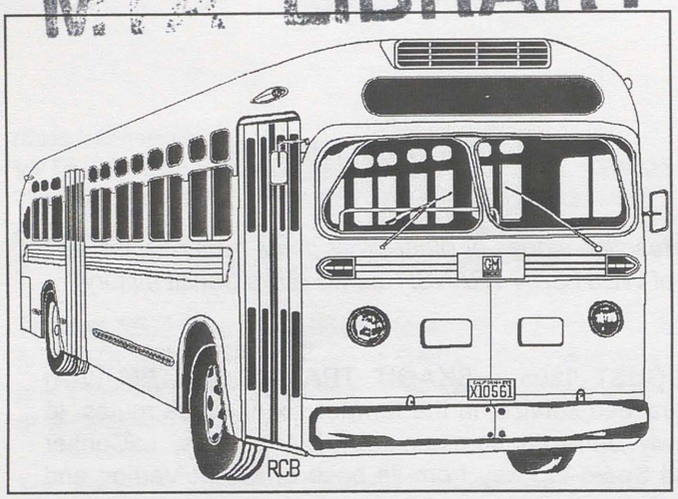
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VOL. 38, NO. 8 **August 2000**

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: On June 5th bus service was expanded to serve additional areas and reduce delays caused by an increasing number of riders in Apple Valley.

The Town of Apple Valley, a **VVTA** member, approved addition of the third line, 40-APPLE VALLEY LOCAL, which serves the Community Center on Navajo, Lions Park on Highway 18 and the new Granite Hills High School. FREE rides were offered the first day.

Route 40, revised 42-APPLE VALLEY-HIGHWAY 18 and 43-BEAR VALLEY RD-APPLE VALLEY continue to be scheduled to meet at Headquarters and Central.

40 operates basically in a loop via Highway 18, Navajo, Powhattan, Manhasset, Ottawa, Navajo, Hwy 18, Pawnee, Ramona, Standing Rock, Hwy 18, Rancherias, Thunderbird, Tonikan, Ramona and Central. Some of this area was previously served by Route 42.

The 42 begins at Headquarters and Central via Hwy 18, Kasota (St. Mary's Hospital), Kokanhe, Apple Valley Rd, Hwy 18, Kiowa, Pah-Ute, Navajo, South Outer Hwy 18 and Central to Headquarters.

Route 43 was rerouted in east Apple Valley reducing the previous double figure-eight loop to a single one. Buses eastbound on Bear Valley at Kiowa now continue directly to Central to Headquarters returning via Hwy 18, Navajo, Wren, Kiowa to Bear Valley and returning westbound. The Jess Ranch Center is now served in both directions.

On June 26th 41-VICTORVILLE-ST MARY'S was rerouted to serve the new Victor Valley Transportation Center in downtown Victorville — southbound from Stoddard Wells, the bus now travels south on Interstate 15, D St, 4th (into and thru the Transit Center), returning to 4th, B St to 7th and regular route.

ADELANTO LOCAL TRANSIT's GREEN LINE and BLUE LINE routes between Adelanto and Victorville have now been numbered 31 and 32. Routings, fares and schedules remain the same. *(Ed. Note – The City of Adelanto has always been a VVTA member and services are coordinated to some degree although ALT sometimes appears to be a separate system).*

The Bluebird QBRE 3703s arrived in early July and were placed in service almost immediately. Numbered 701-706 (plus at least one, 403, for **ADELANTO LOCAL TRANSIT**), the CNG buses have 38 dark gray fiberglass with padded insert seats, Ricon rear door lift with two wheelchair stations, "Stop Requested" sign, Mega-Max electronic head, side and rear number signs. The 700s are all-over teal with white roof mounted A/C units and the 400s are all-over salmon. In addition to the **VVTA** logo, the 700s have a Victorville city logo and the 400s have the Adelanto city seal.

Now that the new buses are in service, a number of buses have been sidelined and are currently stored at the CNG fueling facility on Business Center Drive, future

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TRANSIT HISTORY IN LOS ANGELES

Celebrated this month (August 3rd) was the 41st anniversary of the first significant service change in the **METROPOLITAN TRANSIT AUTHORITY's** history — a recombining of Adams, Wilshire, Beverly, Temple and Sunset and introducing the WILSHIRE ZEPHYR (limited stops on city streets) to complement the then-new FREEWAY FLYERS.

