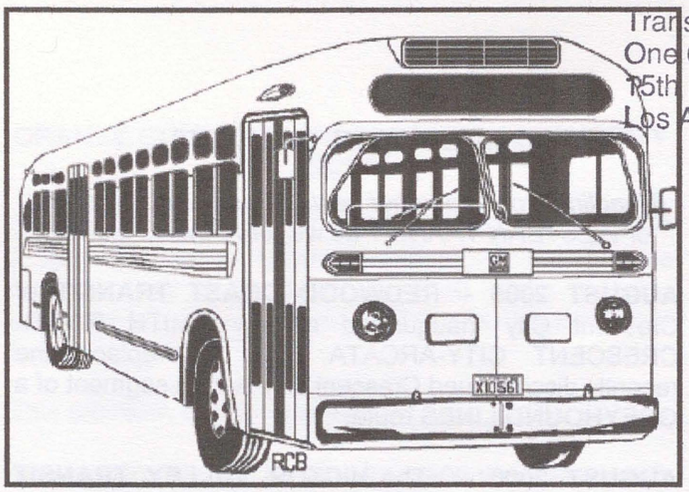
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FOOTHILL TRANSIT (FT)

WEST COVINA: **FT** implemented a fare increase on June 27th *(WT 6/10)* and system-wide service reductions on July 18th in response to an originally anticipated FY 10/11 budget shortfall of $12.5 million.

Since the original numbers were determined, several events reduced the expected deficit, including a state diesel tax initiative and revised sales tax calculations.

The basic local fare is now $1.25, senior/disabled local remained 50 cents, $2.75 on Silver Streak, discount Silver Streak $1.35 and Commuter Express is $4.90. Monthly pass prices were increased ten per cent.

This is the first time in agency history that both service and administrative cuts were made in addition to a fare increase, because of a budget deficit.

Two lines, instead of the original 13, were discontinued —184-DUARTE-ARCADIA and 852-POMONA-FAIRPLEX VIA WHITE AVENUE.

178-EL MONTE-BALDWIN PARK-WALNUT was routed from Merced Ave to Los Angeles, no longer serves Baldwin Park METROLINK on weekends and operates hourly then.

The following lines now operate only during expanded peak hours—195-POMONA VIA RESERVOIR, 284-WEST COVINA-GLENDORA, 285-PUENTE HILLS-LA HABRA and 289-PUENTE HILLS MALL-WALNUT-POMONA.

274-WHITTIER-WEST COVINA now ends at Baldwin Park METROLINK and was rerouted from Crossroads Pkwy to Workman. 280-AZUSA AVENUE and 281-PUENTE HILLS-GLENDORA now end at Foothill Blvd.

Former 482-EL MONTE-POMONA VIA DIAMOND BAR was divided into 282-EL MONTE-PUENTE HILLS MALL and 482-PUENTE HILLS MALL-POMONA.

The Diamond Bar-Phillips Ranch segment of 493-POMONA-DIAMOND BAR-LOS ANGELES was dropped as was the Chino Transit Center—Chino Park and Ride segment of 497-CHINO-INDUSTRY-LA.

The number of daily trips offered on 498-AZUSA-WEST COVINA-LOS ANGELES and 699-MONTCLAIR-FAIRPLEX-LOS ANGELES were reduced.

Service levels during the week between Christmas and New Year's Day will be reduced on the 481, 493, 497, 498, 499 and 699 Express Los Angeles lines. 690-CLAREMONT-MONTCLAIR-POMONA schedules will stay as now.

851-WEST COVINA-COVINA-GLENDORA and 855-POMONA-CLAREMONT service levels were reduced to meet the demand of students utilizing the lines.

FT has an additional 12 NABI Model 42-BRT buses on order (expected to be numbered F1800-F1811) with delivery anticipated to start in October of this year.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

ACCELAR, INC. filed to operate as PSC between points in San Francisco, Marin, Sonoma, Napa, Alameda, Contra Costa, Solano, San Mateo, Santa Clara, Sacramento, Yolo, Placer, El Dorado, San Joaquin, Stanislaus, Merced and Fresno Counties providing transportation to sports events, concerts and other public events and to establish a Zone Of Rate Freedom.

