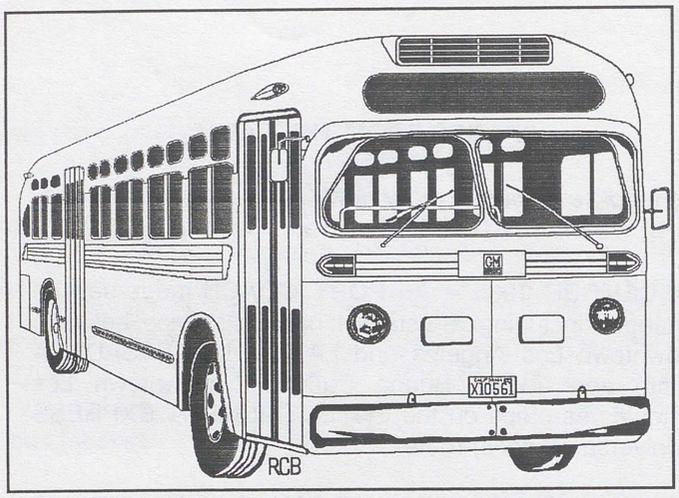
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VOL. 38, NO. 12 December 2000



TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND, OR: September 3rd brought new fares, service adjustments and new schedules to **TRI MET.**

TRI-MET

Fares were increased (cash, tickets and passes) system wide and a new three day pass, the ADVENTURE PASS, was established.

The one or two zone cash fare is now $1.20, all zones is $1.50, Honored Citizen is 60 cents, Youth 90 cents and LIFT is $1.30. An All Day Ticket is now $4.00.

Ten ride ticket books and monthly passes were increased proportionally.

Service wise, weekday peak hour only Line 38-BOONES FERRY ROAD was shortened to operate as far south as Tualatin Park & Ride while Line 76–BEAVERTON-TUALATIN continues to service the area as far as Mohawk & Martinazzi.

71-60TH/122ND AVE. had daily evening service added at night (after 900PM) between 82nd & Prescott and 96th & SE Woodstock while the Saturday headway was improved to 15 minutely.

Line 72-KILLINGSWORTH/82ND AVE. (a major north/south corridor on the eastside) now has a ten minute Saturday headway.

83-HOLLYWOOD/NE 47TH AVENUE was discontinued because of low ridership. Other **TRI MET** lines continue to serve the near eastside area.

154-WILLAMETTE LOCAL, one of several lines from Powell Garage which use the 2401-2418 series Collins World Trans 3000RE-185 30-passenger small buses, was rerouted within the City of West Linn and also scheduled to connect with 35-MACADAM buses.

CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA (C-TRAN)

VANCOUVER, WA: With a 40 per cent budget cut, but armed with special Washington state funds, **C-TRAN** implemented a new service and route plan for Clark County which became effective August 6, 2000.

The Fisher's Landing Transit Center, in the southeast area (near SE 34th St and SE 164th Ave) opened. It is served by eight routes and has a large Park & Ride Lot. This is the third **C-TRAN** transit center.

Frequent service was maintained on major routes including 3-CITY CENTER, 4-FOURTH PLAIN, 37-MILL PLAIN and 71-HIGHWAY 99 and commuter service continued from Salmon Creek, Evergreen, BPA/Ross Complex, Battle Ground and Camas/Washougal.

Evening service (until 915PM) is offered in most areas using State of Washington FY 00/01 budget money.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Another series of applications have been filed, generally requesting authority between points in Marin, Contra Costa, Alameda, San Francisco, San Mateo, Santa Clara Counties and the 3 Bay Area airports and to establish Zones Of Rate Freedom (ZORF) – they include: *Javier Canal and Ada Bueno dba GOLDEN STATE SHUTTLE; Ermiyas dba A BEST EXPRESS AIRPORT SHUTTLE; Lacy Nayaa dba PLANE RIDE; Dhami Singh dba SENIORS AIRPORTER SHUTTLE*

CENTRAL COAST SHUTTLE SERVICES, INC. to amend PSC-13086 to add on-call passenger stage service between points in Santa Maria, Bulleton, Santa Barbara and Ventura, Santa Barbara, Los Angeles International Airports and to establish a ZORF

Safa Altaie has applied to transfer PSC-6064 to *FIVE STAR AIRPORT LIMO AND SHUTTLE LLC and to establish a ZORF*

