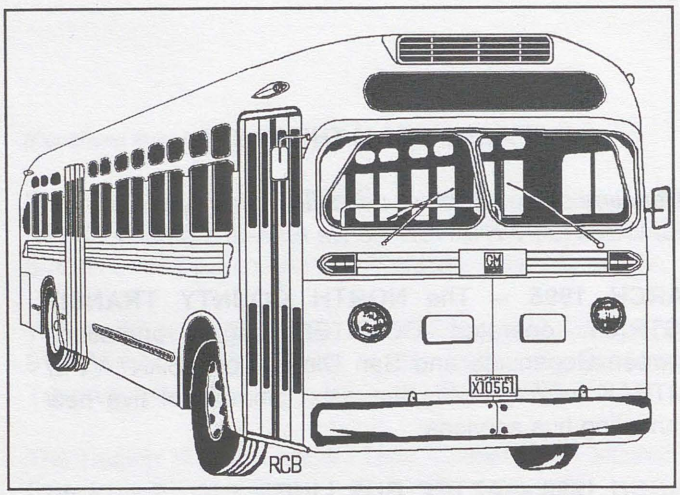
Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
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VOL. 38, NO. 3 March 2000



SUNLINE TRANSIT AGENCY (STA)

THOUSAND PALMS: Debuting on January 31st and free for the month of February is/was SUNLINK, a new, freeway based commute service between the Coachella Valley, Banning and Riverside including connections with **METROLINK** trains.

Operated by **STA,** the service uses a fleet of Super Buses with amenities that mirror first class train travel to operate four weekday round trips (only 901/901T has been observed, but **STA** has four other **OCTA** units, 7001/7501, 7102/7602, 7105/7605 and 7106/7606).

SunLink

Linking the Desert to the Inland Empire

Buses depart the Coachella Valley Park-N-Ride at 445AM, 630AM, 355PM and 541PM, stopping at the Banning/Beaumont city boundary on Highland Springs south of I-10 at Carl's Jr. and then running non stop to Riverside, stopping at the **RTA** Downtown Terminal and the Riverside METROLINK Station. Return trips leave Riverside at 620AM, 830AM, 547PM and 710PM.

The route is from Costco parking lot at Dinah Shore and Monterey in Palm Desert via Monterey Ave, Interstate 10, Highland Springs to Carl's Jr. returning to I-10, Highway 60, Highway 91/215, Mission Inn Ave (7th), looping thru the Downtown Terminal, University and Vine to the METROLINK Station.

The buses are in the **SUNLINE** logo and colors (white, green and yellow) in shrink wrap with the bottom one-third of the bus blue. The buses have been reconfigured to include a small galley and a restroom. They now seat 47 in mostly brown, cushioned, reclining seats.

In the front, upper section the eight seats now face each other (4 on each side) with tables and plugs for laptops.

In the center section there are 16 forward facing and 8 aisle facing seats with two wheelchair stations plus the accessible restroom and a small galley which features a coffee/tea server and snacks (all items are 50 cents each on the honor system).

A one way ride will cost $8 and a round trip $12. A 12-trip pass will cost $60 and a monthly pass will be $140. Kids under five are free and there are special group and volume discounts. Cash fares will be paid to the Operator who will alight from the tractor and greet passengers at each boarding point.

Coachella Valley political officials, who have been lobbying for AMTRAK service between Los Angeles and the lower desert area, said they hope SUNLINK can demonstrate that people would be willing to leave their cars and ride public transportation.

In This Issue

Banning Municipal Transit System	3
City Of Beaumont Transit System	3
California Air Resources Board	3
Yosemite Area Regional Transportation System	4
San Bernardino County News	4
La Puente Link	5
Los Angeles County MTA	5
AMTRAK California/Capitol Corridor JPA	5
AMTRAK	5
Washington State and Initiative 695	6
Greyhound Lines, Inc. (TX)	6
ROTM – Santa Maria Area Transit	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Draft Resolution TL-18923 of Rail Safety and Carriers Division to extend temporary authority already given to PSCs to adjust fares related to fuel price increases

PACIFIC COAST SIGHTSEEING TOURS to modify its PSC to add a shuttle-type service between Disneyland and a service territory in Anaheim, Garden Grove and Orange, within a two mile zone from Disneyland

