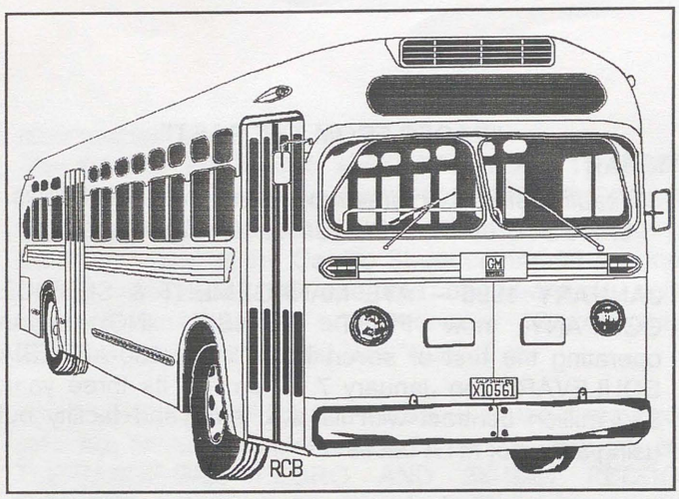
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VOL. 39, NO. 1 January 2001

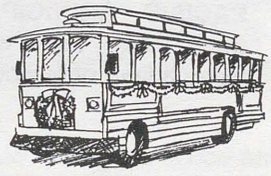


2000 HOLIDAY BUSES AND SERVICES

Special holiday transit services, specially decorated buses and Free Rides highlighted the recent holiday season with the **RIVERSIDE TRANSIT AGENCY** sponsoring five different programs.

RTA sponsored a Holiday Food Drive on December 13. Everyone who brought a non-perishable food item rode FREE on both Fixed Route and Dial-A-Ride buses. At least one donation needed to be made each time a rider boarded a bus.

The cities of Corona and Norco, Lake Elsinore and Temecula all sponsored special "Holiday Trolleys" during December, each with its own schedule and fare. The motorized Chance Trolleys (No. 10-No. 15) were assigned and the operators wore uniforms including white shirt, black vest and red Santa stocking caps.



The CORONA/NORCO HOLIDAY TROLLEY operated a one way loop the weekends of December 9-10 and 16-17. One FREE bus ran every 70 minutes 1000AM-600PM from the Corona Senior Center (10th/Belle) via Main/Hamner, 14th, Hamner, Hidden Valley Pkwy/McKinley St (diverting into both Costco Plaza and Wal Mart Plaza), Magnolia, Ontario, Main, 10th to Belle.

LAKE ELSINORE "TOOTSIE" THE TROLLEY operated on Saturdays December 2, 9 and 16 between 1000AM and 600PM on a two direction line from Brookstone Center past the Outlet Center and downtown to the new Wal Mart Center. A ride cost a quarter and the trolley ran every 1 hour, 40 minutes.

The TEMECULA HOLIDAY TROLLEY operated each weekend in December before Christmas – December 2-3, 9-10, 16-17 and 23-24, every 60-65 minutes between 1000AM and 1000PM on a two directional line connecting all the shopping centers with downtown and selected residential areas.

New Year's Day also brought FREE rides all day.

Two holiday buses were decorated in "Happy Holidays" paint jobs. **SANTA MONICA MUNICIPAL BUS LINES** 5174 was painted an overall bright red with gold stars and white lettering "Happy Holiday Bus". **LONG BEACH TRANSIT** New Flyer 2008 remained in regular **LBT** colors, but had "Happy Holidays" in red painted on the side windows.

DOWNEY LINK and **THOUSAND OAKS TRANSIT** both operated their systems on abbreviated service spans on the Saturdays preceding Christmas.

MTA again offered free rides on both Christmas Eve and New Year's Eve between 900PM and 500AM the next morning on the bus system and from 900PM until closing on the Metro Rail lines.

