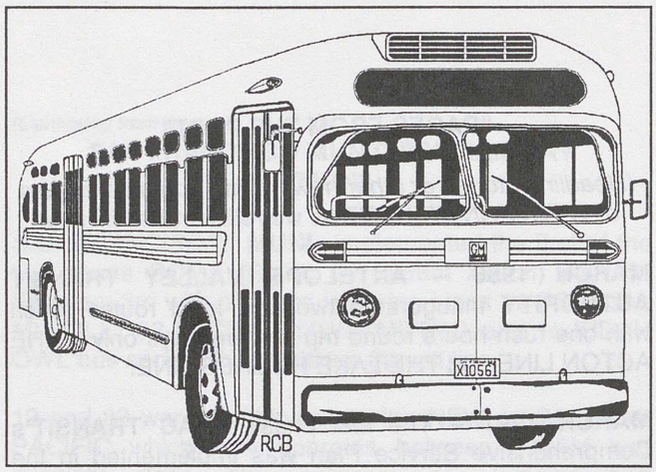
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VOL. 39, NO. 3 March 2001



CORONA CRUISER (CC)

CORONA: The **CORONA CRUISER** arrived in The Circle City on February 5th — a two route, four bus system, already with plans to expand this summer.

CORONA CRUISER

Current service operates over two fixed routes: A-BLUE LINE in the southern and eastern parts of the city along Magnolia Avenue, Ontario, Main, River Road, Lincoln and Railroad to West Corona METROLINK and B-GREEN LINE serving the northern portions of the city along Hidden Valley Parkway, touching neighboring Norco, North Main Street and Railroad to West Corona METROLINK.

Both lines meet and transfer at the McKinley/91 Freeway Wal Mart and also connect there with **RTA** Line 3-NORCO-CORONA.

CC operates Monday thru Friday between roughly 500AM and 800PM. Line A runs on an unusual 22/90 headway with no service east of Magnolia & Fullerton to Wal Mart until 800AM. Line B operates full length trips every half hour 500AM-600PM and is designed to connect with METROLINK trains during peak hours.

The fleet includes 9438-9442, which are 18 passenger, one door, accessible 1998 model Goshen Sentry ML2000s painted dark blue over white over light blue with orange trim. The CNG powered buses have blue leatherette forward facing seats, Diamond fareboxes and AM/FM radios. TRANSPORTATION CONCEPTS, INC. is the service contractor with buses based at the Corona city yard, along with CORONA DIAL-A-RIDE and **RTA** Line 38-NORCO-JURUPA.

FREE rides were offered during February. Regular fares will be $1.00 for adults, 75 cent youth fare and 50 cents for seniors and persons with disabilities. **RTA, INLAND EMPIRE CONNECTION** and **METROLINK** transfers and passes are also honored.

Between February 5th and February 26th, 1031 people had ridden the BLUE LINE while 330 had ridden the GREEN LINE, a daily average of 91 passengers.

Plans include implementation of a third line, C-RED LINE in the southwestern part of town this summer. C will begin at METROLINK Station and operate as a loop via Auto Center Drive, Serfas Club Drive, Ontario, Border, Smith, Sixth, Lincoln, Ontario, Serfas Club and Auto Center.

Although **CC** is a fixed route, it will offer some route deviation service by advance reservation.

The twenty year old general public CORONA DIAL-A-RIDE will continue to operate, but fares have been increased to $1 for elderly and disabled and $2 for all others. With growth in city population there had been increased demand DAR and less space available. The less costly fixed routes should help Corona meet its required 20% farebox recovery ratio *(WT 8/00)*.

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FORTY YEARS OF FLXIBLES IN LOS ANGELES – PART 3

On November 5, 1964 the **SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT** succeeded the **LAMTA,** primarily for political and financial reasons, but maintained most of its operating practices including the purchase of 100 new buses per year.

