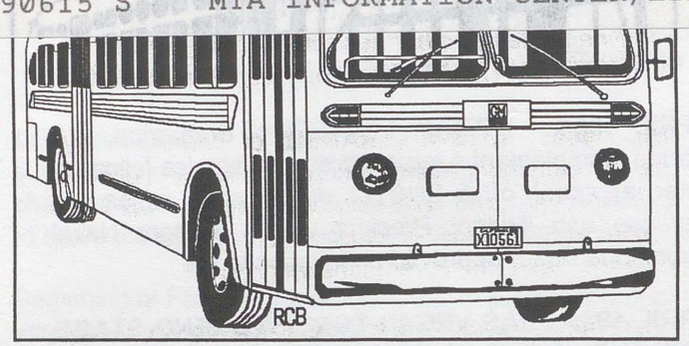
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VOL. 37, NO. 4 **April 1999**

SAN DIEGO COUNTY TRANSIT SYSTEM (CTS)

SAN DIEGO: Over the last several months, **SDCTS** has started two NEW lines (844A-SOUTH POWAY INDUSTRIAL PARK SHUTTLE and 874-EL CAJON EASTSIDE SHUTTLE) and expanded another, 851-SPRING VALLEY SHUTTLE *(WT 9/97)*.

Line 851 now operates between 530AM and 700PM on weekdays (previously ran only during peak hours) on a 45 minute headway using one vehicle, either an Econoline/Startrans in the 75-97 series or a 9901-9905 series Econoline/Aerotech operated by AMERICAN RED CROSS, San Diego Chapter, which also operates the East County and Poway Dial-A-Ride systems.

From the Spring Street Trolley Station, the 851 runs along Spring, Broadway, Highway 94, Kenwood, Bancroft, Tyler, Sweetwater Road, looping via Jamacha Road, Grand, Jamacha Blvd, Paradise Valley Road, Elkelton and Jamacha Rd to Sweetwater Rd.

851 and 853-RANCHO SAN DIEGO SHUTTLE both operate as fixed routes and also provide Flex Route Service which allows passengers to be picked up or dropped off ($2 added fee) anywhere within 1/2 mile of the bus route. Passengers need to be at least 18 years old and call two hours in advance.

Started last November 1st was Line 874, also operated by ARC and using one cutaway. It runs on weekdays from 545AM until 945PM and on weekends between 715AM and 830PM, both on a 40 minute headway.

From Mollison and Chase, the 874 travels via Mollison, Broadway, 2nd, Jamacha Road, Washington, Mollison and looping via Merritt, Anza and Chase to Mollison.

Line 874 also offers Flex Route Service on the segment of the route along Jamacha and Washington with the same provisions.

In the **CTS** Poway Division, with buses painted white with green and blue stripes like the DAR units and lettered POWAY TRANSIT SYSTEM, Line 844A was started on January 11th providing weekday peak hour service between central Poway (connections with 844/845) and the growing South Poway Industrial Park.

Service runs 630AM-930AM and 330PM-630PM normally using the "Poway Trolley", Econoline /Aerotech 571 which is painted green over red with a brown colored belt rail which resembles wood grain paneling.

The POWAY TRANSIT SYSTEM includes the weekend only 841-TROLLEY line plus 844-POWAY LOOP, 845-POWAY LOOP-GARDEN ROAD and the 844A using a fleet of six Econoline/Aerotechs numbered 567-572 (originally MAYFLOWER 38567-38572) now operated by LAIDLAW TRANSIT SERVICES, INC.

In This Issue

Los Angeles Department of Transportation	3
Palomar Limousine Aviara Transportation	3
California News Briefs	3
Los Angeles County MTA	4
Riverside Transit Agency	5
San Francisco MUNI	5
Livermore Amador Valley Transit Authority	5
Greyhound Lines Inc	6
MCI 102DL3 Demonstrator	6
Hausman Bus Sales Open House	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

CATALINA EXPLORER CO, INC. to extend its authority to include transportation of passengers and baggage between Redondo Beach, Long Beach, Newport Harbor, Dana Point and all points on Santa Catalina Island.