On the Saturdays between Thanksgiving and Christmas the **FASHION DISTRICT TROLLEY** offered its one hour tour of the Los Angeles Fashion District (7th to Pico, Los Angeles to Wall) for holiday shoppers.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

ISLAND NAVIGATION COMPANY, INC. dba CATALINA ISLAND WATER TRANSPORTATION COMPANY, a vessel common carrier, has applied for authority to increase fares and to establish a Zone Of Rate Freedom

Investigation of Commission's motion into the operations and practices of *Frank Quenga, an individual dba HAFA DAI* (TCP/PSC 8894-B) to determine whether he has violated any laws, rules or regulations governing charter party carriers

LION AIRPORT SHUTTLE & LIMO SERVICE applied for PSC to operate between points in Central California (Fresno, Merced, Stanislus, Yolo, Sacramento, Solano, Napa, Sonoma, San Mateo, Santa Clara, San Benito, Santa Cruz and Monterey Counties)

Kashmir Balaggan dba PREET AIRPORT SHUTTLE applied for a PSC between points in Alameda, Santa Clara, San Mateo Counties and the Bay Area airports

DECISIONS

Mohammed Saeed dba HORIZON AIRPORTER was granted an extension to his PSC to now serve between Benicia, Vallejo, American Canyon and Oakland Airport and to transfer ownership

Jafer Hadid dba SILVER LINE AIRPORTER, AAA AIRPORTER AND LIMO SERVICE, Avtar Singh dba JASSI TRANSPORTATION. Kulwinder Singh dba DHILLON AIRPORT SHUTTLE and *Shahid Khan dba ALL AMERICAN AIRPORTER EXPRESS* were all granted PSCs generally between counties in the Bay Area and the three Bay Area Airports (San Francisco, Oakland and San Jose)

DIVERSIFIED PARATRANSIT, INC. dba INLAND EXPRESS was granted a voluntary suspension of a portion of its PSC

Marta Cadena and Martin Villegas dba MOSQUITO EXPRESS was granted a voluntary six month suspension of its PSC

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"PAGES FROM THE PAST"

(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)

JANUARY 1996 – ATE MANAGEMENT & SERVICE COMPANY, now FIRST TRANSIT, INC, began operating the first of seven **MTA** lines, 130-ARTESIA BOULEVARD, on January 7 as part of its three year, $30 million contract with its own staff and facility but using a fleet of **MTA** buses.

JANUARY 1991 – GREYHOUND LINES, INC. filed a reorganization plan in federal bankruptcy court in Corpus Christi which would reduce corporate debt by $171 million and reshape the corporate structure. Equity held by **GLI's** previous owners was to be cancelled.

JANUARY 1986 – The **POMONA VALLEY TRANSPORTATION AUTHORITY** began operations with four Dial-A-Ride areas and one fixed route, THE VALLEY SHUTTLE, operating between Claremont and Cal Poly Pomona with a fleet of 16 Ford Econoline/El Dorado Aerotech cutaways..

JANUARY 1981 – Full **MUNI** METRO service through the Twin Peaks Tunnel (K, L, M lines) began as these lines began to use new Boeing LRVs. J-CHURCH remained the only rail line with PCC operation.

JANUARY 1976 – The coastal San Mateo County city of Pacifica inaugurated a new fixed route transit system, **PACIFIC MUNICIPAL TRANSIT** (Route Of The Shoreliners). **PMT** was a five route, eight bus system using a fleet of Minibus brand small buses.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

The **SANTA BARBARA METROPOLITAN TRANSIT DISTRICT** again offered the SHOPPERS EXPRESS traveling between the La Cumbre Plaza and downtown including a stop at the Carrillo Street commuter parking lot on weekends.. SE operated on weekends only between November 24 and December 10 and daily between December 16 and New Year's Eve.

The **MUNICIPAL AREA EXPRESS** operated a reduced schedule on its commuter routes, 2-PALOS VERDES, 3-TORRANCE-SAN PEDRO AND 3X-SAN PEDRO EXPRESS as many businesses in El Segundo operate on reduced schedules during the holidays.

METROLINK's HOLIDAY TOY EXPRESS visited all 44 stations during December collecting toys for the annual Spark Of Love Toy Drive. The train set included engine 853, cab car 634, a flat car with a stage and animated displays, a second flat car with an old fire truck and, finally, a caboose complete with lights. A 20-minute performance of holiday music took place at each stop.

On New Year's Day **METROLINK** again operated its advance reservation, premium fare ROSE PARADE EXPRESS trains.

The **ANTELOPE VALLEY TRANSIT AUTHORITY** conducted its annual Stuff-A-Bus contest November 24 collecting unwrapped toys, new clothing and non-perishable food items for area service organizations.

