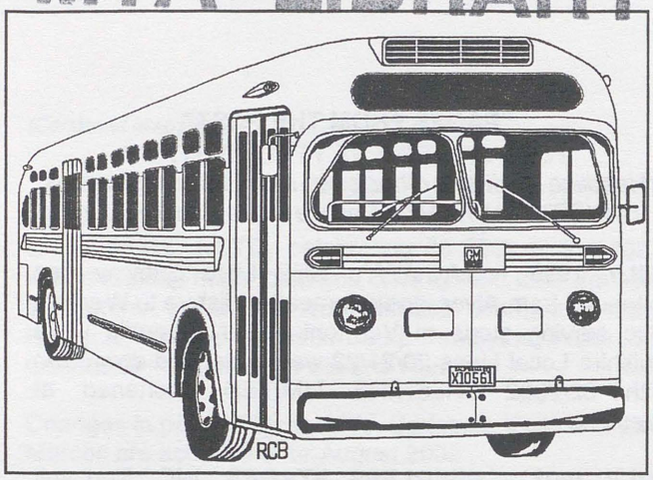
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VOL. 39, NO. 7 July 2001

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: June 10th brought the Summer Shake Up and a number of route and service changes. In addition, the 18 4100 series Gilligs still on the roster, which had been in contingency, were reactivated to handle the increased service and replace a number of 2100 series NABIs, currently sidelined related to fuel system issues.



Line 01-COAST HWY was rerouted, in the Shore Cliffs area of San Clemente, along I-5, Camino Estrella, Los Mares, Vaquero, returning to PCH/El Camino Real. At the same time, 91-MARGUERITE-DEL OBISPO was again routed along Del Obispo in San Juan Capistrano and extended from Domingo & Doheny to K Mart Plaza in San Clemente while 191-MISSION VIEJO-SAN CLEMENTE returned to Camino Capistrano. 01, 91 and 191 now all meet at K Mart.

25-KNOTT/GOLDEN WEST was extended from Beach & Artesia to Fullerton Park & Ride via Artesia, Dale, Manchester, Orangethorpe and Magnolia to FPNR.

29-BEACH BLVD was extended from Beach & PCH via PCH to 1st Street in downtown Huntington Beach

75-JAMBOREE ROAD was rerouted along Walnut, Harvard and Alton to provide transfers to connecting lines (Jamboree Road in that area is basically an extension of Hwy 261 Eastern Toll Road with little cross traffic) and was also extended to Newport Transportation Center.

86-ALTON-JERONIMO-MISSION VIEJO was extended from Alton & Harvard via Alton, Jamboree, Main, Sunflower to Bristol (South Coast Plaza area).

164-EDWARDS-LAMPSON was discontinued west of Leisure World to/from Long Beach and its headway reduced to 70 minutely (1 bus).

173-ORANGE AVENUE was extended from the Orange County Fairgrounds to South Coast Plaza via Fairview, Baker, Bear, MacArthur and Bristol to Sunflower.

424-FULLERTON AMTRAK-RAYTHEON (one round trip during weekday peak hours) had been discontinued with April 17th.

A number of interrelated changes involving Lines 461, 463, NEW 470, NEW 471 and 482 and the opening of the Tustin Metrolink Station were delayed pending the opening of the rail station, now set for September.

Frequency improvements, mostly on weekdays, were made on Lines 42, 46, 51, 53, 59, 60 and 64.

New 16 seat, paratransit Econoline/Aerotechs (8401-8458) are now being placed into service. This group should replace all remaining 8750-8794 series Econoline/Goshens and 8801-8838 Econoline/Elfs. A number of these units will be donated to cities and non profit groups for senior citizen transportation uses.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

A number of firms have applied for PSCs generally between points in San Francisco, Contra Costa, Alameda, Santa Clara, San Mateo Counties and Bay Area airports and establish Zones Of Rate Freedom — *Bhupinderpal Singh dba RANDHAWA AIRPORTER; Nirmalit Kaur dba U.S. GOLDLINE SHUTTLE; Medhat Mahgoub dba LUXOR SHUTTLE; Singh Dhillon dba DHILLON AIRPORTER*

TBE INTERNATIONAL, INC. for TCP-14303-B with a terminal in Hacienda Heights.

Guillermo Munoz dba MIRANO'S TOUR & CHARTER SERVICES for TCP-14305-A, terminal in Chatsworth.

Jose Ramirez dba XCLUSIVE TOURS & CHARTERS for TCP-14306-A, home terminal in Buena Park.

Alejandro Oviedo and Virginia Herrera dba EXTREME CHARTERS for TCP-14307-A, terminal in Santa Paula.

Seyed Tarri dba PROMPT SHUTTLE CHARTER AIRPORT SHUTTLE for PSC between cities in Orange County and Orange County Airport.

