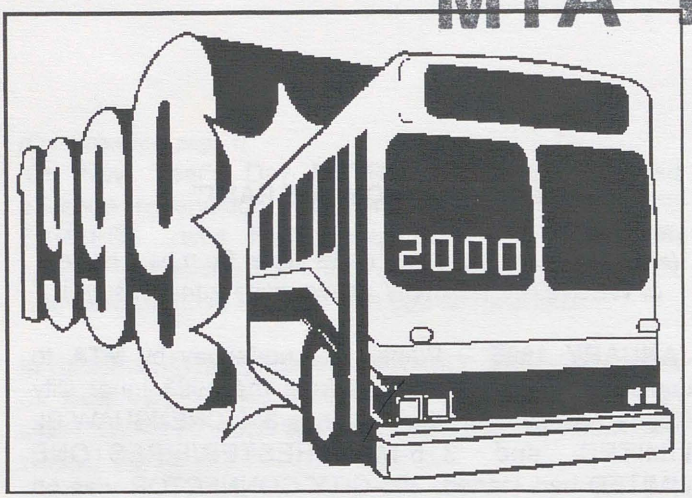
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VOL. 38, NO. 1 January 2000

1999 HOLIDAY BUSES AND SERVICES

Free rides, specially decorated buses and special transit services highlighted this past holiday season, especially on New Year's Eve with the large number of celebrations to usher in the "New Millennium".

Three holiday buses were decorated — "Candy Cane" **SANTA MONICA MUNICIPAL BUS LINES** 5168, a GMD T8H-5307A, and **RIVERSIDE TRANSIT AGENCY** 2307, a GMC RTS 04 and a specially decorated **LONG BEACH TRANSIT** 9411, a New Flyer.

RTA ran its decorated bus in service around the system between December 11 and 24 offering FREE rides.

In Santa Barbara, the **SANTA BARBARA METROPOLITAN TRANSIT DISTRICT** had three programs – the SHOPPERS EXPRESS offered non stop express service between La Cumbre Plaza and downtown while the HOLIDAY AIRPORTER ran December 15-19 and January 7-10 between Isla Vista, UCSB and the Santa Barbara Municipal Airport.

On New Year's Eve, special **MTD** service ran to Santa Barbara, site of the First Nig ht's Community Finale Celebration at Chase Palm Park with shuttles running along State Street until 1100PM and with return service to Santa Barbara, Goleta and Carpinteria.

MONTEREY-SALINAS TRANSIT offered Free rides to anyone with a First Night button after 200PM on New Year's Eve and also provided free shuttle buses between Del Monte Center and downtown and between Fisherman's Wharf, the Presidio of Monterey and downtown. **MST RIDES** provided free van rides for the elderly and disabled during the same hours.

THOUSAND OAKS TRANSIT operated its three routes on special schedules on the two weekends preceding Christmas Day and charged a special 50c reduced fare.

In San Diego, **SAN DIEGO TRANSIT** and **SAN DIEGO TROLLEY** operated all night Owl service on all three TROLLEY lines and 5-MARKET, 7-UNIVERSITY, 11-KENSINGTON, 34–LA JOLLA and 901-CORONADO-IMPERIAL BEACH celebrating Millennium at Exposition 2000 in Balboa Park and First Night San Diego.

Between November 27 and December 23, **SAMTRANS** added evening service on 120-BART/COLMA-SERRAMONTE CENTER-DALY CITY corresponding with the Center's extended shopping hours.

As many businesses in the El Segundo Employment Center area were closed for two weeks for the holidays, **MUNICIPAL AREA EXPRESS** operated a reduced service schedule. 2-PALOS VERDES and 3X-SAN PEDRO EXPRESS offered two round trips while 3-TORRANCE-SAN PEDRO had three round trips.

