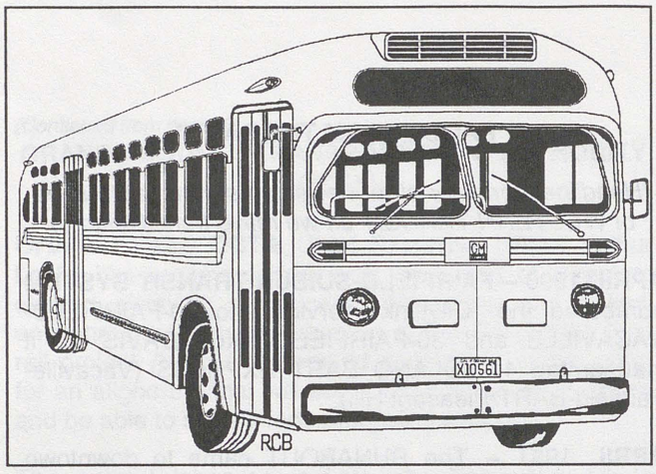
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VOL. 39, NO. 4 April 2001



AIRPORT BUS
(Ground Systems, Inc. dba)

ANAHEIM: **AB** has instituted a number of changes over the last few months including a new promotion with Universal Studios, which started February 1st, whereby passengers purchasing a full price ticket ($43) to Universal Studios Hollywood will receive free round trip transportation between Anaheim, Buena Park and Universal Studios.

AirportBus Service is offered on **AB's** ENTERTAINMENT EXPRESS route with four daily round trips, departing the Anaheim Ground Transportation Center at 730AM, 900AM, 1030AM and 1200 noon returning about 8 1/2 hours later.

Regular round trip transportation continues to be offered at $20 (adult)/$15 (children). Previously, transportation and Universal admission was priced at $59.

AB 912-916, MCI MC-9s, are now wrapped in a special Universal scheme promoting the Universal Free Shuttle

The **AB** fleet now includes ten Prevost H3-40s and all of them are wrapped – with 601 lettered for Knott's Berry Farm, 602-607 promoting Disneyland and 608-610 feature the new Disney's California Adventure.

While the DISNEYLAND-ORANGE COUNTY AIRPORT and DISNEYLAND-LAX routes are relatively unchanged, PASADENA-LAX has had several changes since our last report *(WT 2/99).* The line now operates every two hours (2 buses) departing Pasadena (Hilton, Double Tree and Holiday Inn) between 430AM and 630PM and leaving LAX at 915AM and every two hours until 715PM. PASADENA no longer stops in downtown Los Angeles at the Omni Hotel and the DOWNTOWN LA SHUTTLE was also discontinued.

The DISNEYLAND-NEWPORT BEACH route has been shortened to DISNEYLAND-THE BLOCK AT ORANGE-SOUTH COAST PLAZA with two daily round trips.

Buses leave Anaheim at 100PM and 400PM for both The Block and South Coast Plaza returning from the Costa Mesa based shopping center at 445PM and 800PM and stopping at The Block about twenty minutes later. Round trip fares to South Coast Plaza are $10 and $5 to The Block.

The schedule for the ANAHEIM-BUENA PARK SHUTTLE, which uses the two active RTS buses in the fleet, 846 and 851, has been changed and buses now leave Buena Park Hotel at 530AM and every two hours until 930PM and depart the Anaheim Transportation Center at 900AM and every two hours until 700PM.

Airport fares have also been adjusted. One way fares remained Disneyland-LAX at $14, Disneyland-OCA $10 and Pasadena-LAX at $12. Using their ZORF, round trip prices increased with Disneyland-LAX at $25, Disneyland-OCA at $18 and Pasadena-LAX at $24, or no discount.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

TOP AIRPORT SERVICE has filed for PSC authority between points in San Francisco, Contra Costa and Alameda Counties and Bay Area airports and a ZORF

ALPHA-TRANS AIRPORTER has filed for PSC between points in San Francisco, San Mateo, Santa Clara and Alameda Counties and Bay Area airports and a Zone Of Rate Freedom

CALIFORNIA/GOLDEN STATE EXPRESS SERVICE has filed for PSC between points in several Bay Area counties, Bay Area airports and to establish a ZORF

BLUE & GOLD FLEET, L.P. has filed for fare increase between Alameda Gateway and Oakland and San Francisco and Angel Island State Park

