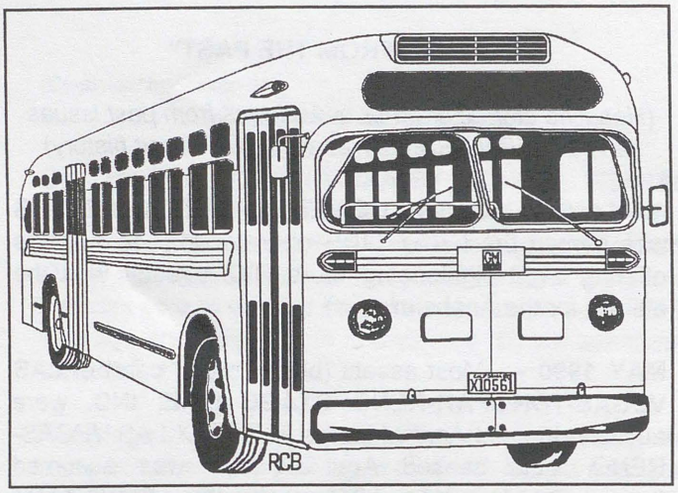
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VOL. 38, NO. 5 **May 2000**



SANTA CLARITA TRANSIT (SCT)

SANTA CLARITA: **SCT** underwent a comprehensive system redesign which was effective on April 9th.

This is the second major set of changes (the first in late 1992 to usher in METROLINK service) to a system which began operations on August 5, 1991 replacing the former County of Los Angeles funded and ANTELOPE VALLEY BUS, INC. operated **SANTA CLARITA VALLEY TRANSIT** *(WT 9/91)*.

The Local Fixed Route system now includes six routes encompassing all but the Wiley Canyon segment of the former 25 line. New service does operate along Sierra Highway between Soledad Canyon Road and Vasquez Canyon. The local lines have been scheduled to meet generally every half hour at the Interim Transit Center on Citrus Avenue adjacent to the Valencia Town Center. All lines operate daily except no Sundays for the Rockwell Canyon/Lyons Avenue segment of 4.

They are basically recombinations of the former local lines designed to provide shorter trip times in town. They are 1-CASTAIC-WHITES CANYON, 2-VAL VERDE-WHITES CANYON, 3-SECO CANYON-MAGIC MOUNTAIN, 4-NEWHALL METROLINK-BOUQUET CANYON, 5-STEVENSON RANCH-SIERRA HWY and 6-STEVENSON RANCH-SHADOW PINES. Lines 1 and 2 and Lines 5 and 6 each run as one line with branches.

The Commuter system to Los Angeles, San Fernando Valley and Westwood/Century City remained as before except the former 795 was divided into 790-VALENCIA TOWN CENTER-OLIVE VIEW and 795-VALENCIA TOWN CENTER-PALMDALE-LANCASTER.

A "NEW" Rail Feeder system of five "Station Link" routes was started. The lines operate two-directional in both rush hours meeting peak hour METROLINK trains connecting the Santa Clarita M/L Station on Soledad Canyon Road with various industrial/commercial areas and also selected residential developments.

The five lines are 501-MAGIC MOUNTAIN, 502-COMMERCE CENTER, 503-TAMARACK, 504-BOUQUET and 507-NORTH PARK. The 507 previously existed as Line 45.

Contract Operator ATC/VANCOM purchased two new propane fueled small buses (El Dorado National MSTs) painted in **SCT** colors and lettered *STATION LINK*. Numbered 300 and 301, the buses have one door, 19 mostly forward facing cloth seats and are accessible with a separate mid-cabin door for the Ricon lift. They are normally assigned to the 501 and 502.

Santa Clarita Transit

School Service lines have been numbered 601 — 611 with eleven alignments serving six schools (Valencia, Hart and Saugus High and La Mesa, Placerita and Arroyo Seco Junior high — mostly single trips to school in the morning and returning in the afternoon.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Anguiano and Durand dba PARTY LINE SHUTTLE, INC. for PSC between Palm Spring and Indio

AIRPORTER, INC. dba SANTA ROSA AIRPORTER to transfer by sale its PSC-9023 (Sonoma and Marin County points to Oakland and San Francisco Airports) to *Golden State Coaches, Inc dba FRONTIER TOURS*

