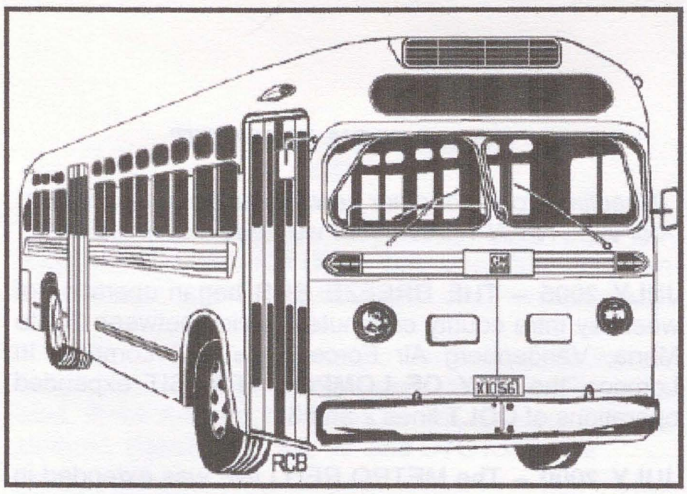


Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.western-transit.com

VOL. 48, NO. 7 **July 2010**

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Recently, **ACT** and the City of Oakland executed an agreement whereby the transit district will operate the soon-to-start WATERFRONT-BROADWAY-UPTOWN SHUTTLE that will be sponsored by the city.

Last summer, city and transit staffs began discussing the concept of a fare-free shuttle operating on Broadway between Jack London Square and Grand Avenue as a means to assist the city's business attraction and retention efforts by offering a valuable service for employers in the Central Business District.

Over time, there have been several iterations of a Downtown Oakland Shuttle, operated by both private firms and **ACT,** the last between 1996 and 2001 on a more limited scale.

The multi-year program will be funded by a combination of $997,000 from a Transportation Fund for Clean Air grant plus money from the City Redevelopment Agency, Jack London Square Partners, Downtown and Uptown/ Lake Merritt business improvement districts. WATER EMERGENCY TRANSPORTATION AUTHORITY will also provide funding.

The SHUTTLE will operate on a fare-free basis on weekdays between 700AM and 700PM. The service will operate every 10 minutes during peak hours (3 buses) and every 15 minutes at other hours (2 buses).

ACT will commit four 5000 series 30-foot Van Hool buses in special colors (overall yellow with white lettering) and it is hoped that the gasoline/hybrid coach will eventually be available.

Looping 2nd, Franklin, 1st and Broadway, the SHUTTLE will travel along Broadway to Grand, looping via Grand, Webster, 20th and Broadway. Stops will be located about every two blocks.

The **ACT** Board has approved the second reduction of Revenue Service Hours this year, a 7.2 percent cut to take effect in late August, primarily through the widening of headways and reducing service spans on 42 lines.

Only two lines will be discontinued, Local 61-MOUNTAIN BLVD-BART/MAC ARTHUR and Transbay Line BA-OAKLAND-SAN FRANCISCO.

The downtown Oakland-Highland Hospital segment of Line 11-PIEDMONT-HIGHLAND HOSPITAL will be trimmed as will the segment of 74-RICHMOND-ORINDA between Marina Bay and BART/Orinda. The segment between Marina Bay and Richmond will remain intact.

The "All Nighter" (Owl) bus service program, originally on the block, was retained.

The transit agency has already instituted a 7.8 percent reduction in service hours, laid off personnel, imposed a hiring freeze, reduced departmental budgets by 15 percent and raised passenger fares.

The Board has voted to donate two retired Gilligs to the Local Public School District of Matam, Republic of Senegal, located in West Africa on the Atlantic Ocean coast, under the authority of Board Policy 356 providing for donations of surplus **ACT** property.

In This Issue

Gold Coast Transit	3
Long Beach Transit	3
Southern California Regional Rail Authority	3
Monterey Salinas Transit	3
Merced County Transit	3
Pasadena Area Rapid Transit System	4
Victor Valley Transit Authority	4
Los Angeles County MTA	4
Water Emergency Transportation Authority	5
Napa County Transportation & Planning Agency	5
Yolo County Transportation District	5
City of Phoenix Transit System (AZ)	5
West Valley Cities Transit Plans (AZ)	6
Sacramento Regional Transit District	6
ROTM—Marin County Transit District	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

FIRST CLASS TRANSPORTATION, LLC (PSC 16462) applied to add more service points and provide new service between those points and San Diego, Orange County and Los Angeles International Airports and extend the existing ZORF.