CATALINA RED & WHITE CRUISES, INC. has filed for certificate as a vessel common carrier between Long Beach and San Pedro and all points and places on Santa Catalina Island and between all points and places within three miles of Catalina and for interim authority

DECISIONS

CALIFORNIA TOURS & SHUTTLE EXPRESS , INC., ALLIED SHUTTLE, INC., E-Z RIDE EXPRESS, CAL SHUTTLE SERVICE, ZEBRA SHUTTLE, A-BEST EXPRESS AIRPORT SHUTTLE, NAYAA LACY dba PLANE RIDE and *GOLDEN STATE SHUTTLE* all granted PSC authority between points in Bay Area counties and Bay Area airports and ZORFs

S.P.A.C.E. SHUTTLE, INC. granted authority to extend its PSC to Pleasanton and San Ramon and to establish a ZORF

NEW EXPRESS TRANSPORTATION, LLC. authorized a PSC between points in Riverside, San Bernardino, Orange, Los Angeles Counties and Southern California airports, Santa Ana and Fullerton AMTRAK and points of interest in Long Beach, Buena Park and Anaheim

Daniel Chiang and Jerry Liu dba SAFER RIDER BUS granted authority between points in Sacramento and San Francisco Airport and to establish a ZORF

USA SHUTTLE SERVICE, INC. (PSC-9362) granted authority 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)

APRIL 1996 – FAIRFIELD-SUISUN TRANSIT SYSTEM numbered the "CityLink" service into 20-FAIRFIELD-VACAVILLE and 30-FAIRFIELD-DIXON-DAVIS as it inaugurated 40-SOLANO BART EXPRESS (Vacaville-Fairfield-BART/Pleasant Hill).

APRIL 1991 – The RUNABOUT came to downtown Long Beach **(LONG BEACH TRANSIT)** on April 1st, a two route, ten bus (**LBT** 101-110, Orion IIs) circulator system.

APRIL 1986 – The financially strapped City of South Lake Tahoe turned over operation of **SOUTH TAHOE AREA GROUND EXPRESS** to AREA TRANSIT MANAGEMENT, INC., an employee cooperative, including a new route and service structure.

APRIL 1981 – PALO VERDE VALLEY TRANSIT AGENCY converted the BLYTHE FIXED ROUTE into a Dial-A-Ride as the County RIPLEY-BLYTHE route remained a fixed route. Cash fares and monthly pass rates were all increased to achieve the 10 per cent farebox recovery ratio needs.

APRIL 1976 – The Santa Monica Freeway Diamond Lane Project, the first in the state, began including three new **RTD** express lines, three new **RTD** Park/Ride lines and **SANTA MONICA MUNICIPAL BUS LINES** Lines 10-SANTA MONICA FREEWAY EXPRESS and 14-BUNDY-CENTINELA were also established.

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(Continued from page 1)

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: New **OCTA** Chief Executive Officer Arthur Leahy has recommended, and the Board of Directors okayed, delaying preliminary engineering and a final environmental impact statement of the CenterLine light rail project *(WT 1/01)* pending consensus and support for an alignment that will serve Orange County's needs and be able to secure federal funding support.

The current labor agreement with Teamsters Union Local 952 covering OCTA operators expires April 30. Both sides have now exchanged proposals and there have been negotiating sessions.

The 7301-7320 series New Flyer low floor, articulated buses *(WT 2/01)* are now in service from Division 4 on 43-HARBOR BLVD, 57-STATE COLLEGE-BRISTOL and 60-WESTMINSTER replacing a like number of 4100 series 1988 model Gillig Phantoms.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: **LADOT's** DASH/HOLLYWOOD-WEST HOLLYWOOD began operations on March 5th*(WT 3/01)* with FREE rides for the first two weeks.

The line begins just outside the Hollywood/Highland RED LINE Station and operates via Hollywood, La Brea, Sunset, La Cienega, 3rd, Robertson and Gracie Allen to George Burns (Cedars Sinai).

The line is operated by FIRST TRANSIT, INC. from the Lincoln Heights garage using a fleet of new FTI owned, 18 passenger, accessible Econoline/Aerotechs (a range of 9720-9735 observed) which are painted white with black window effect and the new style DASH markings in magenta and blue.

