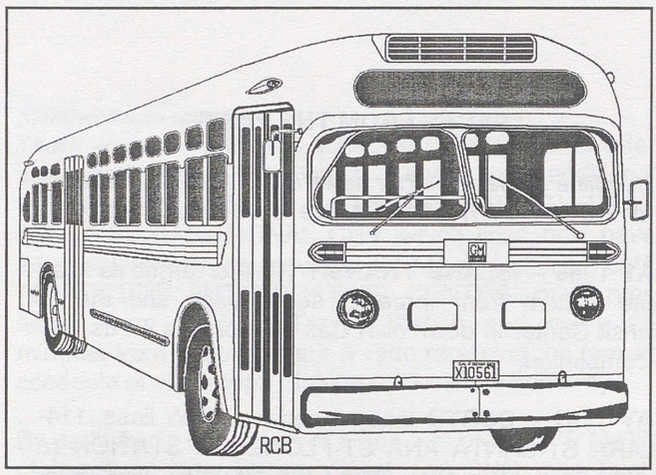
MTA LIBRARY

Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.western-transit.com

VOL. 39, NO. 5 May 2001



SAN DIEGO AREA TRANSIT OPERATIONS

SAN DIEGO: April 1st saw a general fare increase throughout San Diego County. At the same time, the first members of a fleet of low floor New Flyers *(WT 11/98)*, both models C40LF and D40LF, were placed into service along with several schedule adjustments.

January 30th saw establishment of weekday, peak hour 60-EUCLID STATION-UNIVERSITY TOWNE CENTRE VIA KEARNY MESA, operated by **SAN DIEGO TRANSIT CORP** and charging Express fares. Four morning and five afternoon round trips are provided (3 buses). Line 60 is staffed by **SDT's** Community Based Drivers and new 2200 series CNG, low floor New Flyers assigned.



From Euclid Trolley Station the bus travels Euclid, Hwy 94, I-805, I-15 (including stops at University and El Cajon Bl), Balboa Ave, Kearny Villa Rd, Complex, Clairemont Mesa Blvd, Ruffin Rd, Hwy 52, I-805, La Jolla Village Drive and Genesee to UTC.

MTS Line 905-OTAY MESA-IRIS TROLLEY-SAN YSIDRO was extended from Iris Avenue Trolley Station via Howard, West San Ysidro Blvd. Via de San Ysidro, Calle Primera Rd, Willow Rd, Camino de la Plaza and San Ysidro Blvd to the International Border.

The new segment is operated all day on a 30 minute headway (2 buses) with the full alignment operated peak hours only, but now every half hour (4 buses).

Every other Line 6-OLD TOWN-NORTH PARK-32ND STREET trip (hourly headway) on weekends along Redwood, Boundary, Nile and Swift was rerouted to 30th in the North Park area.

Earlier in the month, a public hearing was held on plans to remove full size buses on those streets with alternate trips to/from 35th and University and Naval Station buses traveling on 30th. There would be a reduction in Mid City Direct Access to Regional Transit (DART) service with one of two proposals – give two of three DART small buses to a new 965-MID CITY ROUTE or create the C-SHUTTLE using one DART bus. 965 and C would both be flexible destination type lines, fixed routes with the ability to deviate slightly..

Because the area's transit operators were facing million dollar deficits this year, largely due to soaring fuel and electricity costs, the **METROPOLITAN TRANSIT DEVELOPMENT BOARD** approved the first fare increases since 1997 as an alternative to significant reductions in service levels, effective April 1st.

Except for the **CHULA VISTA** 708 (Free) and **MTS** 904-CORONADO SHUTTLE ($1) fares which stayed the same, all fixed route bus and trolley cash fares were increased 25 cents. Complementary Paratransit fares rose 50 cents. Monthly Pass prices also increased. While bus cash fares range between 50 cents and $3.50, depending upon many factors, San Diego can now be considered as having a $2.00 cash fare.