BAUER LIMOUSINE SERVICE, INC. filed to extend its PSC-8361 to operate in additional counties and between fixed points over specified routes in San Diego, Orange, Los Angeles, Riverside, San Bernardino, Marin, Alameda, Contra Costa, San Joaquin, Sacramento, Yolo, Placer, Nevada, Tehama, Shasta and Siskiyou Counties and to establish a Zone Of Rate Freedom.

DECISIONS

BLUE & GOLD FLEET, L. P. (VCC-77) has been authorized to increase passenger fares on service between San Francisco and Sausalito, San Francisco and Tiburon and San Francisco and Angel Island.

AVENUE TRANSPORTATION LIMO SERVICE, LLC was granted authority (PSC-25192) to operate as a PSC between points in San Francisco, Alameda and Contra Costa Counties and Bay Area airports and to establish a Zone Of Rate Freedom.

Adil Haroun dba SWAGG SHUTTLE EXPRESS granted a certificate (PSC-26117) to operate as a passenger stage between points in Marin, San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, Napa, Solano and San Joaquin Counties and the San Francisco, Oakland and Sacramento Airports and to establish a ZORF.

HOW TO CONTACT US

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

SUBSCRIPTION RATES FOR 2010

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!

ISSN 1552-8604
©2010 Western Transit

"PAGES FROM THE PAST"

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

JULY 2005 – THE BREEZE BUS began operation of weekday intra county commuter service between Santa Maria, Vandenberg Air Force Base and Lompoc. In Lompoc, the **CITY OF LOMPOC TRANSIT** expanded operations of **COLT** lines 2 and 3.

JULY 2000 – The METRO RED LINE was extended in the San Fernando Valley, the WILSHIRE-WHITTIER and VENTURA Rapid Bus Program began and *LAIDLAW* was replaced by *COACH USA* and *FIRST TRANSIT* as an **MTA** contractor.

JULY 1995 – AIRPORT COACH expanded service on its airport routes, two new Disneyland area shuttles began using newly acquired used RTS, equipped with baggage racks at the rear door, while the ENTERTAINMENT EXPRESS was operating hourly.

JULY 1990 – The METRO BLUE LINE began operation between Pico Station (Los Angeles) and Anaheim Station (Long Beach) with bus connections at both ends - **RTD** 601-BLUE LINE SHUTTLE in Los Angeles between Pico Station and 7th & Flower and **LBT** 55-BLUE LINE SHUTTLE between Anaheim Station and the four station downtown Long Beach loop.

JULY 1985 – The three-year period of 50-cent fares in Los Angeles County ended. 35% of the sales tax revenue then had to be used for the proposed rail system, 25% would continue to be returned to the cities with the remaining 40% to be used as **LACTC** decided.

WT STAFF FOR THIS MONTH

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

GOLD COAST TRANSIT (GCT)

OXNARD: **GCT** recently inaugurated NEW Route 19-GONZALES-LOMBARD-OTC that operates once an hour between 530AM and 630PM (1 bus) on weekdays.

From the Oxnard Transportation Center, the line travels along 4th, C Street, 5th Street, Victoria, Gonzales Road, Rose Avenue, Camino Del Sol, Graves, Celsius, Lombard, Eastman, Rose, 5th and OTC roadways.

GCT is presently conducting the Vineyard Avenue/Wells Road Community Transit Planning Study to determine the need for new and/or expanded public transportation in the corridor along Vineyard Avenue and Wells Road/ Los Angeles Avenue from Wells Center through Saticoy to Oxnard Boulevard.

LONG BEACH TRANSIT (LBT)

LONG BEACH: The **LBT** Board of Directors recently approved a Fiscal Year 2010-2011 budget that includes a 3% reduction in service hours next year.



The need for change was caused by a 20 percent reduction in transit subsidies over the last two years and in spite of fare increases and cost reduction programs.

No lines will be discontinued nor span of service changes made. The reductions will be primarily accomplished through headway widenings.

The changes will include — discontinue 66-ATLANTIC AVENUE ZAP with added 61/62 service and discontinue 96-7TH STREET ZAP during non school periods and the weeks around winter holidays.