Harley Dean McCaslin dba REGAL TRANSPORT (Apple Valley) for charter authority - TCP-12403-A

Restivo Enterprises, Inc. dba LEGRANDE AFFAIRE of San Jose for charter authority - TCP-12396-B

Mark Sneed and Jose Luis Ayala dba EL CORRE CAMINOS versus *Laura Acevedos and Jose Acevedos dba EXECUTIVE LINES* for operating outside the scope of its certificate

DECISIONS

Janet Edwards dba KIDS KADDY granted PSC to transport passengers (primarily children) to activities within Rialto, which may include trips to Fontana, Bloomington and Colton

Angelito N David dba BABES AIRPORTER granted PSC between points in Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara Counties and Bay Area airports and establish Zone Of Rate Freedom

Milton McDonough dba ANGEL ISLAND FERRY granted authority to increase passenger fares

SONOMA COUNTY AIRPORT EXPRESS, INC. dba AIRPORT EXPRESS granted citywide authority to serve City of Santa Rosa and Santa Rosa Airport; dismissed complaint of *SANTA ROSA AIRPORTER vs. EXPRESS* at their request

RED AND WHITE FERRIES, INC. granted vessel common carrier authority between San Francisco and Alcatraz Island subject to *RAWF* obtaining similar authority from United States Department of the Interior

Motion of the Rail Safety and Carriers Division granted to immediately shut down operating authority of *EZ SHUTTLE AND CHARTER SERVICE* and for an order requiring Isam M. Alzig, the present owner of *EZ,* to show cause why he should not be held in contempt and/or his operating authority revoked

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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)

APRIL 1994 - KITSAP TRANSIT of Bremerton, WA started to implement a large increase in service following voter approval of a 2/10 of one percent sales tax increase and Trident Precinct voters (Bangor Naval Submarine Base) approved annexation to **KT**

APRIL 1989 - LAS VEGAS-TONOPAH-RENO STAGE LINE, INC., following loss of the Nevada Test Site home to work commuter contract, began a series of actions - establishing a charter operation in Gardena, changing schedules between Reno and Lake Tahoe, making changes in Reno Airport service and filing in Nevada for an increase in charter rates

APRIL 1984 - AIRPORT SERVICE, INC. started "Ambassador Class Luxury Service" between LAX and Disneyland using MCI MC-9s 4201 and 4202. A new two route shuttle connecting outlying hotels with airport buses was also begun

APRIL 1979 - Discussions began concerning creation of a regional transit authority (at least four different plans were offered) for the south San Diego County area

APRIL 1974 - Funded by the County of Los Angeles, **SCRTD** and the seven municipal bus systems began an experimental 25 cent county-wide fare including a ten cent transfer charge. For the first time, transfers were exchanged between all of the agencies

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Russ Jones John McKane Warren F. Quon
REPORTERS & SOURCES:	Sean Davies Charles Hobbs Jim Husing Alex Lock Marvin Martin Frank Roldan Ed Von Nordeck Eric Wright

(Continued from page 1)

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The DASH/FAIRFAX route was substantially altered beginning March 8th as it was changed from a two directional loop and also extended to serve the Museum District along Wilshire Boulevard.

Beginning at Farmers Market, the line now travels a one-way loop along 3rd, Hauser, 6th, La Brea, Wilshire, Fairfax to 3rd, then continues via Fairfax, Melrose, La Cienega, looping via 3rd, Robertson, Alden/Gracie Allen, San Vicente and Beverly to La Cienega, returning via La Cienega, Melrose and Fairfax to Farmers Market.

A 15 minute headway is provided (4 buses) 700AM-630PM on weekdays and 900AM-630PM on Saturday.

To accommodate continued ridership growth on Line 422-LA-SAN FERNANDO VALLEY-THOUSAND OAKS, five morning and four afternoon short turn trips have been added between Hollywood Fwy/Alvarado and Ventura/Topanga Canyon *(Ed. Note - these are believed to be the first trips on any line which either begin or end at a freeway bus stop).* At the same time, the 720AM trip from Jefferson and Hoover is now the last morning trip scheduled all the way to Thousand Oaks with the following trips short lined at Ventura and Topanga Canyon. Previously, all morning trips ran all the way.