ACROPOLIS AIRPORT SHUTTLE for PSC between points in Solano, Contra Costa, Alameda and San Francisco Counties and San Francisco and Oakland Airport and establish Zone Of Rate Freedom

AVON AIRPORTER SHUTTLE SERVICE to operate between points in San Francisco, Alameda, Contra Costa and Santa Clara Counties and Bay Area airports

USA SHUTTLE SERVICES, INC. to amend its PSC to add Sacramento Airport and add certain points in Napa, Colusa, Sutter, Yuba, Sacramento, San Joaquin, Solano, Contra Costa, Sonoma, Marin and San Francisco Counties

DECISIONS

Application of *PRESIDENTIAL LIMOUSINE LLC* for PSC throughout San Diego, Orange, Riverside, San Bernardino and Los Angeles Counties dismissed upon request of applicant

BLUE & GOLD FLEET LP granted authority to increase fares between Alameda, Oakland, San Francisco and Angel Island State Park

ANTELOPE VALLEY AIRPORT EXPRESS granted the authority to establish a ZORF and individual fares for service between authorized service points and LAX

Mohinder Johal dba BAY AREA LIMO & SHUTTLE granted authority to operate between points in San Francisco, Alameda, Contra Costa, San Mateo and Santa Clara Counties and Bay Area airports and to establish a ZORF

Rajinder Randhawa dba GREEN BAY AIRPORT granted PSC between points in Alameda, San Francisco, San Mateo, Santa Clara Counties, 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)

MARCH 1995 – The **NORTH COUNTY TRANSIT DISTRICT** operated COASTER began operations between Oceanside and San Diego along SANTA FE/ AMTRAK trackage plus the establishment of five new connecting bus services

MARCH 1990 – AZTEC BUS LINES, INC., San Diego area charter and contract operator, closed its doors on February 21st and filed for protection from creditors under Chapter 7 of U. S. Bankruptcy Code

MARCH 1985 – AIR-CRUISES-TOUR SHUTTLE began airport shuttles between Costa Mesa (ACT office), Anaheim (Marriott Hotel and AMTRAK Station) and Ontario Airport operating two daily except Sunday round trips charging $16 one way

MARCH 1980 – SAMTRANS Directors voted to begin eminent domain proceeding to acquire (with their consent) **MISSION TRAILS CHARTER SERVICE,** paving the way for the District's purchase of the commuter bus service between Foster City and San Francisco (Routes 47A, 48A, 49A)

MARCH 1975 – OMNITRANS began operations in the Victor Valley area – VICTORVILLE LOCAL, APPLE VALLEY, HESPERIA and ADELANTO (generally one bus, hourly or two hourly, daily except Sunday) and LUCERNE VALLEY (two round trips on Monday, Thursday and Saturday) with a fleet of 16/17 passenger Mercedes Benz 0309Ds

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Russ Jones John McKane Ed Von Nordeck
REPORTERS & SOURCES:	Sean Davies Dana Gabbard Charles Hobbs Marvin Martin Warren F. Quon Gerald L. Squier

(Continued from page 1)

Elsewhere in the **SUNLINE** system, Line 24–PALM SPRINGS-CATHEDRAL CITY had a TRAM SERVICE branch added which has two Saturday only round trips.

The route is a loop from Vista Chino and Landau at 915AM and 100PM, going to the Palm Springs Aerial Tramway Station and returning to Vista Chino.

The routing is along Vista Chino, Gene Autry, Mission, San Luis Rey, Ramon, El Cielo, Tahquitz, Indian Canyon, Andreas, Tahquitz, Sunrise, Vista Chino, Miraleste, Tachevah, Indian Canyon, Racquet Club, Palm Canyon, Tramway Drive to the base of the Tramway, Palm Canyon, Tachevah, Indian Canyon and Vista Chino to Landau.

BANNING MUNICIPAL TRANSIT SYSTEM (BMTS)

BANNING: On January 31st the South Cabazon extension of the CABAZON ROUTE was expanded to four trips on weekdays and three on Saturdays and holidays and the routing was extended to serve the Cabazon Country Store on Main. The headway has been stretched from hourly to 80 minutely.

The ESPERANZA & ELM NOONTIME EXPRESS, started on November 3, 1997 and offering one round trip between downtown Banning and South Cabazon *(WT 6/98)* was discontinued.