MTA offered free rides on Christmas Eve between 900PM and 500AM on all buses and trains. On New Year's Eve, the free ride program began at 1100AM and lasted until 500AM the next morning.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Liza Jondahl dba DOVE AIRPORT SHUTTLE applied for PSC between points in San Diego County and San Diego Airport

M & A INTERNATIONAL GROUP, LLC has applied for on-call, door-to-door PSC between points in Los Angeles County and area airports, Union Station, Los Angeles and Long Beach Harbors

Darshan Singh dba BAY AREA AIRPORTER has applied for PSC between points in Solano, Contra Costa, Alameda, San Francisco Counties and Oakland and San Francisco Airports, also to establish ZORF

DECISIONS

CORONADO LIVERY, INC. authorized to transfer its airport PSC and Zone Of Rate Freedom to *SAN DIEGO DIRECT TRANSPORTATION SERVICES LLC*

SPHINX SHUTTLE & LIMO SERVICE LLC granted PSC between points in Marin, San Francisco, Alameda and Contra Costa Counties and Bay Area airports

XE DO HOANG TRANSPORTATION LLC granted PSC between Santa Ana, Westminster, Los Angeles and San Jose and authorized to establish ZORF

Jose Garrido and Noe Torres dba CAL-MEX TOURS granted PSC between San Ysidro and Salinas, also serving Oceanside, San Clemente, San Juan Capistrano, Santa Ana, Los Angeles and Santa Maria

Abdul Rahim Popal dba BAY TRANSIT SHUTTLE, INC. granted PSC between points in San Francisco, Contra Costa and Alameda Counties and Oakland and San Francisco Airports

David Smith dba SAN FRANCISCO YELLOW SHUTTLE authorized to operate between points in Alameda, San Francisco, San Mateo Counties and Bay Area airports

SUNRISE SHUTTLE, INC. granted PSC between certain points in Alameda, Santa Clara, San Mateo Counties, Oakland and San Francisco Airports

BUDDY SHUTTLE SERVICE granted PSC between Bay Area airports and points in San Mateo, Santa Clara and Alameda Counties

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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)

JANUARY 1995 – Plans were underway by **MTA** to implement recommendations from the 1993 Inner City Needs Assessment Study – Lines 310-CRENSHAW BL LIMITED and 315-MANCHESTER/FIRESTONE LIMITED had started, 305-CITY CONNECTOR was on the drawing boards and flexible destination shuttle 608-CRENSHAW CONNECTION was being planned.

JANUARY 1990 – AIRPORT COACH (two words) increased fares by means of a ZORF and rerouted both the LAX and ORANGE COUNTY AIRPORT routes in the Anaheim/Disneyland area to divide the bus terminals and ticket selling and collection activities.

JANUARY 1985 – Pinetree Service Corporation dba AIRPORTCOACH (one word) assumed the PSC of YELLOW BUS COMPANY and began operating airport service between LAX, Long Beach, Orange County Airport, Laguna Hills, San Clemente, Oceanside, La Jolla and San Diego Airport.

JANUARY 1980 – NORWALK TRANSIT SYSTEM fielded nine Gillig/Neoplans (331-339), model PT-477, 31 passenger buses and **SANTA MONICA MUNICIPAL BUS LINES** received its first order of 47 seat, accessible Grumman 870s (4701-4715).

JANUARY 1975 – SANTA CLARA COUNTY TRANSIT DISTRICT launched the nation's largest and only (at that time) computerized demand response system as a county wide DIAL-A-RIDE including many changes to the fixed route system.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

On New Year's Day **METROLINK** again operated advance reservation, premium fare ROSE PARADE EXPRESS trains from Lancaster to Glendale with special bus connections to Pasadena and trains from San Bernardino to Arcadia with bus connections.

In Sacramento, **REGIONAL TRANSIT** offered free rides on New Year's Day on all buses and trains and free skate tickets for 1000 **RT** passengers at the Downtown Holiday Ice Rink.

In the San Francisco Bay area, transit agencies were prepared for an unprecedented millennial New Year's Eve, with one million or more celebrants expected for major events in downtown San Francisco, San Rafael, Santa Rosa and other locations.

BART ran trains all night long and offered an advance purchase "$5 Millennium Flash Pass" good New Year's Eve and New Year's Day.

SAN FRANCISCO MUNICIPAL RAILWAY had free rides between 800PM New Year's Eve and 600AM the next morning with increased service on regular Owl lines. Motor coaches replaced LRVs, trolley coaches and cable cars beginning between 600PM and 800PM and continuing until issues related to electric power and computer systems were solved, should there be any problems *(Ed. Note – none were reported).*

CALTRAIN ran six special trains on New Year's Eve between San Jose and San Francisco with $10 advance reservation, round trip tickets required.

GOLDEN GATE TRANSIT Trans Bay buses operated until about 400AM while the Larkspur and Sausalito Ferries offered fifteen extra round trips.