In This Issue

Los Angeles Department of Transportation	3
Los Angeles County MTA	3
Forty Years Of Flxibles In Los Angeles	4
Ventura Intercity Service Transit Authority	5
Santa Barbara-Ventura Express Bus	5
Santa Barbara MTD	5
Monterey – Salinas Transit	5
Foster City Sunshine Shuttle	6
San Francisco Municipal Railway	6
Transbay Transit Terminal	6
Rural Transportation Authority (CO)	6
ROTM – King County Metro (WA)	7
Springs Transit (CO)	7
King County Metro – Transit Division	7
Skagit Transit System (WA)	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Blupinderpal Singh dba RANDHAWA AIRPORTER for PSC between points in Alameda, Santa Clara, San Mateo Counties and Bay Area Airports

Igor Skoro dba DALMATIAN SHUTTLE for PSC between points in San Francisco, San Mateo, Santa Clara and Alameda Counties and Bay Area Airports

William Jason May dba MARK 5 EXPRESS of Inglewood for TCP-14178-B – Terminal address is former INGLEWOOD CITY LINES yard on 106th

Preferred Livery Corporation dba PREFERRED LIMOUSINE of Montclair for TCP-14180-B

David Wabisszwski dba KNIGHT LIMOUSINE of Brea for TCP-14182-B

DECISIONS

GOLDEN EAGLE SHUTTLE granted a PSC between points in Alameda, Contra Costa, Santa Clara, San Mateo, Solano, Napa, Sonoma, Marin Counties and Bay Area airports

Kundan Singh Dhami dba SENIORS AIRPORTER SHUTTLE granted a PSC between points in Alameda, Santa Clara, San Mateo Counties and Bay Area airports

ACROPOLIS AIRPORT SHUTTLE authorized to extend PSC-12903's service area between points in Santa Clara County and San Jose Airport and to establish a Zone Of Rate Freedom

CENTRAL COAST SHUTTLE SERVICES authorized to add On Call service (PSC-13086) between points in Buellton, Santa Maria, Santa Barbara and Ventura and Santa Barbara and Los Angeles Airports

AJ CALIFORNIA MINI BUS, INC. authorized to extend its PSC between points in the counties of Contra Costa, Alameda, Santa Clara, San Mateo, San Francisco, Marin and Solano and Bay Area airports

SCREAMLINE INVESTMENTS, INC. dba TOUR COACH TRANSPORTATION granted authority for PSC with scheduled service between points in Los Angeles, Beverly Hills, Culver City, Santa Monica and Los Angeles International Airport and to establish a ZORF

©2001 Western Transit

"PAGES FROM THE PAST"

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

MAY 1996 – ISLAND TRANSIT (WA) enlarged its fixed route system from three to seven lines and the IT Transit Center in downtown Oak Harbor was on its way to completion.

MAY 1991 – SCRTD inaugurated two NEW lines, 114-CLARA ST-SANTA ANA ST-FLORENCE STATION (a BLUE LINE Shuttle) and 620-BOYLE HEIGHTS SHUTTLE (DASH type community circulator on the east side).

MAY 1986 – Following approval by Utah County voters, **UTAH TRANSIT AUTHORITY** established local service in the Orem-Provo area (five lines) in addition to the PROVO-SALT LAKE CITY EXPRESS. Buses of the 8125-8150 GMD T6H-5307N series were assigned to Provo Division.

MAY 1981 – The **REDDING AREA BUS AUTHORITY** (six local fixed route lines) was in the formation stages and twelve former **SAN DIEGO TRANSIT CORP.** Mercedes Benz 0309Ds were acquired and being prepared for service.