LOS ANGELES TO PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY has applied for orders to construct two light rail transit tracks at-grade crossing at a number of streets from Avenue 59 in Los Angeles through South Pasadena to Allen Avenue in Pasadena

DECISIONS

RED & WHITE FERRIES, INC's. authority to operate commute service between San Francisco and Richmond was revoked

Kulwinder Singh dba MOTHER TERESA AIRPORT SHUTTLE granted PSC between points in Alameda, Santa Clara, San Mateo Counties and San Francisco Oakland and San Jose Airports

DIVERSIFIED PARATRANSIT, INC. dba INLAND EXPRESS was granted a one-year suspension of its airport shuttle PSC

Mohammed Saeed dba HORIZON AIRPORTER may extend its PSC between Benicia, Vallejo, American Canyon and Oakland Airport

Avtar Singh dba JASSI TRANSPORTATION granted a PSC between points in San Francisco, Alameda, Santa Clara Counties and San Jose and San Francisco 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)

DECEMBER 1995 – AIRPORT COACH made several changes including re-establishing bus service between downtown Los Angeles and LAX on LAX-PASADENA route and adding Buena Park and Downtown Los Angeles as stops on the ENTERTAINMENT EXPRESS (Universal Studios) route.

DECEMBER 1990 – MEXICOACH started a new route between San Ysidro Trolley Station and downtown Tijuana using a fleet of four (37-40) ex **OMNITRANS** AM Generals, painted all red. The one way fare was $1 but only round trip tickets, including discount coupons at several downtown businesses, were sold.

DECEMBER 1985 – Two NEW local transit systems, **BELLFLOWER TRANSIT SYSTEM** and **PARAMOUNT NEIGHBORHOOD SHUTTLE,** began. Funded by Prop. A, Bellflower featured four fixed routes while Paramount was a fixed point Dial-A-Ride.

DECEMBER 1980 – The first of the **SCRTD** order of 940 GMC RTS II buses (8200-9139) were being placed into service from Division 18 on 3-WEST 6TH-CENTRAL AVE-COMPTON, 29-WEST 7TH-SAN PEDRO-COMPTON and 836-IMPERIAL HWY.

DECEMBER 1975 – Local transit in two more San Mateo County cities began, each with three routes and Monday to Saturday hours. **MILLBRAE SUNLINERS** had a fleet of Mercedes Benz 0309Ds while **FOSTER CITY TRANSIT** had Fleetwood FL-TB-1s.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: **VVTA** has implemented three routing changes within the last few months – HELENDALE ROUTE now enters the Victor Valley Transportation Center *(WT 6/00)* as it travels along D Street downtown while 52-COSTCO-VICTOR VALLEY MALL was rerouted along Bear Valley Rd, Cottonwood, Monarch and Mariposa in south Victorville.

On November 6th, 43-BEAR VALLEY ROAD-APPLE VALLEY was changed to enter and leave Mall 0f Victor Valley from Bear Valley Road instead of Amaragosa Road, serve the Mall only on westbound trips and now serves the new Lowe's Home Center (across Bear Valley from the Mall) on eastbound trips *(Ed. Note – 43 is the heaviest line in the system and is pulse scheduled at three points along the line. VVTA has made several minor routing adjustments to save time or serve new generators, but there are only 60 minutes in an hour and likely no further refinements. The system is not yet ready, financially or patronage wise, to implement half hour headways, but Line 43 could become the first, even if the second bus does not connect with others).*

County Day Passes prices were reduced $1 or 50 cents on October 2nd to be the same as other passes — $3 for a Regular Pass and $1.50 for Senior/Disabled Pass.

UPDATE ON SPANISH LANGUAGE BUS COMPANIES

AUTOBUSES AMERICANOS, INC. is now advertising a LOS ANGELES-DALLAS route which also serves Phoenix, El Paso and Juarez and a LOS ANGELES-DENVER route. **AA,** which took over operations of the former **TURISMOS RAPIDOS** *(WT 3/00)* serves former **TR** stations in Los Angeles, East Los Angeles, Santa Ana, El Monte and the **GSTC** terminal in Colton at Plaza de Las Glorias on Mount Vernon.

GOLDEN STATE TRANSPORTATION COMPANY has opened a terminal at Central Plaza in El Monte served by the LA-EL PASO, LA-MEXICALI and LA-TUCSON-NOGALES routes. **GSTC** also now has six daily trips on LA-FRESNO and one each on LA-SAN JOSE (1100AM trip) and LA-PORTLAND (530PM departure).