SAMTRANS also offered free rides on New Year's Eve, but curtailed bus service to and from downtown San Francisco after 800PM with Lines KX and 292 instead serving BART/Colma and BART/24th Street Stations and 391 operating all night serving both BART/Daly City and BART/Colma connecting with **BART** Owl trains.

SONOMA COUNTY TRANSIT and **SANTA ROSA CITY BUS** both free rides and added service on New Year's Eve for those attending downtown Santa Rosa's First Night Celebration.

San Jose's **VALLEY TRANSPORTATION AUTHORITY** offered free rides on its bus and trolley system while the **VALLEJO FERRY** sold 900 advance round-trip tickets to ride on three special ferries between Vallejo and San Francisco on New Year's Eve.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: January 9th brought Sunday service to almost the entire **RTA** system and a new fare structure with a flat fare replacing the former zone system and a Day Pass replacing paper transfers.

Previously, limited Sunday operations were confined to Lines 1, 15, 16, 19, 20, 22 and 49.. Now, except for Lines 3-CORONA-NORCO, 30-PERRIS LOCAL and 37-PERRIS-SUN CITY-TEMECULA which run only on weekdays, Sunday service using basically the Saturday timetables, is offered.

The Line 37 schedule was altered to allow the 150PM and 513PM trips from Temecula to operate to and from Hemet instead of Perris to offer earlier home-to-work trips. As well, all Hemet trips now operate on an alternate routing in Temecula via Rancho California Rd, Business Park Drive, Rancho Rd, Diaz Road, Avenida Alvarado, Alta Terra Way and Rio Nedo instead of directly along Diaz Road.

The previous distance based fare system (75 cents with 25 cent zones) was replaced with a flat fare ($1 with 75 cents for students and 50 cents for seniors/disabled). Day Passes ($2.50 for adults/students, $1.25 for seniors/disabled) are now offered. Prices for monthly passes and ten ride ticket books were also adjusted.

Day Passes are only issued on the bus, are good on all **RTA** fixed routes and used like transfers on **INLAND EMPIRE CONNECTION** and **OMNITRANS** buses.

INLAND EMPIRE CONNECTION (IEC)

SAN BERNARDINO: **IEC** buses charge the local fare of each county in which they operate (now $1 in both San Bernardino and Riverside) with the maximum fare the sum of two base fares (now $2). **IEC** also issues and honors the new **RTA** Day Pass. Intercounty riders on 100-RIVERSIDE-SAN BERNARDINO now pay $2 (was $1.85) while similar riders on 149-RIVERSIDE-MALL OF ORANGE continue to pay $2.65.

The **IEC** fleet has added another RTS 04, former **RTA** 2311, lettered and painted in a slightly different **RTA** scheme with the usual colors, but white instead of black bumpers and no blue below the rub rail, but rather white. The bus also has been retrofitted with a new rear door Lift-U wheelchair lift, similar to the units being installed on **MTA** 1200-1502 as part of their conversion to clean diesel buses.

(Continued on page 4)

(Continued from page 3)

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)

SANTA CRUZ: In September **METRO** inaugurated a new branch of 1-UNIVERSITY with selected trips – two morning, one midday and three afternoon – to UC Santa Cruz over a special routing through Westside Santa Cruz (Mission & Western area).

Also in September, the weekday only HIGHWAY 17 EXPRESS route between Soquel, Scotts Valley and San Jose, operated by **DISCOVERY CHARTERS,** began to be operated directly by **METRO.**

The HIGHWAY 17 EXPRESS is part of a joint powers agreement between **VALLEY TRANSPORTATION AUTHORITY** of San Jose and **METRO**. Several morning outbound from San Jose and afternoon inbound to San Jose trips were added and the 915PM and 1015PM southbound from San Jose Monday-Thursday trips operated when San Jose State University was in session were changed to operate Monday through Friday year-round.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Recently started Line A-SAN FRANCISCO-OAKLAND-OAKLAND AIRPORT *(WT 11/99),* which had been operating only during the overnight Owl hours, was expanded to operate all day long beginning December 12th.

Line A operates every half hour between 600AM and midnight and hourly at other hours making only eight stops — Oakland Airport, Airport shops, Oakland AMTRAK, Jack London Square, 14th & Broadway, Oakland's Federal Building, BART/West Oakland and the TransBay Terminal. Fares are: San Francisco-Oakland Airport $5 and San Francisco-Oakland $2.50. Between East Bay stops the $1.35 local fare applies.