MAY 1976 – SAN MATEO COUNTY TRANSIT DISTRICT took delivery of its first "new" bus, 101, a GMC TDH-4517 originally delivered to **ATLANTA (GA) TRANSIT SYSTEM,** the first of nineteen New Look buses to be used as part of the overall **SAMTRANS** expansion plan including taking over the numerous municipal systems in the county.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Patrick Hardie Charles Hobbs Steve Hoskins Scott Page
REPORTERS & SOURCES:	Armando Avalos Dana Gabbard Alan Fong Kenton Forrest Russell Jones Marvin Martin John McKane

(Continued from page 1)
There were a number of schedule adjustments to offer additional service. The biggest changes were additional weekday trips on **SDTC** 8-OLD TOWN-NORTH PARK and 55-SDSU-NATIONAL CITY which lines now have 15 minute headways between 600AM and 600PM. **CVT** 708-NATURE INTERPRETIVE CENTER now runs hourly from Bayfront Trolley Station and every 20 minutes from E Street Park & Ride replacing the former schedule of all through trips on a 25 minute headway.

By early April, 123 buses of a 265-bus order *(WT 11/98)* of low floor New Flyers, diesel and CNG, had been received and placed into service. All of them have Cummins 8.3 engines and Allison World transmissions.

Buses received include 53 diesels for **NORTH COUNTY TRANSIT DISTRICT** (1101-1153 in **NCTD** livery), 31 CNG for **SAN DIEGO TRANSIT CORP** (1601-1631 in **SDTC** livery), 10 CNG for **SDTC/MTS CONTRACT** (2201-2210 in **MTS** livery), 14 CNG for **ATC/VANCOM** (2501-2514 in **MTS** livery) and 15 CNG for **CHULA VISTA TRANSIT** (7001-7015 in the new **CVT** livery of white, blue and yellow).

Additional buses are due later this year — 10 more for **CVT,** 14 for **ATC/VANCOM,** 16 diesels for **NATIONAL CITY TRANSIT** (possibly 6000s to replace the entire **NCT** fleet), 33 diesels for **COUNTY TRANSIT SYSTEM** (8100 series) and 73 more CNGs for **SDTC.**

Although **CTS** will eventually switch to CNG, neither they nor **NCT** have that fuel now and ordered diesels. **NCTD** has a fleet of twelve CNG powered Flxible Metros, but they also ordered diesel.

CVT presently fuels their CNG buses at **SDTC**'s 16th & Imperial Division **(SDTC** is the contractor for **CVT).** Line 901-SAN DIEGO-CORONADO-IMPERIAL BEACH cannot be assigned low floor buses until the City of Coronado modifies the "drainage dips" in the pavement at 4th and Virginia Streets.

In a separate procurement, **SDTC** has ordered 13 diesel powered, three door, D60LF buses from New Flyer *(WT 6/00)* for use on Line 7-UNIVERSITY AVENUE.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: **LADOT** implemented two route changes during April on Lines 147-PARK WESTERN PLAZA-SAN PEDRO and 438-REDONDO BEACH-LOS ANGELES.

Line 147 was rerouted along 7th, Harbor, 6th, Centre bypassing Ports O' Call Village and rescheduled to operate half hourly Monday-Saturday (had been 35) and hourly on Sunday (had been 65).

In Redondo Beach, the 438 was extended south from Catalina and Avenue F via Catalina, Ave I and Paso Verdes to Catalina. In Los Angeles, it was routed to stay on the Harbor Transitway to serve 37th Street Station, then via Adams, Figueroa, 4th, Flower/Hope and Temple to San Pedro.

Recently, the Board of Transportation Commissioners approved reassignment of 20 Motor Bus Permits for DASH Package 1 and 48 Non Ambulatory Passenger Vehicle Permits for CITY RIDE Areas 1 and 2 from **TCT CONTRACT SERVICES** to **CONNEX TCT, LLC.**

DASH Package 1 includes CRENSHAW, MIDTOWN, LEIMERT/SLAUSON, SOUTHEAST, PUEBLO DEL RIO and WILSHIRE/KOREATOWN.

A Permit is the City's equivalent to the Public Utilities Commission's Passenger Stage Certificate (PSC).

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: On February 5, the 608-CRENSHAW CONNECTION contract was transferred from **APT TRANSPORTATION** to **TRANSPORTATION CONCEPTS, INC.** At some time earlier, the route of Line 608 was extended west from Crenshaw Plaza via Marlton, Santa Rosalia, Buckingham, King, La Brea, Coliseum and Sycamore to Rodeo. It still operates half hourly on weekdays using two **TCI** cutaways.