Peak hour service on 103-CARSON ST-SPRING ST-LAKEWOOD will operate on school days only and 172-PCH-PALO VERDE-STUDEBAKER will operate only as far north as Cerritos Center on weekdays.

Weekday headways on 1-EASY and 71/72-ORANGE will slip from 20 to 30 minutely. Evening headways on 181/182-MAGNOLIA-PACIFIC, PASSPORT B-4TH STRET and PASSPORT C-QUEEN MARY-PINE AVE. will also be reduced from every 20 to every 30 minutes.

LBT recently issued a Request For Proposal (RFP) for the purchase and delivery of up to 15 gasoline hybrid electric 30-foot low floor buses with an option for up to another 15 buses within a five year period.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA—METROLINK)

LOS ANGELES: The first two bi-level passenger cars of an order of 117 Hyundai Rotem brand, built in South Korea, that **SCRRA** ordered were unveiled May 3rd at the Eastern Maintenance Facility in Colton in special ceremonies.

The cars are expected to arrive in shipments of about ten cars per month and will be completed in the spring of 2011. These are the first cars in this country to feature collision-absorption technology.

The cars have a unique set of design features to enhance safety of passengers and crew. These include reconfigured seat placement in each car, comfortable seats with higher seat backs, energy absorbing tables, illuminated and marked pathways and exits, an elevated train operator compartment, inward and outward facing video cameras, couplers that absorb energy and help keep cars in line and upright, enhanced bumpers and crush zones to absorb impact at each end of the cars.

MONTEREY SALINAS TRANSIT (MST)

MONTEREY: Beginning in September, **MST** will start a new route, SALINAS-CALIFORNIA STATE UNIVERSITY MONTEREY BAY connecting Salinas, Hartnell College, Marina, Dunes Shopping Center and CSUMB using two of their 1901-1906 series Chance replica trolleys. *(Ed. Note - **MST** recently bought two more Chance AH-28 trolleys from OKLAHOMA CITY).*

MST has worked with the University, developed as part of a base re-use of the former Fort Ord to plan for the future growth of the base, to identify future markets. The largest need was that of CSUMB students, faculty and staff to commute between homes or jobs and campus.

MERCED COUNTY TRANSIT (MCT-THE BUS)

MERCED: **MCT** will soon receive a $744,000 Public Transportation, Modernization, Improvement and Service Enhancement Account (PTMISEA) grant which they plan to use to purchase 12 CNG powered buses, six bus shelters and fund portions of a Compressed Natural Gas fuel station.

MCT currently has 13 CNG buses and they rely on the Pacific Gas & Electric Company CNG fueling facility in town to supply their needs. Having the fueling station at their yard will reduce the amount of time needed to service the CNG fleet.

PASADENA AREA RAPID TRANSIT SYSTEM (ARTS)

PASADENA: Effective August 1st, **ARTS** operations will be reduced as Sunday service on Lines 10, 20, 31/32 and 40 is cancelled and the weekday and Saturday headway on Line 10 is reduced from 15 to 25 minutes.

The one bright spot will be the addition of Saturday hours on 51-OLD PASADENA-SOUTH RAYMOND between the Rose Bowl and Memorial Park (Raymond and Holly).

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

HESPERIA: The **VVTA** Board approved its FY 2010/11 Budget which is quite similar to last year, except for two items, the continued construction of the new operations and maintenance facility and two new County Routes services, the TREP program and the Barstow-Victorville service demonstration project.

Regional Fixed Routes (31-54) services and ADA paratransit and subscription services (Direct Access) will stay the same and recommendations from the 2007 Operations and Growth Study will be postponed. County Routes 21-23 will also remain as is.

The Board had already approved the El Mirage Pilot Program and the use of County Measure I and County LTF funds for the TREP and TREP-Work Programs.

They also approved application for a $250,000 CMAQ demonstration grant to provide limited bus service between Victor Valley and Barstow for up to three years.

The plan envisions three round trips per day on weekdays with three stops in Barstow and stops in the Victor Valley including St. Mary's Hospital, the eye clinic on Hesperia Road and the Mall Of Victor Valley.

Discussions of continuing to contract for management or to internalize the function have been going on within **VVTA** for several years. The findings of a 2009 study by Dhillon Management Services for SANBAG and **VVTA** that also detailed a realignment of staff responsibilities and assignments concluded an in-house structure would be consistent with the current cost of contracting.