A series of five neighborhood bus routes also started to connect more Oakland neighborhoods with major employment sites and activity centers and connecting with the seven mainline routes with Owl service *(WT 11/99).* This service is designed specifically to support Oakland's continuing efforts to meet welfare-to-work mandates. Oakland's Community and Economic Development Agency and the Life Enrichment Agency, recipients of a $430,000 grant to finance much of the new service for one year, helped design the new lines.

315-WEST OAKLAND-BART/MACARTHUR connects the 10th & Adeline area with BART via downtown Oakland running hourly 700PM to midnight.

362-WEST OAKLAND-EAST OAKLAND-BART/FRUITVALE includes the new 315 alignment and also operates over the same routing as daytime Line 62 between midnight and 600AM.

345-EL SOBRANTE LOOP runs between midnight and 600AM as a one way, counter clockwise loop from Eastmont Towne Center (73rd & MacArthur) via MacArthur, 85th and 90th Avenues (serving BART/Coliseum when the station is open), San Leandro St, Airport Industrial Area roadways, 105th, East 14th, 104th Ave and MacArthur to Eastmont.

353-FRUITVALE SHUTTLE is a short line which runs between 600AM and 1030PM linking BART/Fruitvale with Fruitvale Station Shopping Center and Super K Mart. It is included in the all night 354-35TH AVENUE OWL which runs between BART and MacArthur Blvd along 35th Avenue and includes early morning service to the Fruitvale Shopping Center and Super K Mart.

STANISLUS REGIONAL TRANSIT (SRT)

MODESTO: During last year the **SRT** operated trips on the MODESTO-EMPIRE route, which was shared with **MODESTO AREA EXPRESS** *(WT 12/97),* were shifted to **MAX** who now operates the entire line.

SRT continues to operate the MODESTO-RIVERBANK-OAKDALE, MODESTO-TURLOCK and MODESTO-PATTERSON-GUSTINE (WESTSIDE STAGE) routes.

SRT and the local system in Turlock, **BUS LINE SERVICE OF TURLOCK,** now honor each other's transfers at connecting points in Turlock.

In conjunction with the Stanislus County Area Department of Aging and Veteran's Services, **SRT** offers two rather non-traditional services including the Stanislus County Medivan providing non-emergency transportation from Patterson to medical facilities in Modesto on Tuesday and Turlock on Wednesday. Tickets ($2.50/$5.00) and reservations are necessary.

A second service, the Bay Area Medivan, operates on Monday and Thursday connecting Modesto with a number of medical facilities in Livermore, Oakland, San Francisco, Menlo Park and Stanford. Reservations are needed and tickets are $5.00 one way and $10.00 round trip. BAM is also a non-emergency service. The van leaves Modesto at 630AM returning about 500PM and passengers are requested to schedule their doctor appointments between 800AM and 100PM to allow for efficient scheduling of picks and drop offs.

(Continued on page 5)

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LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: DASH/PALISADES was discontinued at the same time as SHERMAN OAKS *(WT 9/99)* while DASH/PARK LA BREA operated its last on December 31st. It has been replaced by a Tuesday and Thursday senior and disabled CITY RIDE route.

On November 29th DASH/LEIMERT/SLAUSON was rerouted and extended along King Blvd from Denker to Vermont, then south to Vernon and west to Denker, then south to 54th and west to 10th Avenue, then regular route to Crenshaw Plaza. The segment on Denker between King and Vernon and the Western/Slauson/Van Ness jog were discontinued.

All three DASHes serving Crenshaw Plaza, LEIMERT/SLAUSON, CRENSHAW and MIDTOWN, have been rerouted to layover on King Blvd adjacent to the Magic Johnson Theatre complex and are pulse scheduled every half hour between 630AM-630PM weekdays and 900AM-600PM Saturday.

These lines plus DASH/KOREATOWN, DASH/PUEBLO DEL RIO and DASH/SOUTHEAST, are operated by TCT TRANSIT SERVICES, INC. *(WT 1/99)* from a yard in Vernon. The TCT contract fleet includes at least Bluebird CSFE 161, Bluebird Qs 93001-93005, Econoline/Diplomats 93020-93024, National RE-29s 95001-95005 and El Dorado/National EZ Riders 99043-99048. RE-29s 91050-91061 and Gillig Phantoms 83001-83003 (OCTA via Laidlaw) haven't been seen.