YOSEMITE CONCESSION SERVICES for PSC to operate between Merced and Yosemite

KIDSHUTTLE, INC. for PSC between points in Orange and Los Angeles Counties

SONOMA AIRPORTER, INC. for authority to increase passenger fares in its authorized service area to and from San Francisco International airport

AMERICANSTAR TOURS for PSC authority between points in Ventura, Santa Barbara, San Luis Obispo, Monterey, Santa Clara and San Francisco Counties and Los Angeles, Santa Barbara, San Jose and San Francisco Airports and to establish a Zone of Rate Freedom (ZORF)

PASADENA BLUE LINE CONSTRUCTION AUTHORITY for authority to construct two light rail tracks at separate grade above Cesar Chavez Ave, LAUPT private passenger car tracks to southeasterly bound lanes of Vignes, Main Street, westbound lanes of Alpine Street, Alameda Street, Bruno Street and College Street (City of Los Angeles)

WT BACK ISSUES AVAILABLE

A reminder – back issues are available. Enlarge your collection or broaden your knowledge of transit happenings in the West by purchasing back issues — contact the Editorial Office at 11112 Ivanhoe Street, Garden Grove, CA 92840.

ROSTERS OF THE MONTH

WESTERN TRANSIT is always looking for material for the Roster Of The Month feature. If your system has not been featured or if our last version of their equipment list has changed substantially, please forward copies for inclusion in an upcoming issue of **WT.**

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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)

MAY 1995 — PACIFIC COAST SIGHTSEEING TOURS was named the GRAY LINE operator for Los Angeles offering eight sightseeing tours (**PC** already was the affiliate for the Anaheim area).

MAY 1990 — Most assets (buses, vans, cars) of **LAS VEGAS-TONOPAH-RENO STAGE LINE, INC.** were auctioned in mid April while the PHOENIX-LAS VEGAS-RENO route ceased April 24 and was assumed temporarily by **KT. LTR** and **KT CONTRACT SERVICES** (Southern Nevada) or **FRONTIER TOURS** (Northern Nevada) had filed joint applications for service takeovers.

MAY 1985 — New buses were arriving in San Diego County — eight Bluebird City Birds for **NATIONAL CITY TRANSIT** and Orion Is for both **COUNTY TRANSIT SYSTEM** and **CHULA VISTA TRANSIT.**

MAY 1980 — The STRAND STREAKER was scheduled to begin operations between Coronado and Imperial Beach via the Silver Strand. SS was operated by **THE BUS THAT GOES IN CIRCLES, INC.** using former **DENVER** Flxible New Looks.

MAY 1975 — SCRTD's San Fernando Valley Grid system had started. Park/Ride Lines 716-CANOGA PARK and 737-SAN PEDRO also began and plans were underway for a San Gabriel Valley Grid system.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

VENTURA COUNTY NEWS

On March 20th **THOUSAND OAKS TRANSIT** inaugurated the SMART SHUTTLE, a flexible, personalized transportation service in central Thousand Oaks, that operates on a "flex route", a fixed route with vehicles able to deviate up to four blocks for customized pick ups and drop offs. It is expected SS will eventually replace **TOT** Line 2.

Passengers may board and alight at stops along the route or call in for a pick up or drop off. Riders may also request the driver drop them at an on or off-route stop when they board. Regular **TOT** fares apply with an added 50 cents for a customized stop outside the designated service area.

SS departs the Oaks Mall generally hourly between 620AM and 620PM. Between 920AM and 220PM the bus also has timepoints at Janss Mall, Future Village, Senior Center and Four Seasons Market. In the 800AM and 300PM hours, there are standing orders for service at Los Cerritos Intermediate School.

SIMI VALLEY TRANSIT's Line C-SIMI VALLEY-CHATSWORTH has now been rerouted to begin/end at the METROLINK Station instead of operating along Devonshire as far east as Mason.

A number of changes were made to **VENTURA INTERCITY SERVICE TRANSIT AUTHORITY** routes on January 30th. On Saturdays, the HIGHWAY 126 bus was revised to serve Ventura College on all eastbound trips while selected trips on the weekday only SANTA PAULA COMMUTER BUS were discontinued with the service hours reallocated to SANTA PAULA DAR. The route of the CONEJO CONNECTION in Warner Center was revised to travel on Topanga Canyon, Oxnard, Canoga, Burbank, De Soto, Erwin, Canoga, Victory, Owensmouth, Oxnard and Topanga Canyon.