In May 1965 it was announced that the long familiar two tone green and white paint scheme was to be replaced — by new colors of chrome yellow and saddle tan. Several buses in the fleet were splashed as a test.

The Flxible Company was awarded a $3.7 million contract in early 1965 for 125 new buses, 100 transit type buses with Cummins diesel engines (6000-6099) for delivery in the fall of that year and 25 Cummins equipped, air conditioned, with 49 semi reclining seats and mechanical transmissions, suburban style buses (5600-5624) to be delivered in 1966. These would be the first air conditioned buses ever purchased by **RTD** or its predecessors.

The transit buses arrived in early fall, the first in the new fleet colors of chrome yellow and saddle tan. Nicknamed "Swiftys" because of the speeds obtainable with the Cummins power, the first of the 6000 series were placed into service on October 21, 1965 on Line 53-LA-EL MONTE-POMONA from Division 9.

The buses were divided 70/30 between Divisions 9 (6000-6069) and 8 (6070-6099) and assigned primarily to freeway based services.

In mid-year, 1961 model Flxibles 5700-5704 had dual speed axles installed to increase speeds on lines traversing steep grades and were assigned to 35-WEST VALLEY FREEWAY FLYER and 93-LA-VAN NUYS-PANORAMA CITY.

The first of the 5600 series suburbans arrived in December. They were assigned to 59-LONG BEACH-RIVERSIDE and 60-LA-RIVERSIDE-SAN BERNARDINO-REDLANDS at Divisions 9, 11 and 13.



6045 at Pomona Station on Line 194-CHINO in October 1972. The site of today's Pomona Transit Center. Edmund Buckley photo.

"PAGES FROM THE PAST"

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

MARCH 1996 – ANTELOPE VALLEY TRANSIT AUTHORITY inaugurated two new local routes (each with one rush hours round trip on weekdays only – THE ACTON LINE and THE LAKE HUGHES LINE.

MARCH 1991 – The first phase of **AC TRANSIT's** Comprehensive Service Plan was implemented in the Richmond/San Pablo/El Cerrito area. Two new lines, 315-MONTCLAIR-OAKLAND FERRY and 351-ROCKRIDGE-OAKLAND FERRY began connecting with the new Oakland-Alameda-San Francisco Ferry.

MARCH 1986 – PHOENIX (AZ) TRANSIT SYSTEM made major changes including a system wide renumbering, two new lines, discontinuation of a line, new Saturday service and changes to coordinate with the new **SCOTTSDALE TRANSIT SYSTEM.**

MARCH 1981 – ORANGE COUNTY TRANSIT DISTRICT operations returned to normal following the settlement of a 22 day work stoppage by Operators and Maintenance staff, at the time represented by Local 19 of the United Transportation Union.

MARCH 1976 – GREYHOUND LINES, INC. reached agreement with the stockholders of **SUN VALLEY BUS LINES** and **TANNER GRAY LINE OF PHOENIX** for acquisition of the two companies. **SVBL** ran between Phoenix and Las Vegas while **TGL** operated sightseeing tours within Arizona and tours from Phoenix to the seven southwestern states.

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WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Dana Gabbard Scott Page
REPORTERS & SOURCES:	J. K. Drummond Charles Hobbs Russ Jones Alex Lock Marvin Martin Harry Peat Scott Richards

(Continued from page 1)

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: **MUNI** implemented the first of the two phase SOMA (South Of Market Action) plan on February 3rd with changes involving Lines 12-FOLSOM, 19-POLK, 83-PACIFIC, MUNI METRO and N-JUDAH OWL bus service that replaces the rail line.

12 and 83 were combined into the NEW 12-FOLSOM-PACIFIC which now operates between 600AM and midnight daily. The segment on Jackson and Washington west of Van Ness continues every 20 minutes daytime hours only on weekdays.

Line 12 moved from Howard to Harrison on southbound trips and the line will be extended along Broadway to The Embarcadero and then to Folsom/Harrison Streets.