During March the five cutaways (Ford Econoline 450/El Dorado Aerotechs) **COACH USA** bought for Line 214-MAIN STREET-BROADWAY LOOP went into service. Numbered 8064-8068, the buses are painted in **MTA** gold and white with black window effect, have curtain head and side signs (black lettering on white background), 18 forward facing leatherette seats, Main fareboxes and are accessible with a Ricon lift in the rear with its own door.

Also, on March 25, the first of the 11500-11527 series El Dorado National MST II mid-size buses were placed into service on 177-JPL-DUARTE and 256-EASTERN-AVE 64-NORTH HILL *(WT 4/01).*

11500-507, 509-511 were transferred to **COACH USA** while 11508, 512-527 are at **FIRST TRANSIT, INC.** likely on 128, 225/226 and 254.

The one door **MTA** gold and white painted buses have 30 all forward facing seats (26 plus four jump seats, gray

(Continued on page 5)

FORTY YEARS OF FLXIBLES IN LOS ANGELES
PART 5

In 1970 the Rohr Corporation (Chula Vista, CA based builder of primarily aircraft) announced plans to acquire the Flxible Corporation. Flxible was to retain its name and become a Rohr subsidiary.

Early in the year **RTD** solicited bids for another 200 51-seat transit type buses. By mid year, both Flxible and General Motors submitted bids.

Flxible bid $37,597 per bus for units equipped with Cummins V-903 engines, they bid $37,797 for buses with Detroit Diesel 8V-71N engines and GMC bid $38,154 for buses with the same Detroit Diesel engines.

Flxible had bid on only 100 buses with Cummins engines because **RTD** specified delivery of the first 100 in the late fall of 1970 and delivery of the air conditioner system and other components related to the Cummins engines precluded delivery before March of 1971.



7054 at North Broadway & Lincoln Park on Line 8 in January 1972.

All photos this page by Edmund Buckley.

Flxible was awarded one contract for 100 with GM engines for delivery in the fall of 1970 (7000-7099) and another 100-bus contract with Cummins engines and Dana/Spicer transmissions (7100-7199).

The most significant factor in connection with this purchase was the adoption of larger, more powerful engines for **RTD** buses.

When GM introduced the first standardized line of diesel powered transit buses in 1940, the 6-71 engine was standard on the 40 and 45 seat sizes and optional on the 36 seat size. During the intervening thirty years, larger and heavier buses were introduced and engine-driven air conditioning added, but engine size, despite the change to a V configuration, and power output were only increased through the use of larger fuel injectors. By 1970, larger engines were available and started to be used within the transit industry.

The total cost for the 200 new buses including options, delivery and taxes was $8,150,000 ($40,700 per bus). *(Ed. Note – the per unit cost of the most recent NABI buses was $317,165).*

Prices were requested on a number of options for these buses. Although **RTD** eventually passed on most of the items, they did choose to buy water bumpers for 7085-7094 (whose use required special permits from the State Department of Public Works for the operation of over-length buses). Also, five buses (7095-7099) were equipped with disc brake systems for test purposes.



Water bumper equipped 7086 at Beachwood & Westshire-Hollywoodland in June 1971.

5999, a 1963 model Flxible and long a test bus for new engines, finally received a GM 6V-71 engine in the fall of 1970. The bus was the test bed for **RTD**'s first Cummins diesel and was the only **RTD** city-type bus (to that time) to be equipped with a GM 8V-71.

By May 1971, all 7000s were in service — 7000-7041 to D1/11 for Lines 2, 9, 28 and 92 and 7042-7099 to D4/5 for Lines 5, 6, 9, 84 and 85. Initially, Line 3 at D1 had the buses and 7085-7094 had been assigned to D7 with the ten water bumper equipped buses assigned to specific bus runs on Lines 3, 4, 42, 44, 83, 91 and 94.