The County Board of Supervisors has approved a plan to allow the Ventura County Harbor Department to lease/purchase three water taxis and property to operate the HARBOR HOPPER FERRY water taxi service on a year-round basis at the Channel Islands Harbor in Oxnard. The proposal includes a six month lease with the option to purchase three boats from the current private operator, HARBOR HOPPER WATER TAXI. Summer hours would be noon to 1000PM with winter hours of 1100AM-500PM. Tickets would be $3 and the program is expected to start this summer. The water taxi service is the first part of a master plan already approved to renovate and revitalize the harbor.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: The month of April brought NEW Line 4-COUNTY HEALTH EXPRESS and the merging of former Lines 7 and 15 into a "new" 15-UCSB-MESA-CITY COLLEGE EXPRESS.

Line 4 operates on weekdays every half hour between 600AM and 600PM. From the downtown Transit Center, buses travel Chapala, Figueroa, De La Vina, 101 Freeway, El Sueno and Calle Real to Camino Del Remedio to the County Health Care Services facility.

7 and 15 previously operated opposite each other in the same basic corridor. They were combined into an all day line with morning trips to UCSB and afternoon trips from UCSB serving the Meigs/West Carrillo corridor.

NEWS FROM RIVERSIDE COUNTY

RIVERSIDE TRANSIT AGENCY inaugurated Line 38-NORCO-JURUPA on February 28th offering new weekday service (50 minute headway using 2 small buses) between Riverside City College-Norco Campus, Pedley and Jurupa.

From RCC the bus travels on 3rd, Hamner, Limonite, Lucretia, Eclipse, Jurupa, Felspar, looping via Mission, Pedley and Galena to Felspar.

SUNLINE TRANSIT AGENCY's new SUNLINK service *(WT 3/00)* been extended in Palm Desert south from Palm Desert Park & Ride to Westfield Shoppingtown (and a connection with **STA** Line 50).

Complete Coach Works has received a contract from **STA** to renovate three more Super Buses similar to the treatment 901/901T received *(WT 3/00)*.

STA and Amalgamated Transit Union Local 1277 have agreed on special provisions for the four Bus Operator assignments on the SUNLINK service, officially considered a pilot project.

Operators will bid to drive SUNLINK on a semi annual basis (January and July) with bid sheets available two months in advance (special training classes to obtain a Class A drivers license may be needed). The hourly wage rate shall be $4.00 above the operator's normal rate. Each shift will include 32 hours of work, weekdays only, with pay on the basis of 40 hours per week. All usual MOU terms shall apply. Four primary drivers and four back-up drivers will be selected.

(Continued on page 4)

(Continued from page 3)

There are additional duties assigned to these runs not normally a part of a bus operators duties. These include making coffee prior to leaving the yard or at the end of the line for the return trip; stocking of amenities (sugar, muffins, creamers, napkins, stir sticks, etc); selling of passes, fare coupons, handling cash and processing sales through credit card transactions at all stops, cleaning of coach at each leg of the trip.

The Riverside County Transportation Commission has approved an amendment to the City of Banning's FY 99/00 SRTP to fund a study of the regional transit needs in the Banning Pass Area. **BANNING, BEAUMONT, SUNLINE** and **RIVERSIDE TRANSIT AGENCY** all serve the area and the study is to evaluate development of a system based on geographic rather than city boundaries to streamline travel. The $35,000 study will take six months with implementation possible by next spring. This study will not address who will operate the system, that decision will be made after study completion and a review of available options.

ATC/VANCOM (ATC/Hemet Division) is the successor contract operator to LAIDLAW TRANSIT SERVICES for **RTA** Lines 30-PERRIS LOCAL, 31-HEMET-BANNING, 32-HEMET LOCAL, 35-BANNING-MORENO VALLEY MALL, 36-BANNING-YUCAIPA, 37-PERRIS-HEMET-TEMECULA and several area DIAL-A-RIDES. ATC and Amalgamated Transit Union Local 1612 have signed a 2 1/2 year contract increasing bus operator wages from $8.00 to $9.25, mechanic wages from $13.50 to $15.44, increasing holidays and bereavement leave and adding life insurance and pension.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: On May 8th the **MTA** Board awarded contracts to four firms (FIRST TRANSIT, INC., COACH USA/PROGRESSIVE, R & D TRANSPORTATION and MV TRANSPORTATION for operation of 17 **MTA** lines as originally recommended *(WT 4/00).*

Conforming to a 2-year-old state conflict of interest law, applicable only to **MTA,** Directors had to pull names out of a hat to vote when 7 of the 13 members declared they had conflicts after receiving contributions from American Medical Response, an ambulance company subsidiary of LAIDLAW TRANSIT SERVICES, a losing bidder on the bus service contracts.

