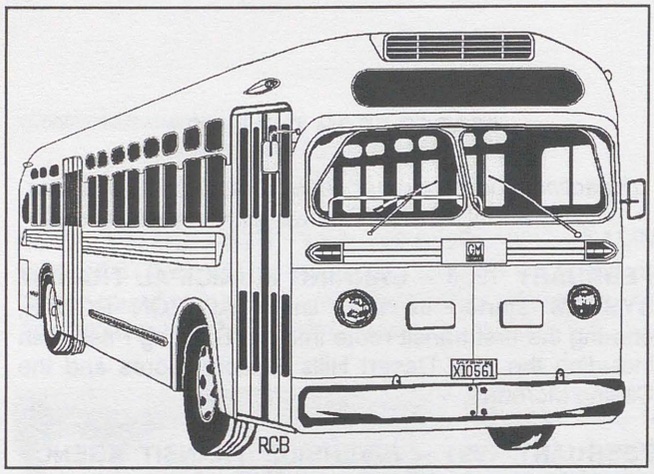
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VOL. 39, NO. 2 **February 2001**



ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: On December 17th **ACT** introduced a new route network in the southern Alameda County area of Fremont, Union City and Newark.



Most of the existing routes were restructured, fifteen new lines were added and daily service hours were increased by 400 (50 per cent).

Operating hours were extended on most lines with weekday service from 500AM to 1000PM.
Headways on most lines are half hourly and weekend service hours were increased.

Former Lines 20-30, 37 and 236 were replaced by NEW Lines 210-215, 217-219, 223 and 231-235 while LINX Lines 252, 253 and 258, 301 HAYWARD-FREMONT OWL and most of the 600-series school service lines remained the same.

210-FREMONT BLVD-ALVARADO BLVD runs between South Hayward BART Station and Ohlone College, 211-FREMONT BLVD-DECOTO RD travels between BART/Union City and BART/Fremont, 212-FREMONT BLVD runs between BART/Fremont and Landing Parkway and 213-MOWRY AVE-NILES BLVD runs between BART/Union City and New Park Mall.

214-STEVENSON BLVD travels between BART/Fremont and Lido Faire, 215-CENTRAL–OSGOOD RD travels between Warm Springs and New Park Mall while 217-MISSION BLVD crosses the Santa Clara County lines traveling to the Alder LRT Station in Milpitas **(VTA** connection).

218-GRIMMER BLVD runs between Ohlone College and BART/Fremont. 219-THORNTON BLVD travels between Lido Faire and BART/Fremont while 223-FREMONT CIRCULATOR is a two directional loop during middays on weekdays between Lake Elizabeth and Mowry & Blacow.

231-BLACOW ROAD travels between BART/Union City and Fremont & Washington Blvds., 232-CEDAR BLVD runs between BART/Union City and Ohlone College and 233-NEWMARK BLVD between BART/Union City and New Park Mall.

234-PASEO PADRE PARKWAY runs between Warm Springs & Mission and BART/Union City while 235-ALLBRAE STREET is a weekday peak hour line between BART/Fremont and Allbrae & Stevenson.

NEW on Wednesday and Friday only is 329-CHAPEL WAY SHUTTLE which operates hourly between 930AM and 130PM connecting the Chapel Way apartment complex with the New Park Mall.

NEW on Saturday only is 330-STEVENSON BLVD. which runs between Lido Faire and BART/Fremont primarily along Stevenson and Center.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Santokh Multani dba FIVE STAR AIRPORT SHUTTLE for PSC between points in Alameda and Santa Clara Counties and all three Bay Area airports.

International Diversified Investors, Inc. dba THE LIMO SCENE (of Encino) filed for a Class B charter party certificate (TCP-13867-B).

Victor Isaac Pearce dba ABBA LIMOUSINE SERVICE of San Bruno filed for a Class B charter party certificate (TCP-13897-B).

Evening Star Limousine, Inc. (of Anaheim) filed for new Class B charter party certificate (TCP-13907-B).

Commission investigation into the operations of *Guillermo and David Navarro dba HAPPY TOURS (*TCP-12171-A) to determine if they have violated laws, rules and regulations governing the manner in which charter party carriers conduct operations.

Kashmir Balaggan dba PREET AIRPORT SHUTTLE for PSC between points in Alameda, Santa Clara, San Mateo Counties and Oakland, San Jose and San Francisco Airports.