Houston, Texas based **EL CONEJO BUS LINES** may have a LOS ANGELES-EL PASO-HOUSTON route. *(Ed. Note – **ECBL** 102DL3s with headsigns have been observed in Commerce and on the San Bernardino Freeway on a regular basis).*

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: Another San Fernando Valley DASH route, DASH/CHATSWORTH, began during November. The line operates on weekdays between 545AM and 745PM on a rough 45 minute headway (1 bus).

From Chatsworth METROLINK Station the bus travels a one way loop along Plaza Drive, Devonshire, De Soto, Prairie, Shirley, Nordhoff, Corbin, Nordhoff, Canoga, Marilla, Lassen and Plaza to the Station. Some trips are timed connect with **METROLINK** trains.

COACH USA operates the line as part of its San Fernando Valley contract.

On November 27th, Line 203-OBSERVATORY was shortened and rerouted and now begins/ends at the Sunset/Vermont RED LINE Station and travels via Vermont, Hollywood, Hillhurst, Los Feliz Blvd, Vermont, Vermont Canyon Rd and West Observatory Rd to the Griffith Observatory. Line 203 runs every 25 minutes daily 700AM-630PM with evening service until 930PM on weekends (*previously ran Tuesday-Sunday starting at 100PM in line with Observatory days and hours).*

The route and frequency of DASH/NORTHRIDGE were changed December 4. The one way loop was enlarged and now runs via Reseda, Roscoe and Wilbur to the METROLINK Chatsworth Station, then previous route. The weekday 10 minute headway (2 buses) is offered between 820AM and 440PM with 20 minute service before and after those hours (1 bus).

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Earlier this year the **MTA** Board approved extension of contracts for four community based shuttles *(Lines 625, 626, 631 and 646 – WT 7/00)* with the proviso staff prepare a report on performance and recommend changes for future operations.

It appears that, with adjustments, each line has the ability to improve performance and continue serving activity centers which would otherwise have no direct transit service. Discontinuation was another option.

The Board approved an additional six month extension for each contract during which time **MTA** staff will conduct a competitive procurement process including an analysis of potential in-house BDOF operation.

As a part of the revisions, Line 625-WESTCHESTER SHUTTLE would combine Routes A and B into one; extend the line from World Way West along Pershing to

(Continued on page 4)

(Continued from page 3)
Playa Del Rey, then east on Jefferson to Alla Road and operate all day (515AM-915PM) on weekdays only.

Line 626-MARIPOSA/NASH SHUTTLE is proposed to continue on its one way loop routing (Nash GREEN LINE Station via Nash, Grand, Continental, Mariposa, Sepulveda, Imperial and Nash) but with only one bus (instead of 2) on a 15 (instead of 10) minute headway with slightly extended service span (700PM).

Line 631-LAKEWOOD STATION SHUTTLE would be extended to serve the new Wal Mart (Lakewood & Rosecrans) and return to Bellflower Kaiser Permanente Hospital, which was originally served.

Line 646-CITY NIGHTLINE *(WT 3/97)* is a Mobility Allowance Shuttle and also functions as a flexible destination line picking up and discharging passengers within 1/4 mile of the regular Avalon Boulevard routing. 646 Operators utilize cellular phones to receive calls from boarding patrons. No changes are proposed.

This past summer, a staff report to the Board concluded that substituting 58 passenger, low floor, 3 door articulated buses for standard 43 seat, high floor, 40 foot buses on a seat-for-seat basis could achieve an approximate 15 percent reduction in operating costs.

Issues affecting the start up costs and the potential savings include design of the bus and fuel type, how and where buses are deployed, facility modifications, fuel consumption, insurance and repair costs.

With minor alterations, Divisions 5, 8, 10, 15 and 18 would be capable of supporting articulated buses.

To achieve cost savings, a high demand bus line must be selected. Lines 204-VERMONT and 720-WILSHIRE-WHITTIER RAPID BUS, serving the two heaviest corridors in the system, emerged as candidates.

A cost comparison was prepared for Line 204 which uses 54 43-seat peak hour buses, each operating an average of 10.7 hours at an estimated direct cost of $66.28 per hour, or total of $38,297.

Using a replacement ratio of 3 standard buses by 2.2 artics (43 seats x 3 = 129 vs. 58 seats x 2 = 128), Line 204 would require 40 articulated buses for 10.7 hours at an estimated hourly cost of $81.15, or total of $34,732.