DECISIONS

Hafez Bushra dba SAFE RIDE FOR PASSENGER STAGE AUTHORITY was granted authority (PSC-25886) to operate as a PSC between points in Marin, San Francisco, Alameda, Contra Costa, Napa, Solano, San Joaquin, San Mateo, Santa Clara and Sonoma 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.

Hisham Elmonwafi dba GPS SHUTTLE SERVICE & LIMO granted authority to operate as PSC between points in Marin, San Francisco, Alameda, Contra Costa and Santa Clara Counties and Bay Area airports and to establish a ZORF.

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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)

AUGUST 2005 – REDWOOD COAST TRANSIT of Crescent City inaugurated a new SMITH RIVER-CRESCENT CITY-ARCATA route to replace the recently discontinued Crescent City-Arcata segment of a **GREYHOUND LINES** route.

AUGUST 2000 – The **VICTOR VALLEY TRANSIT AUTHORITY** inaugurated new Line 40-APPLE VALLEY LOCAL, made other changes in Apple Valley and placed seven new Bluebird QBRE 3703s in service (403 -404 and 701-705). **ADELANTO LOCAL TRANSIT** was operationally merged with the rest of **VVTA.**

AUGUST 1995 – SKAGIT (WA) TRANSIT SYSTEM expanded service in the form of six new bus routes to the newly annexed communities of Anacortes, La Conner and Sedro/Wooley, from its original base of Mount Vernon and Burlington.

AUGUST 1990 – The BUENA PARK STAY-N-PLAY SHUTTLE, operated by **PACIFIC COAST SIGHTSEEING TOURS, INC.** was operating and connecting selected hotels with attractions within the city and also with Disneyland.

AUGUST 1985 – July 8th was the opening day for the two-route **WHITTIER TRANSIT SYSTEM,** operated by *TRANSIT CONTRACTORS* with a fleet of Econoline/ Aerotechs, offering new bus service into many neighborhoods.

WT STAFF FOR THIS MONTH

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ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The new **OCTA**-Teamsters Local 952 (Coach Operators) labor agreement, to be effective between May 1, 2010 and April 30, 2013, includes language reducing the number of Shake Ups each year from four to three.

This provision will be implemented with October 2010.

The System Shake Up will take place in February with Division Shake Ups in June and October.

By design, the February change will take place the same day as the **LONG BEACH TRANSIT** change and the June change will occur the same day as **LACMTA.**

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: On June 30th, the **ACT** Board of Directors voted to impose a new labor contract, beginning July 18, following months of negotiations with Amalgamated Transit Union Local 192 and four weeks of labor negotiation meetings presided over by a California State mediator who was unable to find a resolution.

The new agreement would have preserved basic wages and health care benefits while reducing costs by $15.7 million through work rule changes, co-pay policies for medical care and health insurance and a two-tier pension plan.

The transit agency wants to reduce labor costs about eight per cent to help close a projected $56 million shortfall for the two year period ending next June 30. So far, **ACT** passengers, general and administrative staff and the Board of Directors have made significant contributions. As labor costs account for about 75 percent of the budget, without contributions from ATU members, the gap cannot be closed.

Following imposition of the revised contract, ATU filed papers in Alameda County Superior Court seeking "interest arbitration", an idea that **ACT** has rejected as California courts have previously ruled that a third party can make financial decisions impacting the parties.

At the same time, there was a dramatic increase in the number of bus operators calling in sick (170 versus the usual 90) with daily service cancellations.

On August 3rd, Judge Judith Ford issued a preliminary injunction that forced **ACT** to return to the previous labor contract while an arbitrator hears and considers the case. The first hearing is scheduled for August 20th.

The difference in cost between the previous labor contract and the imposed one is $300,000 per week.

In mid-month, the **ACT** Board voted 4-2 with one abstention, to appeal the July 16th court ruling requiring arbitration and the August 2nd ruling that prohibited imposing the new labor contract.

The appeals could be heard within two weeks, but the decision could take two months. The arbitration hearing could take between nine months and one year.

AC is considering a third round of service reductions for this year to recover some of the $15.7 million that the ATU contract was expected to contribute.

In March, service was reduced by 7.8 per cent with an additional 7.2 per cent this month.