LADOT implemented its first ever fare increase on January 1st as COMMUTER EXPRESS fares (cash, pass and 20 trip books) were generally increased. The previous structure, inherited from **SCRTD,** included a $1.10 base fare with 40 cent zone charges. The base fare was reduced to 90 cents, a Zone 1 ride increased from $1.50 to $1.75, Zone 2 from $1.90 to $2.20, Zone 3 from $2.30 to $2.65 and Zone 4 from $2.70 to $3.10.

The City Council voted 11-3, with warnings over potential future opposition if the city is not given greater authority on any board created, to join the interim San Fernando Valley Transit Zone *(WT 7/99).* The city's chief legislative analyst, Ron Deaton, recently yielded to pressure from 3rd District Council representative Laura Chick and others and recommended the city join in spite of current data which says the city could face a $70 million shortfall over three years. **MTA** has said it will fund the zone at $69 per hour while **LADOT** staff says the cost is $88 per hour. A $140,000 study of the financial issues will soon commence.

GLENDALE BEELINE (GB)

GLENDALE: **GB** instituted a number of changes on November 15th including one NEW line and operations on Sunday.

1-CENTRAL-BRAND and 2-BRAND-CENTRAL (the two directions of a two-way loop) were both rerouted to operate directly along Central between Stocker and Arden and now have an all-day weekday headway of 15 minutes (was 12 midday peak and 10 minute midday). Sunday operations were added to 1 and 2 running each every 20 minutes between 900AM and 500PM.

Line 4-CHEVY CHASE-BROADWAY-GALLERIA kept its same headway, service span and routing.

NEW is 5-EDISON-PACIFIC-HOOVER, a north/south line which runs every 20 minutes 600AM-700PM weekdays and 900AM-500PM on Saturday using the two buses saved from the Line 1/2 headway reductions.

Looping in downtown Glendale via Colorado, Central, Riverdale and Pacific, line 5 runs via Pacific to Stocker, looping Stocker, Concord, Glenwood and Pacific to Stocker.

CALIFORNIA NEWS BRIEFS

The City of La Puente's new fixed route system, **LA PUENTE LINK,** is expected to start up by late January.

The **LYNWOOD TROLLEY** Route D is now serving the **MTA** Imperial/Wilmington Station using the same dock as Line 124-EL SEGUNDO BLVD. Previously, **LT** used the roadway adjacent to the Rail Operations Center.

The SOUTH COAST PLAZA SHUTTLE, operated by **PACIFIC COAST SIGHTSEEING TOURS,** has added service to The Block At Orange. Five weekday round trips plus one more return trip and two weekend round trips with two more return trips are offered.

REGIONAL TRANSIT increased fares January 1st. The base fare is $1.50 (was $1.25), Day Pass is $3.50 (was $3.00) and the monthly pass rose from $45 to $50.

A group of 5 passenger, air conditioned, electric powered Chrysler minivans has been added to the fleet of shuttle van company **XPRESS SHUTTLE. XS** will use them for trips between LAX and downtown Los Angeles locations in what is being called the largest commercial application of electric vehicles.

(Continued on page 6)

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GREYHOUND LINES, INC. (GLI)

DALLAS, TX: **GLI** has reinstated service on California Highway 70 through the Feather River area (Quincy and Portola) after a **GLI** absence of over a dozen years and with no service for approximately five years.

One daily round trip is offered on the SACRAMENTO-OROVILLE-QUINCY-RENO, NV route. The eastbound bus departs Sacramento 1230PM arriving Reno at 630PM while the westbound trip leaves Reno at 800AM and arrives Sacramento at 215PM.

On April 2, 1936 the **SACRAMENTO NORTHERN RAILWAY** was granted authority to operate a bus between Oroville and Reno with a restriction against local business between Quincy and Portola. **SNR** acquired two used Pioneer Coaches (300-301) from **PACIFIC GREYHOUND LINES.** Eventually that portion of the authority beyond Portola to Reno was cancelled, likely for non-operation.

In 1941 **SNR** sold its bus operations to **PGL** including the two buses. Before World War II, the bus ran between Oroville and Portola, but was suspended during the winter. Following the war, service was changed to an all-year San Francisco to Reno via Feather River operation which remained for years.

GLI first suspended and then discontinued this route (plus others) after the strike beginning in March 1990 although **TRANS NEVADA STAGES** did run between Quincy and Reno in 1990 and 1991 under a contract with Plumas County, CA.

