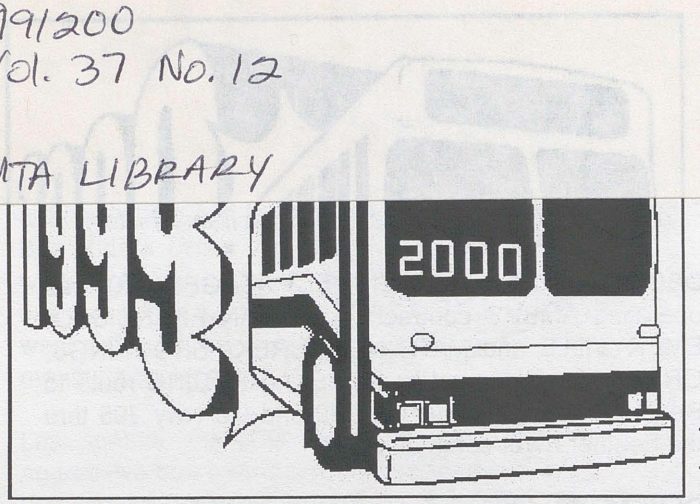
Western Transit
99/200
Vol. 37 No. 12

MTA LIBRARY



Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.geocities.com/MotorCity/Flats/1185/WesternTransit

VOL. 37, NO. 12 **December 1999**

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The Winter Shake Up took effect on December 5th and included adding 61 mostly weekday midday and peak hour buses on several lines related to the Consent Decree program.

In addition, Line 120-IMPERIAL HIGHWAY was rerouted in the vicinity of the GREEN LINE Harbor Station to operate in both directions along Figueroa between Imperial and 117th using the new off street layover zone area as part of the route.

Line 175-HYPERION-FOUNTAIN was rerouted via Virgil, Sunset and Vermont to serve the Sunset/Vermont RED LINE Station and 110-GAGE AVENUE Saturday operation was extended west from Fox Hills Mall to Jefferson & Alla.

The Balboa/Devonshire weekday short turn trips on Line 236-WOODLEY-BALBOA were extended to the Balboa/ Midwood area and the midday short turn trips were extended from Sherman Way & Woodley to Van Nuys & Ventura adding 1 bus. Weekend operations only along Balboa Boulevard stayed the same.

Line 4-SANTA MONICA BLVD and 33-VENICE BLVD Owl buses were rescheduled and are no longer interlined. Buses ending in the vicinity of Santa Monica & San Vicente were all rerouted to layover inside D7.

The start up of Line 305-CITY CONNECTOR, to be reinstated *(WT 12/95)* as part of the Consent Decree, was delayed until January 30th. It will operate between Imperial/Wilmington Station and Sunset & Beverly Drive in Beverly Hills seven days a week using BDOF Operators and buses from Div 7 and 18.

The Division 2 portion of 420-LOS ANGELES-PANORAMA CITY was moved to D15. One dozen AM and PM peak buses on Line 66-EAST OLYMPIC-WEST 8TH were moved from D1 to D2 which also inherited the D10 part of 4/304-SANTA MONICA BLVD and most of the D10 portion of 2/3/302-SUNSET BLVD. D10 retained a number of Line 2 weekday tripper buses. Much of the increase in Consent Decree service affected D10 lines and the resultant need for bus parking spaces.

The new CNG fueling facility at D5 has opened for testing and 15 CNG Neoplans (selected 64/6500s) were loaned by D10 in exchange for 15 Flxible Metros (selected 25/2600s). In January, twenty 5000-5222 series high floor New Flyers will arrive at D5.

The D7 CNG fueling station should be completed in February, several months ahead of the arrival of a large number of NABI low floor (7000-7214 series) buses.

The Ninth Circuit Court of Appeals granted the **MTA** request for a stay of Judge Terry Hatter's Order of September 23, 1999 to buy 297 replacement buses in addition to those already programmed and, in the short term, to purchase 88 new buses by January 3rd and expand bus service.