Among the service change proposals — eliminate half of weekend service, eliminate all but two "All Nighter" lines (800 and 801), close the Paratransit Division and contract the service, eliminate entire lines based on ridership and reduce service hours on all lines.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Last May 8, **MUNI** effected a ten percent reduction in service *(WT 5/10)* to help solve mounting budget problems. The action saved $29 million annually, but drew ire from transit users and local lawmakers.

Through a proposal that included funding from the San Francisco County Transportation Authority, governed by the Board of Supervisors and from the Metropolitan Transportation Commission and some of its own internal savings plans, **MUNI** identified nearly $12 million that will allow a service restoration next month totaling about 61 percent of the May service removals.

The changes would include 90 extra minutes of night service on community lines, returning 30 minute headways to Owl lines and more frequent midday service levels on the system's heaviest ridership lines.

Transport Worker Union Local 250-A recently charged **MUNI** with unfair labor practices and asked the California Public Employment Relations Board to step in and impose an injunction to stop **MUNI.**

The CPERB is a quasi-judicial administrative agency that regulates collective bargaining statues covering public employees in the state.

TWU charged that management failed to properly "meet and confer" over the proposed scheduling changes and

other terms of employment, such as forcing up to nine union representatives to resume their driving duties.

A decades old proposal to transform Kirkland Division, located on Beach Street between Stockton and Powell, very close to Fisherman's Wharf, into a housing development has surfaced again with the latest plans calling for a four-story building with 220 rental units. The development, part of the Mayor's Hope SF plan, would offer 20 percent of the units at below market costs.

As part of an interagency agreement, the Mayor's Office of Housing would help purchase the land and, with the backing of a private developer, the **SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY** would receive $35 million over the next 20 years.

Despite numerous studies over several years and **MTA** claims that the under-construction Isalis Creek Division in the southeast part of town (scheduled to open in 2012) could replace Kirkland, no decision has been reached concerning the actual sale. The new location would require **MUNI** buses to drive across town to serve lines in northeast San Francisco.

TRANSBAY TRANSIT TERMINAL (TTT)

SAN FRANCISCO: Opened in 1939 as part of the construction of the San Francisco-Oakland Bay Bridge to serve as a rail terminal (and eventually as a bus terminal), TTT closed for business at 1215AM on Saturday, August 7 following the departure of **AC TRANSIT** 4088, a NABI 40LFW on Line O-ALAMEDA-SAN FRANCISCO *(Ed. Note—a number of Northern California Bus Fans members attended the festivities).*

Ground breaking for the new $4 billion Transbay Transit Center, a multi-modal facility designed to accommodate 11 transit operators and serve more than 45 million passengers a year that will be constructed on the same site took place August 12th. Scheduled to open in 2017, the five story TTC will have one above-grade bus level, a ground floor entrance on Mission Street, concourse level and two below-grade rail levels serving **CALTRAIN** and the future **CALIFORNIA HIGH SPEED RAIL.**

Almost immediately, demolition crews began razing the old terminal and the ramps that connected it with Interstate 80, beginning with the section of the ramp that crossed Howard Street and arcs across the temporary terminal site.

Wrecking equipment was to move along the ramp toward I-80, then take down the ramp between Howard Street and the terminal. Demolition of the terminal itself will likely begin about October.

The TRANSBAY JOINT POWERS AUTHORITY, CALTRANS, the California State Railroad Museum and the Western Railway Museum have all claimed items including benches, the bar, the cafeteria log book, brass railings, **KEY SYSTEM** signs and pieces of the terrazzo floor to save for posterity. Some material will be displayed in a Bay Area transportation museum planned for Gateway Park in Oakland.

A few days before August 7th, guided tours of TTT were offered with visitors able to view historical videos in the former diner and record their memories of the 71-year-old hub.

A temporary Transbay Terminal, located a few blocks away at Howard and Main, opened August 7th to serve bus passengers during the seven year construction of the new $4.2 billion Transbay Transit Center. **AC TRANSIT, WEST CAT** and **GREYHOUND LINES** enter the terminal while other carriers serve the perimeter of the facility. Following the removal of the last of the elevated bus ramp over Beale Street, the last corner of the station will be completed.