Between October 30, 1994 and May 10, 1995 **GREEN BELT STAGES, INC.** offered service between Eureka, Redding, Chico, Feather River communities and Reno as part of a contracted Interline Service *AMTRAK THRUWAY BUS* route *(WT 12/94).*

Additional information on **GLI** service to the Pechanga Casino in Temecula *(WT 12/99)* — Two weekday only round trips are offered on a route connecting Los Angeles, Anaheim, Santa Ana, Temecula, Pechanga Casino and San Diego.

The one way running time is 3 hours, 45 minutes with buses departing Los Angeles at 800AM and 230PM and leaving San Diego at 310PM and 940PM. Passengers receive special gaming offers at the Casino.

TRANSIT SYSTEMS IN WASHINGTON STATE

When state voters passed Initiative I-695 in the last election *(WT 11/99,12/99),* which repealed the state's motor vehicle excise tax, they also voted to take away from one-third to one-half of the tax revenue that supported the state's transit systems.

Particularly hard hit will be the smaller agencies such as Island, Skagit, Mason and Grant Counties which have depended on MVET money for half of their budgets.

SKAGIT TRANSIT has already cut back routes to Oak Harbor (Island County and **ISLAND TRANSIT**) and to Stanwood (Snohomish County and **COMMUNITY).**

GRAYS HARBOR TRANSIT AUTHORITY in Aberdeen and Hoquiam has announced plans to eliminate Sunday service and almost half of the rest of the system laying off over 20 people. At neighboring **PACIFIC TRANSIT SYSTEM** in Raymond (southwest corner of the state), January 2nd brought a dramatic reduction in the scope of the system with all service outside of Pacific County to Aberdeen, Pe Ell and Astoria, OR eliminated and a dozen employees, including 9 operators, laid off.

Sixteen days after the election, three **KING COUNTY METRO** bus operators, likely to be laid off, filed suit challenging the election. Amalgamated Transit Union Local 587 filed the suit in King County Superior Court.

The initiative is being challenged on the basis it is too vague and did not spell out that it would eliminate the $2 per car tax to fund the state clean air program. It is also under attack because it calls for placing tax increase proposals on the ballot creating a referendum like situation without requiring petition gathering.

While the automobile excise tax was high, Washington has no state income tax and other taxes are deemed moderate by West Coast standards. While I-695 supporters said the reductions would eliminate waste and corruption, in fact, about half of all transit, ferry and state supported **AMTRAK** was funded that way.

At **COMMUNITY TRANSIT** (Snohomish County) fares were increased 50 per cent on January 1st and service is to be reduced including laying off 75 part time operators and reducing 30 full timers to part time.

Governor Gary Locke's proposed state budget would allocate $200 million for transit from a budget surplus and sales tax credits in the next 18 months, but some Republicans oppose tapping the surplus.

(Continued on page 7)

OAHU TRANSIT SERVICES, INC. (THE BUS)

Honolulu, Hawaii

FLEET #'S	BUILDER	MODEL	VIN #S	YEAR	NOTES
40-49	Gillig	C21A096N4	W1089200-209	09/98	
51-62	TMC	T80606	PR829318, 383-393	1993	
202-234	TMC	T80208	PR829181,201,244-275	1993	
235-283	TMC	T80208	PR829295-298,338-382	1993	
301-334	Gillig	C21D102N4	V1087879-912	09/97	
335-346	Gillig	C21D102N4	V1088128-140	11/97	
347-365	Gillig	C21D102N4	W1088141-158	03/98	
366-368	Gillig	G18D102N4	W1070604-606	1998	
476-499	Gillig	40TB1026V92	E1080992-996, 973-991	1984	Ex 1000-1004,981-999
501-594	Scania	CN112	HC098132-225	1987	64 units are active
601-659	Gillig	S50T40102	R1085547-605	06/94	
660-671	Gillig	S50T40102	S1085952-963	06/95	666 renumbered 699
672-685	Gillig	S50T40102	S1085964-977	07/95	
686-688	Gillig	M11T40102	S1085978-980	07/95	
689-691	Gillig	S50T40102	S1086300-302	07/95	
692-698	Gillig	S50T40102	S1086303-309	08/95	
699	Gillig	S50T40102	S1085958	06/95	Ex 666
701-735	TMC	T80206	LR827622-656	1990	
740-750	Gillig	S50T40102	S1086310-319, 343	08/95	
751-763	Gillig	S50T40102	S1086337-339, 320-329	08/95	
764-770	Gillig	S50T40102	S1086330-336	12/95	
771-773	Gillig	M11T40102	S1086340-342	12/95	
774-784	Gillig	M11T40102	T1087763-773	09/96	
785-795	Gillig	S50T40102	T1087774-784	09/96	
901-902	Gillig	40TB1026V92	D1080602-603	1983	
903	Gillig	40TB1026V92	D1080714	1983	
904-980	Gillig	40TB1026V92	D1080605-681	1983	



Inland Empire Connection 2311 in downtown Riverside on the 149 line. Formerly Riverside Transit Agency 2311.