PALOMAR LIMOUSINE AVIARA TRANSPORTATION (PLT)

CARLSBAD: **PLT,** a Carlsbad based company in the limousine business for 15 years, inaugurated the PAL SHUTTLE during March in conjunction with the opening of the new Legoland California theme park.

PAL is a three route system using a fleet which includes two SVMC motorized trolleys painted green over red and the Executive Coach, a 24 passenger Econoline / Metrotrans cutaway painted white with blue lettering. This bus is equipped with TV/VCR, CD disc changer and an intercom system.

The PAL GREEN LINE operates weekends and holidays offering eight round trips connecting points in Carlsbad and Oceanside including **COASTER** stations, Legoland, selected **NCTD** bus stops, Plaza Camino Real, Oceanside Transportation Center and Oceanside Pier.

The PAL RED LINE runs daily operating three trips from OTC and the Carlsbad Village COASTER Station to Legoland and one trip from OTC to Mission San Luis Rey in the morning with return service in the afternoon.

The PAL BLUE LINE operates four trips from McClellan-Palomar Airport, connecting with AMERICAN EAGLE and UNITED EXPRESS flights, to any location in Carlsbad. This route is a contract between the airport and **PLT.**

Regular shuttle fares are $6, but now there are specials offering 1/2 half pre-purchased tickets and vouchers.

CALIFORNIA NEWS BRIEFS

LONG BEACH TRANSIT has been awarded two federal grants totaling $2.7 million. The first is to purchase two more boats to expand the AQUABUS water taxi service while the second is to buy five more "PASSPORT" shuttle buses, shelters, information kiosks and signs.

UNION CITY TRANSIT inaugurated a new Line 5-BART SOUTH HAYWARD-OHLONE COLLEGE on March 1 traveling via Industrial Pkwy, Dyer and Ardenwood Blvd. Service operates on weekday during peak hours.

As of March 15, **FOOTHILL TRANSIT** Line 731-EL MONTE-INDUSTRY RAIL FEEDER was discontinued.

TRANSPORTES INTERCALIFORNIAS has opened a new operations and maintenance headquarters on Telegraph Rd in Commerce, not far from their East Los Angeles station on Atlantic Blvd at Union Pacific Ave.

The DOWNTOWN HERMOSA BEACH SHUTTLE is now running in the downtown area to assist visitors and shop employees during the one year construction of the new city parking structure. Operating hours vary but are as early as 915AM and as late as 315AM.

The **CALIFORNIA HIGH SPEED RAIL AUTHORITY** Board has voted to request a measure be placed on the November 2000 ballot calling for up to a 1/2 cent increase in the state sales tax to finance construction of the 676 mile high speed rail network *(WT 8/98).*

SMOOTH's SANTA MARIA-BUELLTON-LOMPOC bus route *(WT 2/99)*, also known as the "North County Clipper", was discontinued on February 28th for lack of funding. A current north Santa Barbara County transit study, completed by the City of Santa Maria, also may be doomed, due to lack of political support, despite the showing of a large demand.

The City of La Puente will be considering establishment of a three bus intracity shuttle system and changes in the present Dial-A-Ride system and may also reduce the

(Continued on page 4)

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subsidies the city provides seniors and the disabled for purchase of **MTA** and **FOOTHILL** monthly passes.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Last November the **MTA** Board approved the Regional Transit Alternatives Analysis which included adoption of a Countywide Bus System Enhancement Program. This program was to include a thorough plan for a "Rapid Bus" demonstration project of three lines, including at least one line serving each of the East Side, Mid City and San Fernando Valley.

Recently the Board approved The Metro Rapid Bus program in concept. A phased implementation is planned. Initially **MTA** and the Traffic Engineering division of **LADOT** would design, build and operate MRB in three demonstration corridors identified in the RTAA. These corridors include Whittier/West 6th/Wilshire, West Pico/East 1st/Chavez and Ventura Blvd. If the demonstration achieves the program goals, MRB will be expanded to as many as 13 more corridors.