The open-air temporary terminal will serve several bus lines including **AC TRANSIT, MUNI, GREYHOUND LINES, SAMTRANS, GOLDEN GATE TRANSIT** and **WEST CAT LYNX.**

Reflecting current social conditions, there are only four benches in the center island of the terminal *(Ed. Note—there was concern homeless persons would use them for beds and there are also no public restrooms. In its final years, the old Transbay Terminal was known for sheltering the homeless*).

The permanent transit center is part of a wider redevelopment proposal to include residential and commercial structures in the area bounded roughly by Mission, Main, Folsom and Second Street.

GET AROUND TOWN EXPRESS (GATE)

SOUTH GATE: The City of South Gate, Transit Services Division inaugurated the WESTSIDE ROUTE of **GATE** on May 3rd with plans for additional routes to come.

Santa Fe & Southern via Santa Fe, Ardmore, California, Southern, Otis, Tweedy, California and Southern.

The *OLD TIMERS FOUNDATION* operates the figure eight clockwise loop line on a 20 minute headway (Weekdays 700AM-700PM and Saturday 800AM—500PM) with 2 buses, both 20-seat, dark blue Chevy 5500/El Dorado Aerotechs numbered 675 and 950 (last three digits of their license numbers).

LONG BEACH TRANSIT (LBT)

LONG BEACH: Downtown Long Beach's First Street Transit Mall will soon undergo an improvement program that will include new covered bus shelters, landscaping, lighting and public art to transform the stops, thanks to special federal economic stimulus funding.

The Fall service change took effect on August 29th and included a series of service reductions related to State of California funding cuts, mostly stretching midday or evening frequencies.

66-ATLANTIC AVENUE ZAP was discontinued while 96 -SEVENTH STREET ZAP was dropped during non CSULB periods. 103-CARSON ST-SPRING ST will now operate on school days only while 172-PCH-PALO VERDE will only operate between Cerritos Center and Norwalk GREEN LINE Station on weekdays during peak hours and on weekends.

MUNICIPAL AREA EXPRESS (MAX)

TORRANCE: **MAX** fares will be increased effective October 1, 2010 following a Community Meeting and Public Hearing that both included no public comment *(Ed. Note - there also were no letters, e-mails, telephone calls or voice messages received during the process).*

Fare changes will include an increase from $1.50 to $2.25 on Line 2-PALOS VERDES, from $1.50 to $1.75 on 3-SAN PEDRO and from $2.00 to $3.00 on 3X-SAN PEDRO EXRESS.

LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: **LAWA** currently has three 5-year concession agreements covering door-to-door airport van service at Los Angeles International Airport, two full service agreements with *Blue Van Joint Venture dba SUPER SHUTTLE* and *Rideshare Port Management LLC dba PRIME TIME SHUTTLE* and one long distance operator, *Airport Connection, Inc. dba ROADRUNNER SHUTTLE.*

Full Service Operators have designated curb space at each airport terminal staffed by a curb coordinator and pay **LAWA** a minimum annual guarantee (MAG) based on their authorized fleet size. The Long Distance Operator exclusively serves Ventura County and is exempt from paying a MAG.

Shared ride van operations at LAX have stabilized under the non-exclusive concession program resulting in a consistently high level of customer service, minimal passenger wait times, efficient and orderly traffic conditions, use of low emission vehicles and a professional and ethical business atmosphere,

All three agreements were recently extended for another year during which the shared ride vans will operate without disruption while staff develops new Request For Proposals in support of **LAWA's** overall landside strategy which includes new passenger loading areas and additional rules and regulations and conducts a competitive selection process.

Legislation has been passed that will allow several airports, including LAX, Bob Hope Airport in Burbank, Fresno Airport and San Diego's Lindbergh Field, to set fees for construction of central, consolidated offices and eliminate a majority of rental car shuttle moves.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: **MTA** awarded a five year contract, beginning in December 2010, to *SOUTHLAND TRANSIT, INC.* to operate bus service (Lines 177, 254, 256, 266, 270, 577 and 605) in the Eastern Region.

STI has been operating this contract since 2005 and added the DODGER STADIUM EXPRESS program at the beginning of the 2010 baseball season.