On May 3rd a three-judge panel of the 9th Circuit Court of Appeals heard **MTA's** challenge to a federal judge's order directing the agency to buy more buses to reduce overcrowding.

MTA lawyer Shirley Hufstedler argued that Chief U. S. District Judge Terry Hatter was wrong when he ordered the agency to buy 248 new buses last summer after finding the agency failed to comply with the landmark consent decree *(WT 4/99, 9/99, 10/99).* She said the overcrowding limits were never intended to be absolute or so precise that **MTA** could never exceed them. She said they were goals the agency strives to meet on an average day.

Hufstedler asked the panel to not only overturn Hatter's order, but also establish a process for reopening the consent decree, if one of the parties wants it modified.

Attorney E. Richard Larson, representing the Bus Riders Union and NAACP Legal Defense and Educational Fund, said the decree directed **MTA** to meet load factor targets as soon as possible and reallocate funds from other projects to do so.

The three judge panel includes Presiding Judge James R. Browning of San Francisco, Judge Cynthia Holcomb Hall of Pasadena and Judge Barry G. Silverman of Phoenix. The arguments were made at the highest level judicial proceeding since the decree was signed in 1996. No timetable was set for the court's ruling.

Earlier this year **MTA** issued an Invitation For Bid to purchase 370 low floor transit buses (with options for 700 more) with alternate bids for diesel and CNG units.

Three bids were received – New Flyer, NABI and Orion. Orion's bid was determined to be non responsive, they appealed, but the appeal was rejected.

In 1993 **MTA** adopted a policy which requires all new bus purchases be alternate fuel powered. At this time the **MTA** fleet includes approximately 850 CNG buses in service with 720 additional buses under contract for delivery over the next two years. By 2002 there will be at least 1570 CNG buses in a fleet of almost 2300.

Since adoption of the fuel policy, a number of important changes in technology along with actual operating experience caused the policy to be revisited.

Issues include actual **MTA** experience with diesel and CNG buses permitting comparisons of cost, reliability, performance and safety differences.