Northbound trips on 19-POLK were shifted from 9th and Larkin to Townsend, 7th, McAllister and Larkin. Daytime trips between Fisherman's Wharf and Brannan were extended to Townsend.

Evening service that used to go as far as Hawes & Innes now continues on Innes to the gate of the former Navy Yard returning to the U. s. Postal Facility on Evans Avenue.

MUNI METRO rail service now operates until 100AM every night (was 800PM on Sundays and midnight other days) and the MUNI Subway now opens at 800AM on Saturday instead of 600AM.

N-JUDAH OWL buses were extended from the Ferry Building to CALTRAIN Depot at 4th & King via The Embarcadero and King Street.

The second phase of SOMA will be implemented later this spring and includes dividing the 42-DOWNTOWN LOOP into two lines, discontinuing 47-VAN NESS and placing its buses on 49-VAN NESS-MISSION.

MUNI is presently testing two 60-foot Electric Transit, Inc. (Skoda) articulated trolley coaches, the first of an order of 33 plus 240 standard 40-foot units. These will replace the 5003-5345 series AM General units which date from 1977.

Many of the feature on the buses are designed to reduce on-the-job injuries and lower workers compensation costs. The buses feature ergonomically designed operators seats, tilt steering wheels and power mirrors. The trolley poles will be lowered by pushing a button and raised with the help of pneumatic force.

The buses batteries will allow the bus to operate off-wire for about 2 1/2 miles.

Bus shells and motors are made in the Czech Republic and shipped to this country with final assembly at a line being put together in San Francisco at Pier 15.

MUNI's 17 trolley coach lines carry about 250,000 of the 700,000 daily passengers. Trolley coaches have served in The City since 1935 and given the debate over the future makeup of the fleet, each bus will have the words "Zero Emissions Vehicle" on its side.

Like all transit agencies in the state, **MUNI** must choose a path for its non-trolley buses and has selected clean diesel over natural gas. This action has caused local environmentalists to begin to try and block agency plans to buy 175 more diesel buses.

MUNI began a two year reconstruction project on K-INGLESIDE February 3rd. During this time buses will be substituted along the surface portion of the line, West Portal Station to Ocean & Geneva. The project will include replacing rails, repaving streets, replacing overhead, undergrounding utilities, creating new sidewalks, installing street lighting and landscaping.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: **SAMTRANS** has issued a Request For Proposal for the Contracted Urban Bus (CUB) service.

The contract would include Lines KX, MX, NX, PX, RX, TX, 46, 54, 292 and 397. There are two options which could be exercised – first is operation of BX until the **BART** extension to San Francisco Airport opens and, second, operation of FX, 53, 55 and 58.

COACH USA-GROSVENOR BUS LINES is the current contractor while some of the "new" lines are directly operated. GBL now operates KX, RX, 292 and 391.

UNIVERSITY OF CALIFORNIA AT BERKELEY

BERKELEY: **CAL** has entered into agreement with **AC TRANSIT** whereby the transit agency will operate the University's PERIMETER SHUTTLE under a three year $134,000 contract to provide and maintain six 1500 series Gilligs, using CAL employees as Operators. The persimmon and turquoise stripes were replaced by the campus blue and gold.

Previously, the university spent $184,000 annually to keep its older fleet operating and, before this agreement, was considering buying new, larger buses.

PS operates every 8 minutes during the school year and 15 minutely in the summer over a 2.2 mile loop from BART via Shattuck, Hearst, Gayley Rd, Piedmont and

(Continued on page 4)

(Continued from page 3)

Bancroft to Shattuck. Service is free to Berkeley students with passes and 25 cents for all others.