On February 12, the schedule of 208-BEACHWOOD CANYON was adjusted on weekdays to offer a 25 (was 20) minute all day headway and Saturday hours were expanded from 900AM-500PM to 730AM-730PM. One 99000 series National EZ Rider is usually assigned.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The **MTA** Board has authorized a competitive procurement to purchase up to 30 lightweight (composites), alternate fuel (gas turbines), low floor, high capacity buses.

Last November, the Board requested staff to develop a plan to procure and deploy articulated and/or 45 foot buses on selected lines *(WT 12/00)*. The main interest in high capacity buses is their potential to reduce **MTA** operating costs, accommodate heavy ridership demand and meet policy mandates to improve air quality.

The procurement will likely involve new technologies, power plants and materials for vehicles with little or no revenue service experience. This process will allow the staff to discuss with manufacturers the performance and reliability of proposed components, warranty issues, cost data and delivery times to be able to determine the bus best suited to **MTA's** needs.

The Request For Proposal is expected to be issued in about 60 days to bus manufacturers in both the United States and Europe.

Line 434-LA-SANTA MONICA-MALIBU-TRANCAS was changed on March 25 to offer two directional service seven days a week in the Point Dume community of Malibu. Also, the one weekday morning eastbound express and one afternoon westbound express trips along the Santa Monica Freeway were changed to operate as 434V trips (limited stop on Venice between Fairfax and Main).

On the same day, operation of Lines 177-JPL-DUARTE and 256-EASTERN-AVE. 64-NORTH HILL was transferred from FIRST TRANSIT, INC to COACH USA and the new 11500 El Dorado MST IIs were introduced. *(Ed. Note – Buses 11501-11528 were originally ordered by FTI as part of its contract. Eleven of these buses, were transferred to COACH USA).*

SAN FERNANDO VALLEY TRANSPORTATION ZONE INTERIM JOINT POWERS AUTHORITY

VAN NUYS: The coalition of cities comprising the Zone has approved a $250,000 consultant contract (vendor TRANSPORTATION MANAGEMENT & DESIGN had anticipated a larger $340,000 budget including a 10% contingency fee).

Zone President (and County Supervisor) Zev Yaroslavsky said, "I want to the consultants to look at how they can reduce costs, I don't want this to be a bottomless pit".

MTA will contribute $100,000 while the City of Los Angeles *(WT 3/01)* and the Southern California Association of Governments will pay the rest.

According to Chisholm, The next phase of the project, the operational and financial plan, may be completed by June 1st.

(Continued on page 4)

(Continued from page 3)

Zone members continue to have reservations about the viability of the zone, with one of the biggest questions concerning the anticipated farebox revenues. Projected revenues were $36-$39 million the first year, but that was prior to the extension of the RED LINE and implementation of **MTA** 750-VENTURA RAPID BUS.

United Transportation Union spokesman Goldy Norton said it is unlikely the zone could be developed under the current labor contracts *(Ed. Note – UTU was the prime opponent to FOOTHILL TRANSIT and filed a number of lawsuits in attempts to negate its creation).*

SANTA BARBARA-VENTURA EXPRESS BUS

SANTA BARBARA: **SBVEB,** a joint powers that includes the Santa Barbara County Association of Governments and the Ventura County Transportation Commission, has developed an express bus service program between Santa Barbara and Ventura which will offer daily express service beginning August 6th.

Service would start at the Ventura County Government Center on Victoria, serve Pacific Garden Mall and then travel to downtown Santa Barbara with two stops in Carpinteria. During peak hours, the bus will travel to/ from Goleta and UCSB.

The VCTC will provide the contract administration. The contract award was scheduled for March 5. **SANTA BARBARA MTD, VISTA** and several private firms were expected bidders. SBVEB was favoring the use of alternative fuel buses.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: April 2nd brought changes to **MTD** including new low floor, electric buses on 3-OAK PARK with more frequent afternoon headways and the combination of former Lines 4 and 8 into a NEW 8 which runs every 45 minutes and connects downtown Santa Barbara, La Cumbre Plaza, County Health Care Services, Fairview Center and Old Town Goleta.

Lines that were already through-routed were officially combined into one with only one line number.

SOUTHERN CALIFORNIA INTERCITY RAIL GROUP

SCIRG, formed in 1997 after passage of SB 457 that allowed regional agencies to take over administration of AMTRAK CALIFORNIA intercity rail services, was dissolved as of December 31st.