The Board decided to bring the administration in-house and formed a committee, to include two Board members, two Technical Advisory Committee members and a SANBAG Human Resources staff member to start the process by creating the job description, advertising for and creating the short list of eligible candidates for the Executive Director (currently General Manager) position. At press time, the job posting was appearing in the various industry journals.

*(Ed. Note - The City of Victorville staffed the **VVTA** jobs under contract between 1993 and 1998 while MC DONALD TRANSIT ASSOCIATES has done so since 1998 with two five-year contracts. Kevin Kane has been the McDonald representative as General Manager the entire time).*

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The Summer Shake Up took effect on June 27 and included a NEW Rapid Bus on Venice and several smaller changes.

Line 30/31-WEST PICO-EAST FIRST was shortened to end at Indiana Station (including late night and Owls) by operating along First, then Indiana, 4th, 3rd Place and Indiana. Line 31 between Indiana Station and East Los Angeles College is now served by an extension of 287-EL MONTE-MONTEBELLO-INDIANA STATION.

Line 33-VENICE LOCAL now operates between Sunset & Main (Ocean Park) and Maple Lot between 500AM and 1100PM and continues to Patsaouras Transit Plaza and Santa Monica during late night and Owl periods.

The former 333-VENICE LIMITED was replaced by NEW 733-VENICE RAPID that travels over the former 333 alignment, but makes fewer stops. 733 operates daily between 500AM and 1100PM, on weekdays every ten minutes during peak hours, every 15 minutes midday and 20 minutes late night. An all day 20 minute headway is offered on both Saturday and Sunday.

Line 366 Limited stop service on 66/366-WEST 8TH-EAST OLYMPIC was merged into 66 and the segment west of 8th and Western was discontinued with most service now ending at Wilshire and Western. Articulated buses on 60-LONG BEACH BLVD were to be traded for standard buses on the 66.

The changes made on Lines 202, 246 and 247 in Wilmington *(WT 5/10)* were made permanent. As well, weekend service only has been extended to a new north terminal at the I-105 Harbor Transitway Station.

Line 442-HAWTHORNE-UNION STATION EXPRESS will be discontinued this fall when the new bus stop is constructed at the Manchester Harbor Transitway Station and security enhancements are implemented as part of the Express Lanes project.

Both the South and East Regions bus service contracts expire later this year and RFPs have been issued.

The Board has approved awarding a five year contract (10/31/10—10/31/15) for the South Region to *MV TRANSPORTATION, INC.* who plans to operate from a garage at 21222 South Wilmington Avenue in Carson.

Two firms submitted bids, incumbent *FIRST TRANSIT, INC* at $80,664,799 excluding the cost for diesel fuel and *MV* at $74,637,395, also excluding diesel costs.

The South Region includes Lines 125, 128, 130, 205, 214, 232, 607, 608, 625 and 626.

(Ed. Note - FIRST TRANSIT, then known as ATE MANAGEMENT & SERVICE COMPANY, was the original contractor in 1995 and has obtained each successive contract).

RAPID BUS service was implemented in June 2000 and today a network of 28 lines (25 **MTA,** 2 **SMBBB** and 1 **CC)** operate**.** A set of Rapid "Warrants" were developed in August 2004 to guide development of the Rapid network. A system wide evaluation of the current Rapid program has been undertaken to identify adjustments to all services along each of the Rapid corridors to create the proper mix of services.

The Rapid program benefits riders seeking faster speeds on longer trips. This occurs by reducing the number of stops served and implementing signal priority to reduce dwell times at signalized intersections. As Rapid lines have been implemented partly by converting some Local and Limited trips into Rapids, passengers using local stops are negatively impacted. As well, the difference in speed between Locals and Rapids can result in inconsistent combined headways along the line.

Given the impacts, it is important to ensure that a significant speed advantage can be achieved and enough demand exists for long distance trips before Rapids become beneficial to any corridor. Five measureable review criteria have been developed and they include — 1) Round trip operating time for the Rapid should be at least 20% faster than the associated Local; 2) Bus stop spacing should average at least 0.7 mile to ensure the operating speed advantage is not impacted by stops; 3) service should operate at least every 10 minutes during peak hours and no less frequently than every 20 minutes at other times; 4) passenger boardings per hour should be at least 80% of the system average and 5) Rapid average trip length should be at least 25% longer than the average trip length of the associated local line.