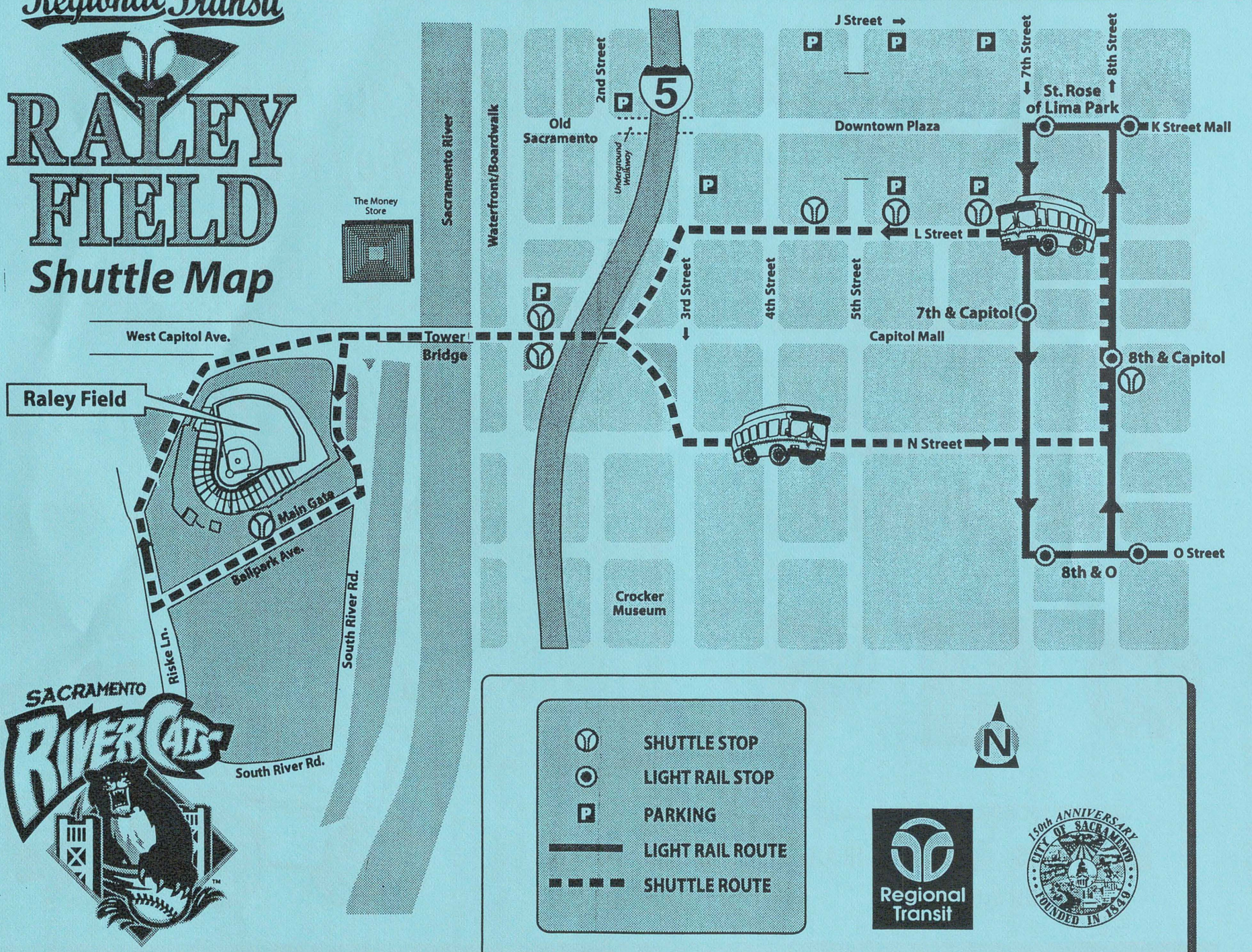
Availability of new diesel technology which greatly reduces diesel engine emissions and narrows the gap between diesel and CNG emissions.

(Continued on page 5)

Regional Transit

RALEY FIELD

Shuttle Map



Regional Transit

RALEY FIELD

Free Shuttle

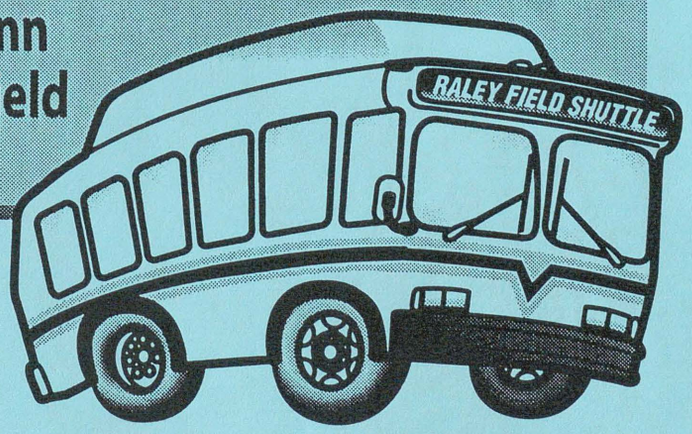
Don't Get Caught in a Pickle... Ride the Raley Field Shuttle!

Avoid traffic and parking hassles by taking RT to the River Cats home games.

SHUTTLE EVERY 5 MINUTES!

Extended security hours at the following light rail station Park & Ride lots...

- Roseville Road
- Power Inn
- Butterfield



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(Continued from page 4)

Adoption of new California Air Resources Board rules *(WT 3/00)* which will permit transit agencies following the alternate fuel path to buy and operate a maximum of 15% diesel powered vehicles.

A financial analysis was performed to determine impacts of fuel type on capital and operating budgets. Information from this bid indicated the capital cost difference between diesel and CNG was a savings of $46,270 per bus or $17.1 million for 370 buses in favor of diesels. For every 200 new CNG buses purchased, **MTA** needs to install one additional CNG fueling station and modify adjacent maintenance facilities.

Operationally, as **MTA** moves closer to a complete CNG fleet, other impacts may occur. With a mixed fleet, **MTA** uses buses with a lower cost fuel type and longer range (diesel) on lines with greater mileage. This flexibility and the ability to respond to emergencies (such as earthquakes when one fuel type may be cut off) are reduced as the fleet moves to a single fuel. Advancements in new technology will likely provide other options for clean fuel buses.