At that time, the Board received the report, but did not take action. At the November Board meeting, Board member (and Los Angeles Mayor) Richard Riordan offered a motion, amended to include both 45 foot and articulated buses, to direct the CEO to report back in two months with an implementation plan to procure and deploy high capacity buses in the **MTA** system.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: **SMMBL** has recently taken delivery of 16 new buses, 14 of which are different from any other member of the fleet. This group includes two APS buses (2604-2605), ten Thomas 30 foot, low floor SLF230 buses (2606-2615) and four MCI D4500, formerly the 102DL3 (5501-5504).

The APS will allow expansion of and are painted for THE TIDE, the Thomas' are painted in the allover periwinkle blue for use on shuttle type lines while the MCI', which will replace MCI MC-9s 471 and 472, have 55 reclining seats and monitors. They will be used for tours and charters.

With the exception of 5180, a GMD T8H-5307A and the last GM New Look bus manufactured, the remaining New Look buses are now all painted periwinkle blue. 5154 and 5155 have returned from the paint shop.

GM New Look 5174 is this year's Holiday Season bus. It is painted solid red with gold stars and the decal "Happy Holiday Bus". However, it does have the standard red and white seat backs used on the "Candy Cane Express" scheme, long a **SMMBL** tradition. 5168 holds the honor of being the last "CCE".

CALIFORNIA NEWS BRIEFS

The Laguna Beach City Council recently approved a Night Taxi Voucher Program to subsidize all but the first $2 of city residents taxi fares during evening hours as an alternative transportation mode. There are many evening activities in Laguna and parking is scarce. An option was extension of evening hours on **LAGUNA BEACH MUNICIPAL TRANSIT LINES.**

FOOTHILL TRANSIT has been given approval by City Councils in both Arcadia and Irwindale to construct and operate a second operating division on land near Peck Road and Myrtle. The **FT** owned facility will replace LAIDLAW's El Monte yard on Baldwin Avenue.

GLENDALE BEELINE's propane powered Escort RE-29s (13-23) have been sidelined following two engine fires in as many days. As replacements, contractor LAIDLAW TRANSIT SERVICES has brought in 40 foot Gilligs 19097 and 19101, 35 foot Gillig 805213, all still in **MTA** gold and white, and cutaways 848, 851 and 852 lettered for SOUTHERN CALIFORNIA MEDICAL TRANSPORTATION.

The SEASIDE SHUTTLE. partially financed by the City of Carpinteria and run by **SANTA BARBARA METROPOLITAN TRANSIT DISTRICT,** started in September along a three mile loop using two of **MTD**'s battery powered replica trolley vehicles.

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SAN FERNANDO VALLEY TRANSPORTATION ZONE INTERIM JOINT POWERS AUTHORITY

VAN NUYS: Plans to create a separate transit zone for the greater San Fernando Valley area were recently revived after hearing a consultant's (Russ Chisholm of Transportation Management & Design, Inc.) report that spinning off the agency would be workable.

The zone, which would have expired at the end of this year, almost died following the signing of SB 1101 which requires new transit zone to abide by existing **MTA** labor contracts for four years *(WT 10/00).*

The report estimated a Valley zone could be operated for $82.59 per hour, compared to current **MTA** costs of $98.56. The report also said the new labor pacts would benefit the zone, resulting in a $42 million savings over ten years. Forecasting revenues for the zone is much more difficult. An initial subsidy from **MTA** was expected to decrease quickly and "a zone is very dependent on a subsidy for the kickoff period, usually between three and six years", according to Chisholm.

MONTEREY-SALINAS TRANSIT (MST)

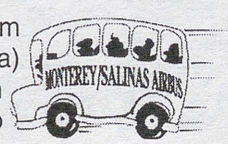
MONTEREY: The **MST** Board has approved purchase of two single wheel cutaways and two medium size buses to expand the MST RIDES paratransit program.

MST is the recipient of several grant awards from the Monterey Bay Unified Air Pollution Control District and from federal TEA-21 programs. One grant will be used toward purchase of 7 clean fuel buses, another program is the CALTRAIN CONNECTION with two peak hour trips each from Monterey and Salinas to the Gilroy CALTRAIN Station. "WELFARE-TO-WORK' NORTH COUNTY RURAL JOB ACCESS SHUTTLE will feature peak hour mini-buses connecting the rural area around Aromas and Castroville (new Moro Coho community housing) to Line 28 in Castroville and Line 29 in Prunedale. The fourth program (WELFARE-TO-WORK VAN SHUTTLE DRIVER TRAINING & JOB ACCESS) will be operated by the County of Monterey to train welfare-to-work clients as Class B drivers to operate shuttles from South County to Salinas.