The first of the 7100s was placed into service on June 18, 1971 on Line 93. These buses were quite similar to the 7000s except for modifications related to the different engine and transmission and installation of a separate underfloor engine about half-way back on the street side to power the air conditioning system. Inside, the painted surfaces were champagne gold instead of the long standard skylark green. Buses 7100-7135 were assigned to D8, 7136-7177 to D9 and 7177-7199 to D 11.

On April 6, 1971 5610 was severely damaged in an accident on the Long Beach Freeway. Wen the remains were authorized to be scrapped for parts, **RTD** lost its first New Look bus.



Cummins powered 7116 at Sepulveda Veteran's Hospital in June 1971, in it's first week of service.

(Continued from page 3)
Freedman brand cloth seats with retractable arm rests), GFI fareboxes, "Stop Requested" signs and Ricon wheelchair lifts in the rear with its own door.

New Flyer began delivering new low floor, model C40LF buses (5300-5522) in February with the first units in service on a number of lines from Division 5, then a group of buses were assigned to D1 and used primarily on 30/31-WEST PICO-EAST 1ST and 362-LA-NORWALK-HAWAIIAN GARDENS. The next group will be housed at D10.

On March 31st 213-CRENSHAW STATION SHUTTLE, a METRO GREEN LINE shuttle started in August 1995 *(WT 8/95),* was discontinued with the close of service on March 31. This line was funded by Transportation Demand Management funds, originally designed to be used as seed money for the first two years of operation. After that time, the services were to transition to the sponsoring agency, in this case the City of Inglewood, who would fund the line. The 213 was funded by TDM money for nearly six years.

Beginning this July, TDM funds will no longer be available to fund shuttle services, in any event, there was insufficient money to operate until June 30. **MTA** was not able to fund Line 213 beyond March 31 and Inglewood city fathers determined they were not able or interested in funding the buses and service was discontinued *(Ed. Note – interestingly, this was one of the more successful GREEN LINE shuttles).*

VENTURA INTERCITY SERVICE TRANSIT AUTHORITY (VISTA)

VENTURA: **VISTA** service changes in January brought Saturday service (hourly 700AM-500PM) on VISTA-EAST and some half hourly weekday peak headways and hourly Saturday (was two hour) on VISTA 126.

SANTA BARBARA-VENTURA EXPRESS BUS (SBVEB)

SANTA BARBARA: Three bids were received to operate **SBVEB** (*WT 4/01),* one each from **COACH USA/ ANTELOPE VALLEY BUS, INC, VENTURA COUNTY SHUTTLE, INC.** and the **SANTA BARBARA METROPOLITAN TRANSIT DISTRICT.**

SBVEB is envisioned as a three year, hourly service, seven days a week, although bidders were encouraged to bid on alternate ideas, including increased levels of rush hour service and alternative fueled vehicles.

VCS offered bids using both diesel ($58.25/hour) and CNG fueled ($79.75) buses (new Freightliner MB-55 models). **AVBI** offered a bid with 1993, accessible, MCI 102C3s ($52.45) and **SBMTD** bid ($81.40) using their new suburban interior Nova Buses. All proposers would use their existing local facilities.

The contract was awarded to **AVBI** on a combination of cost, experience providing fixed route service in the area **(VISTA)** and their proposal had the highest ratio of capital costs, which would allow the greatest use of federal funds and the lowest local out-of-pocket cost.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: April 2nd brought a number of changes to **SBMTD** services. Former 1- W E S T S I D E and 2-EASTSIDE were combined into 1-EAST-WEST CONNECTION (This summer new electric buses are to be assigned and perhaps a new 2 operating between the east and west sides over a different alignment). 4-COUNTY HEALTH SHUTTLE and 8-CALLE REAL-GOLETA were combined into 8-HEALTH CARE LINK. 12-GOLETA EXPRESS and 24-UCSB EXPRESS were combined with the branch serving Goleta as 12G and the UCSB branch as 12U. 23 and 25 between UCSB, Isla Vista and Ellwood Canyon were combined into 23.