CITY OF BEAUMONT TRANSIT SYSTEM (COBTS)

BEAUMONT: **COBTS** is a two route (1-CLOCKWISE, 2-COUNTER CLOCKWISE) loop line traveling throughout the city opposite each other and connecting with **BANNING TRANSIT SYSTEM** and **RIVERSIDE TRANSIT AGENCY** buses at San Gorgonio Hospital on Highland Springs Avenue.

Service on both routes operates Monday thru Friday on a 40 minute headway between 800AM and 500PM (one bus, a small Bluebird, on each).

COBTS is a fixed route system, associated with **BEAUMONT-CHERRY VALLEY DIAL-A-RIDE,** which operates throughout the City of Beaumont and the adjacent unincorporated area of Cherry Valley, north of the city, with a fleet including Bluebirds and Econolines.

COBTS and **B-CVDAR** are both staffed by Beaumont city employees and run from the city yard.

CALIFORNIA AIR RESOURCES BOARD (CARB)

SACRAMENTO: On February 24th CARB announced new regulations to require all transit agencies to use alternative fuels or cleaner diesel technology by 2007.

Many of the state's 75 transit agencies, including **LACMTA,** endorsed the new standards as reasonable while expressing concern over the high cost, estimated at $13 million annually statewide. School buses will be exempt because of the cost, but CARB is planning a separate measure for the state's 17,000 school buses.

Environmentalists criticized the regulations as not going far enough, but said it is a step forward.

The regulation, which includes complex requirements to be phased in over ten years, is designed to reduce diesel soot from new transit buses by 80% in 2004. It also requires older buses to be equipped with new pollution devices beginning in three years.

The state's 8,500 transit buses contribute a small fraction of pollutants in California's air while trucks are by far the predominant source. However, as people in heavily populated urban areas are exposed to bus exhaust, the air board considered the new regulation a priority. Also, transit buses are easier to regulate as they are publicly funded and the federal government will fund 80% of the cost of new buses.

CARB Executive Officer Michael Kenny said this regulation sets the stage for similar measures planned for everything from tractors to big rigs. Kenny said, "The problem is not just transit buses. It is trash haulers, school buses, on-road trucks, off road vehicles ...".

An important aspect of the new regulation is that it will force oil companies to sell low-sulfur diesel fuel in California in two years. It is required for traps and gas-controlling catalysts to work on all diesel engines.

CARB officials said that forcing all transit agencies to buy alternative fuel buses would be too inflexible. Agencies now must choose between two vehicle buying paths. The "diesel path" allows purchase of diesel buses as long as numerous conditions are met including using low sulfur fuel and adding pollution control devices. Under the second option, 85% of bus purchases must be alternative fuel while 15% can be diesel, also equipped with the various devices.

(Continued on page 4)

(Continued from page 3)

Either option will raise the cost of buses. A natural gas bus presently costs about $40,000 more than a diesel unit without the now required pollution devices.

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

MERCED: **YARTS II,** successor to the former **YARTS** *(WT 7/99, 11/99),* is a three member Joint Powers Authority administered by a Board Of Commissioners including representatives of the Counties of Mariposa, Merced and Mono (voting members) and up to six ex officio members from other public agencies.

Their prime responsibility is to plan, manage, and evaluate passenger bus service and other regional transit and transportation improvements within and among their jurisdictions and Yosemite National Park.

Last October, **YARTS** released an RFP for transit service on the Highway 140, Highway 120 East and Wawona Road corridors with options for other routes. While 147 RFPs were mailed out, there were only two bidders, **VIA ADVENTURES, INC./GRAY LINE OF YOSEMITE** and **YOSEMITE CONCESSION SERVICES, A Delaware North Company.**

In January, the **YARTS** Board approved a 28 month contract with **YOSEMITE CONCESSION SERVICES** to provide transit service beginning this May over three routes and includes a provision allowing Yosemite National Park to fund **YARTS** service for employees with jobs in Yosemite Valley.

Initially, The HIGHWAY 140 route would have 2 peak season round trips from Merced with 6 additional from Mariposa, HWY 120 EAST would have 2 peak season round trips from Mammoth Lakes/Lee Vining and WAWONA ROAD would have one round trip from Wawona. Year around would be one trip from Merced, two from Mariposa with no service on the other routes.