WHITTIER/6TH/WILSHIRE will run from Whittier and Garfield via Whittier/6th, (Central and 5th westbound), Vermont, Wilshire, Ocean to Colorado in Santa Monica.

WEST PICO/EAST 1ST/CHAVEZ would run from Pico & Rimpau via Pico, Broadway, 1st, Lorena and Chavez to Atlantic (East Los Angeles College) in Monterey Park.

VENTURA BLVD would run from RED LINE Universal City Station via Lankershim, Ventura, Topanga Canyon, Oxnard and Owensmouth to Warner Center.

The additional corridors include Atlantic, Colorado/Los Feliz, Crenshaw, Florence, Garvey, Hawthorne, Long Beach, Roscoe, San Fernando, Santa Monica, Van Nuys, Vermont and Western.

Considered quite successful, the Curitiba Busways in Brazil was found to have a well-developed and mature Rapid Bus system operating on exclusive rights of way. While different from the arterial streets based **MTA** plan, there are many essential attributes that can be emulated within the already developed corridors in the county.

These include: Infrequent stops, Stations, Signal prioritization, Level boarding and alighting, Frequent headways, Simple route layout, Color coded buses and stations, Exclusive bus lanes, Fare prepayment, High capacity buses, Multiple door boarding and alighting, Feeder network modified and Coordinated with land use.

The first seven items will be included in the **MTA** plans. They focus on efforts to reduce passenger travel times. The others can be included in future plans.

MTA currently operates two levels of arterial bus service, local and limited stop. MRB stop spacing will focus primarily on major destinations and transfer points with stop intervals of about every mile. MRB service will replace current limited stop operations.

Fifty five locations have been identifed as MRB Stations (they will be paired with one stop in each direction). At six locations, prototype stations will be designed to test their ability to handle the expected higher passenger loads expected. They will also incorporate a higher level of passenger information such as real time "next-bus" displays, security and comfort as well as urban streetscape improvements.

Use of bus signal priority technology, LADOT's loop-transponder detector (LTD) system is planned for Whittier/Wilshire and Ventura initially.

Use of 116 of the 215 recently purchased NABI low floor buses is planned along with frequent headways and route alignments wherein every trip is the same. Current plans call for the buses to be painted in the proposed Rapid Bus Red at the factory and to have special exterior advertising spaces which would have displays of the Rapid Bus routing and stations in a stylized map.

The three demonstration corridors are expected to be phased in: WHITTIER/6TH/WILSHIRE between January and December 2000, VENTURA between May and December 2000 coinciding with the RED LINE extension and PICO/1ST/CHAVEZ from July to December 2000.

Special Master, Washington attorney Donald Bliss, who oversees the implementation of the Consent Decree between **MTA** and the Bus Riders Union *(WT 10/97, 11/97, 3/98, 4/98),* recently issued a decision ordering the transit agency to purchase 532 new CNG powered buses and hire sufficient bus operators and mechanics to staff them. Bliss also said that available buses should be leased as an interim measure. He also directed that additional staff be employed to conduct spot checks twice monthly on the 20 heaviest lines in the system *(Ed. Note - this has been happening, but with current staff)* and provide detailed quarterly reports.

Bliss concluded that the current **MTA** bus fleet is too small and that solving the overcrowding problem will be costly and complex.

(Continued on page 5)

(Continued from page 4)

These buses would be in addition to the 2095 new buses **MTA** already pledged they would buy over the next five years. Buying and operating the additional buses would cost $400 million over five years.

Unwilling to accept the order and reluctant to appeal the ruling, the **MTA** Board, after intense discussions, voted to seek "clarification and possible modifications" to Bliss' unprecedented order. Much discussion continues about possible delays to other transit projects including construction of the Pasadena Blue Line.

In other equipment news, the patronage on Line 603-RAMPART-HOOVER-COLORADO BLVD continues to grow. Last October, headways were shortened but still using Econoline/Aerotechs 4-01 thru 4-21 which seat only 16. Contractor TRANSPORTATION CONCEPTS, INC. has obtained at least two surplus 25 seat Gillig Spirits from **MUNICIPAL AREA EXPRESS,** 513 and 516, and these are now painted in the bright white and gold (yellow jacket) scheme and assigned to the 603.