Students, faculty and staff now have their choice of two free services between campus and BART/Rockridge, either **AC TRANSIT** Line 64 or the LAWRENCE BERKELEY LABORATORY SHUTTLE, previously available only to lab employees. To ride either bus, students must show a current ID card with an AC Class Pass transit sticker. Faculty and staff must show their employee identification card.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board has taken several actions recently related to expanded use of alternative fuels. In December they authorized a contract change order with NABI to convert the first 47 (of a 94 bus order) from diesel to CNG using a Detroit Diesel Series 50G engine with an extra CNG tank *(WT 1/01)*. The first buses are due this summer. The next large bus procurement will be ten buses in 2005.

RTA has received a $2.25 million grant from the Mobile Source Air Pollution Reduction Review Committee to help defray the incremental cost of operating 57 CNG powered buses and to expand and upgrade the CNG fueling station to be installed at the Hemet Division.

At the same time, they entered into an agreement with the City of Corona, who has applied for MSAPRC funds to construct a new CNG fueling facility, whereby Corona will allow full size **RTA** buses fuel at the station *(Ed. Note – joint use of facilities is important as the number of users is expected to overload the stations built or under construction plus the desire to help offset their cost by having other users purchase fuel there).*

Larry Rubio, **RTA** Director of Maintenance and most recently Interim General Manager (*WT 1/01*), has been appointed General Manager on a permanent basis.

La Sierra METROLINK Station has been experiencing parking problems. **RTA** Line 15 was extended to the station last month to serve all peak hour trains to assist.

The Riverside County Transportation Commission has also requested that **RTA** institute a shuttle between the rail station and a satellite parking facility (location TBA). No fares are expected to be charged on this one bus line, but RCTC is expected to contribute to the shuttle's operating costs. Implementation will be soon.

OMNITRANS (OT)

SAN BERNARDINO: On February 28 **OT** celebrated its 25th anniversary by kicking off a one year "Ride With Pride" celebration and offering 25 cent bus rides, the same as in 1976. More quarter-fare days are planned this year – September 13, October 4 and November 23.

OT conducted public meetings in early March to receive input on the FY 02/06 SRTP which includes Community Connection Service in Chino Hills and Grand Terrace, increased frequency and/or span on several lines, modify several lines (including Line 90/110) and add three new lines (12, 13, 18) to areas with unmet needs.

OMNITRANS will soon award a new contract for its ACCESS paratransit and YUCAIPA DIAL-A-RIDE.

The current agreement, held by LAIDLAW TRANSIT SERVICES, INC. (originally a MAYFLOWER contract), has an option whereby **OT** could have extended the agreement another year. LTS asked **OT** not to renew the pact, but instead seek new bids because the present rates did not assume the rising fuel costs and increase in the minimum wage. This year the contract will cost $4.8 million to provide 480,000 trips. *(Ed. Note – there was discussion over how much risk a company should assume when bidding on a long term contract versus should a private company subsidize a public agency, but the Board vote to seek new bids was unanimous).*

LTS has indicated they will offer a bid on the new pact.

The CNG fueling station at **OT's** San Bernardino Metro Division has been functioning for over two years. During that time, area residents have complained of the smell of the fumes which they claim cause headaches, nausea and lung irritation. **OT** staff said they are smelling Methyl Mercaptan, a pungent chemical added to natural gas so people can smell gas leaks. **OT** efforts to resolve the problem have been unsuccessful, so far.

There have been several community meetings on the issue and The Westside Committee for Cleaner Air Vs. Omnitrans, under the auspices of the San Bernardino chapter of the Mexican American Political Association, has been formed to deal with the issue.

At a recent meeting, **OT** Board member and Rancho Cucamonga Mayor Bill Alexander, stated that if **OT** could not resolve the problem on site, the fueling station would be moved off site and also said **OT** would take responsibility for the medical bills of the neighbors, if it was proved the fumes caused their illnesses.

(Continued on page 5)

(Continued from page 4)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The first of 67 new Orion VI low floor buses (11001-11067) arrived in December and were placed into service late in January on several FIRST TRANSIT, INC. operated lines *(WT 2/01)*.