They were one of four bidders, the others included *FIRST TRANSIT, INC, MV TRANSPORTATION, INC.* and *TRANSPORTATION CONCEPTS, INC.*

The **MTA** Board recently authorized the re-programming of $7.9 million in federal CMAQ funds from the Metro Rapid Five Year Plan for the purchase of eight new buses and to provide operating funds for two years to implement the TORRANCE-LONG BEACH Rapid Corridor in accordance with **TORRANCE TRANSIT SYSTEM's** funding plan. Current plans call for a start up in February 2011.

Public hearings were held during the month on plans for the December 2010 service program. Included are plans to restructure or discontinue poorly performing **METRO** Local lines and right size METRO RAPID corridors to match service warrants and service levels to ridership.

The following lines are proposed for discontinuation—168-LASSEN ST-PAXTON ST, 177-EAST PASADENA-JPL, short trips on 202-WILLOWBROOK-WILMINGTON, 214-BROADWAY-MAIN STREET LOOP, 220-ROBERTSON BLVD, 439-LA-LAX EXPRESS, one direction of two-way loop 607-WINDSOR HILLS-INGLEWOOD, 608-CRENSHAW CONNECTION, 620-BOYLE HEIGHTS SHUTTLE and combining 625 and 626 into one line.

On the METRO RAPID side, the following ideas have been proposed, mostly reducing or discontinuing RAPID service levels and improving the underlying local line.

Proposed for discontinuation are RAPIDs 14/714-BEVERLY BLVD, 53/753-CENTRAL AVE, 111/711-FLORENCE, 115/715-MANCHESTER/FIRESTONE and 920/720-WILSHIRE.

Weekend only discontinuations include 150/750-VENTURA BLVD, 180/780-FAIRFAX-HOLLYWOOD-PASADENA and 260/762-ATLANTIC.

287-EL MONTE-MONTEBELLO-INDIANA STATION is proposed to be shortened at Montebello Towne Center and 84/68-EAGLE ROCK-EAST L.A. COLLEGE would be extended from Atlantic Blvd to the Mall.

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS (DPW)

ALHAMBRA: The annual summer season eight-route **BEACH BUS** program operated again this year with one change as the CHARTER OAK route was expanded.

CHARTER OAK-DUARTE-SANTA MONICA now serves Duarte at Palmela Park, in addition to its two stops in Charter Oak, by traveling from Charter Oak Park along Covina Blvd, Greer, 210 Freeway, Mountain Shrode, Goodall and Palmela.

The one-route ROSEWOOD SMART SHUTTLE *(WT 8/08)* was discontinued June 30th after two years, related to low ridership and service duplication issues.

The HAHN'S TROLLEY AND SHUTTLE SERVICE fixed route five-bus, three-route system will be reduced in scope by 20 percent beginning September 1st.

KING MEDICAL CENTER SHUTTLE will operate every 20 minutes using one bus. The other two community routes were streamlined and so WILLOWBROOK A will run hourly with one bus and WILLOWBROOK B will use one bus every half hour.

WATTS LABOR COMMUNITY ACTION COMMITTEE will continue as the contract operator with a fleet of four vehicles including L150-L151, Specialty Vehicle Manufacturing model 3000-T motorized trolleys and L-312-L313, Chevy C4500/Startrans cutaways.

GOLD COAST TRANSIT (GCT)

OXNARD: August 15th brought a series of changes. Branch routes 6A and 6B of 6-OXNRD-VENTURA-MAIN STREET were replaced (6A by 6 and 6B by 40-JOHNSON-MARKET). 8-OXNARD COLLEGE now runs along Rose Avenue between 5th Street and Wooley.

10-TELEGRAPH ROAD now offers two way service on Telegraph between Ventura Transfer Center and Wells Center while 11-TELEPHONE RD-SATICOY operates two way service along Telephone Road.

SUN TRAN (ST)

TUCSON, AZ: **ST** employees represented by Teamsters Union Local 104 (bus operators, mechanics and service workers) rejected their employer's (*PROFESSIONAL TRANSIT MANAGEMENT'S)* final offer and authorized a strike starting at midnight on August 2nd.

During the walk out, **ST** offer limited service between 600AM and 700PM on seven routes including 3-6TH-WILMOT, 4-SPEEDWAY, 6-SOUTH PARK-NORTH 1ST AVE, 8-BROADWAY-SOUTH 6TH AVE, 11-ALVERNON, 16-ORACLE-12TH and 29-VALENCIA.