Recently, the Santa Barbara County Association of Governments approved **SBMTD's** South Coast Transit Plan (SCTP), written to accommodate local community plans. This is a collaboration of **SBMTD,** cities of Santa Barbara and Carpinteria and County of Santa Barbara to obtain flexible CMAQ funds.

The Plan has five components – replace 20 Gillig diesel buses with electric ones, implement five new routes, buy 19 new electric buses for them, replace fareboxes and revise downtown Santa Barbara bus routes to use corridors defined by enhanced bus stops.

The Santa Barbara City Council has set aside parking revenues for transit for an early implementation of the Crosstown Electric Shuttle, an SCTP route, next July.

The Carpinteria Seaside Shuttle, also SCTP, was inaugurated last October (*WT 12/00).*

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: **MST** inaugurated the new GONZALES EXPRESS *(WT 1/01)* on April 2nd (four round trips between Salinas and Gonzales Monday thru Saturday).

Weekday buses depart Salinas at 545AM, 645AM, 515PM and 615PM with buses leaving Gonzales a half hour later.

(Continued on page 6)

(Continued from page 5)
Saturday trips depart Salinas 645AM, 745AM, 415PM and 515PM and leave Gonzales 30 minutes later.

One way fares are $3.50 ($1.75 senior/youth/disabled). Free transfers and monthly passes are also offered.

FOSTER CITY SUNSHINE SHUTTLE (FCSS)

FOSTER CITY: **FCSS** is a new four route, community circulator within the City of Foster City (adjacent to San Mateo) which is FREE of charge and runs on weekdays between 930AM and 315PM.

Four routes (RED, GREEN, BLUE, ORANGE) circulate within the city beginning/ending at The Metro Center on East Hillsdale Boulevard.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The Board of Supervisors recently approved (8-3) a modified bus acquisition plan which allows **MUNI** to purchase 95 diesel (they wanted 175) buses as the agency also tests two CNG and two diesel-electric hybrid buses in regular service for six months. The purchase will replace about one half of the 4500-4679 series Flyer D901s. *(Ed. Note – it is believed that the recent Neoplan purchase agreement included an option for additional buses).*

Should those buses work out in independently audited tests, **MUNI** will buy the new technology.

Proponents of the compromise plan, brokered by Supervisors Chairman Tom Ammiano, point out the plan also calls for expansion of the trolley coach system to include six diesel lines. Two likely candidates are 71-HAIGHT-NOREIGA and the new Line 10, to be created later this year replacing the eastern half of 42-DOWNTOWN LOOP.

Environmental groups continue to be upset that any diesel buses will be purchased.

The NEW Line S-CASTRO-EMBARCADERO METRO SHUTTLE rail line started April 2 during peak hours on weekdays. The two-car trains will stop at Embarcadero, Montgomery, Powell, Civic Center, Van Ness, Church and Castro Stations and are intended for passengers traveling only short distances.

Northbound buses on 29-SUNSET (daily after 700PM) now operate into the Presidio as far as Baker Beach housing, turn back at Bowley Road and return to 25th & Geary to a new evening terminal facing south.

TRANSBAY TRANSIT TERMINAL

SAN FRANCISCO: A new multi county joint powers authority for TTT is to be formed to develop a plan to run and pay for a new replacement facility for TTT.

Under the plan, current tenants **MUNI, AC TRANSIT, SAMTRANS, GOLDEN GATE** and **GREYHOUND LINES,** would stay, but the five story terminal would also be home to a station for an underground extension of **CALTRAIN,** possible high speed rail service from Los Angeles and possible commuter rail service from the East Bay, in a new tube on the bottom of the Bay.

There would also be midday bus storage and perhaps a child care center.

The terminal land and its approaches, now owned by the state, would include 3000 housing units, a 1000 room hotel, up to 2 million square feet of office space and 325,000 square feet for retail use. Planners hope to start demolishing the current terminal and opening s temporary one in 2003 with completion of the new building in 2007.