The Route Productivity Index ranks the Rapid lines as follows — 754, 720, 757, 705, 770, 761, 751, 704, 745, 710, 780, 794, 740, 760, 741, 730, 728, 734, 711, 920, 714, 750, 762, 753 and 715.

On June 26, the Metro Gold Line Foothill Construction Authority broke ground on the 11-mile extension of the rail line from the Sierra Madre Villa Station in East Pasadena to Azusa with a later link planned to Montclair

Last March, the **MTA** Board agreed to transfer up to $80 million in Measure R county sales tax money and other funds to the MGLFCA, the agency building the line, to accelerate completion from 2017 to 2014. This is the first Measure R rail project to begin construction.

Public hearings have been scheduled for August on plans to make changes on the following **MTA** lines — 14, 53, 68, 111, 115, 150, 168, 177, 180, 202, 214, 220, 260, 287, 439, 607, 608, 620, 625, 626, 711, 714, 715, 720, 750, 753, 762, 780 and 920 with the December 2010 Shake Up.

WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA)

SAN FRANCISCO: **WETA** Directors have approved two studies (design and environmental review) valued at $2.9 million on plans to add three new berthing facilities at San Francisco's Ferry Building to accommodate the expected increase in ferry routes (6 to 12) and riders (4 million to 12 million) and vessels.

The design and environmental studies are expected to be complete in about two years and construction at the Ferry Building should be complete in 2015.

When these expansion plans are complete, **WETA** would oversee water operations connecting San Francisco with the Peninsula, Treasure Island, the East Bay and Marin County.

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)

NAPA: The **NCTPA** Board has voted to discontinue operations of **VINE** Route 11-CALISTOGA-SANTA ROSA (three round trips on weekdays) and FLEXRIDE (evening circulator in Napa) as of July 31st.

The savings from these two services, which have both been in service for several years but failed to develop a clientele, will be shifted to more productive routes.

YOLO COUNTY TRANSPORTATION DISTRICT (YCTD)

WOODLAND: July 6th brought changes in the form of a NEW 340A branch to Line 340-CALSTRS-ZIGGURAT SHUTTLE that serves the *AMTRAK* Station to service *CAPITOL CORRIDOR* trains.

340A serves the same loop in downtown Sacramento as the 340, but then diverts from L Street via 5th, H Street to *AMTRAK* returning via H Street, 6th, I Street, 3rd to L Street and Tower Bridge.

Saturday and Sunday service hours on 41-WEST SACRAMENTO LOCAL (one-half of the 40/41 two-directional loop) were discontinued.

CITY OF PHOENIX TRANSIT SYSTEM (COPTS)

PHOENIX, AZ: Recently, the Phoenix City Council awarded *VEOLIA TRANSPORTATION* a new, five year $386 million contract to manage **COPTS.**

Under the new agreement which began on July 1st, *VT* will be responsible for all aspects of service operation for the 353 bus fleet including daily street operations, passenger care, safety vehicle maintenance and cleanliness and on-time performance.

The firm will continue to report to the city, which will monitor its performance as specified in a detailed operating agreement.

VT will now employ over 870 employees and oversee three labor agreements.

VT has been managing transit operations in Phoenix for 38, initially as *AMERICAN TRANSIT CORPORATION,* then as *ATC/VANCOM,* then as *CONNEX* and now as *VT,* as the firm changed hands.

Prior to managing the system, *ATC* operated the city wide system in the late 1960s and early 1970s as a private firm without public subsidy.

WEST VALLEY CITIES TRANSIT PLANS

AVONDALE, AZ: The West Valley cities of Avondale, Tolleson and Goodyear are now developing their own transit plan to replace the current **VALLEY METRO** service, which will be drastically reduced due to the loss of state lottery funding for transit *(WT 4/10).*

The transit plan Avondale is preparing to implement in the next year or two will begin with the current START Route 131 and convert it into a circulator route to provide service to more areas of the city.

The first steps, however, will include developing the operating and maintenance facility and buying a fleet of mid size buses. Capital funding is available, but operating money will be the biggest challenge.

Presently, Avondale is served by six **VALLEY METRO** routes including a combination of express and regional lines, plus local service Monday through Saturday. All but one line serves the Desert Sky Mall Transit Center.