Former **LOS ANGELES TRANSIT LINES** 11-TEMPLE-WEST ADAMS, 44-BEVERLY BLVD, 82-WILSHIRE LOCAL and former **METROPOLITAN COACH LINES** 83-WILSHIRE-SUNSET BLVDS were involved.

The changes brought 44-BEVERLY-WEST ADAMS (today's 14/37) and 83-WILSHIRE-SUNSET-TEMPLE. TEMPLE to Fountain & Edgemont buses were Line 42.

The new 83 included locals on both streets, Zephyrs on Wilshire and the SUNSET FREEWAY FLYER on that street (a weekday rush hour branch using the Hollywood Freeway between Temple/Grand and Sunset/Bronson).

There were still separate labor agreements with the BROTHERHOOD OF RAILROAD TRAINMEN **(MCL)** and AMALGAMATED TRANSIT UNION **(LATL).** The new 44 was all based at Division 4 (Vineyard) near Pico & La Brea while the new 42/83 was a mix of **MCL** and **LATL** buses and operators with all **LATL** at Division 4, relocating some former **MCL** to Division 3 in its own group and retaining operations from two other former **MCL** yards, D6 (Ocean Park) and D7 (West Hollywood).

A labor representation election found bus operators selecting the BRT (UNITED TRANSPORTATION UNION) while the maintenance staff chose ATU with new contracts going into effect in June 1960.

INLAND EMPIRE CONNECTION TRIP
SATURDAY, SEPTEMBER 23, 2000

Depart Los Angeles on FOOTHILL Line 480 trip leaving Wilshire & Union at 915AM

Transfer to IEC Line 110 leaving Montclair at 1140AM and continuing on to Riverside as IEC Line 100 arriving 128PM allowing time for lunch and a walking tour of downtown area

Transfer to IEC Line 149 leaving Riverside 325PM
Transfer to LACMTA Line 460 leaving Disneyland at 507PM arriving downtown Los Angeles at 655PM

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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)

AUGUST 1995 – SKAGIT TRANSIT SYSTEM (WA) expanded service, in the form of six new bus routes, to newly annexed communities of Anacortes, LaConner and Sedro-Woolley from its base of Mount Vernon and Burlington.

AUGUST 1990 – The BUENA PARK STAY-N-PLAY SHUTTLE, run by **PACIFIC COAST SIGHTSEEING TOURS,** was connecting selected hotels with attractions in the city and with Disneyland.

AUGUST 1985 – July 8th was the opening day for **WHITTIER TRANSIT SYSTEM,** a two route city system operated by TRANSIT CONTRACTORS with a fleet of cutaways, offering service into many neighborhoods.

AUGUST 1980 – GARDENA MUNICIPAL BUS LINES made numerous changes to its four route system creating the route and service network as it basically still exists today.

AUGUST 1975 – AIRPORTRANSIT began operating the new FLY AWAY bus service between the Van Nuys Airport Bus Terminal and Los Angeles International Airport using a fleet of six new intercity style Neoplans under contract to the City of Los Angeles.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

VVTA headquarters site. These include Thomas Transitliners 0000, 0002 and 0004; Bluebird CS 8931, 8932, 8934 and 8935; Goshen Sentry 34 and Ikarus 543 35. RTS 04 7503 and 7504 have not been seen.

Thomas 0001, 0003 and 0005 are active at FORSYTHE & ASSOCIATES while Bluebird QBREs 8743 and 8747 and Bluebird CS 8930 (was F & A) and 8933 are active at VICTORVILLE.

The DIRECT ACCESS TRANSIT (paratransit) fleet of Econoline/Aerotech and Econoline/Startrans cutaways, now all white, is also being repainted – some are white over salmon and others are white over teal in no apparent (*to WT*) order.

VVTA is considering adjustments to 44–MAIN STREET-HESPERIA LAKES and the afternoon trips on TRI COMMUNITY ROUTE. These will be discussed at an upcoming Citizens Advisory Committee meeting.