Painted in **MTA** service of gold and bright white, the buses feature 36 fiberglass with padded insert seats in a design of red, gray, blue and white, two wheelchair stations, front door ramp, cream over gray interiors, Stop Requested sign and GFI farebox. An outside decal reads "Seats 30, Stands 21". This may relate to the number of seats when wheelchair stations are occupied.

The arrangement of the seats is quite different than most buses. On the curb side between the two doors are seven side facing seats. On the street side are four side facing seats followed by four pair of forward facing seats. There is one step to the "balcony" and most of the seats in the back are forward facing. On the curb side, just ahead of the rear seat, are two double seats which face each other, similar to METROLINK seating. There is a rear window on the curb two-thirds of the bus. *(Ed. Note – the interior design resembles the Nova Bus LFS units in Santa Barbara).*

The **MTA** Board has authorized a series of route and schedule modifications *(WT 8/00)* to be implemented with the Summer Shake Up on June 3rd.

They include NEW Line 52-SAN PEDRO ST/AVALON BLVD-ARTESIA TRANSIT CENTER and 352-AVALON BLVD LIMITED. They will operate over the same routing as Line 51 as far south as Compton & Avalon, then continue on Avalon, and Albertoni/182nd to ATC.

446/447-LA.-CARSON-SAN PEDRO will be rerouted away from Avalon along Albertoni/182nd to ATC and then via Harbor Transitway.

NEW 340-HAWTHORNE BLVD-UNION STATION LIMITED will provide limited stop service along the Line 40 corridor as service levels on 442-LA-HAWTHORNE EXPRESS are reduced.

Line 107-FAIRVIEW-54TH-SANTA ANA will be rerouted to serve Slauson BLUE LINE Station and routed over Clara Street in Bell/Bell Gardens as 114-SANTA ANA ST-SEVILLE is discontinued.

Three peak hour express lines will be dropped – 402-PASADENA PARK/RIDE, 436-VENICE FREEWAY EXPRESS and 466-LA MIRADA-DOWNEY-LA.

A final decision to discontinue Line 497-MONTCLAIR-POMONA-LA PARK/RIDE was deferred.

The Board authorized amending the current operations contract between **MTA** and FIRST TRANSIT, INC. by transferring Lines 177-JPL-DUARTE and 256-EASTERN-AVE. 64-NORTH HILL to COACH USA, reducing the eight year contract value by $12,508,163.

Also executed was an one-year contract with COACH USA to operate the two lines using buses to be shifted from FTI to COACH effective March 25th. Following the decision to transfer the lines, **MTA** issued an RFQ to COACH USA and MV TRANSPORTATION to operate the lines. COACH submitted the lower hourly rate and was recommended for award. In-house operation was considered, but it was not financially competitive.

Since the new contracts began in June, FTI has performed below contractual requirements, which resulted in assessment of monetary penalties. This did not result in adequate improvement and a Cure Notice was issued in November. Satisfactory improvement was not achieved during the 60 days and staff opined that the FTI staff could increase management focus and improve service with a smaller network.

The decision to transfer Lines 177 and 256 was related to geography, plus a high rate of customer comments.

MTA Staff has issued a 60-day extension to the Cure Notice for the remaining lines. Without substantial improvement, staff will recommend contract termination for default and then issue a new RFP for all lines.

The number of buses in the active fleet has grown from 1951 to 2279 in the last four years with future growth expected. This growth has resulted in full use of space at most **MTA** divisions. This has also meant that buses cannot always be scheduled from the nearest division, which increases both deadhead time and mileage. Added capacity in the central area is most critical.

Approximately 115,000 square feet of vacant and undeveloped parcels at 1345 East 7th Street, across Industrial Street from Division 1, is available and **MTA** has completed the required environmental processes that would allow the agency to acquire the site. The intended course of action would be to acquire the land, request the City of Los Angeles to vacate a portion of Industrial and wall in the entire property for security and sound mitigation purposes. The space would allow addition of 67 buses and 120 employee parking stalls.