Related to the lack of sufficient funding, last year the city discontinued 41A-NORTH AVONDALE and, this year, has plans to drop the 29A that connects the Avondale Civic Center with Desert Sky Mall.

The Maricopa Association of Governments funded the circulator route study to determine the feasibility and costs of several options. The study found the service at hourly headways to be insufficient.

The planned circulator route would operate seven-days-per-week every half hour using mid size buses. The bus would begin at Thomas and Dysart Roads and loop around the city through Old Town and along Avondale Boulevard to the City Hall area, serving Avondale's Cashion community and the West Valley Hospital on McDowell Road in Goodyear.

Other bus routes could be added as funding is available and additional transit needs are determined.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: Faced with a $25 million budget deficit, **RT** reduced service levels by 20 percent as of June 20.

In total, 39 of the system's 91 routes were impacted. The agency focused its reductions on routes and hours with the fewest riders and expects about nine percent of their passengers will stop using buses and trains.

System wide, all bus and train service that began after 900PM all days of the week was dropped.

Totally discontinued routes included - 4-MEADOWVIEW -GERBER, 8-POWER INN-FLORIN MALL, 9-CARMICHAEL-WALNUT AVENUE, 10-CARMICHAEL-DEWEY AVENUE, 18-DEL PASO HEIGHTS-BELL AVENUE, 20-COTTAGE, 36-FOLSOM, Bus Rapid Transit Style 50E-STOCKTON, 63-24TH STREET-HOGAN, 73-WHITE ROCK, 83-14TH AVENUE, 89-GATEWAY OAKS, 94-CITRUS HEIGHTS-AUBURN BLVD, 95-CITRUS HEIGHT-ANTELOPE ROAD, 100-ANTELOPE EXPRES, 101-DON JULIO, 102-HILLSIDE EXPRESS, 104-SUNSET, 106-MADISO EXPRESS, 107-GREENBACK EXPRESS, 141-3RD/16TH STREETS, 142-9TH/10TH STREETS, 200-FLORIN ROD-FREEPORT, 201-SOUTH LAND PARK DRIVE, 251-FREEPORT-FRUITRIDGE-24TH and 261-LA RIVIERA-ROSEMONT-LINCOLN VILLAGE.

Some lines lost Sunday service, others Saturday hours and, yet others, all weekend service.

Line 22-ARDEN has no more Sunday hours while the following lines lost Saturday hours - 5-MEADOWVIEW-VALLEY HI, 6-LAND PARK DRIVE, 16-DEL PSO HEIGHTS-NORWOOD, 24-MADISON-GREENBACK, 28-FAIR OAKS-FOLSOM, 54-CENTER PARKWAY, 61-FRUITRIDGE, 65-FRANKLIN SOUTH, 74-INTERNATIONAL and 143-OLD SACRAMENTO-CONVENTION CENTER.

Lines 13-NORTHGATE and 14-NORWOOD lost all weekend service.

MARIN COUNTY TRANSIT DISTRICT
(MARIN TRANSIT)
San Rafael, California

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
——	Ford Econoline	El Dorado Aerotech	8DB59391-392	2008	1
——	Chevy 3500	Supreme Cutaway	21162731	2002	2
——	Chevy 3500	El Dorado Aero Elite	8F407611, 228	2008	2
——	GMC 3500	El Dorado Aero Elite	8F407216	2008	2
——	Dodge	Grand Caravan	8B157198-199	2008	3
——	Dodge	Grand Caravan	8R778925, 947	2008	3
60-67	Ford Econoline	El Dorado Aerotech	mixed	2005	4
68-69	Ford Econoline	El Dorado Aerotech	6HA44978-979	2005	4
154-164	Chevy 3500	El Dorado Aero Elite	mixed	2002	4
201-202	Ford Econoline	El Dorado Aerotech	8DA09184, 192	2008	4
301-316	Ford Econoline	El Dorado Aerotech	mixed	2009	4
550-559	New Flyer	D60LF	7C031482-491	2007	5
3060-3061	El Dorado National	TRE-32	8C084169-170	2008	5
3301-3307	New Flyer	DE35LF	AB036881-887	2009	5
——	Ford Econoline	El Dorado Aerotech	6HA88646-647	2006	6
——	Ford Econoline	Supreme Cutaway	YHB42754	2000	7
——	Ford Econoline	El Dorado Aerotech	7DB11330	2008	7
——	GMC	El Dorado Aerotech	7F413664	2007	7
(7)	GMC	T80206	mixed	1997	8
(8)	Nova Bus	82VN	mixed	2000	8
(4)	Nova Bus	66VN	mixed	2001	8
(11)	Orion	05.501	mixed	2003	8
101-112	Ford Econoline	El Dorado Aerotech	mixed	1994	9
130-135	Ford Econoline	El Dorado Aerotech	mixed	1997	9
150-153	Chevy 3500	El Dorado Aerotech	mixed	2001	9
168-171	Chevy 3500	El Dorado Aerotech	mixed	2002	9
203-208	Ford Econoline	El Dorado Aerotech	mixed	2008	9