Michael Harwick, Ray Oviatt, Claudia Oviatt and Nettie Buckmaster dba EMPIRE CHARTER of Fontana for a new charter party certificate (TCP-13987-B).

DECISIONS

The City of Los Angeles has been given authority to construct a pedestrian overcrossing along Long Beach Avenue near 53rd Street *(WT 9/00).*

WTS PLANNED ACTIVITIES

Related to the "Forty Years Of Flxibles" story, **WTS** is planning a day of events, likely Saturday August 25th.

It should include a no-host dinner followed by an evening of entertainment (slide show, flea market, etc.) with cost and location TBD.

Earlier that day, some bus riding activities are planned, hopefully on Flxibles.

Please contact the Editorial Office with your ideas and suggestions or fill out our online form at our website.

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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)

FEBRUARY 1996 – BANNING MUNICIPAL TRANSIT SYSTEM started its third line, CABAZON ROUTE, offering the first transit route into the Banning Pass area including the new Desert Hills Factory Stores and the Casino Morongo.

FEBRUARY 1991 – RIVERSIDE TRANSIT AGENCY inaugurated Line 28-CORONA-TEMECULA operating primarily along Interstate 15 and providing five round trips on weekdays only using one of the 8601-8605 series Neoplan suburbans.

FEBRUARY 1986 – STOCKTON METROPOLITAN AREA REGIONAL TRANSIT was the (then) new name of the Stockton transit agency that started a new subscription service between three stops in Stockton and several stops at the Lawrence Livermore National Laboratory in Livermore.

FEBRUARY 1981 – During 1980, the County of Kern began rural transit systems (generally Dial-A-Rides, but some with service to and from Bakersfield) in nine areas – Taft, Delano, Frazier Park, Kern River Valley, Lamont, Tehachapi, Mojave/Boron, Shafter and Ridgecrest.

FEBRUARY 1976 – LAKE ELSINORE TRANSIT SYSTEM began a one way loop line in the city using a former **REGIONAL TRANSIT** GMC TDH-4512. Service ran Monday thru Saturday, except for Thursday afternoons to allow for regular maintenance.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

SUNLINE TRANSIT AGENCY (STA)

1000 PALMS: **STA** Line 12-MORONGO BASIN CONNECTION *(WT 11/00)* was reduced in scope to three round trips on weekdays only, including an alternate route to/from Palm Desert, on January 3rd.



Buses leave Kickapoo Park & Ride in Yucca Valley at 550AM (to Palm Desert), 830AM and 315 PM, to the Palm Springs Airport. Return buses leave the Airport at 710AM, 200PM and from Palm Desert at 350PM.

The alternate buses travel Highway 62, Interstate 10, Cook St, then via Hovley, Beacon Hill, Mediterranean and St. Charles to St. Charles Place.

MORONGO BASIN TRANSIT AUTHORITY offers two more weekday afternoon round trips and a Friday only 700PM northbound trip from the Airport.

On Saturday **MBTA** operates two round trips departing Yucca Valley 1245PM and 545PM and Palm Springs at 200PM and 700PM. A Sunday 700PM northbound trip all the way to 29 Palms Marine Base is also run. *(These trips were run by **STA** until December – WT 11/00).*

Fares remained at $7 one way/$11 round trip with a special $10 one way fare to the Marine Base.

STA's SUNLINK service (Coachella Valley to/from Riverside) using Super Buses (*WT 3/00, 5/00)* was also substantially changed, on December 18th.

SUNLINK was originally designed to provide a link between the Coachella Valley and **METROLINK** trains in Riverside for trips to Orange County and Los Angeles. Monthly patronage has averaged 562 riders.

Service continues at four round trips on weekdays only, but with new trip times and new stops. Stops at Palm Desert Town Center, House 2 Home (Park & Ride) and Banning/Beaumont (Highland Springs Avenue) continued with new stops added at Palm Springs Mall and Casino Morongo and Desert Hills Factory Stores.

Westbound trips leave Palm Desert at 545AM, 810AM, 1150AM and 250PM while eastbound trips depart from Riverside at 830AM, 1120AM, 315PM and 525PM.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Recently the **NCTD** Board adopted its "Fast Forward" near term three-year plan to revamp the entire bus system. The goal of FF is to focus 65 percent of service on busier urban areas and 35 percent in the rural and residential areas, to increase fare revenue while serving all of the North County.