Additional, the Board directed staff to work with **VIA** to provide additional service along Highway 140 on its current **AMTRAK** Thruway Route between Merced and Yosemite. **YARTS** customers would be accommodated on a "space available" basis and **VIA** would honor **YARTS** fares and fare media.

SAN BERNARDINO COUNTY NEWS

The new Victor Valley Transportation Center, nearing completion at 6th & D in Old Town Victorville, will be the **AMTRAK** and **GREYHOUND** terminal, the hub for the soon to begin "Over The Hill" buses of **VICTOR VALLEY TRANSIT AUTHORITY** and also include sub stations for the Highway Patrol and County Sheriff.

Plans include a small restaurant, **VVTA** and city code enforcement offices, bicycle lockers and a 145 space parking lot. A natural gas fueling station will be located just west of the station area.

The **VVTA** commuter service, expected to begin in the fall, will operate to and from San Bernardino and Rancho Cucamonga at the METROLINK stations also stopping at Park & Ride lots on I-15 at Bear Valley Road, Main Street (Hesperia) and Highway 138. Two federal grants of $3.5 million will finance purchase of 4 to 5 commuter buses and operations for three years.

OMNITRANS is now placing into service 71 (of 100) new paratransit vans and small buses – Ford Econoline/ Goshen Coaches. The gasoline powered units have a raised flat floor to increase the usable floor space. 61 of them will seat up to 16 ambulatory passengers or up to 3 wheelchair stations and ten other passengers. The remaining 39 buses will seat up to 20 or 3 plus 14.

Sixty two vans are in service for ACCESS with the other nine for YUCAIPA DIAL-A-RIDE.

OT will also soon be receiving the first of 44 CNG low floor New Flyers plus three NF hybrid buses.

Last fall, the San Bernardino County Transportation Commission conducted "unmet transit needs" hearings in the Desert and Mountain regions of the county.

The Commission found that, in all three areas, there are no unmet needs which can be reasonably met as long as the agencies involved (**VVTA, MORONGO BASIN TRANSIT AUTHORITY** and **MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY)** consider the issues addressed in their upcoming comprehensive operations analysis and service restructuring studies.

MARTA changes made in January include rescheduling the Off-The-Mountain route from Big Bear to have two weekday trips with two morning and one afternoon trips from Lake Arrowhead and Crestline. Under study is the start up of flexible route service for the Big Bear Valley.

MBTA is studying service changes to include evening and weekend operations and added service in Yucca Valley. **MBTA** purchased property in Joshua Tree and is acquiring funding to support phased construction of a maintenance/fueling facility to consolidate six different operations sites and allow for in house maintenance.

(Continued on page 5)

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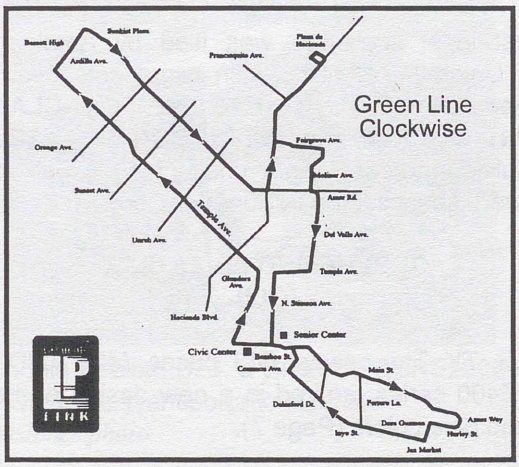
Current **VVTA** operations do not meet the 20% farebox recovery ratio required by the Transportation Development Act and the COA is expected to identify ways to increase effectiveness and efficiency to allow current budget to fund service increases.

LA PUENTE LINK (LPL)

LA PUENTE: February 15th saw the establishment of the NEW **LPL** offering a seven-day-per-week fixed route system within the city.

Two one-bus routes are operated, the clockwise GREEN LINE and counter-clockwise YELLOW LINE. Service runs every 45 minutes – weekdays 600AM-700PM, Saturday 900AM-600PM and Sunday 900AM-500PM. FREE rides were offered until March 15 when the regular 50 cent fare began to be collected.

LPL is operated by SAN GABRIEL TRANSIT for the city using a fleet of two city owned Econoline/Aerotechs painted white with yellow and green trim and lettering. The accessible buses seat 19 on gray cloth forward facing seats including 3 jump seats which can be folded up to accommodate one wheelchair.