SAMTRANS again added late evening bus service on Line 120-BART/COLMA-SERRAMONTE CENTER-DALY CITY coinciding with the center's extended holiday shopping hours.

On New Year's Eve, **BART** operated all night service on three lines, RICHMOND-FREMONT, PITTSBURG/BAY POINT-COLMA and DUBLIN/PLEASANTON-DALY CITY. In addition, they offered New Year's Eve Flash Passes that allowed unlimited rides on **BART** from 600PM Sunday and 400AM Monday for $5 each.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY, TRI DELTA TRANSIT and **LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY** sponsored a three way competition to collect the most non-perishable items for distribution to shelters and other service organizations in Contra Costa and Alameda Counties.

On New Year's Eve **CALTRAIN** operated two more trains than its normal Sunday schedule – northbound from San Jose at 500PM at regular fares and southbound from San Francisco at 100AM, fare FREE, to encourage people to enjoy the New Year's activities, but not drive.

INTERCITY TRANSIT of Olympia, Washington provided limited transportation for South County residents to/from Westfield Capital Mall the week preceding Christmas. The HOLIDAY SHOPPER SHUTTLE was a two route system. On December 19 and 23, one bus connected Yelm, Rainier, Tenino and the Mall with two round trips. On December 21 and 23, another bus linked Bucoda, Grand Mound and Rochester with the Mall, also with two round trips.

MTA had an in-house "Decorate A Christmas Bus" contest. Six divisions were scheduled to compete - D3 with New Flyer C-40 5029, D5 with New Flyer D40LF 3002, D8 with CNG Neoplan 4570, D10 (whose entry CNG Neoplan 6539 did not make it) D15 with CNG Neoplan 4510 and D18, also with a CNG Neoplan, 4755. As has become the custom, Division 8 in Chatsworth was the winner *(WT 12/00).*

CALIFORNIA AIR RESOURCES BOARD

SACRAMENTO: **CARB** has approved a new $50 million program to be divided three ways – $25 million for natural gas buses, $12.5 million for clean diesel buses and $12.5 million for pollution control devices on older diesel buses.

There are 24,000 diesel school buses in California and the program will fund purchase of 400 new buses and retrofit hundreds of older models.

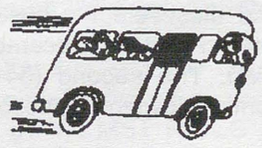
The seven hour hearing drew sharply divided testimony from education, industry, public health and environmental groups.

Some school officials argued that continuing aid for diesel bus purchases is necessary as a natural gas unit costs $40,000 more and many districts must come up with 25 percent of the purchase price. In addition, the $40,000 goes a long way in the classroom.

Diesel industry representatives said schools should not be forced to choose between buses and books, that diesel fuel is more readily available in rural areas and performs better in mountainous regions.

Environmentalists demanded that only natural gas fueled engines be considered.

The Air Board proposes to help districts install natural gas fueling stations by paying 3/4 of the cost which can reach $1 million.