The **MTA** Board was asked to select a fuel type and then award a fixed price contract to the lowest responsive bidder for the selected fuel type.

MTA staff recommended purchase of 370 diesel buses with no recommendations for the option buses.

Following a three hour discussion, the Board voted 10-0 to purchase 370 CNG buses.

After the meeting, bids were opened and a contract to purchase 370 CNG powered low floor buses, to be delivered by July 2002, was awarded to NABI.

During the meeting Thomas Conner, Executive Officer, Transit Operations unsuccessfully urged the Board to purchase diesel buses to minimize the risk of having the fleet heavily dependent on natural gas technology.

Many of the speakers gave impassioned pleas about environmental issues and urged purchase of CNG.

When the discussion began, no one could predict the eventual outcome. It was not until Los Angeles Mayor Richard Riordan, a driving force in getting **MTA** to consider buying diesel, announced he was in favor of CNG, that the verdict was determined. After that, all of the pro-diesel votes fell into line. *(Ed. Note – it is interesting how issues related to cost and reliability were overlooked. Over time as these issues arise, will the Board and the speakers be there to solve them?)*

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: May 28th brought a number of **NCTD** changes, preceded the previous week by **COASTER** schedule changes.

304-ENCINITAS-SAN MARCOS now runs every 45 minutes during peak hours with service inside Mira Costa College parking lot discontinued in the morning.

NEW 383-WESTERN ESCONDIDO operates from Nordahl Road & Center Drive in eastern San Marcos to Escondido Transit Center via Auto Park Way and Valley Parkway continuing on to Grand & Beech. The line runs Monday through Saturday.

CALIFORNIA NEWS BRIEFS

LONG BEACH TRANSIT, as lead of a several property consortium, is advertising for purchase of up to 36 30-foot low floor buses with an option to purchase up to 10 additional buses each year for four years.

A public workshop was held recently to receive comment on expansion of the **OJAI TROLLEY.**

SUPERSHUTTLE has added a temporary 50-cent per passenger fuel surcharge to all operations in Southern California to compensate for increased fuel prices.

The County of Los Angeles, Department of Public Works is advertising for a contract operator for summer beach buses — from Antelope Valley, Altadena, La Crescenta and Topanga Canyon to Santa Monica and from Charter Oak to Seal Beach.

ALTAMONT COMMUTER EXPRESS has expanded its Dial-A-Ride service to provide morning and evening door-to-door transportation to **ACE** stations in Lathrop, Manteca and Tracy. Reservations are needed one day in advance. DAR has operated in Stockton for one year.

FORSYTHE & ASSOCIATES, INC. has been acquired by London based National Express Group and will be grouped in with ATC/VANCOM. The company name will be retained, at least until the 12 contracts it has expire. F & A's West Covina corporate headquarters is being phased out with most functions transferred to ATC's Illinois offices. CEO Bill Forsythe, who will move to ATC in Las Vegas **(CITIZENS AREA TRANSIT),** is the only West Covina employee not being laid off. The corporate change should not effect the transit contracts F & A has, such as **FOOTHILL TRANSIT** and **VICTOR VALLEY TRANSIT AUTHORITY.**

(Continued on page 6)

(Continued from page 5)

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT,** The City of Sacramento and the Sacramento River Cats minor league baseball team are each contributing 1/3 the cost of operating the RIVER CATS STADIUM SHUTTLE between several park and ride lots and light rail stations in downtown Sacramento and the new Raley Field in West Sacramento.

The FREE shuttle will operate for 67 home games during the 2000 season. The shuttle operates on a loop east on N Street, north on 8th, west on L across the Tower Bridge to an exclusive right-of-way lane off Capitol Avenue directly to the ball park entrance.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: **GGT** is considering an increase of 4.2% in intercounty transit fares and 2.1% in intercounty paratransit fares beginning July 1st. These represent the third of five increases outlined in the Five-Year Transit Fare Increase Program updated in 1998.

Bus and Ferry fares would increase between 10 and 25 cents. The proposed fare between Sausalito and San Francisco would be $2.35 (currently $2.25), while the fare between Santa Rosa and San Francisco would be $5.70 (presently $5.45). Ride Value Discount Ticket Books would increase. Discount fares for elderly, disabled and youth would be based on the new rates.