In This Issue

Fuel Cell Buyers Consortium	4
Simi Valley Transit	4
Santa Clarita Transit	4
South Coast Air Quality Management District	4
California News Briefs	4
Orange County Transportation Authority	5
City of San Francisco	5
King County Metro (WA)	6
Greyhound Lines, Inc. (TX)	6
ROTM – Eastern Contra Costa Transit Authority	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Gerry Robertson dba BAY AND DELTA CHARTERS AND SAUSALITO TAXI AND TOURS for authority to operate as a vessel common carrier between Sausalito and Angel Island, between Sausalito and new San Francisco Giants Stadium

M & A INTERNATIONAL GROUP, LLC for on-call, door-to-door PSC between points in Ventura, Los Angeles, Riverside, San Bernardino, Orange, San Diego Counties and area airports and harbors and for on-call, inter-city PSC between San Luis Obispo, Los Angeles, San Diego and intermediate points

LEGACY TRANSPORTATION SYSTEMS, INC. for on call, door-to-door PSC between points in Ventura, Los Angeles, Riverside, San Bernardino, Orange, San Diego Counties and area airports and harbors and for an on-call, inter-city PSC between San Luis Obispo, Los Angeles, San Diego and intermediate points

DECISIONS

BLUE BIRD BUS COMPANY, LLC granted authority to alter its PSC from scheduled service to on-call, inter-city passenger stage and extend service areas between points in San Diego, Orange, Los Angeles Counties, on one hand, and points in San Diego, Riverside, San Bernardino and Los Angeles Counties, on the other

Narjes Khanian dba A ROYAL SHUTTLE granted PSC for service between cities in Orange County and Orange County Airport

Jose Ayala-Aroche dba EL CORRE CAMINOS granted Zone Of Rate Freedom between all points in the *ECC* service area

Akroush Enterprises LLC granted passenger stage authority between points in Ventura and Los Angeles Counties and LAX, Burbank Airport, Downtown Los Angeles including Union Station, Los Angeles and Long Beach Harbors

Resolution TL-18904 was approved which will allow PSCs temporary authority (180 days) to increase fares up to 15 per cent or to increase the upper limit of a ZORF by the same amount to offset significant increases in their fuel costs

©1999 Western Transit

"PAGES FROM THE PAST"

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

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

DECEMBER 1984 – FAIRFAX TROLLEY, a one loop shaped route offering community bus service in the Beverly/Fairfax neighborhood, started operations financed through Prop. A sales tax revenue funds.

DECEMBER 1979 – RTD started the new Line 603-HOLLYWOOD STARSHUTTLE, financed by Hollywood parking meter funds authorized by the Los Angeles City Council. Six 4000 series Flxibles were painted in the Minibus dark red and white special paint scheme with form-free advertising (a predecessor to shrink wrap) advertising Hollywood.

DECEMBER 1974 – OCTD's Fullerton Park and Ride Lot at Magnolia & Orangethorpe opened on December 2nd. **OCTD** financed and **RTD** operated Line 757-FULLERTON PARK/RIDE (today's **OCTA** Line 721), began operations with 52 passengers the first day.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Wayne Hom Russ Jones John McKane
REPORTERS & SOURCES:	Sean Davies Dana Gabbard Marvin Martin Jack Perry Charles Powell Warren F. Quon Frank Schroder

(Continued from page 1)

While **MTA** awaits a ruling on the merits of their appeal, they plan to continue procurement of the 297 buses, but will not implement the 88 bus program next month. The Bus Riders Union and **MTA** are now required to file written briefs in support of their positions by the end of January which will be followed by oral arguments a few weeks thereafter. A decision is not likely for several months after that.

Last summer the **MTA** Board directed staff to develop aggressive bus operations cost reduction strategies and prepare an implementation plan to lower the current projected FY 99/00 cost per hour of $105 to at least $102 in FY 00/01 and $90 by the end of the FY.

The firm of Altmayer Consulting was engaged to compare **MTA** costs with those of nine other agencies. Not surprisingly, larger transit providers such as **MTA,** are involved in evaluating new technologies, fund expanded police services, have multi-divisional operations and extensive internal controls as well as strict procurement and hiring practices. They also receive the attention of political and labor interests and responding to these competing demands can impose added costs. Unique among its peers, **MTA** assumed a prominent role in air quality issues by adopting a clean fuels policy which goes beyond legal requirements. In 1998, the **MTA** bus operating cost per revenue hour exceeded the peer average by 7 per cent. Much of the difference comes from supplies costs, high workers compensation and increasing costs of services such as security. The alternative fuel policy and its impact on the bus fleet and powerplant mix also increases costs of maintenance, training and materiel costs. Interestingly, many of these obligations have been retained as service has been divested or discontinued, yielding even higher (per hour) costs.