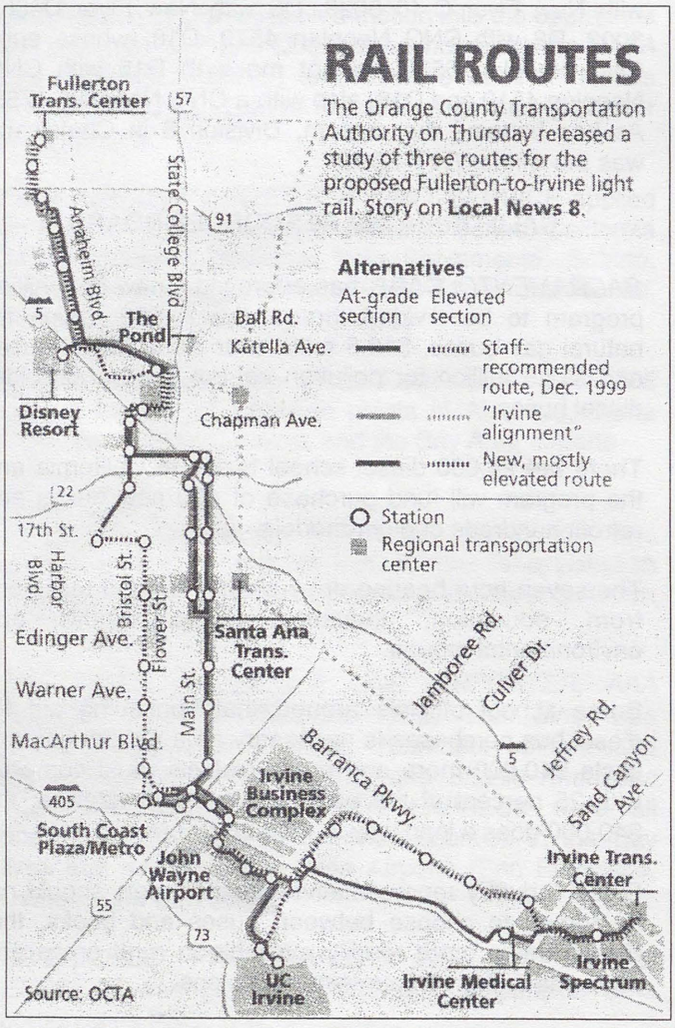


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ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: **OCTA** has returned with three alternatives for the proposed CenterLine light rail project including a mostly elevated route which travels south from The Block adjacent to the Santa Ana River, through Santa Ana on 17th and Bristol to the South Coast Metro area, turning east on Sunflower to Main and rejoining the original alignments enroute to the Irvine Spectrum and Irvine Transportation Center.



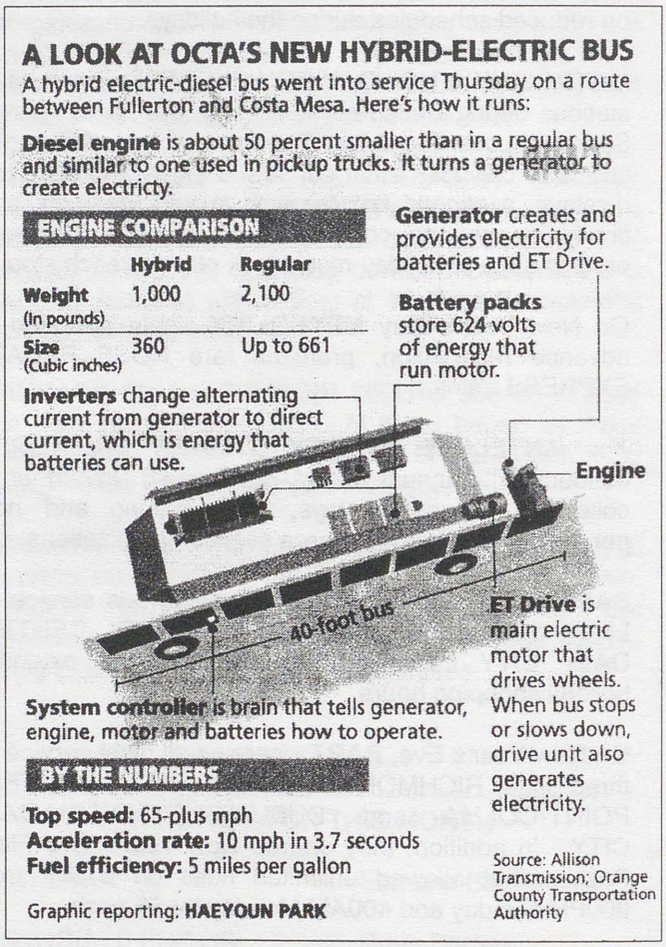
Over the next few months, an open house and a public hearing will be held on the project followed by an **OCTA** Board decision on which route to pursue. Then an 18 month engineering study will more fully detail the proposal. In mid 2002 a final decision is expected on beginning construction of the first segment.

One of two hybrid diesel/electric buses (5420, a New Flyer H40LF) entered service December 14th on Line 43-HARBOR BLVD. The second (5419) should enter service in mid month following inspection and prepping.



The buses are equipped with on-board computers and log and analyze vehicle performance data such as speed, distance, acceleration, energy management, brake performance and component diagnostics.

The benefit of a hybrid to a conventional bus should be at its best with the highest passenger loads and the most frequent stop-and-go.