RIVERSIDE COUNTY NEWS

Anticipating the Riverside County Transportation Commission to adopt tougher emission standards for new public transit buses, the **RIVERSIDE TRANSIT AGENCY** Board agreed in late June to give priority to the purchase of alternate fuel buses. In exchange for holding off on diesel buses, RCTC will help **RTA** seek money for natural gas fueling stations including one at the new **RTA** Hemet garage on Scaramella Circle dedicated at ceremonies on August 10th. *(Ed. Note – similar to the recent purchase of 370 CNG buses at MTA, the issues of cost and reliability were given little consideration in the discussions).*

In April **RTA** approved purchase of up to 94 new buses, 47 diesel followed by 47 CNG units *(WT 6/00).* The Board now wants CNG buses first and to hold off on diesels expecting that advances in technology will make them more clean air friendly. This means they would have to surpass the California standards which take effect in October 2002.

The City of Corona, an **RTA** member with its own Dial-A-Ride program, plans to inaugurate, next January, a two route shuttle system with buses able to deviate a few blocks off the route to pick up and discharge riders. The shuttles, which would charge **RTA** fares, will be less costly than DAR per rider, which should help Corona meet its required 20% fare revenue ratio.

The first route would travel on McKinley. Magnolia, Ontario, Main, River Road, Lincoln and Railroad. The second McKinley to Hidden Valley to Main to Railroad.

The RIVERSIDE COUNTY TRANSPORTATION COMMISSION recently approved FY 2001-07 SRTPs for several Riverside County transit operators.

Included were: **BANNING TRANSIT SYSTEM** plans to extend the weekday service span, implementing two demonstration bus routes on Sundays in Banning and Cabazon and increasing Dial-A-Ride service hours to accommodate ADA certified rider service requests.

CITY OF BEAUMONT TRANSIT SYSTEM will start two routes to serve the southern and northern sections of the city this month. Saturday hours and extending the weekday service span will begin in September.

CORONA DIAL-A-RIDE will double its current fares (to $1 for elderly/disabled and $2 for other riders) and plans for fixed route service to start in January to complement existing routes and charge **RTA** fares.

As part of the Measure A Commuter Assistance Program, RCTC provides funding support to Buspools used by Riverside County residents for their home to work trips along the Riverside 91 Freeway corridor.

The Commission adopted the Measure A Buspool subsidy in October 1990 and established a monthly rate of $25/seat/month ($1175). In 1995 a minimum Buspool ridership policy (25 or more per bus) was established.

There are current three Buspools, MORENO VALLEY-EL SEGUNDO, RIVERSIDE-EL SEGUNDO and RIVERSIDE-FULLERTON. All three routes also serve Corona (Main Street Park & Ride) and are destined to Raytheon (formerly Hughes) facilities. Non-Raytheon employees can also ride.

The cost of MV-EL is $165/month, RV-EL is $155/month and RV-FUL is $131/month. Besides the RCTC subsidy, Raytheon contributes $21 per month per employee. Other riders may get subsidized.

Using intercity buses, **SAFEWAY LINES AND TOUR COMPANY** operates the Fullerton route while **MARK IV CHARTER LINES** runs the two El Segundo routes.

The program is administered as a "user side subsidy" and the three programs have been funded for this year with two provisos – RV-FUL needs to develop a plan to ensure that monthly patronage meets the 25 rider target (has fluctuated between 21 and 28) and the Riverside Park/Ride location at METROLINK/La Sierra needs to be relocated as the station experiences parking overcrowding for rail riders.

(Continued on page 4)

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OMNITRANS (OT)

SAN BERNARDINO: Two major extensions highlighted the July 10th **OT** service change, expansion of 29-FONTANA-CEDAR-NORTH RIALTO to an all day line Monday through Saturday and extension of 61-POMONA-ONTARIO MILLS-FONTANA to downtown Pomona at the Pomona Transcenter.

Line 29, formerly weekday peaks only, now runs hourly 630AM-630PM (3 buses) daily except Sunday on an extended alignment – the previous route from Cactus & Riverside to Sierra & Marygold (South Fontana Transit Center), thence Sierra, Jurupa, Citrus, Village, Poplar, Jurupa and Mulberry to Country Village.

Line 60-CHAFFEY COLLEGE-ONTARIO MILLS lost its segment along Holt Blvd. between Vineyard and Indian Hill Blvd (to 61 line) and was extended east from Holt & Vineyard via Vineyard, 4th and Milliken to Ontario Mills.