MONTEREY-SALINAS AIRBUS II (MSA)

MONTEREY: **MSA,** now operated by the MAIN EVENT LIMOUSINE COMPANY of Monterey, has returned.

Operating every two hours, the firm connects Monterey (at Transit Plaza) and Salinas (at AMTRAK Station) with both the San Jose and San Francisco Airports. Fares are $30 one way per person, reservations suggested.



MSA departs Monterey at 400AM and every two hours until 800PM and leaves SFO at 700AM and every two hours until 900PM with the last trip at 1115PM.

VALLEJO TRANSIT LINES (VTL)

VALLEJO: Friday December 1st was the last day for operation of Line 92-VACAVILLE-FAIRFIELD-VALLEJO FERRY. The line, which ran during weekday peak hours, was only averaging three passengers per trip.

Service is expected to return when BAYLINK's third high-speed ferry boat arrives in 2002 guaranteeing transferring bus riders a seat on the boat and additional, adequate funding is secured.

*(Ed. Note – this is the second **VTL** ferry related connecting bus service to be discontinued this year, Line 100-SACRAMENTO-DAVIS-VALLEJO FERRY the first in September (WT 8/00).*

TRANSPORTATION AND THE NOVEMBER ELECTION – PART II

Central Colorado voters from Aspen to Glenwood Springs voted to approve **RURAL TRANSPORTATION AUTHORITY** creation *(WT 10/00)* including a variable sales tax. The new **RTA** will assume bus operations from the current **ROARING FORK TRANSIT AGENCY,** Colorado's second largest transit system.

Voters in the Denver metropolitan area voted to approve spending of almost $6 million in surplus taxes on transit and affordable housing. Half of the surplus will be used for purchase of rights of way and environmental impact studies and park and ride lots at rail stations.

In Utah, voters in Davis County (Ogden), Salt Lake County (Salt Lake City) and Weber County (Provo) approved a quarter-cent sales tax hike to improve bus and rail service and help build and operate commuter rail services between Ogden and Salt Lake City.

The TRAX light rail system will now be extended to West Valley City, Salt Lake City International Airport and the University of Utah Hospital.

TRINITY RAILWAY EXPRESS (TRE)

DALLAS, TX: On September 18th **TRE,** a joint effort of **DALLAS AREA RAPID TRANSIT** and **FORT WORTH TRANSPORTATION AUTHORITY,** was extended west from Irving 17 miles to three stations in Tarrant County

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(Continued from page 5)

at CentrePort/DFW Airport Station, Hurst Bell and Richland Hills with plans to arrive in downtown Fort Worth by next October.

Fares were free until September 30th with special introductory fares from October 1st until the Fort Worth extension. **TRE** is also contemplating midday, evening and Saturday operations.

JEFFERSON TRANSIT AUTHORITY (JTA)

PORT TOWNSEND, WA: The **JTA** Board recently voted to restore Sunday hours on 7-PORT TOWNSEND-POULSBO following the restoration of **KITSAP TRANSIT** service. They also voted to restore a Cost of Living increase for administrative staff that had been cut at the beginning of the year related to I-695 funding cuts.

Regular fares (50 cents for adults, 25 cents for all others) are now charged on the SHUTTLE, a local line in Port Townsend. A new "Shuttle Only" transfer has also been implemented.

CLALLAM TRANSIT SYSTEM (CTS)

PORT ANGELES, WA: **CTS** implemented its annual fall schedule September 18th with two more round trips on 14-PORT ANGELES-FORKS, reinstitution of 21-COLLEGE CONNECTION in Port Angeles and small adjustments on several lines for school business.

Public hearings have been held recently on two topics – a series of service adjustments next year and creation of a new transit zone in the west end of Clallam County.

The zone would be established on Highway 101 just east of Sappho and would affect only Route 14 between Forks and Port Angeles. Zoned or distance based fares have been proposed.

Service wise, 20-COLLEGE PLAZA and 22-LINCOLN-PEABODY in Port Angeles would be discontinued and replaced by two new lines improving service to Peninsula College which would also negate the need for 21-COLLEGE CONNECTION. In Sequim, 31-OLD OLYMPIC HIGHWAY and 44-DUNGENESS would be replaced by a general public Dial-A-Ride. 40-SEQUIM SHUTTLE would operate half hourly as would 17-FORKS SHUTTLE.