DECISIONS

AMERICANSTAR TOURS, INC. granted PSC between points in San Francisco, Santa Clara, Monterey, San Luis Obispo, Santa Barbara, Ventura Counties and San Francisco, San Jose, Santa Barbara and Los Angeles Airports and establish a Zone Of Rate Freedom.

Commission investigation into operations of *Guillermo and David Navarro dba HAPPY TOURS (TCP 12171-A)* found defendants consistently failed to maintain their vehicles in safe operating condition and TCP revoked.

Maria Gutierrez dba FRONTERAS DEL NORTE granted authority to transfer all assets to *L & R TRANSPORTES, INC. dba FDN (*PSC between points in Los Angeles area and San Ysidro).

M & A INTERNATIONAL GROUP, LLC granted on call, door-to-door PSC between points in Ventura, Orange, Los Angeles, San Diego, Riverside, San Bernardino Counties and area airports; also an on-call, inter-city PSC between San Luis Obispo, Los Angeles and San Diego and 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)

JULY 1996 – LACMTA's RED LINE Subway was extended from Alvarado underneath Wilshire to Western also serving stops at Vermont and Normandie while Wilshire Local Lines 20/21/22 were extended downtown with 320/322 WILSHIRE LIMITED shortened at Western.

JULY 1991 – PEERLESS STAGES, INC. filed suit against Santa Cruz and Santa Clara Counties contending that the subsidized HIGHWAY 17 ROUTE, begun after the 1989 Loma Prieta earthquake, unfairly competed against **PSS** services.

JULY 1986 – LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY (WHEELS) began operations on a series of four routes in Dublin, Pleasanton and Livermore with a fleet of nine AM Generals leased from **SOUTH COAST AREA TRANSIT** and operated by LAIDLAW TRANSIT, INC..

JULY 1981 – The **PALO VERDE VALLEY TRANSIT AGENCY** in Blythe and vicinity was about to go out of business as **DESERT AREA RAPID TRANSIT** in Apple Valley, Hesperia and George Air Force Base was getting ready to start operations.

JULY 1976 – CITY OF MANHATTAN BEACH BUS LINE was operating an intra city, two loop route system using a fleet of three 15-seat Argosy buses, built by Airstream Corporation.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
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(Continued from page 1)

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: **NCTD,** celebrating its 25th anniversary, will be making major changes in its system over the next 18 months. September 16th will see changes in most Regional and Local lines in Camp Pendleton, Fallbrook, Oceanside, Escondido, Pala and Ramona.

Changes in parts of Oceanside, Carlsbad, Vista and San Marcos are scheduled for August 2002

UPDATE ON SPANISH LANGUAGE BUS COMPANIES

GOLDEN STATE TRANSPORTATION COMPANY is now taking delivery of ten Van Hool C2045 motor coaches, 59 passenger with Detroit Diesel Series 60 engines and Allison B500 transmissions *(expected to be numbered 60000-60009).* These buses join a combined **AUTOBUSES CRUCERO/GSTC** fleet of 52 Dina Viaggio 1000s, 54 MCI 102DL3s, 5 TMC 102A3s and 15 MCI MC-12s (*Ed. Note – the TMC/MCIs are all believed to be ex* ***GLI).***

Last January **GSTC** purchased **CRUCERO.** Buses are painted in **GSTC** colors, but are lettered for both firms.

GSTC is now connecting with **TURISMOS EXPRESS** whose green and white Ford Econoline vans operate between San Ysidro, Tijuana and Tijuana Airport.

TRANSPORTES INTERCALIFORNIAS, with its fleet of 28 buses including a new Prevost H3-45, has joined the NATIONAL TRAILWAYS BUS SYSTEM as its newest franchise.

TI recently extended its LOS ANGELES-FRESNO route to Stockton and has expansion plans north on the west coast into Washington state and, in 2004 when NAFTA related agreements are in place, **TI** will be able to travel anywhere in Mexico as an American carrier.

TI and **LINEAS EXECUTIVAS** also now connect in San Ysidro for passengers traveling to/from Tijuana and the Tijuana Airport.

(Ed. Note – since we have been reporting (02/92) on SLBC, all firms have charged the same competitive prices between Los Angeles and San Ysidro [$13 one way/$20 round trip or Tijuana $18/$30], and had made no price changes). Recently, at least **TI** and **TRES ESTRELLAS DE ORO** increased fares. **TI** is now charging $15/$22 to San Ysidro and $20/$32 to Tijuana, Central Terminal and Airport. **TEDO** prices are $15/$22 and $20/$35.



Fontana based **EL CORRE CAMINOS (The Road Runner)** is now offering six daily round trips on its POMONA-FONTANA-SAN YSIDRO route, two of which serve the recent Pomona extension.