Line 61 was extended on both ends – from Marygold & Sierra along Sierra to Orange (Fontana METROLINK) and west from Indian Hill along Holt Blvd to Garey and the Pomona Transcenter. An improved 15 minute weekday headway is offered 600AM-700PM with half hourly headways before and after. All day half hour headways are offered on weekends. *(Ed. Note – **MTA** 484-LA-VALLEY BLVD-POMONA currently operates along Holt Blvd to Indian Hill. In September they will hold a public hearing to consider, among other items, a proposal to shorten the 484 at the Pomona Transcenter. Pomona is primarily **FOOTHILL TRANSIT** territory).*

63-CHINO-ONTARIO was shortened to operate as far as Chino & Central Avenues (Chino Civic Center) and 65-MONTCLAIR-CHINO HILLS now travels directly along Central and no longer diverts into Montclair Plaza serving the shopping center from Monte Vista.

Weekday peak hour only 72-CHINO-CHINO HILLS was extended in south Chino while service was reduced to one morning and two afternoon round trips.

INLAND EMPIRE CONNECTION (IEC)

SAN BERNARDINO: Weekday headways on **IEC** Line 100-RIVERSIDE-SAN BERNARDINO were improved from hourly to half hourly 600AM-700PM (1 bus) with hourly headways until 1000PM.

The extra bus runs only on Line 100 with the other four still interlined between 100 and 110-MONTCLAIR-SAN BERNARDINO.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: Four NEW flexible destination shuttle routes began July 3rd, two in Paradise Hills/National City and two others in Mira Mesa.

In both areas, the service costs $1.25 if a rider boards at a posted bus stop, but an off-route pick up or drop off is $1.75 and reservations are necessary.

In Paradise Hills the DIRECT ACCESS TO REGIONAL TRANSIT (DART) community shuttle continues while comparable service in Mira Mesa was discontinued. DART is a local shuttle that picks up and drops off passengers at any location within its service area (reservations are needed and priority service is given to those transferring to and from bus routes).

961-PLAZA BONITA-MEADOWBROOK DR and 962-NATIONAL CITY-MEADOWBROOK DRIVE are the Paradise Hills buses. They meet at Paradise Valley and Meadowbrook Dr and 961 travels via Paradise Valley, Woodman, Parkside, Tonawanda, Valley Road and Sweetwater Rd to Plaza Bonita Shopping Center. 962 operates along Paradise Valley, Potomac, Cumberland, Reo Drive and 16th to Highland. Both lines run every half hour 530AM-730PM weekdays.

In Mira Mesa, 963 and 964-MIRA MESA SHUTTLE is a two directional loop route from Capricorn & Camino Ruiz via Camino Ruiz, Mira Mesa, Black Mountain, Gold Coast Dr and Camino Ruiz. These operate every half hour 600AM-800PM on weekdays.

CALIFORNIA NEWS BRIEFS

SAN DIEGO COUNTY TRANSIT SYSTEM wants to lease six to eight late model, accessible 35-40' transit coaches for the East County system. The lease would run through September 2001.

AIRPORT BUS recently raised its DISNEYLAND-LAX and DISNEYLAND-ORANGE COUNTY AIRPORT round trip fares to $25 and $18 respectively. One way fares remained at $14 and $10.

HARBOR AND BEACHES DIAL-A-RIDE, a three year program, has started servicing Channel Islands Harbor, Oxnard Airport, the beaches, Oxnard Transportation Center and portions of Port Hueneme, areas without **SOUTH COAST AREA TRANSIT** service.

Three-person carpools returned to the San Bernardino

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Freeway during weekday peak hours following the signing of urgency legislation *(WT 8/99)*.

FIVE STAR TOURS, sister company to **MEXICOACH,** is now operating two routes with FREE rides to the Viejas Casino and Outlet Stores in Alpine. Weekday service runs from five locations in National City with a second route from Iris Trolley Station, Chula Vista, San Diego AMTRAK and El Cajon Trolley Station.

The Topanga Canyon route of the COUNTY OF LA SUMMER BEACH BUS has been extended to begin on Ventura at Reseda, also stopping at Winnetka and Topanga Canyon. The City of Los Angeles will finance the city's portion of the **EMBREE BUSES, INC.** route.

The Vallejo City Council has voted to suspend the 100-VALLEJO BAYLINK bus service *(WT 6/98)* between Vallejo, Davis and Sacramento on September 5. Buses would continue on 200-VALLEJO-SAN FRANCISCO bus which carries riders who cannot get seats on the popular VALLEJO FERRY boats.