MARIN COUNTY TRANSIT DISTRICT is not calling for any intra Marin County fare changes on **GGT** buses.

The Port of San Francisco's Downtown Ferry Terminal Project is underway. It will include replacing the current Pier 1/2 terminal with a new north terminal, addition of a new south terminal and improved pedestrian access behind the Ferry Building between the two terminals.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: **MST** is slated to eventually receive an 18-acre parcel of former Fort Ord land for use as an Operations and Maintenance facility which could accommodate 400 employees and a fleet of 190 buses. The site is near 7th Avenue and Gigling Road.

Recently, **MST** and the Presidio of Monterey, Directorate of Base Realignment and Closure reached an agreement on use of a portion of that land for bus storage and **MST** has already started parking surplus units there.

WASHINGTON STATE FERRIES (WSF)

SEATTLE, WA: Passenger-only ferry speeds were decreased through Rich Passage last November as the result of a court injunction *(WT 10/99).* That injunction was recently overturned by the Washington State Supreme Court giving **WSF** the go-ahead to increase the speeds of the passenger-only boats on the BREMERTON-SEATTLE route.

WSF earlier announced it had installed "interceptors" on the two passenger-only fast ferries, SNOHOMISH AND CHINOOK.. These are simple metal devices that provide lift at the stern which changes the angle of the vessel. A more pronounced down angle of the bow of the vessel minimizes wake wash.

Meanwhile, the environmental review is continuing to evaluate possible effects of wake wash from the CHINOOK on beaches in Rich Passage.

Waterfront property owners in Rich Passage who are seeking money damages as part of the ongoing court action have asserted CHINOOK operations caused shoreline erosion in front of their bulkheads in 1998. However, the bulkheads themselves could be the cause, depending on their location and design. Most of the bulkheads and seawalls in Rich Passage are constructed seaward of the mean high water level, contrary to current engineering and environmental standards. Many also have vertical design.

SPRINGS TRANSIT (ST)

COLORADO SPRINGS, CO: Last November voters in El Paso County and in Colorado Springs rejected both a rural transit authority measure and a transit tax, designed to both increase service and offset cuts in transit funding which was transferred to police and fire.

Transit fares were raised January 1st from $1 to $1.25 to maintain current service and $1.7 million in federal grants (matched with $300,000 in employer funds) was secured to launch two demonstration shuttles in the Interstate 25 corridor.

The first is FASTRACK SHUTTLE which runs every 20 minutes 700AM-1030PM on weekdays from two locations on North Nevada Avenue into the corridor which includes the University of Colorado at Colorado Springs and numerous high tech employers.

The second will be a midday bus connecting employment areas with restaurant/commercial areas.

NORTH COUNTY TRANSIT DISTRICT
(Oceanside, California)

FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR	NOTES
401-405	Ford	Champion	SHA-,71934,71922,-,64067	1995	
501-508	Flxible	35096-6T	DD095421-428	11/83	
509-538	Flxible	35096-6T	GD097227-256	01/86	
539-553	Flxible	35096-6T	JD098783-997	10/87	
700-733	Grumman	40102-6-1	BD093134-167	04/81	
734-763	Grumman	40102-6-1	CD094143-172	03/82	
764-773	Flxible	40102-6T	LD101518-527	06/90	
774-783	Flxible	40102-6TL	MD102786-795	08/91	
801-808	GMC	T70604	CV821026-033	1982	
900-923	Flxible	40102-6C	ND103741-764	10/92	
924-930	Flxible	40102-6C	PD104191-197	09/93	
1001-1016	New Flyer	D40LF	VU017521-536	1997	
2001	Flxible	40102-6C	MD101997	01/91	CNG
2002-2006	Flxible	40102-6C	ND102996-3000	04/92	CNG
2007-2012	Flxible	40102-6C	PD103783-788	10/92	CNG
2101-2105	M-K	F40PH-2C	1193-1 – 1193-5	1994	Engines
2201-2208	Bombardier	RTC-2-85-L	2031-2038	8-9/94	Coaches
2301-2308	Bombardier	RTC-2-85-L	2023-2030	4-5/94	Cab Cars
372	EMD	F40			Leased from Amtrak
1501	EMD	SW1500			Switcher



0007 in Omnitrans' new paint scheme. Omnitrans is currently placing 47 of theses New Flyer C40LFs in service in San Bernardino county. Three of them will be hybrids and 44 will be CNG. This is the first order of buses in the new paint scheme.