Russ Jones photo



San Francisco MUNI 8013, a NABI, is on Townsend near 4th street. The new General Manager is from SEPTA (PA), so the idea of the two-color stripe above the windows is from SEPTA, same as on their buses.

Patrick Hardie photo

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Orange County TA	8301-8364	Ford/ElDo	Econ/Aerotech/mixed	1999	
LADOT	99043-99056	ElDoNational	EZRider/YC084011-024	10/99	LPG
Golden State Transp Co	51176	MCI	102DL3/XP051176	1998	
-USED-					
Inland Empire Connection	2311	GMC	T80204/BV810681	1981	1
Pacifico Transportation	97	Dina	Viaggio 1000/VS001421	1997	2
Transportes Calitur	05	GMC	T8J604/BV812326	1981	3
Tijuana Express	03	Gillig	40TB966V92/D1080300	1983	4
	04	GMC	T8J604/BV812320	1981	5
International Express	4	Gillig	40TB966V92/D1080350	1983	6
Transportes InterCalif	51	MCI	MC-9/—	—	7
Tres Estrellas De Oro	240	MCI	102D3/SP047061	1996	8
-DISPOSITIONS-					
Santa Barbara MTD	223-224	AM General	9640B-8/0322-0323	10/77	9
	226,228	AM General	9640B-8/0325,0327	10/77	9
	231-232	AM General	9640B-8/0330-0331	10/77	9
	237,241	AM General	9640B-8/0336,0340	10/77	9
Fresno Area Express	8103,8105	Grumman	870 40102-6/BD093124,126	05/81	9
	8110	Grumman	870 40102-6/BD093131	05/81	9
Santa Monica MBL	4756-4758	Grumman	870 40102-6/BD092895-897	07/81	9
AC Transit	1209	Neoplan	AN440A/CL013193	10/82	9
Orange County TA	3014,3022	GMC	T8H203/A1209,A1217	1980	9
	3130,3166	GMC	T8H203/A1325,A1361	1980	9
LACMTA	8322,8616	GMC	T8J204/BV810817,1111	1981	9
	8856	GMC	T8J204/BV811351	1981	9
	7508	Grumman	870 40102-8V-1/91565	1980	10
Humboldt Transit Auth	824	Gillig	4096T6V92/C1080199	03/82	9
Utah Transit Authority	8468-8469	Gillig	35TB966V92/E1081038-039	1984	9
(UT)	8477,8480	Gillig	35TB966V92/E1081047,050	1984	9
	8485,8492	Gillig	35TB966V92/E1081055,062	1984	9

-NOTES-

1. Ex Riverside Transit Agency 2311.
2. Ex Demonstrator.
3. Ex Long Beach Transit 4447.
4. Ex AC Transit 1305.
5. Ex Long Beach Transit 4441.
6. Ex AC Transit 1355.
7. Ex Gray Line-Southern Nevada (NV) 4768.
8. Ex White Transit Co (NJ) 668.
9. To Transit Sales International in Temecula (CA).
10. To Transit Sales International – in blue and while similar to NYCTA with "V" front.

The LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY has issued an Invitation For Bid to buy 370 low floor, 40-foot, compressed natural gas powered transit buses. February 29, 2000 is the due date for all proposals.

The ORANGE COUNTY TRANSPORTATION AUTHORITY will soon be issuing an invitation for bid for purchase of twenty low floor, articulated transit coaches. Currently ten New Flyers (7201-7210) are in service and twenty more NFI units are on order with delivery expected in mid year. This is a separate procurement and both NFI and NABI are expected to bid.

DEPARTMENT OF CORRECTIONS – The SAN FRANCISCO MUNICIPAL RAILWAY's new NABI buses (8001-8045) are not low floor *(WT 11/99)*, but are high floor units.

Neoplan AN440A (8101) and the second Skoda trolley coach (5402) have also arrived at MUNI.