The plan would increase service levels on busier lines and initiate a new "call-for-service" in some neighborhoods, a form of flexible destination service.

The Board will soon consider the staff recommendation to implement the new system this coming August.

The latest construction and equipment estimate for the 22 mile Oceanside to Escondido passenger rail line is $332 million, up $80 million from the original $252 million estimate. Anticipated federal funds to fill a funding gap, not included in this year's federal budget, may delay the planned 2004 opening date one year.

METROPOLITAN TRANSIT SYSTEM SAN DIEGO COUNTY TRANSIT SYSTEM (MTS/CTS)

SAN DIEGO: Former **CTS** 816-EUCLID TROLLEY-COLLEGE GROVE was transferred to **MTS** as Line 916 effective January 7th operating on the same alignment, but with improved frequency on weekdays.

An all day 30/45 headway replaced former 30 peak/ 75 midday. The weekend 70 minute all day headway using one bus continues.

Using 2001-2051 series New Flyer C40 buses, ATC/ VANCOM operates the line as part of its **MTS** contract.

OMNITRANS (OT)

SAN BERNARDINO: **OT** schedule changes on January 3rd included the combining of former 63-ONTARIO-CHINO and 64-ONTARIO-UPLAND into one line, called 63. The alignment and span and frequency of service remained as before. *(Ed. Note – previously the two lines were interlined, changing at D & Sultana in Ontario).*

OT and the City of Fontana are now offering FREE rides (from designated bus stops) on 21-COUNTRY VILLAGE-FONTANA and 29-FONTANA-BLOOMINGTON-RIALTO for pedestrians needing to cross the Sierra Avenue Bridge over I-10 during the construction period.

(Continued on page 4)

(Continued from page 3)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Julian Burke, **MTA's** 73-year-old Chief Executive Officer, announced he will leave the agency in a few months, as soon as a successor is found, but will continue to serve as an advisor, if requested.

The corporate turnaround expert was tapped by then-**MTA** Chairman Richard Riordan in August 1997 to lead the agency *(WT 8/97)*.

Current Chair Yvonne Brathwaite Burke, who is not related to the CEO, expressed gratitude for his service and regret that he is leaving. She said, "I don't think it is an understatement to say Julian Burke transformed the MTA. This is a much more stable agency and one that has much better customer focus than the MTA that existed before Julian Burke became CEO".

The **MTA** Board recently adopted special provisions for the Formula Allocation Procedure statistical reporting, relating to periods of service disruptions. Such a change requires a three-fourths (10) vote of the Board.

The FAP is used to allocate countywide bus transit funds among the agencies in Los Angeles County as codified in Public Utilities Code Section 99285 (d), "Based upon audited performance data submitted for bus transit operations .... each operator's share shall be calculated as follows: 50% of the operator's vehicle service miles and 50% of the operator's passenger revenues divided by its base fare."

The FAP controls allocation of transit funds two fiscal years later (data for FY 00/01 determines allocations in FY 02/03).

Due to periods of service disruption, such as the recent **MTA** work stoppage, an agency's revenue service mile and "fare unit" statistics would be less than expected. As the FAP allocates all available money, that agency's reduced statistics would create a one-time windfall in added subsidies to other agencies two years later.

The revised provisions, allowed in PUC Section 99285, will mitigate an agency's subsidy loss in a future year.

The Amalgamated Transit Union, representing mechanics and other maintenance workers, and Transportation Communications Union, representing clerical employees, have approved new labor contracts *(WT 10/00),* also approved by the Board of Directors.

BUTTE COUNTY TRANSIT (BCT)

CHICO: **BCT,** operator of three suburban routes with a small fleet of Gillig Phantoms, added Saturday hours on that portion of 3-PARADISE-OROVILLE-GRIDLEY-BIGGS between Oroville and Biggs on November 4th.

Four round trips (one bus) are offered between Oroville (Mitchell & Spencer) and Gridley (Sycamore & Vermont) with two trips continuing an additional six minutes north to/from Biggs.

Connections are available in Oroville for Line 1-CHICO-OROVILLE to/from Chico on three of the Line 3 trips.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: Owl Service came to San Mateo County on January 21st as Line 97-SAN FRANCISCO AIRPORT-SAN FRANCISCO OWL started operating hourly service between 100AM and 530AM daily.