Negotiations continued and an agreement was forged on August 7th which was accepted by employees with a vote of 250 to 76. Service was restored August 9th.

There are no wage increases in the two year pact, but employees will continue to have their health and welfare costs fully paid. Should layoffs become necessary, the parties will now need to re-enter negotiations.

PLANS TO FUND ARIZONA TRANSIT

The cities of Chandler and Yuma are leading an effort to find a permanent statewide transit funding source after the state legislature took the lottery generated Local Transportation Assistance Funds to balance this year's state budget *(WT 4/10, 7/10)*.

The issue will become part of the League of Arizona Cities and Towns lobbying efforts beginning later this year. The League adopted an Arizona Transit Association resolution calling for a permanent, designated funding source.

Arizona is currently one of only five states without a dedicated state funding source for mass transit.

As part of **VALLEY METRO,** Chandler experienced a reduction in bus service, reduced service spans and weekend discontinuations and reroutings beginning on July 26th.

YUMA AREA TRANSIT had originally approved a plan to discontinue all operations as of July 1st, but they continue to operate.

Extension of service across county borders for smoother connections between cities is also vital for economic growth including increasing employment levels.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

Santa Cruz, California

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
10	Chance	AH-28	2W535135	2002	To be sold to Monterey Park Transit
8100-8103	New Flyer	D40	KU013468-471	1989	
8105-8107	New Flyer	D40	KU013473-475	1989	
9801-9818	New Flyer	D35LF	WU018344-361	1998	
9819-9830	New Flyer	D40LF	WU018362-373	1998	
9831-9840	Gillig	40TB966V92	E1080814, 787	1984	Ex SamTrans 880, 853
9833-9834	Gillig	40TB966V92	E1080790, 792	1984	Ex SamTrans 856, 858
9835-9836	Gillig	40TB966V92	E1080800, 803	1984	Ex SamTrans 866, 869
9837-9838	Gillig	40TB966V92	E1080805, 807	1984	Ex SamTrans 871, 873
9839-9840	Gillig	40TB966V92	E1080811, 812	1987	Ex SamTrans 877, 878
2201-2208	New Flyer	C40LF	2U024047-054	2002	
2210-2224	New Flyer	D35LFC	2U024705-719	2002	
2225-2238	New Flyer	D40LFC	2U024640-653	2002	
2301	Orion	05.501	36502006	2003	
2302-2311	Orion	05.501	36502141-2150	2003	
2406	Ford/Goshen	GCII	3HB85227	2003	
2601-2602	New Flyer	C40LF	6C030758-759	2006	
2801-2805	New Flyer	C40LF	8C034575-579	2008	Suburban interiors
2806-2813	New Flyer	C40LF	8C034372-379	2008	

FOOTHILL TRANSIT TESTS MCI COMMUTER BUS

During the month of June 2010, Foothill Transit's Pomona operations and maintenance contractor First Transit operated an MCI D4500CT coach on Foothill Transit's commuter express routes in order to obtain feedback on customers' experience with this type of bus. It is anticipated that the MCI bus will be available with a CNG option within the next few years. The feedback received from customers will assist Foothill Transit in making a decision on whether an over-the-road coach would meet the needs of the agency when considering replacement of the current fleet of commuter express buses.

There were a total of 856 responses received on a survey that was taken. Of those, 735 (86%) responders stated they would like to see the bus become a permanent part of the Foothill Transit fleet, 41 (5%) customers stated they would not and 80 (9%) customers did not provide a response.

The customers were asked to rate the smoothness of the ride, ease of boarding and seat comfort with five rating categories for each item. Of the 735 customers who voted in favor of having the over-the-road coach in service, 298 (41%) people stated that the bus ride was smooth, 227 (31%) people stated it was easy to board and 324 (44%) stated the seats were very comfortable. Of the 41 customers who voted no, five riders (12%) still stated that the ride was smooth; two (5%) stated it was very easy to board and seven (17%) felt the seats were very comfortable. Finally, of the 80 customers who did not provide an answer to the question *"Should the bus be part of the Foothill Transit fleet?* 15 (19%) stated that the bus ride was smooth, 14 (18%) stated it was very easy to board and 15 (19%) felt the seats were incredibly plush.