Buses depart Pomona (926 North Garey) at 715AM and 500PM and Fontana (16056 Valley Blvd) at 600AM, 800AM, 1000AM, 1200PM, 330PM and 600PM. One way fares are $22 with round trips $35. The San Ysidro station (795 E. San Ysidro Blvd) has departures at 900AM, 1100AM, 1230PM, 130PM, 400PM and 630PM.

Service is also offered to the Tijuana Central Terminal and Tijuana Airport – $30/$43 fares.

After purchasing nine round trip tickets, **ECC** passengers can receive their tenth round trip FREE.

The **ECC** fleet, which started with vans and has graduated to buses, now includes two TMC MC-9s, former **GREYHOUND LINES** units.

GREYHOUND LINES, INC. (GLI)

LOS ANGELES: **GLI**'s new QUICK LINK SERVICE between Sacramento and San Francisco, also serving Vacaville, began May 21st *(WT 6/01).* Five morning peak and one 1000AM westbound and a 130PM plus five afternoon peak eastbound trips, including two stopping in Vacaville, are offered.

Through June 30th, introductory daily $15 round trip fares were offered. Regular cash fares will be $12 one way, $20 round trip. Sacramento-SF Weekly passes were $75 and Monthly Passes at $275. Vacaville Weekly passes were $60 and monthly passes at $199.

All fares include free parking, coffee and a newspaper.

GLI made several changes in other areas – added was Schedule 6364-LOS ANGELES-SAN BERNARDINO, the only afternoon local serving Glendale, Pasadena, Claremont, Riverside and San Bernardino. Also added was Schedule 1319-LOS ANGELES-LAS VEGAS-DENVER-NEW YORK which departs Los Angeles at 900PM, usually with two sections due to the high volume of Las Vegas passengers. Prior to this, there were only two I-15 schedules, at 500PM and 1050PM.

The City of Long Beach has issued new regulations that prohibit **GLI** buses in town after 1000PM. The 1050PM southbound San Diego local now runs via Santa Ana.

Additional Indian Reservation Casino services started – Two round trips on LOS ANGELES-OCEANSIDE-

(Continued on page 4)

(Continued from page 3)

BARONA CASINO/LAKESIDE-SAN DIEGO which depart Los Angeles at 900AM and 230PM and return at 520PM and 1020AM. The weekday only LOS ANGELES-TEMECULA-PECHANGA CASINO-ESCONDIDO departs Los Angeles at 800AM and leaves Pechanga at 430PM. The round trip fare is $5 and passengers receive bonus coupons upon arrival at the casino.

The Heket family of Amarillo, TX recently sold their 50 per cent interest in **CONTINENTAL PANHANDLE LINES** to **GLI. CPL,** although semi-independent, was one of four carriers that participated in **CONTINENTAL TRAILWAYS'** LOS ANGELES-OKLAHOMA CITY-ST. LOUIS-NEW YORK route for many years (**CPL's** segment was between Amarillo and Oklahoma City). The administration of **CPL** will be handled by **T.N.M.& O. COACHES** of Lubbock, TX.

CPL 42303, a 1971 model Bus & Car 05 Golden Eagle, and the last operating original Golden Eagle in the US, has been donated to the National Museum of Transport in Harrisburg, PA.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board has awarded a design/build contract for construction of a CNG fueling facility at the Hemet Division. The project is supposed to be completed in late October which coincides with the last delivery of the first phase of CNG buses (40' NABIs).

The **RTA** staff was also directed to discontinue further actions related to the development of a satellite bus maintenance and operations facility in Perris. Property at 1108 South Redlands Blvd. was under consideration.

Present contractor TRANS MOBILE SOLUTIONS (Lines 3, 38 and ORANGE EMPIRE TROLLEY) will operate the LA SIERRA METROLINK SHUTTLE *(WT 03/01, 06/01)* using one of the Chance Trolleys (10-15) which will reduce the not-to-exceed amount (this year) from $84,000 to $14,000 – 12 hours per weekday at $26.00 per hour. The SHUTTLE will operate until the Van Buren Metrolink Station opens, expected by December 2002. The original plan was for direct **RTA** operation using a full size bus.

Line 36-BANNING-YUCAIPA was extended from its former 4th & Yucaipa terminal along Yucaipa and California Street to the Beaver Medical Clinic

A NEW line recently started in Temecula – JEFFERSON STREET SHUTTLE. JSS operates hourly on weekdays only between 1000AM and 200PM as a congestion reliever/lunchtime shuttle type service. Regular fares are charged.