292-SAN MATEO-S. F. AIRPORT-SAN FRANCISCO VIA BAYSHORE (former B Route) operates in this corridor during other hours.

Line 97 fares are $1.10 into San Francisco and $2.20 from San Francisco. The senior and disabled fare is 50 cents and $56 monthly passes are available.

PETALUMA TRANSIT (PT)

PETALUMA: January 2nd brought both cash fare and monthly pass increases on **PT,** intended to increase fare box recovery rates to the levels required by the state Transit Development Act.

The adult and student fare rose from 75 to 80 cents while the senior and disabled rate went from 35 to 40 cents. Paratransit fares are now $1.60 (double the base fare as allowed by regulation).

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: **VTA** implemented a number of changes on January 8th including discontinuing 24-SAN JOSE-CALIFORNIA CALTRAIN STA and replacing the portion of the line between San Jose and De Anza College with 23-SAN JOSE-SAN ANTONIO SHOPPING CENTER.

77-MILPITAS-EVERGREEN COLLEGE had peak hours trips operating between the Great Mall and Eastridge Transit Center extended to Silver Creek & Capitol.

(Continued on page 5)

(Continued from page 4)

Weekday evening service (until 1030PM) was added between Evergreen College and The Great Mall. Night service on weekends operates between Silver Creek & Capitol and the Great Mall until 930PM,

System wide schedule changes were made to better reflect actual running times.

Following an emotional debate on the merits of diesel and CNG fuels, the **VTA** Board voted 7-5 to continue buying lower-emission diesel powered buses. A staff report showed that buying and operating 198 new diesel buses over the next four years would cost almost $26 million less than a comparable CNG fleet.

Like many employers today, **VTA** continues to suffer with a shortage of bus operators. They have proposed a system wide service reduction starting April 2 to cope.

13-ALMADEN VALLEY-OHLONE-CHYNOWETH LRT STA. will operate hourly in the midday while 14-WATSONVILLE RD-PEAK & MAIN will only run during peak hours. 41-LAWRENCE CALTRAIN-SUNNYVALE INDUSTRIAL AREA would be discontinued while 48-MOUNTAIN VIEW LRT STA. VIA WHISMAN & ELLIS would be dropped on weekends.

Peak hour trips on 87-VALLEY FAIR-EL CAMINO & SCOTT would be dropped (midday and weekend trips would remain). 122-SOUTH SAN JOSE-LOCKHEED MARTIN/MOFFETT PARK and 350-ALMADEN LRT STA-SHORELINE INDUSTRIAL PARK would stop.

VTA and **SANTA CRUZ METROPOLITAN TRANSIT DISTRICT** are now getting ready to implement the new Yield To Bus law (California Vehicle Code Section 21810) on April 2nd for its nine month test period. Black triangle shaped decals are being installed on all buses.

The new law requires that, if a bus is flashing directional signals indicating its intent to merge into traffic from a bus stop and is showing a lighted "Yield" sign on its left rear, drivers must yield the right of way to the bus, or be liable for a fine, now set at $35.

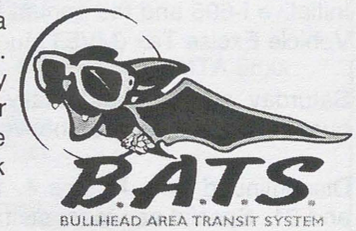
The program will be closely monitored and the Highway Patrol will report on its effectiveness at the end of 2002.

In partnership with the City of San Jose and the San Jose Downtown Association, **VTA** redesigned the look of the DOWNTOWN AREA SHUTTLE (DASH) rail feeder service which connects the San Jose **CALTRAIN** Station with downtown. It runs weekday between 615AM and 635PM every 10 minutes with even more frequent service during the morning commute hours.

BULLHEAD AREA TRANSIT SYSTEM (BATS)

BULLHEAD CITY, AZ: **BATS,** a demand-response system, opened for business within city limits on December 1st with service operating Monday through Saturday 700AM to 700PM.

The fare is $1.50 with a 20-trip pass priced at $24. As a bonus, all city residents are eligible for one free round trip ride during the birthday week of the rider.