Arthur W. Leahy, currently General Manager of **METRO TRANSIT** in Minneapolis, has been appointed Chief Executive Office of **OCTA** beginning January 15th. Leahy, 51, is very familiar with Southern California, having worked at **SCRTD/LACMTA** for twenty five years, the last three as Executive Officer of Operations. His experience in securing approvals and funding for light rail in the Twin Cities against formidable opposition was a key factor in his selection.

(Continued on page 5)

(Continued from page 4)

EAST LOS ANGELES SHUTTLE (ELAS)

EAST LOS ANGELES: On November 3 **ELAS** doubled the size of its system by instituting two direction service on each of its three lines using its fleet of new Ford Econoline/Glaval Bus cutaways.

The all white buses have the **ELAS** logo on each side, the background is green, the lettering is white and the sunburst is gold and orange. They have 19 longitudinal seats plus one wheelchair station.

MOORPARK CITY TRANSIT (MCT)

MOORPARK: In September this Ventura County bus system was more than doubled in size by adding a second route, a second bus and extended service hours by starting earlier and finishing later.

The weekday only system includes 1-PEACH HILL PARK-CAMPUS PARK DR.-MOORPARK COLLEGE (hourly 600AM-500PM) and 2-TIERRA REJADA RD-MOORPARK COLLEGE (hourly 640AM-640PM).

While there has been a 13% ridership gain, there was a 90% rise in expenses. As a demonstration project, **MCT** has three years to increase its farebox recovery ratio back up to the 20% level required.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Susan Hafner, **RTA** General Manager for ten years and who was reluctant to switch from diesel to CNG powered buses, resigned in November after Board members asked her to step down.

The Board accepted her resignation on November 17 after voting 13-4 in closed session to ask her to quit. Some members questioned her leadership ability and vision for the future.

Riverside County Supervisor John Tavaglione, one of her most vocal critics, said **RTA** Board members and the RIVERSIDE COUNTY TRANSPORTATION COMMISSION felt that natural gas buses are better for the environment.

Riverside Mayor Ron Loveridge, an AQMD member, said that Hafner was "on the wrong side of the issue" because clean diesel buses still emit particulates that contribute to smog. "She was pretty strong and tough in her advocacy of that and she lost", said Loveridge. Such buses, he said, may have made sense from a transit perspective, but not from the larger, quality of life perspective".

Others, such as Canyon Lake Councilman Bill Trembly, said he did not understand the change of heart. "I was visibly shocked that she was rated superior the last five years and this time ... she was voted out", he said.

On December 22nd the **RTA** Board voted to reverse its previous decision *(WT 6/00)* to buy half clean diesel and half CNG buses and instead purchase 94 CNG powered vehicles, which will cost $344,000 apiece. The first 47 are due this summer and the rest in mid 2002 *(Ed. Note – it is believed that NABI was awarded the contract).*

RTA changed schedules on December 24th. Changes were mostly minor except that selected weekday peak hour trips on Line 15-ARLINGTON AVENUE now serve the METROLINK La Sierra Station.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (AQMD)

DIAMOND BAR: AQMD officials have unveiled a plan which would require operators of fleets of 15 or more school buses to buy heavy duty buses that use alternate (to diesel) fuels or smaller buses that use ultra-low-emission gasoline engines. The rule, if adopted, would apply to future purchases.

This is the last in a series of rules which is sending public and private fleets into the forefront of alternative fuel technology *(WT 3/00, 8/00).*

Such buses cost about $130,000 each or $30,000 more than their diesel equivalents. Current funding sources will not be sufficient and AQMD staff are working with state, federal and private entities to find more funding, first for buses, and second, for infrastructure.

If outside funding was not located, the draft plan would allow school districts to buy "green diesel" buses, which are expected to be on the market in 2002 and would reduce emissions as much as 90 percent by the use of particulate traps and low-sulfur diesel fuel.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: Recently the **MST** Board approved a Memorandum of Understanding with the City of Gonzales to provide fixed route bus service between Gonzales and Salinas. Beginning this April, four round trips will be offered Monday thru Saturday.

A second MOU, this with the Cities of Gonzales and King City, has been signed to provide limited special transportation by the MST RIDES program. Passenger

(Continued on page 6)

(Continued from page 5)
eligibility will be determined by each city and trips will be limited to medical and social service needs.