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The **MTA** Board authorized transferring Line 104-LOS ANGELES-EAST WASHINGTON BLVD-LA MIRADA to **MONTEBELLO BUS LINES** on April 10 *(WT 11/99)*. **MBL** will operate the line as their Line 50 at frequencies, span of service and days of operation equal to or better than current Line 104 honoring all **MTA** fare media. *(Ed. Note – this is the first example, with the second detailed below, of implementing the goal to work with local and Municipal Operators in the county to provide service within their communities allowing MTA Transit Operations to concentrate on regionally significant service in high demand corridors (WT 1/98, 8/98, 5/99).*

The Board also approved, on an experimental basis, establishment of a modified route and service on the western half (Glendale to Jet Propulsion Laboratory) of 177-GLENDALE-PASADENA-DUARTE, on April 10. As the city is neither an Included or Eligible operator, it cannot receive Formula Allocation Program (FAP) funds. Glendale would operate the line as part of **GLENDALE BEELINE** under A Memorandum Of Understanding with **MTA** with **MTA** continuing to claim the miles and passenger revenues for the line within the **MTA** system. In effect, **MTA** would pass FAP funds earned on the segment to Glendale for its operations.

The eastern (JPL-City Of Hope) portion of Line 177 will continue as an **MTA** contract operated line. Plans call for timed transfers at JPL between the two services with riders issued free line continuation transfers.

Both changes call for monitoring the revised operations and for **MTA** 104/**MBL** 50 to continue to be subject to requirements of the Consent Decree.

The weekend of June 24/25 will usher in the extension of the RED LINE (with free rides) from Hollywood & Vine to North Hollywood, also serving Hollywood & Highland and Universal City.

AMTRAK CALIFORNIA/CAPITOL CORRIDOR JPA (AC/CCJPA)

SACRAMENTO: The CAPITOL CORRIDOR had major changes on February 27th including a cut back of train service from Colfax to Auburn (had been one morning westbound and one afternoon eastbound train), a seventh trip added between Sacramento and Oakland and a fourth between Oakland and San Jose.

Bus Routes 3-STOCKTON-REDDING and 7-NORTH BAY-REDWOOD EMPIRE now require reservations.

Due to passage of SB 804 (the Perata Bill), effective January 1st **AMTRAK** can no longer sell a ticket for bus-only travel on state supported THRUWAY bus service (Schedules 3000-6999 which include all buses but Routes 9 and 15), but they continue to sell private carrier tickets under an interline agreement for Schedules 7000-8999 (Route 15-MERCED-YOSEMITE and **GREYHOUND** Schedule 8816 from Bakersfield to Las Vegas). **AMTRAK** can and does sell bus tickets when the trip includes both bus and rail segments.

(Continued on page 6)

(Continued from page 5)

Later this spring, the new Surf/Lompoc rail station will open with NEW bus service on Route 17B-SURF-SANTA YNEZ VALLEY with stops at Lompoc, Buellton and Solvang. Former 17-CENTRAL COAST (Santa Barbara-Paso Robles) was renumbered 17A.

AMTRAK

LOS ANGELES: In the Pacific Northwest, new Thruway Bus services have started in the last few months.

On January 2nd a new service connecting with the COAST STARLIGHT was started in Oregon between Chemult, La Pine, Sun River (Cascade Mountain Ski Resorts), Bend and Redmond Airport operating two round trips on Sunday, Tuesday and Friday using lift equipped mini buses, company unknown (to WT).

GENIE EXPRESS, along with the Washington State Department Of Transportation, is operating one round trip on Sunday, Monday, Wednesday and Friday connecting with the CASCADES in Seattle.

The accessible, restroom equipped bus departs West Richland at 600 AM serving Richland, Pasco AMTRAK, Sunnyside, and Yakima arriving Seattle AMTRAK at 1130AM. Returning from Seattle at 600 PM, serving the same cities, the bus arrives West Richland at 1045 PM.

AMTRAK sells **GENIE's** one way and round trip fares in addition to regular and excursion **AMTRAK** fares.

In cooperation with the Oregon Department Of Transportation, a new Thruway Bus between Portland and Boise, Idaho (connecting with CASCADE trains in Portland) was started March 2nd using an accessible, restroom equipped bus (operator unknown to WT).