The Board is expected to deal with the issues of divestiture of directly operated **MTA** bus operations and revisions to the Transportation Zone guidelines *(WT 1/98, 8/98)* at its next meeting on April 29th.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board recently voted to bargain for a site in Hemet and to buy ten acres in Perris to locate two satellite maintenance and operations divisions. They are also looking for a site in Banning.

Relocating selected lines to these garages would reduce operating costs. Stationing eight bus lines in Hemet (7-LAKE ELSINORE, 8-LAKE ELSINORE LOCAL, 19-MORENO VALLEY MALL-PERRIS, 22-RIVERSIDE-PERRIS-LAKE ELSINORE, 23-TEMECULA LOCAL, 27-TYLER MALL-SUN CITY-HEMET, 31-HEMET-BANNING, 32-HEMET-VALLE VISTA) along with area Dial-A-Rides could save 152 hours of bus pull out/pull in time each day and about $184,000 annually.

The Hemet property, formerly used by Waste Management and set up to house and maintain large trash trucks, could accommodate up to 150 buses without renovations or building.

The ten acre Perris parcel, to be purchased from the city for $10, would require about $250,000 to help with street improvements and extending water and sewer lines. Operations and maintenance buildings would need to be constructed, at a cost of about $8 million.

An **RTA** Fixed Route System Redesign is scheduled to be implemented on April 18th with the first two days featuring free rides *(Ed. Note - RTA will be the feature story of the May 1999 issue).*

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Mayor Willie Brown has announced the appointment of Michael Thomas Burns as **MUNI** General Manager. Burns, formerly the Chief Operating Officer for the **SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY,** will assume his new job on April 19th.

He will be the fifth GM in eight years and is considered the most important appointment Brown has made as Mayor because dissatisfaction with **MUNI** has emerged as the top issue in Brown's re-election bid.

A Brown appointed Task Force has called for a City Charter amendment that would create a seven member authority to govern **MUNI** and remove the Mayor and Board of Supervisors from a say in running the system. The members would need to have either relevant management or public transit experience and two must be **MUNI** riders. The system would be guaranteed between 35 and 38 percent of city business tax revenue over and above passenger fare revenue collected plus federal and state funding. As an independent agency, it would no longer fall under city civil service and purchasing rules, both frequently cited as impediments.

The riders group Rescue Muni is pushing its own amendment which calls for specific performance goals and a crackdown on sweetheart labor contracts.

Related to the federal deadline for replacing underground fuel tanks by last December 22, **MUNI** has temporarily closed Woods Division at 22nd & Indiana and transferred operations to a temporary facility (Marin Street) at Marin & Indiana, on the north shore of Islais Creek. Workers will return to Woods in September when Kirkland Division (Powell & North Point) will be closed for about two years and operations transferred here.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)

LIVERMORE: **WHEELS** has announced the start up of DART van service to and from the **ALTAMONT COMMUTER EXPRESS** trains at the Livermore Station.

(Continued on page 6)

(Continued from page 5)

For persons who live or work in Central Livermore, south of I-580 and west of North Mines Road, DART vans pick up passengers at the nearest intersection (riders need to call in advance) and drop them off at the rail station. Passengers from trains (who also need reservations) are met by vans and taken to work. DART fare is $1.

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: In late 1998, **GLI** formed joint ventures wth several Mexican bus carriers to create **AUTOBUSES AMERICANOS** and **AUTOBUSES AMIGOS**. The new companies operate under Greyhound's subsidiary Sistema Internacional Transporte de Autobuses, Inc. (S. I.T.A., Inc.) and enable the company to provide cross border service at all major gateways between the United States and Mexico.

Providing service between Texas and northern Mexico is **AUTOBUSES AMIGOS. AA** operates six daily trips between Houston TX, Matamoros and Tampico, MX using a fleet of 44 seat Dina Viaggio 1000s with bilingual drivers, televisions, VCRs and curtained windows.

AUTOBUSES AMERICANOS operates between five southwestern states and several cities in Mexico.