FARE CHANGES FOR VALLEJO TRANSIT LINES AND FAIRFIELD-SUISUN TRANSIT SYSTEM BART AND BAYLINK SERVICES

VALLEJO: The third, and last, bus fare increase for **VTL** services took place on January 1st as Vacaville-BART, Fairfield-BART, Vallejo-BART and Fairfield-Vallejo cash fares, ten ride tickets, monthly passes and BAYLINK Day Passes were all increased.

EMERY GO-ROUND (EGR)

EMERYVILLE: **EGR** implemented a series of changes on December 4th.

The all-day CHRISTIE route was divided into peak hour only NORTH HOLLIS and HOLLIS AMTRAK routes. CHRISTIE continues during the midday period.

NORTH HOLLIS departs BART/MAC ARTHUR, stops at Hollis and 40th, then operates express to Hollis & 59th, then follows CHRISTIE to Shellmound, turning onto Powell and returning non-stop to BART.

HOLLIS AMTRAK departs BART via 40th, Emery, Park, Hollis, 59th, Hollis, Park, Emery and 40th to BART.

Evening service on POWELL and CHRISTIE was extended until 830PM.

THURSTON COUNTY PTBA dba INTERCITY TRANSIT (IT)

OLYMPIA, WA: The **IT** has asked the Thurston County Board of Commissioners to call a public transportation improvement conference this winter to consider the size of **IT's** service area as current funding (related to I-695's forced reduction of 40 percent of its services) will not support continued comprehensive transit in both the urban and rural portions of the county.

Eighty five percent of service to the rural South County was discontinued and financial projections show **IT** will need another 30 percent reduction by the end of 2002 unless more funding is available.

At the Public Transportation and Rail Conference in October, **IT** conducted a training session on guidelines for public agency conduct during an election.

IT had worked with the Public Disclosure Commission to develop clear guidelines for public agencies as they prepare public information about election issues and they led the training as part of an agreement with the state Attorney General's Office as part of a settlement agreement. This followed allegations **IT** had used public resources to support a ballot measure advocating a sales tax increase in Thurston County.

The **IT** Board has approved purchase of 8 fixed-route El Dorado cutaways from Schetky Northwest Sales under the State of Oregon contract for small buses. They also authorized operation of a "Holiday Shopper" service preceding Christmas (See Page 3).

YUMA METROPOLITAN PLANNING ORGANIZATION (YMPO)

YUMA, AZ: VALLEY TRANSIT Route 13-YUMA-SAN LUIS was introduced last September 1st connecting Yuma with Somerton, Gadsden and San Luis, Port Of Entry at the Mexican Border. This service is provided by **SAN LUIS-VALLEY TRANSIT, INC.**

Service operates every two hours (2 buses) and a one way trip takes 1 hour, 45 minutes. Monday thru Saturday, buses depart Wal Mart in Yuma at 700AM and every two hours until 700PM. Northbound buses leave San Luis at 700AM and every two hours until 500PM. On Sunday, buses leave Yuma between 800AM and 600PM and leave San Luis from 800AM until 400PM. The one way fare is $1.00.

Also new in Yuma is DIAL-A-RIDE, a pilot transit system to help determine the need for public transportation in the Greater Yuma area. It is a curb to curb service in which passengers must make advance reservations in advance of their trip.

QUARTZSITE TRANSIT SERVICE (QTS)

QUARTZSITE, AZ: Another new operation in the Grand Canyon State is **QTS** which runs weekdays between 900AM and 200PM. Passengers need to call 24 hours in advance to schedule a pick up.

On Monday, Wednesday and Friday the **QTS** lift equipped, high roof Dodge Ram Van circulates within the community. On Tuesday, the van travels to Blythe and on Thursday to Parker.

On Wednesday, the van will go to Yuma/Algodones for persons needing medication and other shopping needs. They need a minimum of six riders. Lake Havasu City trips are also available for medical appointments, with advance reservations.

(Continued on page 7)

CORVALLIS TRANSIT SYSTEM
Corvallis, Oregon

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
736	Gillig	35102TBL10	M1083984	1991	
737	Gillig	35102TBL10	M1083985	1991	
738	Gillig	M11T35102	R1085180	1994	
739	Gillig	M11T35102	R1085181	1994	
740	Gillig	M11T35102	R1085182	1994	
741	Chance	AN-28 Trolley	TW535039	1996	
742	Gillig	M11T35102	V1088613	1997	
743	Gillig	M11T35102	V1088614	1997	
744	Collins/World Trans	3000/RE-185	WL000355	1998	

CORVALLIS TRANSIT operates seven fixed routes and two service routes throughout Corvallis, home of Oregon State University, with a fleet of green and white lift equipped buses and one trolley style vehicle.