Following their decision in 1998 not to takeover the SAN DIEGANS (now PACIFIC SURFLINERS), the group worked closely with CALTRANS and AMTRAK to prepare and prioritize a rail capital improvement program for Southern California.

Several of the **SCIRG** member County Transportation Commissions work with their respective commuter rail agencies (METROLINK and COASTER) and there was concern that **SCIRG** priorities for capital projects could conflict with local priorities and have rail agencies competing for the same pots of money.

ALTAMONT COMMUTER EXPRESS (ACE)

STOCKTON: **ACE** began operation of a third round trip on March 5th. The morning turn back train was discontinued and a third morning southbound train departs Lathrop/Manteca Station at 652AM arriving San Jose at 856 AM. The return train leaves San Jose at 645PM and arrives Lathrop/Manteca at 853PM.

YOLO COUNTY TRANSPORTATION DISTRICT (YOLOBUS)

WOODLAND: Last July **YOLOBUS** started Line 215-WOODLAND-MADISON-CACHE CREEK CASINO with five round trips seven days a week.

Buses leave County Fair Mall in Woodland at 600AM, 900AM, 200PM, 505PM (from the Industrial Area and not serving the Mall) and 1000PM for the 50 minute, 23 mile long trip thru Madison, Esparto and Capay, Return buses depart the Casino at 710AM (also serves Industrial area), 1010AM, 310PM, 614PM and 1110PM.

Line 215 averages 4,000 monthly riders and has boosted **YOLOBUS** rural ridership over 2000% a month A majority of the passengers are casino employees. The bus was instituted after the transit agency received funds from several groups including the casino, Yolo County and Federal Transit Administration. The bulk of the money is designed to give job opportunities to the unemployed in Yolo County.

(Ed. Note – in the past, ***AMADOR STAGE LINES*** *operated Casino sponsored day trips with specially painted buses for Sacramento area passengers – pay so much for the bus ride and upon arrival at the casino, get credit for gambling, food and beverages).*

Line 215 also provides daily Woodland service for the rural communities of Madison, Esparto, Brooks and Capay which previously had designated day service.

(Continued on page 5)

(Continued from page 4)

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: January 7th ushered in the two route, *NEIGHBORHOOD RIDE* shuttle service in Carmichael using a small fleet of cutaways.

Lines 9-CARMICHAEL-WALNUT AVENUE and 10-CARMICHAEL-DEWEY DRIVE both begin at Carmichael Village (Manzanita & Fair Oaks) and travel to the American River College, 9 through the southwest part of town and 10 through the northeast side.

.

Service operates hourly on weekdays between 630AM and 630PM and two hourly on Saturday between 930AM and 430PM (one bus).

NR buses offer route deviations up to 3/4 mile from the route for passengers with a paratransit pass. Requests for deviations must be made one day in advance and are subject to an additional charge.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The presently underused Golden Gate Ferry shuttle bus system will be revamped when a second fast ferry goes into service this fall.

All routes would continue. Shuttle buses will meet the fast boats during commute hours, but only Lines 19-FAIRFAX-LARKSPUR FERRY and 25-SLEEPY HOLLOW-SAN RAFAEL will continue to connect with the slow boats. The 25 would also be rerouted to serve the Gerstle Park section of San Rafael. Non rush hour service levels will depend upon the cost of the rush hour program as the system must remain within its current $700,000 budget.

A package of incentives to encourage passengers to ride the bus instead of driving to Larkspur are under consideration. These could include a parking charge and continuation of the guaranteed boarding program.

UTAH TRANSIT AUTHORITY (UTA)

SALT LAKE CITY, UT: **UTA** will add Sunday service this month to sixteen lines in addition to the three bus lines (50-SALT LAKE CITY AIRPORT-DOWNTOWN, 70-SALT LAKE CITY-OGDEN, 811-UTAH VALLEY-SANDY TRAX STATION and the TRAX LIGHT RAIL line (added last December).

New lines in Salt Lake County will be 8-11TH EAST, 9-9TH EAST, 10-5TH EAST, 18-NORTH REDWOOD ROAD, 22-NORTH STATE STREET, 30-EAST/WEST 21ST SOUTH, 31-EAST/WEST 33RD SOUTH, 34-WEST KEARNS, 37-MAGNA, 39-EAST/WEST 39TH SOUTH, 40-EAST/WEST 45TH SOUTH and 43-BLUFFDALE.