Omnitrans 971, one of 71 new Ford Econoline/Goshen Coach paratransit vehicles which have entered service on ACCESS and Yucaipa Dial-A-Ride. This is the last order of vehicles in this paint scheme.

Have you seen Western Transit's new web site yet?

Log on to www.western-transit.com and check out our new web site. There is always something new! Find out what's in the latest issue, which rosters have been published or order back issues. We also have a bulletin board and 3 chat rooms, one for OCTA, LACMTA and a General chat room. Check us out!

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Santa Clarita Transit (ATC)	300-301	El Dorado	MST/YCG65161-162	01/00	
San Jose Intl Airport	1-20	Gillig	G22D102N4/Y1070801-820	2000	
Torrance Transit System	474-481	Gillig	G18D102N4/Y1071865-872	03/00	
AC Transit	6001-6028	MCI	102DL3/YP053060-087	03/00	
Los Angeles MTA	7000	NABI	040.08/XA140439	11/99	
	7001	NABI	040.08/YA140115	02/00	
	7002-7060	NABI	040.08/Y1140116-174	2-3/00	
SF Municipal Railway	6200	Neoplan	AN460A/YL013395	02/00	
	8101	Neoplan	AN440A/YL013375	1999	
	8102	Neoplan	AN440A/YL013396	2000	
Los Angeles MTA	5300	New Flyer	C40LF/XU020635	1999	
Omnitrans	0001-0044	New Flyer	C40LF/YU020636-679	2000	
Houston MTA (TX)	2800-2899	New Flyer	D40LF/YU020691-790	2000	
Omnitrans	0045-0047	New Flyer	CE40/YU020791-793	2000	
Houston MTA (TX)	2900-2949	New Flyer	D40LF/YU020794-843	2000	
Long Beach Transit	0001-0018	New Flyer	D40LF/YU021054-071	2000	
-USED-					
Autobuses Crucero	60136	Dina	Viaggio 1000/TS001058	1996	0
LAVTA (WHEELS)	4086-4099	GMC	T8J204/ (see below)	1983	1
Vallejo Transit Lines	5001-5005	GMC	T8J204/DV821653,615,651,637,606	1983	2
Marin Airporter	74	Prevost	H3-40/R1001018	1994	3
-DISPOSITIONS-					
Torrance Transit System	322	Gillig	Spirit 28/L2090072	05/90	4
	324	Gillig	Spirit 28/L2090074	05/90	5
	427	Gillig	40102TB6V92/G1081470	1986	4
Orange County TA	4101	Gillig	4096TBL10/J1082148	1988	6
	7103	Volvo/GMC	Series 7/PN652654	03/93	7
	7603	Magna Bus	Trailer 46'/PT001107	04/93	7
	8718-8719	Ford/El Dorado	Econ/Falcon/NHA81325,319	1993	6
-DEMONSTRATORS-					
Dina	unnumbered	Dina	Viaggio 1000/YS002175	1999	
	unnumbered	Dina	Viaggio 1000/YS002477	2000	

-NOTES-

0. Ex Golden State Transportation Company 1058.
1. VINS DV821622-624, 627, 647, 636, 618, 612, 607, 632, 609, 643, 616, 617.
   Ex Golden Gate Transit 1034-36, 1039, 1059, 1048, 1030, 1024, 1019, 1044, 1021, 1055, 1028, 1029.
2. Ex Golden Gate Transit 1065, 1027, 1063, 1049, 1018
3. Ex Preferred Charter 9421.
4. For Sale.
5. Sold to Zacher's Bus Sales in Harbor City (CA).
6. Donated to Orange County Sheriffs Department.
7. Donated to Rancho Santiago Community College District.

The San Jose International Airport low floor Gilligs 1-20 (listed above) will replace the seventeen 30 foot Gilligs (1-17) now in use. They will receive a new all white paint scheme and new fleet numbers (21-37) and be used for rental car shuttle buses at SJC.

At press time MTA had received at least sixty low floor NABI 040.08 buses. 7000-7001 are painted in gold, 7002-7010 were delivered in all white and have been used to qualify Operators on the new Rapid Bus lines. These buses will be painted either red and white or gold and white depending upon the number of buses needed for the Rapid Bus demonstration project slated to begin on June 24th. 7011-7060 are Rapid Bus red and white.