Until 1996, Bullhead City, across the Colorado River from Laughlin, Nevada, was served by routes of the privately owned **LAUGHLIN TRANSIT, INC.** *(WT 3/92).*

SNOHOMISH COUNTY PTBA EVERETT TRANSIT SYSTEM (COMMUNITY TRANSIT/EVERETT TRANSIT)

EVERETT, WA: A new **CT** report claims combining **CT** and **ET** could save $1.7 million per year, primarily by reducing duplicate administrative work and having one headquarters. It would also answer concerns that $2.1 million in tax dollars supports service to Everett residents who do not pay for it.

The report, by the Seattle based consulting firm of Porter and Associates, Inc., is the latest step in the sometimes bitter debate between **CT** and **ET**. At stake is $7 million in Everett sales tax dollars and control over buses within the city.

The **CT** tax rate is 0.6 cents in all areas of the county except Everett **(ET)** where it is 0.3 cents. A number of **CT** lines offer local service in Everett, generally on streets that do not have **ET** service.

There has been some discussion about Everett paying **CT** for the service it provides or for **CT** to consider cutting back, but no decisions have been reached.

Rep. Dave Schmidt, R-Bothell, said that he again plans to push a bill in the State Legislature *(WT 2/00)* that would either require the agencies merge, that Everett pay for service or have a countywide vote on merging.

A similar bill died last year when House Transportation Committee leader kept it from getting a hearing. Rep. Aaron Reardon, D-Everett, said he is opposed to the state becoming involved in a local matter.

(Continued on page 6)

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CHELAN-DOUGLAS PUBLIC TRANSPORTATION BENEFIT AREA (LINK)

WENATCHEE, WA: February 7th brought a 45 percent reduction in bus service and a 35 percent reduction in Link Plus paratransit, all directly related to passage of Initiative I-695 and the annual loss of $4 million in Motor Vehicle Excise Tax (MVET) funds.

Saturday service was totally stopped while weekday buses now generally run between 630AM and 700PM.

Discontinued were Routes 4, 12, 20, 26, 27, 28, 29, 30 and 31. Special services, such as County Fair Shuttles, were also stopped.

Passenger fares were also established — 50 cents for one zone and $1 for two zones. Monthly Passes were established at $18 for one zone, $36 for two zones. Link Plus riders will pay the same rates.

THE BUS
OAHU TRANSIT SERVICES

HONOLULU, HI: A third limited-stop, articulated bus equipped express line began on August 20, B-KALIHI-WAIKIKI. It operates every 15 minutes between 500AM and 900PM seven-days-a-week. Beginning at Kalihi Transit Center, the line travels on Middle, School, Liliha, King (southbound)/Beretania (northbound), Kalakaua, Kuhia to Kapiolani Park.

The B joins two other *Expresses*, A-WAIPAHU-UNIVERSITY OF HAWAII and C-MAKAHA-ALAPAI. A, B and C are now using a fleet of thirty NABI Model 436 three-door, accessible, articulated buses.

At the same time, ten NEW community circulator routes began operating in Waianae, Kapolei, Ewa, Ewa Beach and Waipahu on the Leeward side of the island. These local lines generally are timed to meet the Express lines at a series of transit centers.

FORTY YEARS OF FLXIBLES
IN LOS ANGELES – PART 2

LAMTA implemented a policy, in 1961, to purchase 100 new buses each year as fleet replacements.

In late 1961/early 1962 bids were solicited for 100 51-seat, transit style buses to replace the 1946 model GMC TD-4506s (6200-6299) from **LOS ANGELES TRANSIT LINES.** Flxible was awarded a contract for 5800-5899, Flxible/Twin model F2D6V-401-1, initially assigned to Lines 5 and 6 from Divisions 3 and 5.

In the summer of 1962 the **MTA** Board voted to replace the two trolley coach and five rail lines the following year. Staff recommended purchase of 200 buses with delivery by March 1963 to replace the electric vehicles.

Bids were requested and, again, Flxible was low bidder. However, because of a backlog of orders **(MTA** 5800-5899 and **DENVER TRAMWAY** 500 series) they could deliver only 100 by the following March. As a result, the order was split into 100 from Flxible (5900-5999) and 100 TDH-5303s from General Motors, (5000-5099).

When all 200 Flxibles arrived, they were assigned to D2 for Lines 29 and 95, D3/10 for 5, 6, 26 and 42/83 and D5 for 5, 6 and 9.