NOTES:
1. MARIN TRANSIT owned Community Shuttle vehicles.
2. MARIN TRANSIT owned Stagecoach vehicles.
3. MARIN TRANSIT owned Accessible taxis.
4. MARIN TRANSIT owned Paratransit vehicles.
5. Operated by GOLDEN GATE TRANSIT, local match paid by MARIN TRANSIT.
6. Contractor (Marin Airporter) owned Community Shuttle vehicles.
7. Contractor (M. V. Transportation) owned Stagecoach vehicles.
8. Contractor (GOLDEN GATE TRANSIT) owned Fixed Route vehicles.
9. Contractor (Whistlestop Wheels) owned Paratransit vehicles, 101-135 retired active.

Several lines experienced wider weekend headways - both BLUE LINE and GOLD LINE, 30-J STREET, 51-BROADWAY-STOCKTON and 81-FLORIN-65TH ST.

There was only one line with a routing change. 28-FAIR OAKS-FOLSOM, continues to operate between the Sunrise Mall and Cordova Town Center rail station, but no longer serves the Zinfandel, Mather Field/Mills and Butterfield rail stations.

On weekdays, 28-FAIR OAKS-FOLSOM and 74-INTER-NATIONAL and 72-ROSEMONT-LINCOLN VILLAGE and 75-MATHER FIELD are interlined as are Saturday 55-SCOTTSDALE and 56-POCKET-C.R.C.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S		BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-						
LAX Flyaway	61441	NABI		42BRT.02/8A140614	12/08	
Monterey Salinas Transit	4501-4503	MCI		D4505/—	00/10	
Santa Monica Big Blue Bus	2901-2910	ElDorado National		EZ Rider II BRT/—	00/10	
-DISPOSITIONS-						
Central Oklahoma Transp	8704, 8712	GMC		T8J606/GC824866, 874	03/87	1
& Parking Authority (OK)	9800-9802	Gillig		35102TB6V92/K1082919, 973, 932	00/89	1,2
	9826	Gillig		C21B096N4/W1089266	00/98	1
	0114	Chance		AH-28/1W535009	00/01	1
	0218	Chance		AH-28/2W535109	00/02	1
	0150-0154	Champion		CTS30/1CJ04857-861	00/01	1

NOTES:

1. For sale by COTPA (OK) on May 17, 2010.
2. Ex Capitol Metro (TX) 1709, 1763 & 1722.

Bus Tidbits

- *SANTA CRUZ METROPOLITAN TRANSIT DISTRICT* and the City of Monterey Park, for *MONTEREY PARK TRANSIT* have approved the transfer of one 2002 model CNG powered rubber tired trolley (Chance AH-28/2W535135) from *SCMTD* to *MPT*.

- *SOUTH TAHOE AREA TRANSIT AUTHORITY* Directors have approved retirement of three vehicles (3209 and 3211—Bluebird QBRE3703s and 3281—Econoline/Aerotech) and replacement of same by purchase of one 24 foot Ford Econoline/El Dorado Aerotech (SAMTRANS contract option bus) and two 35-foot CNG powered NABIs.

July Photos







TOP LEFT: *Monterey Salinas 4502 just after delivery. MCI photo.* ***TOP RIGHT:*** *Santa Monica 2902 out training drivers. Alex Leungkm photo.* ***LEFT:*** *Flyaway 61441 at the Irvine Transportation Center waiting to depart for the 12:45 PM trip to LAX on Friday, June 18, 2010. Craig Barnes photo.*