Service runs east on Monday, Thursday and Saturday leaving Portland 1120 AM arriving Boise 1045 PM after serving Madras, Redmond, Bend, Burns (meal stop), Vale and Ontario. Buses leave Boise 730 AM Sunday, Tuesday and Friday arriving Portland at 500 PM.

WASHINGTON STATE AND I-695 (UPDATE)

On March 14 King County Superior Court Judge Robert Alsdorf struck down Initiative 695 as unconstitutional in a sweeping decision that found the measure flawed in at least four areas.

I-695, approved by 56 percent of Washington voters in November *(WT 11/99, 12/99, 1/00, 2/00),* eliminates the state's vehicle excise tax replacing it with a $30 license fee and requires a public vote on tax and fee increases.

Alsdorf blocked implementation of Section 2 of the Initiative requiring voter approval of tax increases, but left the $30 fee until the state Supreme Court rules.

Tim Eyman of Mukilteo, leader of the $30 License Tab Initiative Campaign, the initiative's sponsor, called the ruling "despicable".

Assistant Attorney General Jeff Goltz, who defended the initiative representing the State of Washington, indicated he would appeal. The case is expected to go to the state Supreme Court by June.

The judge found I-695 violated the state constitution on at least four grounds — it violated a requirement that initiatives be limited to one subject; it violated the referendum clause which requires voters to sign petitions to put such measures on the ballot; it violated requirements that initiatives be set out clearly for voters and it unlawfully amends the state constitution.

The ruling touched off an immediate fight in Olympia where lawmakers continue to grapple with the financial repercussions of I-695. The tax cut cost the state $750 million annually that supported local services, transit, ferries and road construction.

The first legal challenge was filed by Amalgamated Transit Union Local 587 which represents over 3500 employees at **KING COUNTY METRO, CLALLAM TRANSIT SYSTEM** and **JEFFERSON TRANSIT.** The court ruling addressed that challenge plus six others which were consolidated in Superior Court.

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: The newest **GLI** buses, MCI 102DL3s in the 63/6400 series, arrived in a new design of the red, white and blue colors (Page 7).

An alternate has been added to the LOS ANGELES-SAN FRANCISCO COAST ROUTE EXPRESS which allows trips to operate between San Jose and San Francisco via I-880 and I-80 serving Oakland.

AUTOBUSES AMERICANOS has replaced the operations of **TURISMOS RAPIDOS, INC. TR,** with LOS ANGELES-PHOENIX-EL PASO and LOS ANGELES-ALBUQUERQUE-DENVER routes, was purchased as part of **GLI's** expansion to provide cross border service between the United States and Mexico *(WT 4/99).* **AA** operates between a number of south western cities and several cities in Mexico.

SANTA MARIA AREA TRANSIT

Santa Maria, California

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
160-162	El Dorado	MST	P2106518, 493, 519	1993	
165	Ford	Hawk	MHA62217	1991	
167	El Dorado	MST	P2106520	1993	
168	El Dorado	MST	M2104184	1991	
169-170	Ford	Hawk	MHA62184, 208	1991	
171-173	Ford	Hawk	NHB44776, 775, 774	1992	
174	Ford/El Dorado	Aerotech	SHB63773	1995	
175-176	Thomas	CityLiner	T1136559, 558	1995	
177	El Dorado/National	Transmark 29	VC084144	1997	
178-179	Chevrolet	Activan	XR215498, 514	1998	
180	Goshen	Sentry ML2000	XCB50073	1998	
181-182	Ford/El Dorado	Aerotech	XHB45660, 663	1998	
183	Bluebird	CSFE	WF084944	1999	
185	Goshen	Sentry ML2000	MHB32619	1994	
191-193	AM General	9640B	000334, 335, 337	1977	1
194-196	Gillig	3096T6V92	C1080144, 145, 148	1982	2

-NOTES-

1. Ex Santa Barbara Metropolitan Transit District 235, 236, 238
2. Ex Union City Transit 604, 605, 608



Glendale Beeline B28, a BlueBird QBRE2903 at the Glendale Transportation Center.
Russ Jones photo



Greyhound Lines MCI 102DL3 in the new paint scheme. 6361 is getting ready to leave for Santa Barbara.
Russ Jones photo

WESTERN TRANSIT'S NEW WEB SITE

Western Transit's web site has totally been redesigned, and also has a new address. It is now www.western-transit.com. The site has been reorganized so that it is easier to get around and has a uniform appearance.