It is still believed that costs can be reduced. Revised FY 99/00 budget numbers, based on actual experience, will lower the hourly cost to $103.77. Areas identified for possible cost mitigation include bus transportation, bus maintenance and administrative costs.

In the upcoming contract negotiations (operator and maintenance), issues include labor utilization rules, managed competition, workers comp and safety.

Purchased transportation (contractor operated service) offers substantial hourly cost savings over the directly operated service (**MTA** costs are below those of peer agencies for similar service).

Improving labor productivity and controlling overtime costs also will be reviewed. Initially, efforts will focus on utilization of bus operator labor, the largest component of total bus operating costs. Items to be reviewed include effectiveness of wage tiering, analyzing pay to platform hours and evaluating both scheduled and unscheduled overtime costs. Administrative expense reductions will focus on security and workers compensation costs.

In 1990 the former Los Angeles County Transportation Commission commissioned a study to develop a single ride ticket useable on all transit agencies in the county.

CULVER CITY, FOOTHILL TRANSIT and **SCRTD** agreed to participate in a stored value debit card demonstration project. Since both Cubic Western and GFI hardware was involved, the system, later to be named METROCARD, was to be treated as a stand-alone inter-agency system. The system was expanded to include **MONTEBELLO** in place of **RTD, NORWALK** and **SANTA MONICA.**

In 1998 the **MTA** Board adopted the Universal Fare System and voted to procure UFS component including the Metrocard magnetic card technology and ability to process proximity smart cards for **MTA** bus and rail.

Objectives of UFS include coordinated fare collection with other systems, purchase of new fare collection equipment, establishment of policies for fare systems coordination, leading to a regional fare clearinghouse and maximizing customer convenience.

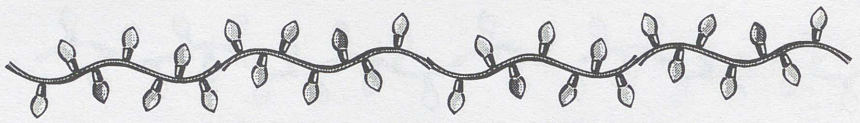
The system has several components – new fareboxes to validate coins, bills, tokens; ticket vending machines to sell tickets, sell/add value to Metrocards, accept cash, currency, credit/debit cards; Metrocard magnetic system with transfers; regional card sales and reload network and future use of smart cards.

Specifications have been developed and the procurement of new fareboxes and other fare collection equipment for **MTA** is currently expected to result in contract awards early next year with implementation of the system in late fall 2001.

Meanwhile, **SANTA MONICA** purchased the GFI Odyssey 2000 Fare Collection system including Metrocard components. Options for **CULVER CITY** and **MONTEBELLO** to buy the system were also exercised. The systems have now been installed in all buses.

SANTA MONICA will soon be test using the Metrocard as a open Smart Card whereby UCLA students will be able to use the card for transit rides and as a student identification card.

(Continued on page 4)



(Continued from page 3)

FUEL CELL BUYERS CONSORTIUM (FCBC)

LOS ANGELES: The **MTA** Board recently voted *(WT 8/99)* to transfer responsibility for continued development and commercialization of the Advanced Technology Transit Bus (ATTB) Program to the Fuel Cell Buyers Consortium as the FCBC represents all major public sector entities in the Los Angeles region. It is a non-profit public benefits corporation formed including Los Angeles County, **MTA,** the City of Los Angeles and the South Coast Air Quality Management District working together to achieve job creation, environmental quality, efficient transportation and clean energy markets through commercialization of fuel cells.