In Ogden (Davis County) there will be four lines – 601-SOUTH WASHINGTON BLVD, 603-WEBER STATE UNIVERSITY, 605-WASHINGTON TERRACE and 612-NORTH OGDEN.

The **UTA** Board had promised to add Sunday bus service after voters approved a quarter-cent sales tax increase last November. The lines chosen for Sunday operations are the most productive lines on Saturday.

ROARING FORK TRANSIT AGENCY (RFTA)

ASPEN, CO: **RFTA** has found the key to recruiting bus operators — the keys to an apartment. 129 Operators were needed for this winter season. In the past, when the agency had staffing problems they used up the overtime budget and overworked the staff.

Availability of housing in the trendy Colorado ski areas, and the prices of those units, has historically been the biggest problem in seasonal recruiting.

RFTA recently purchased a five unit apartment building in Carbondale, with rents ranging between $675 and $1100 a month, and negotiated a deal with the City of Aspen for 10 two-bedroom seasonal apartments and four year-round ones at the new Burlingame seasonal housing project.

The transit agency made a one-time $300,000 payment in a master lease arrangement. They rent for $440 per bedroom including utilities and telephones. **RFTA** is responsible for the rent, even if a unit is vacant, and collects the money from the employees. The year-round units are $770 per month.

Upvalley governments floated **RFTA** a $550,000 loan to buy the building, using Pitkin County sales tax funds, the money to be repaid thru **RFTA's** bonding capacity.

RFTA Operators voted to join the Amalgamated Transit Union (49-25 with 12 abstentions) in November. In 1998 Operators rejected an attempt to organize under the United Transportation Union.

The recently created **RURAL TRANSPORTATION AUTHORITY,** which will include the current **RFTA,** will inherit whatever labor agreement is negotiated. **RTA** will be phased in over the next 18 months including new buses and maintenance/operating facilities.

(Continued on page 6)

(Continued from page 5)

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: In last November's election, there was a citywide vote in Boulder to increase property taxes to pay for **RTD** Eco Passes for residents. Supporters said the plan would encourage bus ridership thereby reducing congestion and air pollution.

Voters were divided into seven districts with each one able to accept or reject the concept without having an effect on the six others. The taxing authority will last for five years prior to evaluation by residents or **RTD.**

Only the Forest Glen area voted to approve (107-51). The vote in Dakota Ridge/Northbriar was 55-54 to reject while the other areas had a much larger "no vote". Supporters are planning to come back next year.

PUBLIC RURAL RIDE (PRIDE)

CARSON CITY, NV: About six months after starting operations *(WT 9/00)*, **PRIDE** began NEW service Friday through Sunday between Carson City and Reno-Tahoe Airport. The routing between Carson City and Reno's Meadowview Mall is the same as the weekday service, then the bus travels along Highway 395 and airport roadways to the Reno-Tahoe Airport.

Three round trips, on a three hour headway, are offered on Friday between about noon and 800PM. On weekends, service operates every 90 minutes (nine round trips) between about 900AM and 1130PM

ISLAND TRANSIT (IT)

COUPEVILLE, WA: Last May voters on Whidbey Island voted to increase their sales tax in order to replace money lost thru passage of Initiative I-695 and maintain FREE fares and expand the system.

A NEW Line 10-OAK HARBOR CITY SHUTTLE has started while 6-WEST BEACH-KEYSTONE was extended and rerouted to serve the Keystone Ferry and 1-OAK HARBOR-CLINTON FERRY, the 40 mile long north/south backbone route, was streamlined.

Line 10 is a one directional loop line operating every 30 minutes between 740AM and 640PM on weekdays and hourly on Saturday between 840AM and 510PM. From Oak Harbor's Harbor Station (downtown transit center) the 10 travels via Bayshore, Midway Blvd (serving Exchange College), Whidbey, Senior, SE 4th Ave, SE 3rd, Oak Harbor Rd, Whidbey, Hwy 20, Pioneer Way, SE Barrington and Dock to Bayshore (Harbor Station).
Line 6 now runs between Oak Harbor and Coupeville primarily along West Beach, Libbey and Madrona, then in a one way loop south of Coupeville serving the Keystone Ferry — hourly 630AM 630PM on weekdays.