Happy Holidays from the staff at Western Transit

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: **RTD** has started using the new TransTeq 45 foot, low floor transit buses (to be numbered 1601-1626) on the 16TH STREET MALL SHUTTLE *(WT 6/00).* These units will replace six MCR brand model 7000E and twenty model 7000D low floor shuttles dating from 1982 and 1985.

The unique TransTeq buses are true electric-hybrids that run primarily off battery power. The batteries are constantly charged by a Ford 2.5 liter CNG engine and regenerative brakes. These low floor buses have four doors, seat 18 and stand up to 100.

The firm has plans to develop a more conventional 45 foot bus which is expected to use a lighter weight, all composite structure and have CNG fueled twin Capstone turbine engines. Preliminary designs indicate three door units with as many as 57 seats.



Shots of a new Denver RTD Trans Teq low floor buses on the 16th Street Transit Mall.



CITY OF LOS ANGELES SMART SHUTTLE OPERATIONS
Los Angeles, California
(Operated Under Contract To LADOT and Funded By LADOT and LACMTA)

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
WEST VALLEY SMART SHUTTLE					
01-04	El Dorado National	RE-29	-, L1900148, 148, 545	1990	CSUN
101-105	Ford/El Dorado	Econ/Aerotech	VHB81570-573, 84084	1997	LADOT
106-114	Ford/El Dorado	Econ/Aerotech	VHB84085-093	1997	
119	El Dorado National	RE-29	L1900140	1990	CSUN
120	El Dorado National	RE-29	PC084086	1993	CSUN
MAC ARTHUR PARK SMART SHUTTLE					
10-12	Ford/El Dorado	Econ/Aerotech	VHB72760, 764, 768	1997	
13	Ford	Econoline Van	—	1993	City owned
14-15	Ford/El Dorado	Econ/Aerotech	VHB72759, 763	1997	
16	Dodge	Wide One	—	1994	City owned
17-19	Ford/El Dorado	Econ/Aerotech	VHB72765, 762, 761	1997	
20-21	Ford/El Dorado	Econ/Aerotech	VHB91582-583	1997	R & D 115-6
SOUTHSIDE SMART SHUTTLE					
1	Ford/El Dorado	Econ/Aerotech	THB26616	1996	
4	Ford/El Dorado	Econ/Aerotech	VHA06992	1997	
5	Ford/El Dorado	Econ/Aerotech	THB26614	1996	
8-9	Ford/El Dorado	Econ/Aerotech	VHC02571-572	1997	
10-11	Ford/El Dorado	Econ/Aerotech	VHB91599, 598	1997	
12-13	Ford/El Dorado	Econ/Aerotech	VHC02573-574	1997	
14	Ford/El Dorado	Econ/Aerotech	VHB91597	1997	
NORTHEAST VALLEY SMART SHUTTLE					
109	Chevy	Astro Van	RF116019	1994	
6201-6205	Dodge	Ram Van	VK mixed	1997	
6206-6207	Ford	Econoline Van	LHB00986, LHA04361	1990	NIS
6209-6212	Ford	Econoline Van	WHA30339, 35461, 458, 460	1998	WLCAC
6221	Ford/El Dorado	Econ/Aerotech	VHC00375	1997	
6222-6227	Ford/El Dorado	Econ/Aerotech	VHB91593-596, 600-601	1997	
6228	Ford/El Dorado	Econ/Aerotech	THB26615	1996	WLCAC 2
6229	Ford/El Dorado	Econ/Aerotech	VHA46230	1997	WLCAC 3

WEST VALLEY SMART SHUTTLE is operated by **R & D TRANSPORTATION** with two fixed routes and four area Smart Shuttles. They also run contract service for Cal State Northridge of two fixed route in and around the CSUN campus. In June 2000 units 101, 104 and 105 were transferred to FIRST TRANSIT, INC. for DASH/HOLLYWOOD-WILSHIRE while 102-103 were transferred to COACH USA for DASH/NORTHRIDGE.

MACARTHUR PARK SMART SHUTTLE is operated by **SMART SHUTTLE, INC. (CDSNET, INC.)** and includes four fixed routes along Alvarado, Vermont, Normandie and Western. Units 20 and 21 are former **R & D** 115-116 while 13 and 16 are former CITYRIDE vehicles.