It is estimated developers could contribute $400,000 toward the $900,000 cost. Another source might be $84 million in Bay Area toll bridge revenues already set aside for the terminal. Bonds could also be sold.

ROARING FORK TRANSPORTATION AUTHORITY RURAL TRANSPORTATION AUTHORITY (RTA)

CARBONDALE, CO: **RTA** has started to plan for expanded bus service in the Roaring Fork Valley area.

Plans have been approved to purchase five, 60 foot articulated buses, to begin hourly service between Aspen and Glenwood Springs April 1st and to begin service in the Colorado River Valley communities (New Castle, Rifle, Silt) this June.

Next winter, half hourly service will be offered between Aspen and Glenwood Springs along with an unspecified increase on I-70.

RTA also approved plans for a new maintenance facility at Glenwood Springs' new municipal operations center. Reuse of the current Carbondale property is uncertain.

SPRINGS TRANSIT (ST) CITY OF MANITOU SPRINGS

MANITOU SPRINGS, CO: The City of Manitou Springs has been awarded a $10 million, three year federal grant for a transit circulator. An interesting side to the grant was the Federal Transit Administration designated **ST**

(Continued on page 7)

KING COUNTY METRO – TRANSIT DIVISION

Seattle, Washington

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
900-929	AM General	10240T	SC133-0001-0011,0013-0030	1979	
930-1008	AM General	10240T	SC140-0031-0109	1979	
1009	AM General	10240T	SC133-0012	1979	
1100-1194	Gillig	C18A096N4	X1089724-818	1999/2000	
2000-2050	MAN	SG310-18-2	782-0002-0052	1982	1
2051-2201	MAN	SG310-18-2	784-0053-092,215,094-098, 216-217,101-105,218-219, 108-167,169-176, 179-198, 208-214,220		
2300-2301	New Flyer	D60	WU018292-293	1999	
2302-2573	New Flyer	D60	WU019009-280	1998/2000	
3000-3146	MAN	SL40102L	FC771419-231565	1986	2
3150-3159	MAN	SL40102LM	GC191716-281725	1987	3
3185-3199	Gillig	M11T35102	U1086757-772	1997	
3200	Gillig	M11T40102	S1086411	1996	
3201-3544	Gillig	M11T40102	T1086412-756	1996	
3545-3594	Gillig	C21D102N4	W1088857-906	1998	
5600-5688	Champion	Challenger	mixed	1996/97	

NOTES 1. Fleet being retired as New Flyers arrive
2. Fleet being retired or placed into contingency
3. Originally methanol, converted to diesel

(Continued from page 6)

as the regional transit provider and the one to provide the service. **ST** will receive the federal funds, purchase and operate two 16-passenger buses and allow Manitou Springs to decorate them.

The FREE service will operate between Red Rock Shopping Center and the Cog Railway Depot with stops at Fields Park, Garden of the Gods Trading Post and along Manitou Avenue every half hour from 700AM until 900PM between Memorial Day until Labor Day. The "Off Season" hours have yet to be decided.

ST Line 11 will continue to operate hourly and the two services will connect with each other.

KING COUNTY METRO TRANSIT DIVISION

SEATTLE, WA: A proposed 25 cent across-the-board **METRO** fare increase was recently changed by the King County Council in a 7-6 vote. The package of changes reduced the expected revenue increase by $4.7 million.

County Executive Ron Sims said the council broke their promise to increase fares and reduce operating costs to help pay for expanded bus service after King County voters approved a 0.2 cent sales tax increase last year. He vetoed the council's action and then cancelled service improvements planned for June saying there would not be sufficient money to pay for them.

Since that time, Sims and Councilwoman Louise Miller, R-Woodinville, one of the 7 votes, have been working on plans to increase some fares in a compromise effort.

SKAGIT TRANSIT SYSTEM (SKAT)

MOUNT VERNON, WA: Fare free since its November 1993 beginning (WT 11/93), **SKAT** began charging 50 cents a ride on May 1st, another effect of passage of Initiative I-695 in 1999.