Most customers noted they were very happy with the features the bus offers such as a table that can be used for laptops, individual temperature controls and lighting, and electrical outlets, to name a few. Some customers were concerned with the fact that the bus had no back door; the aisle and seats were too narrow and the windows didn't open, and some were concerned that these buses would come at a higher cost.

While there were no comments specifically related to ease of wheelchair boarding, the process of loading and unloading wheelchairs on the over-the-road coach is more time consuming.

In conclusion, most customers enjoyed their experience on the bus and would like to see that style of bus in Foothill Transit service. Customers who responded are generally unaware that fares only partially subsidize the cost of operations and in no way subsidize the capital cost of purchasing the bus. As such, they suggested that the higher commuter express fares justify a more luxurious bus. They indicated that such a vehicle might generate increased ridership on commuter lines.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Greyhound Lines, Inc (TX)	86001-86005	Prevost	X3-45/9C729655-659	00/09	
	86006-86012	Prevost	X3-45/9C729661-667	00/09	
	86013-86019	Prevost	X3-45/9C729669-675	00/09	
	86020-86044	Prevost	X3-45/9C729677-701	00/09	
	86045-86053	Prevost	X3-45/9C729703-711	00/09	
	86054-86066	Prevost	X3-45/9C729713-725	00/09	
	86067-86072	Prevost	X3-45/9C729727-732	00/09	
	86073-86076	Prevost	X3-45/9C729734-737	00/09	
	86077-86089	Prevost	X3-45/9C729739-751	00/09	
	86090-86102	Prevost	X3-45/9C729753-765	00/09	
-DISPOSITIONS-					
Santa Monica Big Blue Bus	2606-07, 09	Dennis/Thomas	SLF230/1JA99310-311, 313	00/00	1
Montebello Bus Lines	352, 354	TMC	T8O206/LR827551, 553	12/90	1
	391-397	TMC	T8O206/MR828294-300	09/91	1
	501, 503	TMC	T8O206/MR828425, 427	01/92	1
	506-508	TMC	T8O206/MR828430-432	01/92	1
	510, 512	TMC	T8O206/MR828434, 436	01/92	1
	516-517	TMC	T7O206/MR828440-441	01/92	1
	9346	GMC	T8J206/GV824972	05/87	1

NOTES:

1. Sold thru Ken Porter Auctions in July 2010.

- The State of California added three intercity buses to a recent *GREYHOUND LINES, INC.* order for 70 buses and owns GLI 86370-86372, purchased using ARRA funding. They are assigned, one each, to LOS ANGELES-SAN FRANCISCO VIA HWY 101, LOS ANGELES-SAN FRANCISCO VIA I-5 and LOS ANGELES-SAN FRANCISCO VIA HWY 99.
- *T. N. M. & O COACHES* 30601, an MCI D4500, was involved in a recent accident on Highway 99 outside of Fresno while enroute to Sacramento on a *GREYHOUND* schedule and is now off the roster.
- *VICTOR VALLEY TRANSIT AUTHORITY* 305, a Bluebird XCEL, was the victim of an engine fire and is now off the roster.
- During the month, the *UTAH TRANSIT AUTHORITY* was testing two CNG powered buses in comparison with *UTA's* new 2010 clean-air diesel and diesel-electric hybrid buses on routes 39-39TH SOUTH and 220-HIGHLAND DRIVE/1300 EAST. *VALLEY METRO (AZ)* 6665, a C40LFR, and *LOS ANGELES COUNTY MTA* 8353, a NABI 45C.3 were the two test buses.
- DAIMLER BUSES NORTH AMERICA announced the delivery of 25 Orion VII CNG powered buses to four California transit systems - 10 to *SONOMA COUNTY TRANSIT,* 6 to *UNION CITY TRANSIT,* 2 to *BUS LINE SERVICE TURLOCK (BLST)* and 7 to *VISALIA TRANSIT.* All but Turlock are repeat Orion customers.





LEFT: *An MCI D4500CT Commuter demo that Foothill Transit tested during June of this year. MetroBusRider14 photo from flickr.com.* ***RIGHT:*** *Greyhound 86003, one of their new Prevost X3-45's. Greyhound photo.*