The FCBC selected the ATTB as the target for bringing fuel cells to the transportation market. The ATTB is a light-weight, low floor, advanced-electronic, ultra-low-emissions bus using electric propulsion and is designed for use with a fuel cell as system prime mover. FCBC is supporting development of the ATTB in the current configuration using a natural gas powered genset and also supports a parallel program to develop a fuel cell power plant for the bus. An RFP to select a firm to supply fuel cell power plant is in process.

Of the six ATTB prototypes, one has been sent to HOUSTON (TX) METRO, a partner in the program, one will be placed in service and a search conducted for a manufacturer to build the bus in quantity and the third will be fitted with the fuel cell power plant and tested. Further use of the first three is under discussion.

SIMI VALLEY TRANSIT (SVT)

SIMI VALLEY: In August **SVT** inaugurated the new WEST END SHUTTLE, a circulator operating in the western portion of the city. The line operates only on weekdays between 700AM and 700PM with one bus.

From Los Angeles & Madera, WES travels via Madera, (thru Price/Costco) to Bugle Boy, returning to 118 Fwy to 1st to Job & Career Center, then via 1st, Cochran, Madera, Easy, 1st and Los Angeles to Madera.

SANTA CLARITA TRANSIT (SCT)

SANTA CLARITA: The City Council has approved a system realignment for January in conjunction with the opening of the Newhall METROLINK Station and new interim Valencia Town Center Transit Center, to be located on Citrus Street between Valencia Blvd and Magic Mountain Parkway.

Exercising an option in a contract between Nova Bus, Inc. and the **DETROIT (MI) DEPARTMENT OF TRANSPORTATION, SCT** will purchase sixteen new 40-foot RTS buses with delivery by early fall 2000. The units will cost about $260,000 each. The remaining 1991 model 27 passenger Gillig Spirits are expected to be replaced by the new units.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (AQMD)

DIAMOND BAR: The AQMD is now accepting comments on proposed Rule 1190 entitled Clean On Road Vehicles for Government and Airport Operations which would affect all fleets of 15 or more vehicles operated by public agencies or private businesses to transport passengers and cargo under contract to a government agency. The rule would also apply to agencies and businesses that own or lease fleet vehicles for the same purposes.

If adopted, the rule would require all new urban transit buses to operate on clean fuels with phased in implementation, but no later than 2002.

Next year, the AQMD plans to meet with area school districts and the state of California to explore availability of funding to convert diesel school buses to clean fuels.

These are defined as fuels in which the vehicle or engine emits hydrocarbon and particulate matter on an individual basis at least equivalent or lower than a corresponding methanol powered vehicle. These fuels include CNG, LNG, methanol, electric power and low emission gasoline powered autos.

CALIFORNIA NEWS BRIEFS

The new **AMTRAK CALIFORNIA** station in Modesto (on Parker near Briggsmore) opened October 31st replacing the former Riverbank location.

REGIONAL TRANSIT (Sacramento) recently broke ground for the SOUTH AREA RAIL LINE, six miles in length from downtown to Meadowview and expected to open in 2003.

MUNICIPAL AREA EXPRESS buses offered Free Rides during the week of December 13-17 and will operate on a reduced basis during the two weeks surrounding Christmas and New Years Day.

(Continued on page 5)

(Continued from page 4)

The City of Lomita has been added to the **MAX** joint powers agency which also includes Torrance, Lawndale, Los Angeles, El Segundo and Palos Verdes.

The Downtown Lodi Transit Center at Sacramento & Pine Streets **(GRAPE LINE)** recently opened replacing the former on street locations. **STOCKTON METROPOLITAN TRANSIT DISTRICT** also serves the center and **GREYHOUND LINES, INC.** will move in soon. Following completion of track work between Sacramento and Stockton, **AMTRAK** will also stop.

COACH USA, INC. has announced the purchase of nine additional bus companies including the San Diego based **GOODALL'S CHARTER BUS SERVICE a/k/a GRAY LINE – SAN DIEGO.**

The "new" **SAFEWAY LINES & TOUR COMPANY** has started an airport bus service connecting Morongo Basin communities (29 Palms, Yucca Valley, et al) with Ontario Airport and Los Angeles International Airport.

AMTRAK has announced plans to inaugurate Talgo train service next September between Los Angeles, Montclair and Las Vegas offering one daily round trip with one way tickets expected to be in the $100-$125 range.