45-foot tour buses, becoming the industry standard, have been banned from Highway 120 between Highway 49 and the entrance to Yosemite National Park related to concerns the buses cannot safely negotiate the notorious Priest Grade.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: May 15th saw the start up of a new route in Half Moon Bay as 17-COAST SHUTTLE began between Seton Medical Center Coastside in Moss Beach and the Moon Ridge Child Care Center. The 17 is operated under contract by COASTSIDE OPPORTUNITY CENTER using a 14 passenger bus.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: **CCCTA** recently added direct hourly service on 110-CLAYTON ROAD to Waterworld USA and is running the PAVILION SHUTTLE for all paid concerts at the Chronicle Pavilion at Concord.

In addition, as part of an expanded partnership with Sunset Development, Inc. to provide free express bus service for Bishop Ranch Business Park employees from both BART/Walnut Creek and BART/Dublin/ Pleasanton, a fleet of 14 newly painted **CCCTA** buses now offer service to and from the rail stations.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The Transport Workers Union represents **MUNI** bus and rail operators and their labor agreement expired June 30th.

This is the first labor contract since the ballot reform measure to overhaul **MUNI** passed last year. Prop. E requires a system of merit pay based on performance. The proposal offered a 5.6 percent wage increase (to $22.44/hour) and an added floating holiday, but called for changes in the grievance procedure, sick leave pay eligibility, and earning overtime pay after working 40 hours in a week. Against the TWU recommendation, operators voted 1175 to 308 to reject the pact. Only bus operators at Kirkland Division voted in support.

Labor and management have until August 25th to sign a new pact although the deadline could be extended. Then there are several alternatives – management could impose the contract without union approval, the current contract could stay in effect or employees could walk off the job, although the City Charter forbids city employees from striking.

Earlier in the month, and separate from the labor negotiations, **MUNI** outlined goals for measuring changes in key areas such as on-time performance, vehicle availability, reducing employee unscheduled absences and crime reduction. **MUNI** is required to meet a series of objectives in 27 separate areas, related to Prop. E, with compliance set for July 2004.

TRANSPORTATION AND REGULATIONS

The California Air Resources Board and California Energy Commission, in a recent letter, told the South Coast Air Quality Management District that its proposal to mandate the cleaner burning fuel by 2004, two years ahead of a federal timetable, could lead to fuel shortages and spikes in the price of diesel.

CARB has given its Executive Director Michael Kenny the authority to reject such proposals. Kenny indicated he will overturn the rule if SCAQMD approves it.

The SCAQMD recently barred bus and trash collection agencies from buying new diesel powered vehicles and passed similar regulations affecting light and medium duty vehicles. However, the rules will only reduce the region's particulates by less than 2 percent and nitrogen oxides by less than 1 percent over ten years.

School buses, airport taxis and shuttles, street sweepers

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(Continued from page 5)
and heavy duty trucks will come under consideration in the next few months.

The board will also seek legislative authority to require remaining diesel buses, trucks and other vehicles to be retrofitted with pollution control devices when low sulfur diesel fuel is available.

WASHINGTON STATE NEWS

County Executive Ron Sims pitched his $750 million tax measure, which would save **METRO** bus service and build rail lines, to the 13-member King County Council in hopes they will approve the measure for this November's ballot. The plan would raise sales taxes on a $20,000 car by $60 and annual sales taxes about $50 for a median income family of four.

Details of the proposal include a 25 cent **METRO** fare increase next June, completion of **SOUND TRANSIT's** light rail line to Northgate, new bus lanes on Interstate 90, improved bus service to the Eastside including a downtown Bellevue circulator, extension of a Busway south of Spokane Street to Industrial Way and a bus lane connector between Highway 520 and I-5. Council action is expected soon.

The State Legislature, earlier this year, lifted the sales tax limit to help King and Snohomish Counties respond to Initiative 695 *(WT 2/00, 3/00),* the passage of which slashed a major funding source for public transit.

Voters in three western Washington counties recently approved 0.3 percent sales tax increases for transit by wide margins replacing the state money.