SOUTHSIDE SMART SHUTTLE is operated by **WATTS LABOR COMMUNITY ACTION COMMITTEE** with two flex routes in the South East Los Angeles area, Watts and Huntington Park. Units 2 and 3 were transferred to NORTHEAST VALLEY as 6228-6229 in November 1999.

NORTHEAST VALLEY SMART SHUTTLE is operated by **SAN GABRIEL TRANSIT, INC.** which offers two flex routes (300-VAN NUYS BL and VICTORY-SHERMAN WAY) and Dial-A-Ride service. Units 6209-6212 are former WLCAC 17-20 while 6228-6229 are former WLCAC 2-3. Vans 6206-6207 are presently out of service.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Santa Monica Municipal	(2604-2605	APS Systems	Transit Bus/Y0326019-020	2000	
Bus Lines	(2606-2615	Thomas	SLF230/1JA99310-319	2000	
	(5501-5504	MCI	102DL3/1P053595, 597-599	11/00	1
AC Transit	(6029-6034	MCI	102DL3/1P053404,08,11,14,17,19,	9-10/00	
	(6035-6040	MCI	102DL3/1P053424,30,42,48,54,60	9-10/00	
Orange County TA	(2110-2111	NABI	040.09/YA140342-343	07/00	2
	(2112-2114	NABI	040.09/YA140345-347	07/00	2
Royal Coach Tours	530, 535	Prevost	H3-45/11014039, 037	2000	
-USED-					
Monterey-Salinas Transit	(1301-1305	Gillig	4096TB6V92/E1081096,103-105,107	05/85	3
	(1306-1310	Gillig	4096TB6V92/E1081110,112-113,115,120	05/85	3
	(1311-1313	Gillig	4096TB6V92/E1081129,236,100	05/85	3
Autobuses Crucero	60140	Dina	Viaggio 1000/TS001173	1996	4
-DISPOSITIONS-					
Orange County TA	(4101-4122	Gillig	4096TBL10/J1082148-169	1988	5
	(4123-4152	Gillig	4096TBL10/J1082118-147	1988	5
	(4153-4167	Gillig	4096T6V92T/J0182178-192	1988	5
Santa Clarita Transit	(123-125	Grumman	35096-6/BD093535, 539-540	1981	5
	(140	GMC	T8J204/DV821646	1982	5
Sunline Transit Agency	1491	FIxible	53096-8-1/60198	07/75	6

-NOTES-

1. The builders plate says these are Model D4500, but our source reported them as 102DL3.
2. Additional information – YA140344 is not part of the order, may be an LNG demonstrator.
3. Ex Pierce Transit (WA) 201, 208-210, 212, 215, 217-218, 220, 225, 234, 239, 205.
4. Ex Golden State Transportation Company 1173.
5. Sold by Auction at Ken Porter Auction Company in Torrance.
6. For sale at Nationwide Auction Systems in Industry.

GOLDEN GATE TRANSIT is now advertising for bids for four 30-foot, diesel, accessible buses including an option to purchase up to six additional units.

During September and October *SANTA MONICA MUNICIPAL BUS LINES* leased a low-floor, articulated New Flyer (7209) from *ORANGE COUNTY TRANSPORTATION AUTHORITY* and operated the bus in service, fare FREE, on Line 10-SANTA MONICA FREEWAY EXPRESS to test employee and passenger reactions.

Mid month, *OCTA* sold forty 1988 model Gilligs (4102-4, 6-22, 24-25, 28, 32, 39, 43-44, 50-51, 54, 57, 59-67) thru Ken Porter Auctioneers' Torrance office. Transit Sales International obtained most all of the units.

COACH USA subsidiary *GOODALL'S CHARTER BUS SERVICE* of San Diego has sent at least five of its buses (all TMC 102A3s) to another COACH subsidiary, *TRENTWAY-WAGER* of Toronto — 61985-61986 (HR006006-007), 61987-61988 (JR006645-646) and 47901 (JR006909) .



LEFT: *LACMTA CNG Neoplan 4570 decked out in its holiday finest at Gateway Transit Plaza. This Division 8 entry was the winner of the MTA Christmas Bus 2000 competition.*

RIGHT: *SANTA CLARITA TRANSIT 124 at the interim Transit Center at Valencia Town Center in April 2000.*

Both photos by Russ Jones