AA offers daily departures from Houston, Dallas, San Antonio, El Paso, Albuquerque, Denver, Phoenix and Los Angeles. In Mexico, **AA** serves Nuevo Laredo, Monterrey, Juarez, Chihuahua and Reynosa.

To form **AA,** S.I.T.A. purchased substantially all the assets of a United States company, **TURISMOS RAPIDOS, INC.,** purchased a 51 percent interest in the leasing company American Bus Sales and bought a 49 percent interest in each of two Mexican bus companies, AUTOBUSES AMERICANOS S.A. de C.V. and OMNIBUS AMERICANOS S.A. de C.V.

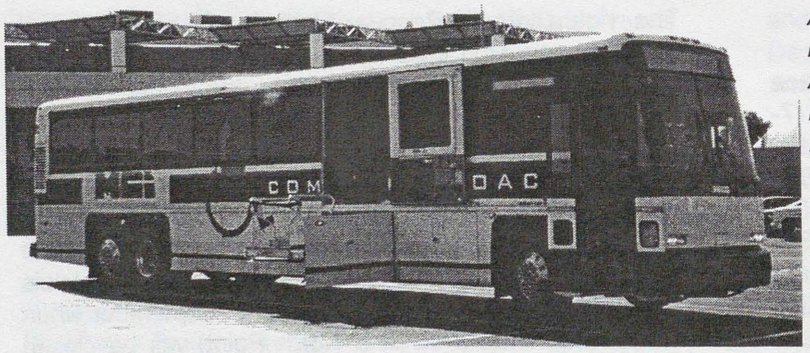
AA tickets will be sold at GREYHOUND, AMIGOS, AMERICANOS and CRUCERO terminals.

The original joint venture company, **AUTOBUSES CRUCERO,** *(WT 1/97, 2/97)* continues to operate between Los Angeles, San Ysidro, Tijuana and several Mexican cities as far south as Ciudad Obregon.

GLI is now installing the On-Guard Tracker System, the nation's first satellite/cellular personal security and vehicle tracking system on 250 buses. This system, to be installed before the summer travel season, will allow drivers to contact a **GLI** dispatcher or an emergency center at the push of a button.

The system will also allow **GLI** to notify drivers of route changes and traffic conditions.

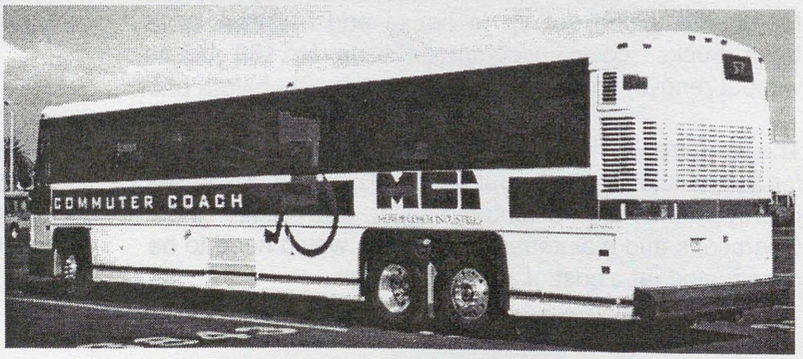
OGT combines a global positioning system with wireless technology that allows two way communication and tracking.



An MCI 45' demonstrator has been making the rounds and recently spent some time at CITIZENS AREA TRANSIT in Las Vegas, ANTELOPE VALLEY TRANSIT AUTHORITY and SANTA MONICA MUNICIPAL BUS LINES.

The 102DL3 is lift equipped with 57 American W7693 seats and powered by a Detroit Diesel Series 60 engine with a Allison B500R transmission. The lift is by Ricon with two securement spaces and a Twin Vision electronic head, side and rear route signs.

AVBI tested the bus on Line 786 – LANCASTER-PALMDALE-CENTURY CITY/BEVERLY HILLS.



Photos by Russ Jones

HAUSMAN BUS SALES

LOS ALAMITOS: The recently relocated (from South Gate) Southern California HAUSMAN sales facility held an open house in mid March. At the time there were 18 new Dina Viaggio 1000s and 90 used intercity buses for sale. This list includes a portion of the units.