IT now offers fixed route service on Camano Island (*WT 9/94*), a part of Island County, but physically separated from Whidbey Island and accessible only from Stanwood in Snohomish County on Highway 532.

There are three routes, pulse scheduled and connecting at The Plaza — 1-WEST, 2-EAST and 3-STANWOOD. Weekday only service is offered, generally operating hourly between 600AM and 600PM.

WASHINGTON STATE FERRIES (WSF)

SEATTLE, WA: **WSF** is currently conducting hearings on proposals to increase fares, principally to offset the loss of 20% of its operating funds and 75% of capital funds, an outgrowth of the passage of Initiative I-695.

The State Legislature approved a program of service cuts and one time fund transfers which has allowed **WSF** to operate through this June 30. After that, if no money is found, there will be further reductions.

The proposed changes are designed to have ferry fares cover 80% of operating costs, up from 60% with a six year phase in; a journey time based tariff structure and to price passenger-only ferry service at a premium to reflect the higher cost of that service.

FORTY YEARS OF FLXIBLES IN LOS ANGELES – PART 4

By 1965, the 1947 GMC Model TDH-3610s (6601-6657), the 1945 model TD-3609s (6658-6662) and the 1951 model TDH-3612s (6663-6664), while still in good condition because of always good maintenance, were all beyond normal retirement.

SCRTD called for bids on fifty five 35-36 passenger "New Look" design transit coaches. Flxible was awarded a contract for their model 411-GD-C2 (similar to the 9001 demonstrator model – (*WT 2/01*) with deliveries set for the summer of 1966.

The City of Pomona, operator of **POMONA VALLEY MUNICIPAL TRANSIT SYSTEM,** added four buses (60-63) to the order, mechanically identical, except that they were air conditioned.

In July 1966, coach 4000 (411-GD-C2/75024) went into service on Line 46-EAST FLORENCE-SLAUSON from Division 2 and operated there for several weeks finally being joined by 4001. Also Cummins powered, these buses were nicknamed "Little Swiftys".

(Continued on page 7)

SANTA MONICA MUNICIPAL BUS LINES
(The Big Blue Bus)
Santa Monica, California

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
2601-2602	APS Systems	P10-01A	T0326007-008	09/96	
2603	APS Systems	P10-01A	T0326009	12/96	
2604-2605	APS Systems	P10-01A	Y0326019-020	2000	
2606-2615	Thomas	SLF230	1JA99310-319	2000	
3801-3867	New Flyer	D40LF	VU017680-746	09/97	
471-472	MCI	MC-9	S15345-S15346/U35386-U35387	11/80	
4801-4821	Nova Bus	TC40102A	S3000019, 026-045	1995	
4951-4960	MCI	TC40102A	N3000024-033	1992	
5124-5152	GMD	T8H-5307A	G3500017-045	11/85	1
5154-5180	GMD	T8H-5307A	G3500153-179	03/86	
5181-5190	MCI	TC40102A	J3024262,349-357	11/88	
5191-5200	MCI	TC40102A	K3000278-287	1989	
5201-5210	MCI	TC40102A	L3000188-197	1990	
5501-5504	MCI	102DL3	1P053595, 597-599	11/00	

NOTES: 1 – 5124, 5128, 5133, 5141, 5142, 5145, 5146, 5148, 5152 on roster.

THE BIG BLUE BUS operates 13 fixed route lines in Santa Monica, Pacific Palisades, Westwood, Venice, Palms, Mar Vista, Cheviot Hills, Rancho Park and into midtown Los Angeles via Pico Boulevard (at Pico/Rimpau Transit Center) and to downtown Los Angeles via the Santa Monica Freeway.

Charter service and city sponsored excursions are also offered.



LEFT: *SMMBL 2605, a Thomas SLF230 just arrived from the factory in November 2000.*
Russ Jones photo



RIGHT: *SMMBL Tide Shuttle 2603 at Broadway & Third Street Promenade in the Fall of 2000.*
Russ Jones photo

(Continued from page 6)

By October, all 55 buses (4000-4054) were in service on lightly patronized lines around the system.

In the spring of 1967, bids were issued for purchase of 200 transit type buses, to include 175 51-seat and 25-45 seat, all to be air conditioned in line with a recently adopted policy.

