (federal environmental clearance), Federal Railroad Administration and California Public Utilities Commission review and approvals, approval of Quiet Zone submittals and bus and shuttle infrastructure requirements at stations.

As the start up date gets closer, several other issues will need to be handled. These will include bus and ferry schedule coordination, Larkspur Station area planning work, fare structures, fare reciprocity agreements and shuttle operating agreements.



Counties of California

We report on various agencies in the lesser known parts of California. So to help you get an idea of where some of these agencies are located, this is a map of the 58 counties that are in California.

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV: The Authority's December included a number of transportation items.

SUNSHINE TRAVEL, INC. for a certificate to provide charter bus service within Nevada while

Anaheim RESORT TRANSIT
ANAHEIM TRANSPORTATION NETWORK

FLEET #	BUILDER	MODEL	SERIAL #	DATE	NOTES
2801	Chevy C5500	El Dorado Aerotech Elite	6F411820	00/06	
2802	Chevy C5500	El Dorado Aerotech Elite	6F412244	00/06	
2803	Chevy C5500	El Dorado Aerotech Elite	6F412430	00/06	
2804	Chevy C5500	El Dorado Aerotech Elite	6F412467	00/06	
2805	Chevy C5500	El Dorado Aerotech Elite	6F412297	00/06	
2806	Chevy C5500	El Dorado Aerotech Elite	6F412338	00/06	
2807	Chevy C5500	El Dorado Aerotech Elite	6F412668	00/06	
2808	Chevy C5500	El Dorado Aerotech Elite	6F411935	00/06	
2809	Chevy C5500	El Dorado Aerotech Elite	6F412601	00/06	Off roster
3529	E-Bus	Shuttle	1C248033	00/01	
3530	E-Bus	Shuttle	1C248034	00/01	
3531	E-Bus	Shuttle	1C248035	00/01	
3532	E-Bus	Shuttle	1C248036	00/01	
3533	E-Bus	Shuttle	1C248037	00/01	
3534	E-Bus	Shuttle	1C248038	00/01	
3535	E-Bus	Shuttle	1C248039	00/01	
3536	E-Bus	Shuttle	1C248040	00/01	
3537	E-Bus	Shuttle	1C248041	00/01	
3538	E-Bus	Shuttle	1C248042	00/01	
9701	New Flyer	D40LF	VU017961	12/97	Ex OCTA 5323
9702	New Flyer	D40LF	VU017995	01/98	Ex OCTA 5357
9703	New Flyer	D40LF	VU017948	01/98	Ex OCTA 5310
9704	New Flyer	D40LF	VU018001	01/98	Ex OCTA 5363
9705	New Flyer	D40LF	VU018008	01/98	Ex OCTA 5370
9706	New Flyer	D40LF	VU018005	01/98	Ex OCTA 5367
20101	Ford Econoline	El Dorado Aerotech	1HB00162	00/01	Ex OCTA 8447
20102	Ford Econoline	El Dorado Aerotech	1HB00	00/01	Ex OCTA
20103	Ford Econoline	El Dorado Aerotech	1HB00124	00/01	Ex OCTA 8404
20104	Ford Econoline	El Dorado Aerotech	1HB00153	00/01	Ex OCTA 8436
20105	Ford Econoline	El Dorado Aerotech	1HB00126	00/01	Ex OCTA 8415
20106	Ford Econoline	El Dorado Aerotech	1HB00129	00/01	Ex OCTA 8417
20107	Ford Econoline	El Dorado Aerotech	1HB00	00/01	Ex OCTA
20108	Ford Econoline	El Dorado Aerotech	1HB00	00/01	Ex OCTA
20109	Ford Econoline	El Dorado Aerotech	1HB00135	00/01	Ex OCTA 8419
20110	Ford Econoline	El Dorado Aerotech	1HB00133	00/01	Ex OCTA 8456

VEGAS TOURIST SERVICE, INC. d/b/a VTS for voluntary cancellation of its contract carrier Permit MV 6129.

EARTH LIMOUSINES, LLC d/b/a EARH LIMOS applied for a tariff rate modification for its charter limousine services while *MEDICAL TRANSPORT COMPANY, LLC* applied for a tariff rate modification for passenger transportation service provided under CPCN 1112.

PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT - ST)

SEATTLE, WA: The *CENTRAL LINK's* 1.7 mile light rail extension to the City of SeaTac and Seattle-Tacoma International Airport opened for business on December 19th following appropriate opening ceremonies.

Service was extended south from the Tukwila International Blvd Station to Sea-Tac Airport. Passengers connect to the airport terminal via a new pedestrian bridge connecting the station with the fourth floor of the airport garage.

Service will operate between 500AM and midnight on headways of between 7 and 15 minutes, depending upon the time of day.

The special free *LINK AIRPORT CONNECTOR* bus that had connected with trains at Tukwila Blvd International Station *(WT 7/09)* and traveled to and from the airport operated on Sunday December 20th, for the last time.

The next **ST** light rail extension *(UNIVERSITY LINK)* is scheduled to open in 2016 when service is extended 3.15 miles north from downtown Seattle to Capitol Hill and the University of Washington.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Needles Area Transit	5-6	Ford Econoline	ElDorado Aerotech/6DB18821, 826	00/06	
-USED-					
The Bus	9101-9102	Gillig	4096TB6V92T/M1084112-113	06/91	1
Transit Systems, Inc.	1108	MCI	102D3/WP050669	02/98	2
-DISPOSITIONS-					
SCRRA/Metrolink	185	UTDC	91-85-RTC-2-88L/—	—/—	3
	855	GMED	F59PH/906128-5	06/92	3
Long Beach Transit	9213	TMC	T80608/NR829058	02/93	4
	9306	TMC	T80608/PR829312	07/93	4
Fort Worth TA (TX)	504, 506, 510	Flxible	40102-6C/ND103588, 590, 594	07/92	4
	511, 513	Flxible	40102-6C/ND103595, 597	07/92	4
	751, 753, 754	Flxible	35102-6C/ND103598, 600, 601	07/92	4
	761, 765, 769	Flxible	35102-6C/ND103608, 612, 736	07/92	5
Foothill Transit	F1102, F1132	Gillig	G22D102N4/Y1071122, 152	01/00, 06/00	5
	F1133, F1142	Gillig	G22D102N4/Y1071153, 162	06/00, 07/00	5
	F1154, F1156	Gillig	G22D102N4/Y1071174, 176	08/00	5
	F1159	Gillig	G22D102N4/Y1071179	08/00	5
LACMTA	1272	TMC	T80206/NR828713	08/92	5
San Luis Obispo Transit	130	Orion	01.502/C5389496	08/82	5

-NOTES-

1. Ex Fairfield-Suisun Transit System 631-632.
2. Ex —
3. Off Roster—accident damage.
4. Sold at Ritchie Brothers Auctions (TX), July 2008.
5. Sold at Ken Porter Auctions, December 5, 2009.

December Photos





LEFT: *Victor Valley Transit Authority 602 displaying it's '**Happy Holidays**' sign on December 17, 2008. Craig Barnes photo.*
RIGHT: *One of TheBus' Gilligs in Honolulu on December 2009. Nsub1 photo from Flicker.*

HAPPY HOLIDAYS