The **EASTERN CONTRA COSTA TRANSIT AUTHORITY** is currently advertising for bids for eighteen 40-foot transit coaches with options. **ECCTA** fixed route buses are presently all Gilligs.

The Los Angeles City Council recently approved a plan to build a $4 million dollar transit center in the Warner Center area of the southwest San Fernando Valley. The treelined avenue flanked by decorative bus shelters, coffee shops and newspaper stands is to be constructed on Owensmouth between Oxnard and Erwin Streets.

Amid the usual political considerations, the City of San Luis Obispo is considering establishment of a downtown transit center to replace the several street corner stops now used by **SAN LUIS OBISPO TRANSIT** and **CENTRAL COAST AREA TRANSIT** buses. The area under consideration includes blocks bounded by Santa Rosa, Toro, Monterey and Marsh Streets.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The **OCTA** Board, by a 9-2 vote, has voted to proceed with the CenterLine (light rail line) project.

Specific recommendations including finishing the Environmental Impact Statement on the first 29 miles of an anticipated 87 mile system, continue working with corridor cities to explore alternative alignments and technologies, complete analysis of the Irvine/UCI to Costa Mesa route as the candidate Minimum Operating Segment and work with West County cities on their study of rail alternatives.

As well, a rail technology workshop is being planned for sometime next spring.

The original plan envisioned a north/south system beginning in Fullerton traveling through Anaheim, Orange, Santa Ana, Costa Mesa and ending in Irvine. This route would serve places such as Disneyland, Anaheim Stadium, Arrowhead Pond, UCI Medical Center, Main Place, downtown Santa Ana, and many of the industrial areas of south Santa Ana and Irvine in addition to a possible extension to UC Irvine.

At the various community meetings held on the subject, a majority of speakers voiced objections to the project for a variety of reasons, primarily the removal of parking and traffic lanes on certain streets proposed to be used by the light rail vehicles. The City Councils in each of the six cities also held hearings and voted as to whether the city wished to participate in the project. Santa Ana, Orange and Anaheim (where a majority of expected passenger origins and destinations are) all voted against the rail project.

Irvine and Costa Mesa voted support as did Fullerton. At the same time, Garden Grove and Huntington Beach began lobbying for consideration to extend the rail line on an alignment roughly paralleling the 405 (San Diego) Freeway into the West County area.

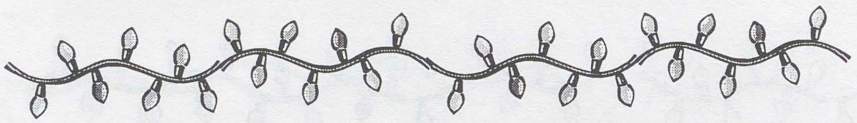
CITY OF SAN FRANCISCO

SAN FRANCISCO: The city's Department of Parking and Traffic has announced plans to open a large new commuter parking lot at 3Com Park (formerly Candlestick Park) and establish a parking lot-downtown bus shuttle system. This was part of Mayor Willie Brown's election year programs (*Ed. Note – Brown was reelected 60%-40% in a December 14th run off election with Supervisor Tom Ammiano).*

The program is part of a plan to deal with a parking crunch created by the economic boom in downtown San Francisco and CALTRANS pending start of work to retrofit the Bay Bridge's western approaches, work that will eliminate thousands of parking spaces in the South Of Market Area (SOMA) in phases over several years.

For a likely $6-7 daily fee, on weekdays motorists would

(Continued on page 6)



(Continued from page 5)

park in the lots surrounding the ball park and ride the bus to and from downtown. A private company would operate both the parking lots and the shuttle system. Any profit from this venture would go the city's Park and Recreation Department, which runs both the ball park and the parking facilities.

Parking and Traffic is also talking with **MUNI** to develop the concept of building parking and affordable housing about **MUNI's** operating divisions. The first block being looked at is Potrero Division on Mariposa near Bryant, home of one-half of the system's trolley coaches

Ammiano had proposed a "transit village" concept in the area surrounding Geneva Division and BART/Balboa Park Station. This is the idea to incorporate new housing and retail development in close proximity to a transit (usually heavy rail) station.