(Continued from page 5)

LOS ANGELES DEPT OF TRANSPORTATION (LADOT)

LOS ANGELES: **LADOT** Line 142-LONG BEACH-SAN PEDRO has been rerouted in the Terminal Island area, during weekdays prior to 630PM, along Ocean Blvd, Ferry, Terminal, Earle and Seaside to serve the United States Customs House.

This is a partial replacement for Line 143-TERMINAL ISLAND, discontinued about the Fall of 1999, which ran between the now closed Navy Base and Terminal Island as far as the Federal Correctional Institution.

M. V. TRANSPORTATION, INC. has been awarded a contract to operate DASH/WATTS and DASH/WATTS NORTH with a fleet of eight RE-32s (98001-98005 and 98012-98014) replacing former contractor WATTS LABOR COMMUNITY ACTION COMMITTEE.

The Los Angeles City Council recently voted to ask SCAG to divert $100,000 budgeted for city transit programs to the SAN FERNANDO VALLEY JOINT POWERS AUTHORITY studying the viability of a separate transit zone for the Valley area.

The action also requires inclusion of an examination of how a Valley zone might affect transit service in the rest of the City of Los Angeles.

DASH/HOLLYWOOD/WEST HOLLYWOOD began operations March 5th – details in April *WT*.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: Both the fixed route and paratransit segments of **VVTA** are currently undergoing a review of alignments, hours and days of operation, fare and transfer policies in an effort to provide additional service at more efficient costs. The Operations Analysis Is being performed by Weslin Associates.

LANE TRANSIT DISTRICT (LTD)

EUGENE, OR: **LTD** is planning a Comprehensive Service Redesign for September 2001. The entire system has been under study with the following guidelines: reduce travel times, match frequency of service to the level of density, schedule service to meet peak demands, minimize transferring, ensure changes complement the future Bus Rapid Transit services.

In addition, the **LTD** Board directed the staff to distribute service hours based: 75% Productivity based service (high density), 20% Coverage based (low density) and 5% Discretionary based service.

AMTRAK CONNECTING BUSES

The **GENIE EXPRESS** PASCO-SEATTLE route *(WT 3/00)* was discontinued beginning January 19th. Started a few years ago, the four-days-per-week route connected West Richland, Richland, Pasco, Sunnyside, Yakima and Seattle. With patronage growing slowly, the firm requested authority to discontinue it and refocus on operating more profitable charter bus service.

A new THRUWAY bus route is now operating between Omak, Okanagan, Brewster, Pateros and Wenatchee, connecting with the **NORTHWESTERN TRAILWAYS** operated SEATTLE-WENATCHEE-SPOKANE ROUTE, Service operates on weekdays and **AMTRAK** is the ticket agent at Tacoma, Seattle and Everett.

KITSAP TRANSIT (KT)

BREMERTON, WA: An Special Election asking voters to approve two measures – a **KT** 3/10 of a cent combined sales tax increase and a joint **KT/**Police/Fire 1/10 of a cent (for 4 1/3 years) to develop and implement a combined public safety/transit radio system with the full funding to **KT** after that – at an election scheduled for May 15th.

In 2002, the tax money would fund extended ACCESS service, additional rush hour (commuter) service, Winslow shuttles restored to full day and NEW Kingston shuttles and routed service reorganized to trunk service with small bus feeders. In 2003 more rush hour service, routed service reorganization and a NEW Bremerton downtown shuttle would start. Further increases would be implemented in the out years. Without the increase, there will be further reductions valued at $2 million.

MASON COUNTY TRANSIT AUTHORITY (MCTA)

SHELTON, WA: **MCTA** now operates six fixed routes, including pre-arranged route deviations, and Dial-A-Ride service Monday thru Friday (or on designated days in certain parts of Mason County). These include 1-HOOD CANAL-JEFFERSON COUNTY CONNECTION, 2-SHELTON-BELFAIR, 3-BELFAIR-BREMERTON, 5-SHELTON TOWN LOOP, 6-SHELTON-OLYMPIA and 7-SHELTON NORTH LOOP.