Besides having the history of Western Transit, also is the contents of the current issue, a listing of all of the Rosters of the Month, and also an index of stories in the past issues. Also we have added a photo gallery, a chat area, a message board, and coming soon, an online auction. We will also be adding a classified section.

Please visit the site and sign our guest book to let us know what you think. Please keep in mind that it is still being worked on. If you have any photos that you would like added to the photo gallery, you may email them to cabarnes@western-transit.com.

We hope you enjoy the new site.

www.western-transit.com

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
City of La Puente Link	93-94	Ford/ElDorado	Aerotech/XHC18435-436	1999	
Valley Transp Authority	9951-9953	Gillig	G21D102N4/X1070677-679	07/99	
Capitol Metro (TX)	8721-8730	Gillig	G22D102N4/X1070893-902	11/99	
San Joaquin RTD	1880-1892	Gillig	C21D102N4/W1089336-348	11/98	
	1893-1898	Gillig	C21D102N4/X1089349-354	03/99	
	1899	Gillig	C21D102N4/X1089030	03/99	
	2025-2028	Gillig	C21D102N4/X1089355-358	04/99	
Western Contra Costa TA	120-123	Gillig	C21B102N4/X1089389-392	10/99	
Antelope Valley Bus, Inc.	7123-7129	MCI	102D3/WP050653-659	1998	1
	60591-60592	MCI	102EL3/XP060591-592	1999	
	60611	MCI	102EL3/XP060611	1999	
	63154-63160	MCI	102EL3/XPO60625-27,37,41,43-44	1999	
AC Transit	4001-4044	NABI	040.07/XA140190-233	1999	
RPTA (City of Tempe AZ)	6196-6210	NABI	035.01/XA140234-248	1999	
RPTA (City of Phoenix)	6211-6255	NABI	040.10/XA140482-526	1999	
	6256-6261	NABI	035.04/XA140527-532	1999	
Orange County TA	2101	NABI	040.09/XA140370	1999	2
LACMTA	5300	New Flyer	C40LF/XU020635	1999	2
-USED-					
Linea Transportes Urbanos Y Suburbanos De B.C.	38	Flyer	D10240C/1480	1979	3
Autobuses Azul Y Blanco (Tijuana)	1-19	Flyer	D10240C/1513	1979	4
	1-295	Flyer	D10240/2014	1980	5
Sunline Transit Agency	901	Volvo GMC	Series 7/PN652652	02/93	6
	901T	Super Bus	Trailer Bus/PT001105	03/93	6
-DISPOSITIONS-					
Sunline Transit Agency	1492,1494	Flxible	111-CD-D06-1/57577, 57570	1985	7
	1493	Flxible	53096-8-1/57817	1985	7
Citizens Area Transit (NV)	154	TMC	T80206/NR828751	09/92	8
Dunias Charter	901	TMC	102A3/HR005784	1987	9
Greyhound Lines, Inc (TX)	6782	TMC	MC-9/ER004444	06/84	10
	9037	TMC	MC-9/ER004592	10/84	10

-NOTES-

1. Since renumbered 67123-67129.
2. First bus of the order, under review for possible changes prior to full production.
3. Ex Seattle Metro 1614.
4. Ex Seattle Metro 1647.
5. Ex AC Transit 1109.
6. Ex OCTA 7101/7601.
7. Flxible ABRs, To Transit Sales International in Temecula.
8. To TSI, originally Las Vegas Transit System 4302.
9. To ABC Bus Sales in Garden Grove, previously American Tour & Leasing 901.
10. To ABC Bus Sales in Garden Grove.

MTA has received the New Flyer low floor "Pilot Bus" (5300) and is expected to test this unit for two to three months before the remaining 222 buses of this order are scheduled to begin production.

NABI is expected to begin shipping to MTA the first of their order for 215 low floor CNG buses (7000-7214) later this month with the first 100 to arrive in a special red and white color scheme for the *RAPID BUS* program scheduled to begin with the June Shake Up.

DEPARTMENT OF CORRECTIONS — Last month's Roster Of The Month should have been labeled for HONOLULU PUBLIC TRANSIT AUTHORITY, Honolulu, HI which is the legal name for the transit system. *"THE BUS"* is its operating name while OAHU TRANSIT SERVICES, INC. is the name of the contract operator.