PREVIOUS OWNER	FLEET #	BUILDER	MODEL/VIN	DATE	NOTES
(White)	111	Dina	VG1000/SS000863	1995	
Casino Tours, Inc	—	Dina	VG1000/SS000876	04/95	
Petaluma Airport Express	40-Guadalupe	Dina	VG1000/TS000961	01/96	1
(White)	9601	Dina	VG1000/TS000966	01/96	2
Quo Vadis Tour	585	Dina	VG1000/TS001000	01/96	
Golden State	1055	Dina	VG1000/TS001055	04/96	
(Yellow)	959	Dina	VG1000/TS001070	04/96	
Petaluma Airport Express	41-Hector	Dina	VG1000/TS001086	04/96	3
(White)	—	Eagle	AE-10/FB020648	1985	4
Las Vegas Airlines	7507	Prevost	Prestige/P100-2268-75	1975	5
Las Vegas Airlines	7506	Prevost	Prestige/P100-2275-75	1975	
(White)	112	Prevost	LeMirage/B1001009	1981	6
Masis Tour Lines	282	Prevost	LeMirage/B1001093	1981	7
(White)	1580	Prevost	LeMirage/D1001584	1983	8
(White)	—	Prevost	LeMirageXL/H1001134	1987	
(White)	—	Prevost	H3-40/M1001134	1991	9
Ascencion Tours	—	MCI	MC-7/U10184/S7728	1969	
Turtle Tours	—	MCI	MC-7/U12211/S9774	1973	
Turnpike Charter	127	MCI	MC-8/U30222/S10280	02/74	10
Casino Express	4	MCI	MC-8/U30433/S10785	06/74	
Las Vegas Airlines	—	MCI	MC-8/U30936/S11209	1975	11
Del Norte	D 3	MCI	MC-8/U32352/S12820	09/72	
(White)	829	MCI	102A3/FP040593	12/85	12
El Camino Lines	—	MCI	102C3/JP041976	03/88	13
Ace Express	8816	MCI	102C3/JP042127	05/88	14
Double BC Tours	108	MCI	102C3/LP043525	09/90	15
Double BC Tours	112	MCI	102C3/LP043598	09/90	16
(White)	—	Neoplan	AN340A/GL013148	10/85	17
Santa Clarita Transit	217	Neoplan	AN340A/GL013149	10/85	18
Santa Clarita Transit	220	Neoplan	AN340A/GL013235	02/86	19
(White)	818	TMC	MC-9/CR003462	11/82	20
Antelope Valley Bus	859	TMC	MC-9/ER004214	01/84	21
(White)	—	TMC	102A3/FR005348	11/85	22
American Tour & Leasing	918	TMC	102A3/HR006031	06/87	23
American Tour & Leasing	919	TMC	102A3/HR006032	06/87	24

NOTES:

1. Orig Sonoma County Airport Express —
2. Orig Custom Tours Inc (PA) 966
3. Orig Santa Rosa Airport Express 41
4. Orig Twys Dixie 12118, TCC (DART) 8498, GLI 7948
5. Sold - Orig Autocar Auger (PQ) 7059
6. Orig Roberts Holiday Lines 238
7. Orig All Cal Tours 728
8. Orig Universal Coaches Inc (LA) 106
9. Orig Tourific Coach Lines (AB) 914
10. Orig Greyhound Lines 4214
11. Orig Greyhound Lines 2356
12. Orig Antelope Valley Bus 829
13. Orig Chickasaw Charter 747
14. Orig ACT (NV) ACT-17
15. Orig Shangri-La 618
16. Orig B & E Tours 1022
17. Orig Natl Trnst Serv (TX) 047 via IEC 8621
18. Orig NTS 048 via RTA 8603
19. Orig NTS 079 via Green Belt Stages 573
20. Orig Greyhound 6671 via Antelope 818
21. Orig Golden Empire Lines 8402
22. Orig Greyhound Lines 1451
23. Orig Starline Sightseeing STAR 68
24. Orig Starline Sightseeing STAR 69