However, cash fares are not collected on the buses and riders need to buy Pre-Paid Riders Cards, available in four denominations including a 30-day pass for $15 and at several outlets. The cards are similar to prepaid telephone cards. Transfers good for 90 minutes are now also available.



11502, an El Dorado National MST II operated by Coach USA for LACMTA on Line 256 in Pasadena.

Andrew Novak photo

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
LADOT	99057-99061	ElDoNationsl	EZRider/YC084025-029	99-00	
First Transit (LADOT)	9719-9735	Ford/ElDorado	Econ/Aerotech/-	2001	1
Coach USA (MTA)	8064-8068	Ford/ElDorado	Econ/Aerotech/-	2000	2
First Transit (MTA)	11500-11527	ElDoNational	MSTII/-	2000	3
	11001-11067	Orion	Orion VI/Y6600429,495-560	2000	
North County Transit Dist	1101-1153	New Flyer	D40LF/YU021176-228	2000	
San Diego MTS (ATC)	2501-2512	New Flyer	C40LF/YU021458-469	2000	4
San Diego MTS (SDTC)	2201-2212	New Flyer	C40LF/YU021482-493	2000	4
San Diego Transit Corp	1601-1631	New Flyer	C40LF/YU021514-544	2000	
Chula Vista Transit	7001-7015	New Flyer	C40LF/YU021605-619	2000	
AMTRAK	465	GMD	F59PHI/966722-16	09/98	
	51	GE	GenesisP42D/49587	01/97	
-USED-					
Golden State Transp Co	60159-60160	TMC	102A3/HR006273, 6121	1987	5
Western Transit Systems	II 408	Gillig	4096TA6V92/D1080423	06/83	6
Victor Valley Transit Auth	706	Bluebird	QBRE2903/VF077871	10/97	7

-NOTES-

1. 9720-9721 VINs are 1HA11129-130.
2. 8068 VIN is 1HA06460.
3. VINs for 11500-11516, 518, 520-522 are shown below.
4. The news story reads there are 10 MTS/SDTC and 14 MTS/ATC buses. The VINs indicate 12 for each. Needs verification.
5. Former GSTC 105, 215.
6. Ex Orange YMCA 4009, originally OCTD 4009.
7. Former VVTA 8743.

11500-11527 VIN information: 11500 – 1CH89452, 501 – 1CH89451, 502 – 1CH89464, 503 – 1CH89458, 504 – 1CH89459, 505 – 1CH89457, 506 – 1CH89449, 507 – 1CH89460, 508 – 1CH89444, 509 – 1CH89456, 510 – 1CH89448, 511 – 1CH89450, 512 – 1CH89466, 513 – 1CH89443, 514 – 1CH89468, 515 – 1CH89465, 516 – 1CH89469, 518 – 1CH89461, 520 – 1CH89470, 521 – 1CH89462, 522 – 1CH89460.

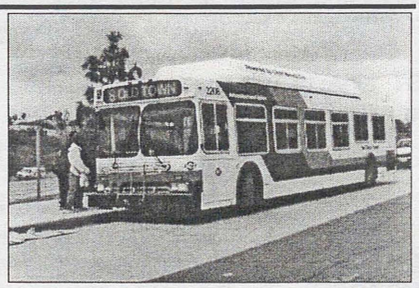
RIVERSIDE TRANSIT AGENCY 3013, a 1982 GMC RTS 04, has reached its one million mile mark. During April, **RTA** celebrated by offering free rides to all passengers who rode on the bus during the month.

SUNTRAN of Tucson, Arizona will soon take delivery of 45 CNG powered Nova Bus RTS units scheduled to arrive in Tucson soon making the fleet 100%.



San Diego Transit 1601 at San Diego State University.

MTS/San Diego Transit 2208 at Old Town Trolley Station.





MTS/ATC 2511 at Broadway & Harbor Drive in San Diego.

Chula Vista Transit 7012 at H Street Trolley Station.



All photos by Patrick Hardie