WASHINGTON STATE FERRIES summer schedule has caused many complaints, particularly reductions on the TAHLEQUAH (Vashon Island)-POINT DEFIANCE (Tacoma) route, in the midday and late evening hours. KEYSTONE-PORT TOWNSEND schedules remained at the fall/winter/spring level (summer service is almost doubled). Passenger only ferries between Bremerton & Seattle and Vashon Island & Seattle do not run on Sunday now, midnight sailings from Anacortes to the San Juan Islands were dropped Tuesday thru Thursday.

KITSAP TRANSIT recently reinstated Sunday service, dropped last January as part of the agency's response to the loss of $10 million, 43 percent of its budget.

Banking more fares and taxes than anticipated and armed with $2.9 million in state "bridge" funds, the Bremerton based system choose to reinstate service for one year and will ask voters to approve a 0.3 percent sales tax increase next month.

Fares were doubled in January. Monthly passes, which were increased to $50 have been reduced to $40 (they had been $25). Forty-ride punch cards for worker-driver buses were reduced from $60 to $50. They had been $28 to $52 based on distance traveled.

INTERCITY TRANSIT in Olympia implemented a 42 percent reduction in service last February as part of its response to I-695, but following receipt of $2.7 million from Washington state, increased service 13 percent beginning May 21st.

The system has established a new advisory committee, The Citizens Work Group, to consider a variety of policy matters and provide input to the Board. With the impact of I-695, **IT** greatly reduced rural service and some citizens are now taking the position that the transit sales tax should be discontinued in rural areas. TCWG is hard at work developing a response to the question – what areas in Thurston County should **IT** serve?

MASON TRANSIT AUTHORITY reduced Route 6-SHELTON-OLYMPIA service dropping the 740PM trip from Shelton and the 835PM bus from Olympia. The last trips of the day now depart Shelton at 630PM and leave Olympia at 725PM, also serving the Capital Mall.

MORE BALLOT INITIATIVES ON THE WAY

In late June, Mukilteo watch salesman Tim Eyeman, sponsor of last year's Initiative 695, filed sufficient signatures to qualify I-745, the second of two he wants on the November ballot. Earlier in the month, he filed signatures for I-722, his "Son of 695" initiative, which would limit property taxes and repeal tax and fee increases imposed late last year.

I-745 would require the state to spend 90 percent of transportation money on road construction and exempt road construction materials and labor from state sales taxes. The remaining 10 percent could be used for other modes of transportation, such as public transit. It would also require the State Auditor to monitor the performance of transportation agencies.

The original initiative, I-711, would have required HOV lanes be open to all traffic, but the signature gatherers found great support for the lanes and the measure was redrafted to drop this issue.

A coalition of environmental, labor, transit and business groups, Citizens For Real Transportation Choices, has mobilized to oppose I-745.

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State analysts say I-745 could shift anywhere from $900 million to $2.2 billion to roads from other transportation programs. In part, confusion arises from uncertainty over how to interpret the measure, such as whether the State Patrol and **WASHINGTON STATE FERRIES** would have to compete for the 10 percent money or get the funds from another source.

AMTRAK CALIFORNIA

SACRAMENTO: Changes took place May 21st including adding one round trip to Eureka on Route 7-NORTH BAY-REDWOOD EMPIRE, a second round trip on 18-CENTRAL COAST-HANFORD and reinstating Route 2-TULARE COUNTY.

For contract purposes, the agreement with **ORANGE BELT STAGES** has made Route 2 an extension of Route 18. Of the three round trips on Route 2, the two which are extensions of Route 18 are financially supported by **AC.**

FRONTIER TOURS is the new contract operator of Route 7. Many bus routes will be rebid this summer, which may result in contractor changes in the fall.

The new Bakersfield Station at 601 Truxton, about one mile east of the former location near 16th & F, opened for business in early July.

Route 3-STOCKTON-REDDING now stops in Lodi at the "new" Lodi Transportation Center (SAN JOAQUIN trains to/from Sacramento are planned this fall).

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: A public hearing has been set for September 9th to receive testimony on a variety of changes including discontinuation of five lines, changes to 20 others, possible adjustments to the new *RAPID BUS* program and fine tuning of an expanded Harbor Transitway service program set for October.

22-WILSHIRE-BRENTWOOD, 402-PASADENA PARK/RIDE, 436-VENICE EXPRESS, 466-LA MIRADA-DOWNEY PARK/RIDE, 497-MONTCLAIR PARK/RIDE are proposed to be discontinued..