February 2nd brought an end to Saturday service and discontinuation of Line 4-NORTH MASON BELFAIR LOOP and 8-LAKE LIMERICK.

SANTA CLARITA TRANSIT
Santa Clarita, California

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
114-118	Gillig	3596TB6V92TA	N1084332-336	02/92	
128-134	Gillig	C20D102N4	V1089044-050	00/97	
141-146	Gillig	C18A102N4	Y1110375-380	07/00	
147-162	Gillig	C21D102N4	Y1110823-838	11/00	
201-211	Neoplan	AN340A	NL013005-015	00/92	
222	TMC	MC-9	T6/6-2408 3272	11/80	GLI 4795
223	TMC	MC-9	T6/6-2421 3280	11/80	GLI 4803
224-225	Prevost	Le Mirage	K1001896, 898	00/89	RACL 727,—
226-229	MCI	102D3	WP050526-529	00/98	
230	MCI	MC-9	DP038315	00/83	?
231-236	MCI	102D3	XP051662-667	12/98	
300-301	El Dorado	MST Falcon	YCG65161-162	01/00	
400-410	Ford/El Dorado	Econ/Aerotech	Mixed	00/96	
411-412	Ford/World Trans	Econoline	THA74759-760	00/96	

100s and 200s owned by SCT and the 300s and 400s owned by contract operator ATC/VANCOM.

Russ Jones photo



The **SCT** fleet has changed recently as 21 buses were sold at three Ken Porter Auctions – 35' Grumman 870s 123-125 and RTS 04 140 in December; Gillig Spirits 104, 107-109, 111-112 and 40' Grumman 870s 121-122 in January; Gillig Spirits 102-103, 40' Grumman 870 120, Gillig Phantoms 126-127 and RTS 04s 135-136, 138-139 in February.

SANTA CLARITA TRANSIT has entered into an agreement with *NEW JERSEY TRANSIT* to purchase five MCI 102D3s of an order *NJT* originally placed, but then reduced. These will replace 222-225 and 230, which buses are owned by ATC/VANCOM.

KING COUNTY METRO

SEATTLE, WA: On the morning of February 28th, a 6.5 magnitude earthquake, centered near the capital city of Olympia, rocked the Pacific Northwest with substantial damage to structures and power outages in Seattle and other areas. Roads and bridges were being inspected.

Everyone was encouraged to avoid travel, if possible, and remain in a safe place. However, **KCM** and **SOUND TRANSIT** offered FREE rides on that day.

By that afternoon, **KCM** operations were affected as the Metro Transit Tunnel was open and operating, but the I-5 Express Lanes and Alaskan Way Viaduct were open only northbound, 4th Avenue was closed due to a water main break south of Seneca, 1st Avenue, Jackson and the Magnolia (Garfield St) Bridge was closed.

Trolley coaches seemed most impacted – 1 turned back at 3rd & Virginia, 7 was not serving downtown, 14 and 36 were turning back at Jackson and only serving their southern segments. 70 did not travel south of Marion.

The next day, the Tunnel was still open, Alaskan Way was closed, Magnolia Bridge remained closed and 209, 214 and 929 buses were rerouted in Snoqualmie.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The System Shake up took place February 11th and included a number of changes.

14-WHITTIER BL AND 39-NORTH HARBOR were combined into 111-FULLERTON-LA HABRA VIA HARBOR, 15-SEAL BEACH and 42-LINCOLN were rejoined as 42-LINCOLN-SEAL BEACH BLVD, 16-LA HABRA BL/CENTRAL AVE and 41-FULLERTON-BREA VIA BREA were joined as 116-FULLERTON-BREA-LA HABRA, 22-YORBA LINDA and 26-COMMONWEALTH were recombined into 26-BUENA PARK-YORBA LINDA. 45-FAIRVIEW ST and 47-ANAHEIM BLVD were combined into a NEW 47. Headways and service spans remained generally the same.