The contract was awarded on September 13th following extensive testing of both Cummins and GMC engines in city and suburban service.

Flxible was the low bidder, but offered two bids, one with GM engines and Allison transmissions and the other with Cummins engines and Spicer transmissions. The low bid included Cummins engines, but **RTD** management advised against such equipment, based upon problems encountered with the 5600s and 6000s.

The decision was made to purchase 200 Flxibles with GM 6V-71 engines, Allison Super-V 3-speed automatic transmission and air conditioning, powered by the bus engine. The buses also had air-assist push type rear doors and the-then-new National Seating "Cush-N-Aire" operator's seat.

The buses arrived between February and June 1968 and were assigned around the system. The 51 seat units were numbered 6100-6274 while the 45 seaters were 4200-4224.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM also tagged on to this order, buying four 45 passenger buses (64-67), almost identical to 4200-4224 except for a small sliding window instead of an openable emergency door with a solid glass window (*this was the last order of **RTD** buses with emergency doors).*

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
LADOT	99038-99041	ElDoNational	EZRider/—	1999	LPG
	99042	ElDoNational	EZRider/YC084010	10/99	LPG
	99068-99071	ElDoNational	EZRider/—	1999	LPG
Transp Concepts (MTA)	2-19	Ford/El Dorado	Econ/Aerotech/YHA43539	2000	
Pacific Coast Sightseeing	63522	Freightliner	Trolley/YC483080	2000	
Foothill Transit	1100-1176	Gillig	G18D102N4/—	2000	1
	1181-1187	Gillig	G22D102N4/—	2000	2
Orange County TA	7315-7320	New Flyer	D60LF/YU021508-513	11/00	
-USED-					
Glendale Beeline	213	Gillig	3596TA6V92T/D1080537	1983	3
Antelope Valley TA	19088	Gillig	40TB1026V92/J1082454	10/88	4
Santa Cruz MTD	unknown	Gillig	4096TB6V92T/—	10/89	5
-DISPOSITIONS-					
Regional Trnsp Dist (CO)	4860	GMD	T6H-5307N/B3500461	02/81	6
-DEMONSTRATORS-					
Motor Coach Industries	unnumbered	MCI	102D3/VP053201	05/00	7

-NOTES-

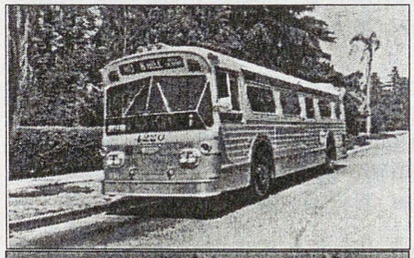
1. 40 foot low floor design.
2. 30 foot low floor design.
3. Ex Laidlaw 805213 (MTA), originally OCTA 4509.
4. Ex Laidlaw 19088 (MTA), originally Laidlaw (BART EXPRESS).
5. Ex Foothill Transit — K1083042, 044, 048, 050, 052, 054, 056, 062, 063, 065, 070 — F601, F603, F607, F609, F611, F613, F621, F622, F624, F629 ; then K1083072, 086, 087, 089, 090, 092, 093 — F701, F715, F716, F718, F719, F721, F722.
6. To Transit Sales International in Riverside.
7. CNG Transit Demonstrator, wheelchair lift equipped.

The order of 69 low floor New Flyers with options for 27 *(WT 11/98)* has started to arrive and be placed into service. A range of 1101-1150 have been seen at NCTD. At SDTC the range is 1601-1630 while SDTC MTS Contract range is 2201-2210. The range of MTS (ATC/VANCOM) is 2501-2507.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT is advertising for 110 low floor 40 foot buses with an option for up to 110 more.

GOLDEN EMPIRE TRANSIT is accepting bids for 17 CNG, low floor buses with options for additional buses.

The SPOKANE TRANSIT AUTHORITY is now seeking bids for 3 30-foot low floor buses with an option for one plus bids for 8 40-foot low floor buses with an option for two more.



SCRTD 4220 in Altadena on Line 110 when brand new in June 1968. Edmund Buckley photo



SCRTD 6101 at UCLA, complete with Bus-O-Rama advertising signs. Edmund Buckley photo.



11012, an Orion VI on Line 270 at Norwalk Green Line Station in February 2001. Paul Castillo photo