The Service Routes provide wheelchair accessible service to the southwest and northeast areas of Corvallis and connect with all of the fixed routes at the 5th and Jefferson Downtown Terminal.

(Continued from page 6)

FORTY YEARS OF FLXIBLES IN LOS ANGELES

LOS ANGELES: The year 2001 will celebrate the fortieth year that Flxible brand buses will be operating for the major Los Angeles based transit agency.

(For purposes of this story, the names Flxible, Flxible/ Twin Coach, Grumman Flxible, Grumman, Flxible Metro and the manufacturing organizations they represent area considered one).

ASBURY RAPID TRANSIT SYSTEM, predecessor of the **LOS ANGELES METROPOLITAN TRANSIT AUTHORITY,** had a fleet of 36 propane powered Flxible-Twin transit coaches, built in the mid 1950s, which were acquired in March 1958 and operated until the June 1959 closing of Glendale Division 10 with its loss of propane facilities.

In 1960 **LAMTA** issued bids to purchase 175 40-foot new buses including 30 manual transmission suburban seat, 30 hydraulic transmission suburban seat and 115 hydraulic transmission transit seat units.

General Motors Corporation was expected to bid (and did) their "New Look" bus. The Flxible Company (at the time the only other manufacturer of transit buses) had just started production on a 150 bus order of their version of the "New Look" bus for Chicago, but bid on this order requesting a delay in delivery dates.

As the suburban buses were needed for the April 1961 conversion of the Long Beach rail line, time was vital for these units. The transit style buses were primarily replacements and delivery time was less vital.

Donald J. Belding, **MTA** Director and a principal in the advertising firm of Foote, Cone & Belding, was chair of the board's Purchasing Committee. He championed splitting the order for the transit buses for several reasons – the Flxible price was less, the order would stimulate competition in price and product and, in the future, could result in procurements more favorable to **MTA,** than if there was only one supplier.

The other directors voted to support Belding's idea and split the order into 80 for GMC with delivery in spring 1961 and 35 for Flxible with fall 1961 deliveries.

The first of 14 orders totaling 1693 new buses, Flxibles 5700-5734 arrived in October 1961 and were placed in service the following month from Van Nuys Division 8 on 35 (424)-WEST VALLEY FREEWAY FLYER and 93 (420)-LOS ANGELES-VAN NUYS-PACOIMA.

A total of 23 used Flxibles were also obtained, eight which were copies of similar **MTA** units with purchase of the **POMONA VALLEY MUNICIPAL TRANSIT SYSTEM** and 15 from **MEMPHIS TRANSIT AUTHORITY** in 1975.

Over this next year, *WT* will retell stories of Flxibles in Los Angeles and include photos of various buses in different paint schemes.



RTD 5701, arrived in 1961 painted in two-tone green. Shown here in April 1967 repainted chrome yellow and saddle tan.

Ed Buckley photo

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Carson Circuit	(311-315	El Do National	RE-32/YC084196, 199, 197, 198, 200	2000	
	(316-320	El Do National	RE-32/YC084201, 202, 205, 204, 203	2000	
East Los Angeles Shuttle	(509-510	Ford/Glaval	Econ/Universal——	2000	
	(511-512	Ford/Glaval	Econ/Universal/YHB55134, 133	2000	
	(513-514	Ford/Glaval	Econ/Universal/1HA11159-160	2000	
Pacific Coast Sightseeing	63517-63522	Freightliner	Trolley Bus/—	2000	
Greyhound Lines, Inc (TX)	6522-6588	MCI	102DL3/—— (accessible units)	99-00	
-USED-					
Autobuses Crucero	60138	Dina	Viaggio 1000/TS001172	1996	1
Golden State Transp Co	60153	Dina	Viaggio 1000/VS001673	1997	2
-DISPOSITIONS-					
Mark IV Charter Lines	(445	MCI	MC-9/U34864 S14679	03/80	3
	(447	MCI	MC-9/U35504 S15258	1980	3
Santa Barbara MTD	230	AM General	9640B-8/0329	10/77	4
Phoenix Transit Sys (AZ)	4776	AM General	9640A-8/0194	11/75	4
Utah Transit Auth (UT)	8467	Gillig	35TB6V92/E1081037	1984	4
Capital Metro (TX)	1613	Gillig	3096TB6V92/G1081525	11/86	4