A weekday hourly headway branch (91B) on 91-MISSION VIEJO-SAN CLEMENTE was created offering A combined half hour service as far south as K Mart Plaza. 91B operates on the Freeway between Doheny Park Road and Camino Estrella.

The next twenty low-floor, articulated New Flyers (7301-7320) began arriving, are housed at Division 4, and assigned to 57-STATE COLLEGE-BRISTOL and 60-WESTMINSTER.

EQUIPMENT REPORT

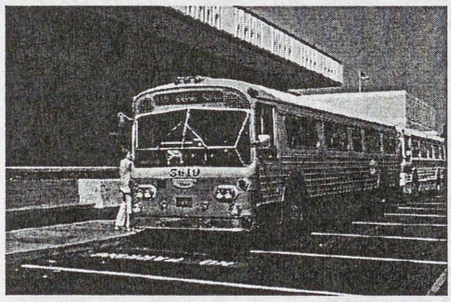
(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Unitrans	3852-3861	Bluebird	QBRE3403/1F097791-800	2001	
Santa Maria Area Transit	186	Bluebird	CSRE/1F099528	2001	
Frontier Tours (NV)	74621-74622	Dina	Viaggio 1000/VS001184, 1225	1997	
	74623-74624	Dina	Viaggio 1000/VS1404, 1592	1997	
	74625-74628	Dina	Viaggio 1000/WS001654, 1692-1694	1998	
King County Metro (WA)	1100-1194	Gillig	C18A096N4/X1089724-818	99-00	
Greyhound Lines, Inc (TX)	3200-3211	MCI	102G3/YS080001-012	05/00	
Orange County TA	7301-7314	New Flyer	D60LF/YU021494-507	10/00	
	7315-7320	New Flyer	D60LF/YU021508-513	11/00	
LACMTA (First Transit)	11001-11031	Orion	06.501/Y6600429, 498-524	2000	
-USED-					
Frontier Tours (NV)	74617-74618	Dina	Viaggio 1000/TS000970-971	1996	1
	74619	Dina	Viaggio 1000/TS000985	1996	2
	74620	Dina	Viaggio 1000/TS001036	1996	3
Glendale Beeline	B42-B43	Gillig	4096TB6V92/K1082884, 877	1989	4
Grant Transit Auth (WA)	9315	MAN	SL40102L/FC801422	1986	5
Golden State Transp Co	0025	MCI	102G3/YS080025 06/00		6
	60130	Dina	Viaggio 1000/TS000946	1996	7
	60160	TMC	102A3/HR006121	1987	8

-NOTES-

1. Ex T & C Transportation & Travel Service (CT) 80, 78.
2. Ex Unknown.
3. Ex Quality Tour & Transport (VA) 9111.
4. Ex Philadelphia International Airport via University of North Carolina Shuttle.
5. Ex King County Metro (WA) 3003.
6. Ex Greyhound Lines, Inc. 3224.
7. Renumbered from GOLDEN STATE 946.
8. Renumbered from GOLDEN STATE 215.

KING COUNTY METRO has issued Requests For Proposals for the purchase of 35 diesel powered, standard floor, 25 foot buses with options to either increase or reduce the quantity of buses to be bought.



SCRTD Flxible suburban 5619 at the Mall of Orange on Line 860 on its way to Riverside. Warren F. Quon photo



11001, the first Orion VI on Line 256 in Pasadena at California & Fair Oaks in January 2001. Andrew Novak photo



SCRTD 4055 (ex Pomona 60) in West Pomona in October 1972 shortly after PVMTS takeover. Edmund Buckley photo.



First Transit operated MTA 4418 on Line 256 at Mendocino & Lake in Altadena.
Russ Jones photo