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
LADOT	99011-99014	ElDo/National	EZRider/XC084040-043	12/98	
Tulsa Transit (OK)	9801-9816	Gillig	C21B096N4/W1089080-095	1998	
Valley Transp Authority	9901-9912	Gillig	C21D102N4/X1089541-552	1999	
Montebello MBL	9901-9907	Gillig	G18D102N4/X1070286-292	12/98	1
Greyhound Lines, Inc.	6058-6241	MCI	102DL3/—	98-99	
	6501-6520	MCI	102DL3/—	1998	2
Orange County TA	5419	New Flyer	H40LF/WU018113	01/98	
Pierce Transit (WA)	101	New Flyer	D40LF/WU018428	1998	3
	102-145	New Flyer	D40LF/WU018932-975	1998	3
Tri Met (OR)	2201-2258	New Flyer	D40LF/WU018770-827	98-99	
	2259-2318	New Flyer	D40LF/WU019109-168	1999	
-USED-					
Orange County TA	8835	Ford/ElDo	Econ/ELF/SHB09050	03/95	4
Municipal Area Express	521	Gillig	Spirit 28/L2090073	05/90	5
Western Transit Systems	401 II	Goshen	SentryML2000/T3302955	1996	6
Los Angeles County MTA	9140-9143	GMC	T8H203/A1214,A1215,A1260,A1270	1980	7
	9144-9147	GMC	T8H203/A1289,A1302,A1306,A1309	1980	7
	9148-9150	GMC	T8H203/A1314,A1317,A1326	1980	7
	9151-9153	GMC	T8H203/A1331,A1341,A1360	1980	7
Santa Rosa CityBus	761-764	GMC	T6H4523A/2474,2468,2454,2350	1976	8
-DISPOSITIONS-					
Greyhound Lines, Inc.	5184	TMC	MC-9/CR003146	1982	9
Gray Line-So. Nevada	4752,62,64	TMC/MCI	MC-9/—	—	9
	4766-4773	TMC/MCI	MC-9/—	—	9
	5354-5355	TMC/MCI	MC-8/—	—	9
Los Angeles County MTA	3577	Neoplan	AN440A/EL013187	1984	10
	8234	GMC	T80204/BV810729	1981	10
-DEMONSTRATORS-					
Motor Coach Industries	5	MCI	102DL3/XP051799	1999	

-NOTES-

Western Transit Systems is now using 401 II (Goshen Sentry ML2000) and 400 (35' Gillig) on the MAIN PLACE SHUTTLE with Econoline/Goshen cutaways 176 and 177 as spares. All of these units have been partially shrink wrapped for the shopping center.

LACMTA is now assigning members of the new group of RED LINE subway cars (from 530 up as high as 568) to revenue service on Line 802-UNION STATION-WILSHIRE (aka METRO RED LINE). Car 574 has been observed on the test trains for Hollywood.

The AVBI/ABOB fleet of buses for AMTRAK CALIFORNIA connections at Bakersfield now includes 1214-1215, TMC 102A3s from GREYHOUND LINES, retrofitted with wheel chair lifts, and 267, a factory built lift equipped MCI 102D3, formerly of K-T CONTRACT SERVICES, INC.

NOTES

1. Low Floor model. 2. Lift equipped.
3. CNG fueled.
4. Returned from MARTA.
5. Ex Torrance Transit System 323.
6. Ex - , sold by Sunset Bus and Commercial.
7. Ex OCTA 3019, 3020, 3065, 3075, 3094, 3107, 3111, 3114, 3119, 3122, 3131, 3136, 3146, 3165.
8. Ex PACE (IL) 8129,8123,8109,8005.
9. To ABC Bus Sales in Garden Grove (CA).
10. To Los Angeles County Fire Department.

AMTRAK

AMTRAK and the State of Oregon sponsor connecting Thruway Bus service between Portland, Salem, Albany and Eugene as part of the CASCADIA CORRIDOR.

Starting March 1st was a NEW weekday only trip using a 12 passenger van between Portland (depart 645AM) and Salem (arrive 750AM) after a discharge only stop at the Capitol Mall. Tickets from Portland to Salem ($7.50 one way) are available from the van driver.