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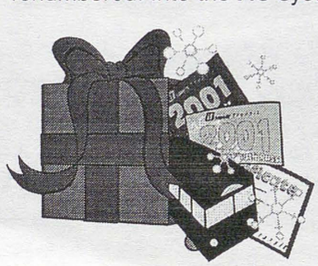
1. Ex Golden State Transportation 1172.
2. Renumbered from Golden State 1673.
3. To unnamed intercity operator in Guatemala who runs between Juliapa and Peten.
4. To Transit Sales International in Riverside.

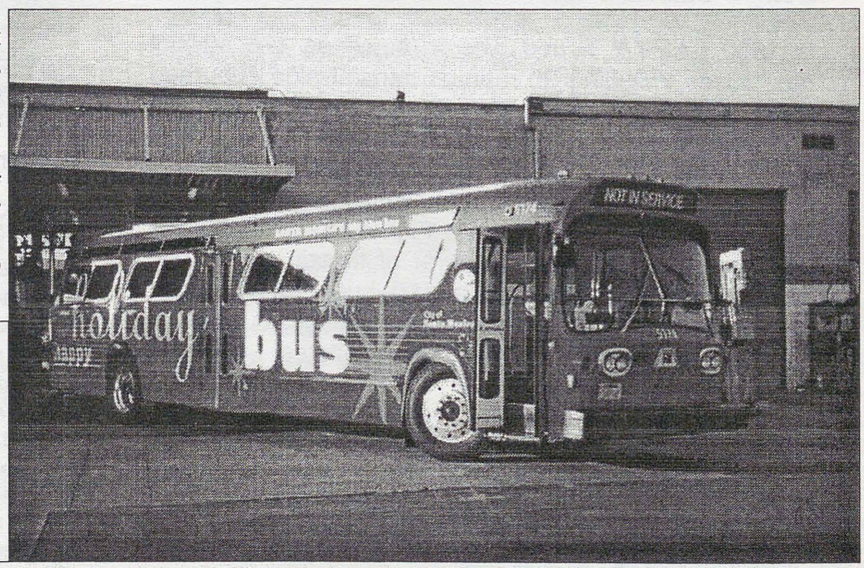
LADOT RE-29s 20001-20003 were originally numbered 96001-96003. They were electric powered and used on DASH/HOLLYWOOD. They have been extensively refurbished, are now propane fueled and considered as hybrid electric buses. They were repainted in the new DASH color scheme and are usually assigned to DASH/LINCOLN HEIGHTS-CHINATOWN which is also where the 99001-99005 hybrid electric units were used *(WT 9/00)*.

TORRANCE TRANSIT SYSTEM is now working with **FOOTHILL TRANSIT** to take possession of two yet-to-be-delivered Orion VI hybrid-electric buses which could form the basis for **TTS** entry into the alternative fuel era.

FOOTHILL TRANSIT issued an RFP for 66 heavy-duty, standard floor, alternative fueled, transit buses with an option for 66 more. Gillig, Neoplan, Nova Bus and Orion all submitted proposals. Gillig ranked highest for LNG buses and Orion ranked highest for CNG. Depending upon the "fuel of choice" decision, staff recommended those vendors. Major considerations for use of either CNG or LNG included safety issues, infrastructure costs including a fueling facility at Pomona, fuel distributors and preventative maintenance. The **FT** Board choose CNG and then awarded Orion a $22,141,152 contract for 66 buses with an option for an additional 66.

Based upon observations, it appears that **AUTOBUSES CRUCERO** and **GOLDEN STATE TRANSPORTATION COMPANY** may be going to be merged. Some **GS** buses have been transferred to **AC** and renumbered. When they returned, the buses kept both numbers and retained both firms ICC Motor Carrier numbers on their sides. At least one recently spotted Dina (1673/60153) has been repainted from the old to new **GSTC** paint scheme and also renumbered. Into the **AC** system.





Santa Monica Municipal Bus Lines 5174, a GMD T6H-5307A decorated for the 2000 holiday season.

Russ Jones photo