Then, as now, **LAMTA** had need for a small number of less-than-40-foot buses for selected lines.



Flxible demonstrator 9000 at Palm Place Loop on Line 53 in November 1963. Edmund Buckley photo.

In the fall of 1963, Flxible announced production of new 35-passenger New Look buses. That November, a 38-seat demo (Model FD6V5-331-1, Serial 75000) painted light green and white (and numbered 9000 at **LAMTA**) was tested on Division 2 lines 53-SOUTH GATE, 77-MAYWOOD-BELL and 109-HUNTINGTON PARK LOCAL. The tests concluded, the bus went on its way (and was eventually sold to Ohio State University).

A second demonstrator arrived January 1965 (**LAMTA** 9001, Model FD47-311-1, Serial 75002). It operated on Division 2 Line 111-BELLFLOWER-HUNTINGTON PARK for one month. This bus, in two tone green and white, had 35 padded transit seats and was powered by a Cummins V-8 diesel engine.



Flxible demonstrator 9001 at Bellflower Blvd & Flower on Line 111 in January 1965. Edmund Buckley photo.

TRANSPORTATION CONCEPTS, INC.
Los Angeles, California

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	EX
Sunrise Parking-Ontario Airport					
5	Ford/El Dorado	Econ/Aerotech	JHB47940	1988	
6	Ford	Econ/Hawk200	NHA87657	1992	
7	Ford/Metrotrans	Econ/Classic	RHA67113	1994	
8	Ford/El Dorado	Econ/Aerotech	SHB63800	1995	
9	Ford/Metrotrans	Econ/Classic	VHA50101	1997	
Carson Circuit					
2-11	Ford/El Dorado	Econ/Aerotech	RHA14287	1994	MTA 98xx
2-14 – 2-15	Ford/Supreme	Econ/Senator	THB25357, 355	1996	
311-315	El Dorado National	RE-32	YC084196, 199, 197, 198, 200	2000	
316-320	El Dorado National	RE-32	YC084201, 202, 205, 204, 203	2000	
County Hospital-Gateway Plaza					
2-05 – 2-06	Ford/Metrotrans	Econ/Classic	RHA67117, 116	1994	
2-07	Ford/El Dorado	Econ/Aerotech	SHA57489	1995	
2-17 – 2-18	Ford/El Dorado	Econ/Aerotech	WHB23619, 621	1999	
LACMTA Line 631 Contract					
2-12 – 2-13	Ford/El Dorado	Econ/Aerotech	RHA47612, 615	1994	MTA9863,??
2-16	Ford/Metrotrans	Econ/Classic	SHA03324	1995	
2-08 – 2-09	Ford/El Dorado	Econ/Aerotech	SHA39276, 279	1995	
San Pedro World Cruise Center					
2-01	Ford/Diamond	Econ/Diamond	LHA59207	1990	
2-02	Ford/El Dorado	Econ/Aerotech	MHA20831	1991	
2-04	Ford/Collins	Econ/Civitrans	LHA86220	1990	
LACMTA Line 218 Contract					
4-01 – 4-03	Ford/El Dorado	Econ/Aerotech	WHA25083, 078, 076	1998	
4-04 – 4-06	Ford/El Dorado	Econ/Aerotech	WHA25077, 081, 080	1998	
4-07	Ford/El Dorado	Econ/Aerotech	WHA67252	1998	
LACMTA Line 603 Contract					
4-08 – 4-16	Ford/El Dorado	Econ/Aerotech	mixed	1998	
4-22	Ford/Goshen	Econ/GCII	XHA76730	1999	
503, 516	Gillig	Spirit 28	L2090030, 043	1990	MAX
LACMTA Line 605 Contract					
4-17 – 4-21	Ford/El Dorado	Econ/Aerotech	mixed	1998	
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	
2-03	Ford/National	Econ/Escort138	KHC41443	1989	
2-10	Ford/El Dorado	Econ/Aerotech	RHA34163	1994	MTA 9856
2-20	Ford/El Dorado	Econ/Aerotech	YHA43541	2000	

TCI and affiliate **OPERATION SHUTTLE** operate as Sunrise Parking (parking lot and free shuttle buses) at Ontario Airport, as parking operator with shuttle service at the San Pedro World Cruise Center (Piers 91-95) and as contract operator for **CARSON CIRCUIT,** COUNTY OF LOS ANGELES sponsored COUNTY HOSPITAL-GATEWAY PLAZA METROLINK SHUTTLE, **EAST LOS ANGELES SHUTTLE** and **LACMTA** 631, **LACMTA** 218, 603 and 605 and **LACMTA** 646-NIGHTLINE SHUTTLE under different contracts.