KING COUNTY METRO TRANSIT DIVISION (KCM)

SEATTLE, WA: Passage of Initiative 695 in last month's election *(WT 11/99)* lowered auto license tab fees (motor vehicle excise tax or MVET) to $30 beginning January 1, 2000 and requires voter approval for future tax and fee increases.

I-695 passed state-wide with 56% approval. Only five counties, including King County (Seattle), rejected the measure although 29 of the 38 cities in King County did vote in favor.

KCM will lose about one-third of its operating revenues and a first round of service reductions is slated for February. Cuts include elimination of low ridership suburban/rural transit van routes (the 900 series lines), some night service and selected trip reductions or about 180,000 annual service hours.

Further reductions are planned for next June and September. This time, reductions included removal of night service on 22-WHITE CENTER-WEST SEATTLE-DOWNTOWN and 28-BROADVIEW-BALLARD-DOWNTOWN and total elimination of rush hour only 98 and 133-BURIEN-U DISTRICT-MONTLAKE.

As **KCM** is currently experiencing a bus operator shortage, there will be no layoffs now, but some employees could be furloughed in June or September.

On the capital side, new park and ride lots and the Central/Ryerson Base expansion are out. Also expected is the phasing out of the present trolley coach system and the WATERFRONT Streetcar (eliminating the power and plant section) and closing the recently remodeled Bellevue Base. The TC system is vulnerable as the 900-1009 series AM General buses are about twenty years old, Seattle City Light wants to increase electric fees and also reclaim downtown Seattle underground duct banks for its own use. **KCM** management is looking favorably at plans to have TCs replaced by hybrid buses.

Elsewhere in the Puget Sound region, **WASHINGTON STATE FERRIES, PIERCE TRANSIT** (Tacoma), **COMMUNITY TRANSIT** (Snohomish County), **KITSAP TRANSIT** (Bremerton) and **INTERCITY TRANSIT** (Olympia) have all announced major reductions as the response to 695's passage. **CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)** operations will not be affected by the vote.

PT (which receives about 38% MVET for operations) will drop all Sunday service and reduced many half-hour routes to hourly headways.

IT (40% MVET) will eliminate its routes with hourly or better headways, reduce half-hourly to hourly and also drop Sunday operations.

WSF plans to mothball its passenger-only ferry operations (SEATTLE-BREMERTON and SEATTLE-VASHON) and reduce car ferry service system-wide.

Beginning last September, **KCM, PT** and **CT** began operation of **SOUND TRANSIT** Regional Express routes. **KCM** operates three including 550-SEATTLE-BELLEVUE (replaced **KCM** 226-BELLEVUE-MERCER ISLAND-SEATTLE), 565-FEDERAL WAY-BELLEVUE and 570-DOWNTOWN-WEST SEATTLE-AIRPORT. The 550 operates with **KCM** 5000 series Bredas leased to **ST** and the others use **ST's** new 40-foot Gilligs.

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: Some **GLI** buses operating between Phoenix and Flagstaff have started serving Prescott again, after an absence of about ten years. *(Ed. Note – in the TRAILWAYS days, TWI served Prescott once each day in both directions as part of the local schedule between Flagstaff and Phoenix).*

Starting October 4th, **GLI** started a new service connecting Los Angeles with the new Pechanga Entertainment Center in Temecula (in southwestern Riverside County) offering two round trips Monday thru Friday. Passengers receive special gaming offers depending on the schedule.

(Continued on page 7)

EASTERN CONTRA COSTA TRANSIT AUTHORITY
d/b/a TRI DELTA TRANSIT
Antioch, California

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
701-712	Ford/National	Econ/Aerotech	THB03961-972	1997	1
941-942	Ford	Supreme	RHA63136, 14465	1994	
943-944	Ford	Supreme	RHA14466, 63134	1994	
1001-1007	Gillig	3096TB6V92	E1080832-838	1984	
1008-1013	Gillig	3096TB6V92	H1081570-575	1988	
9592-9593	Gillig	3596T6V92	C1080054-055	1981	2
9594-9599	Gillig	S50T40102	S1086113-118	1995	
9788-9799	Gillig	C20D102N4	V1088398-409	1997	
9893-9899	Gillig	C20D102N4	W1088024-030	1998	

Note 1 – VIN numbers are a block of twelve, but numbers are in mixed order
Note 2 – Ex SOUTH LAKE TAHOE GROUND EXPRESS 3046-3047

TRI DELTA TRANSIT provides a series of eight fixed routes and Dial-A-Ride in the eastern portion of Contra Costa County including the communities of Pittsburg, Bay Point, Shore Acres, Antioch, Oakley, Sand Hill and Brentwood. LAID-LAW TRANSIT SERVICES, INC. is the contract operator.