Proposed for shortening (to no longer operate west of El Monte Station) are 484-LA-VALLEY BL-POMONA, 490-LA-COVINA-BREA and 491-LA-SIERRA MADRE (*Ed. Note – it is the opinion of some the lines would then become candidates for easy takeover by* ***FOOTHILL TRANSIT).***

Other changes would affect Lines 18, 40, 42, 51, 102, 107, 114, 220, 250, 253, 442, 446, 447, 471, 550, 620 and 625.



One of 20 NABI's in the so-called "Reverse Rapid" paint scheme for the Rapid Bus assignments on Lines 720 and 750. The buses are 7003-7010 and 7101-7112.

Guillermo Merino photo



Montebello has obtained three former Gardena RTS' which have been repainted all white and normally used as instruction buses. They are Gardena 774, 776 and one other.

Paul Castillo photo

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Golden State Transp Co	1669	Dina	Viaggio 1000/VS001669	1997	
	51175	MCI	102DL3/XP051173	1998	
	52189	MCI	102DL3/YP052189	1999	
Greyhound Lines, Inc (TX)	6520-6552	MCI	102DL3/—	2000	1
	6900-6924	MCI	102DL3/—	2000	
Los Angeles MTA	7061-7100	NABI	040.08/Y1140174-213	3-4/00	
-USED-					
Inland Empire Connection	2308	GMC	T8J204/BV810678	1981	2
LADOT	1113, 1128	Neoplan	AN440A/3/HL013333, 348	1987	3
	1155, 1188	Neoplan	AN440A/3/HL013375, 408	1987	3
Tres Estrellas De Oro	250	MCI	102C3/KP042630	03/89	4
California Sun Line	4301	MCI	MC-9/S14968/U34893	04/80	5
	4302	MCI	MC-9/S14969/U34894	04/80	6
Airport Bus	912-916	MCI	MC-9/—	—	7
	604	Prevost	H3-40/M1001090	1991	7
	605	Prevost	H3-40/R1001075	06/94	8
	606	Prevost	H3-40/R1001077	06/94	9
Royal Safari (for Orange Trolley)	9	Supreme	Classic Trolley/WCA32190	10/98	7
-DISPOSITIONS-					
AC Transit	1326	Gillig	40TB966V92/D1080321	1983	10
Silver State Coach Lines	1202-1203	MCI	96A3/—	—	11

-NOTES-

1. Lift equipped buses.
2. Ex Riverside Transit Agency 2308.
3. Ex Los Angeles County MTA, same numbers.
4. Ex Black Velvet Coach Lines (BC) 914.
5. Ex Antelope Valley Bus, Inc. 808.
6. Ex Antelope Valley Bus, Inc. 809.
7. Ex Unknown.
8. Originally Autocar Preference, Inc. (PQ) 8613 (from Hausman's Bus Sales of Los Alamitos).
9. Originally Tour Carriage (AZ) 607 (also from Hausman's).
10. To Commuter Bus Lines in Lynwood.
11. To ABC Bus Sales in Garden Grove.

VALLEY TRANSPORTATION AUTHORITY of San Jose is currently advertising for purchase of between 40 and 145 low floor, articulated buses. The contract award will be based upon a negotiated procurement process.

ORANGE COUNTY TRANSPORTATION AUTHORITY has started receiving its order of 61, LNG powered, low floor NABIs. They will be numbered 2101-2161 and all assigned to Garden Grove Division, the only operating facility presently equipped for LNG. At press time, 2102-2104, 2106-2109, 2115-2116, 2120-2121, 2128 and 2130 were at Garden Grove.

Later this fall, **OCTA** will receive its order of twenty additional diesel powered, low floor articulated buses, expected to be numbered 7211-7230, which units will also be assigned to Garden Grove.

LOS ANGELES COUNTY MTA has chartered 100 buses to the Los Angeles Convention and Visitors Bureau for the 2000 Democratic National Convention, to be held at the new Staples Center. The fleet is expected to consist of 70 CNG powered NABIs, prior to being placed in revenue service, and 30 diesel powered TMC RTS 06 buses, likely converted units of the 1200-1502 series.

Other Southern California agencies providing buses for the Convention include **OMNITRANS, LONG BEACH TRANSIT, CULVER CITY BUS, MONTEBELLO BUS LINES** and **FOOTHILL TRANSIT.**