With fleets provided by the agencies involved, they also operate **INLAND EMPIRE CONNECTION** and small bus fixed route and paratransit service for **RIVERSIDE TRANSIT AGENCY.**

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

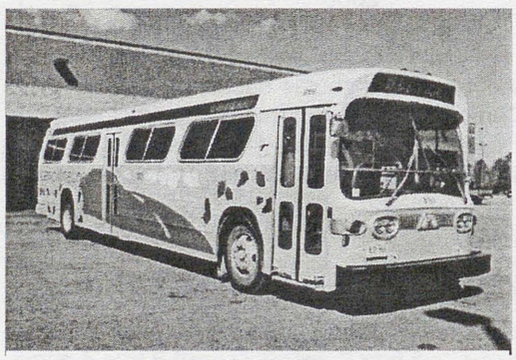
PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Startrans (NV)	5201	Dina	Viaggio 1000/VS001584	1997	
Greyhound Lines, Inc (TX)	6558	MCI	102DL3/YP053188	2000	
Los Angeles County MTA	7101-7214	NABI	040.08/Y1140215-328	6-8/00	
-USED-					
Sunline Transit Agency	904	Volvo/GMC	Series 7/PN652657	03/93	1
	904T	Super Bus	Trailer Bus/PT001109	06/93	1
Airport Bus	401	Ford	Club Wagon/VHB46577	1997	2
	402	Dodge	Ram 350 Van/XK550671	1999	3
	607-608	Prevost	H3-40/—, N1001190	1992	3
-DISPOSITIONS-					
Orange County TA	3101	GMC	T8H203/A1296	1980	4
Adventure Chtr & Tours	ACT 8-ACT 9	MCI	96A3/FP040153-154	04/85	5
Kerrville Bus Co. (TX)	V-748	MCI	102A3/FP040464	11/85	5
Greyhound Lines (TX)	6629	TMC	MC-9/T5/5-2337	08/80	5
	1890	TMC	102A3/HR006098	1987	5
Airport Bus	713	MCI	MC-8/U32609/S12910	01/78	6
Snohomish County PTBA	429	Flyer	D901/10240/2177	1981	7
Santa Cruz MTD	875	Grumman	870/45102-8-1/91551	09/79	7
Valley Transit (WA)	103	TMC	T-30/BR000619	05/81	7
New Orleans RTA (LA)	851	MAN	SL40102A/FC381580	1985	7

-NOTES-

1. Ex OCTA 7105/7605.
2. Ex Oscar J Tours —.
3. Ex Unknown.
4. To Cottonwood Christian Center via Complete Coach Works.
5. To ABC Bus Sales (Garden Grove).
6. To Unknown.
7. To Transit Sales International (Riverside).

FIRST TRANSIT, INC. has received 6 of the 67 Orion VI low-floor buses they ordered *(WT 9/00).* Painted gold and white, the 40 passenger diesel powered buses have rear windows. 11001 was observed in service on Line 256-EASTERN-AVE. 64-NORTH HILL on January 25 while 11006 was seen at the Artesia Transit Center the previous week as an instruction bus.

ORANGE COUNTY TRANSPORTATION AUTHORITY has started to receive their next twenty articulated buses. The diesel fueled buses are numbered 7301-7320 (to distinguish them as a separate order from the 7200 series) and they will be housed at Garden Grove Division 4 and assigned to 43-HARBOR BLVD, 57-STATE COLLEGE-BRISTOL and 60-WESTMINSTER.



St. Catherines Transit (ON) 8169, GMD T6H-5307A/B3500692 is former San Diego Transit 937. Trevor Rajkumar photo.

Trevor Rajkumar is interested in trading bus photos. If you would like to trade with him, please write to him at:

100 Taunton Road E #21
Oshawa, Ontario
Canada L1G 7N1.



GO Transit 1528, an MCI 102C3 thought to be former Starline Sightseeing Tours (CA), as 1529-1530 are. Trevor Rajkumar photo.