Connections are made with **BART** at the BART/Pittsburg/Bay Point Station and with the **CENTRAL CONTRA COSTA TRANSIT AUTHORITY** at the Hillcrest Park and Ride in Antioch.

(Continued from page 6)

PEC is the first Native American casino **GLI** will serve on the Pacific Coast and it is a full service gaming facility including card room and bingo hall that also has concerts and monthly boxing matches.

Buses on the SAN BERNARDINO-SAN DIEGO line also serve Temecula, at the downtown station.



Norwalk Transit System 7036 (right), an Orion 01.502 will likely be replaced by new arriving Gillig Low Floor buses. Andrew Novak photo.

Santa Clarita Transit 222 (below) is one of two MC-9s in the fleet, is at the Gateway Transit Plaza. Russ Jones photo.





EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
LADOT	99001-99005	ElDo/Natl	RE-29/—	1999	0
Golden Gate Transit	633	MCI	102DL3/YP052435	11/99	
	634-646	MCI	102DL3/YP02438-450	11/99	
Summit Stage (CO)	no fleet #	Neoplan	AN440/XL013372	9/99	
LACMTA	5000	New Flyer	C40/WU019297	1998	
	5043	New Flyer	C40/XU020090	1999	
	5063	New Flyer	C40/XU020112	1999	
	5071	New Flyer	C40/XU020120	1999	
	5088	New Flyer	C40/XU020137	1999	
	5101	New Flyer	C40/XU020150	1999	
	5121	New Flyer	C40/XU020170	1999	
-USED-					
Pacifico Transportation	97	Dina	Viaggio 1000/TS001421	1997	1
Monterey-Salinas Transit	312	Flxible	45102-8-1/90971	1980	2
	313-314	Flxible	35102-6T/DE095611,616	1984	3
Santa Cruz MTD	9831-9840	Gillig	40TB966V92/mixed	1984	4
	8301-8308	GMC	T80204/mixed	1983	5
Perez Express	02	GMC	T8J604/BV812314	1981	6

-NOTES-

0. Hybrid electric buses
1. Ex Demonstrator
2. Ex Santa Cruz MTD 866
3. Ex Fresno Area Express 8401, 8406
4. Ex SAMTRANS 880, 853, 856, 858, 866, 869, 871, 873, 877, 878
5. Ex Golden Gate Transit 1038, 1046, 1052, 1054, 1056, 1061, 1062, 1067
6. Ex Long Beach Transit 4435

The LACMTA 5000-5222 series New Flyers continue to arrive and some VIN numbers have been secured. 5000 seems to be a pilot bus and it would appear there is a break in VINs somewhere between 5043 and 5063. Information will continue to be provided.

Santa Cruz 9831-9840 are VINs E1080814, 80787, 80790, 80792, 80800, 80803, 80805, 80807, 80811 and 80812.

Santa Cruz 8301-8308 are VINs DV821626, 1634, 1640, 1642, 1644, 1649, 1650 and 1655.

Beginning January 1, 2000 the annual subscription rate to **WESTERN TRANSIT** will increase to $25 with a two year rate of $45. The increase will allow us to continue to provide the same quality of information and enclosures yet absorb increasing costs of production and distribution. Those who need to renew for 2000 will receive a renewal form. If you paid for 1999 and 2000 earlier this year, it will not be necessary to submit a renewal form or money at this time.

A reminder – back issues of **WESTERN TRANSIT** are available. Enlarge your collection or broaden your knowledge of public transit happenings in the West by purchasing back issues of **WT.**



Happy Holidays from the staff at Western Transit