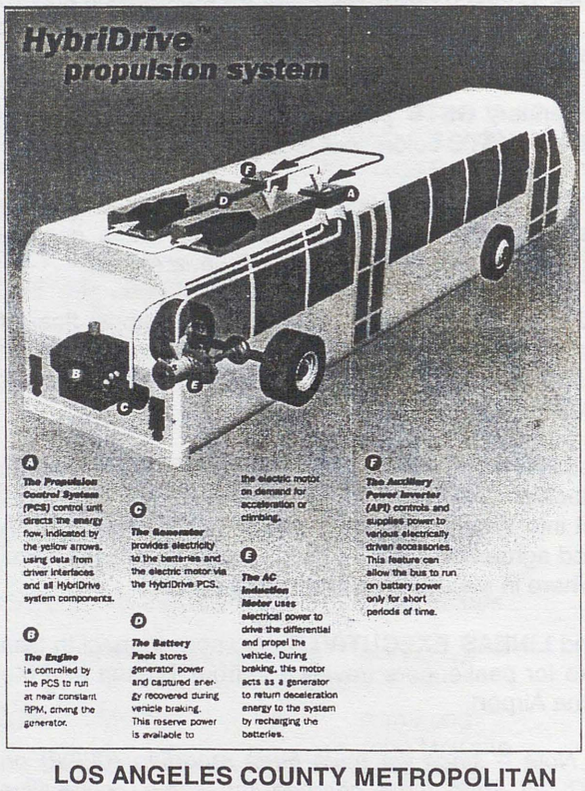
TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: **TTS** recently placed their two new, low floor Orion VI Hybrid Electric buses (400-401) into revenue service.

Originally ordered by **FOOTHILL TRANSIT,** the red and white with black window painted units have 31 blue fiberglass with padded insert seats, white over gray interiors, blue floors, front door ramp, two wheelchair stations and "Stop Requested" signs.

The buses are equipped with the BAE Hybri-Drive propulsion system which combines an electric drive motor and an internal combustion engine. The AC induction motor is driven by batteries with an on-board generator driven by an engine.

*(Ed. Note – **FRESNO AREA EXPRESS** and **SAN FRANCISCO MUNICIPAL RAILWAY** will each also be testing two hybrid Orions in revenue service).*



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The Summer Shake Up took place June 3rd and included NEW Line 340-HAWTHORNE BOULEVARD LIMITED, combining former 107 and 114 and discontinuation of three lines – 402-PASADENA

(Continued on page 5)

octa

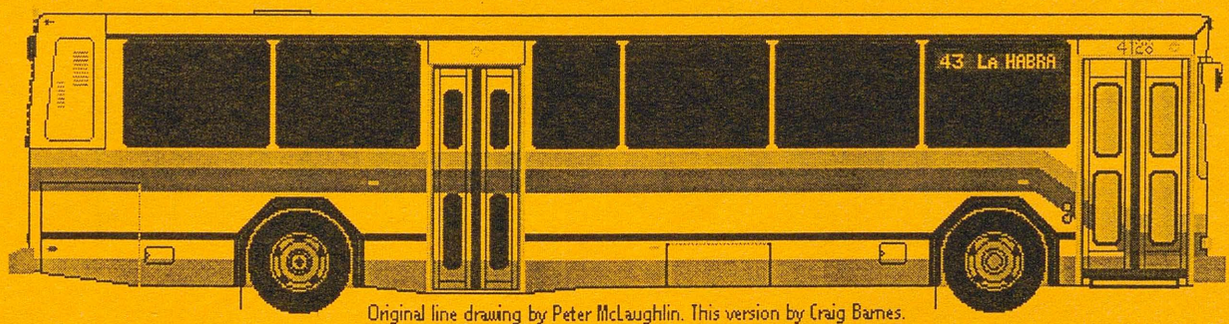
2001 Survey

Roster

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	QTY	NOTES
2101	NABI	040.09	XA140370	1999	1	
2102-2111	NABI	040.09	YA140334-343	2000	10	
2112-2161	NABI	040.09	YA140345-394	2000	50	
3001-3175	GMC	T8H203	A1196-A1370	1980	104	
4123-4152	Gillig	4096TBL10	J1082118-147	1988	15	
4153-4167	Gillig	4096TB6V92T	J1082178-192	1988	4	
4201-4263	Gillig	4096TBL10	K1082796-858	1989	63	
4264-4269	Gillig	4096TBL10	L1082859-864	1990	6	
5001-5039	New Flyer	D40	LU013891-929	1990	39	
5101-5114	New Flyer	D40	LU013930-943	1990	14	
5201-5250	New Flyer	D40LF	SU015866-915	1995	50	1
5301-5397	New Flyer	D40LF	VU017939-035	1997/98	97	
5401	New Flyer	D40LF	VU017537	1997	1	
5402-5418	New Flyer	D40LF	VU018046-062	1998	17	
5419-5420	New Flyer	H40LF	WU018113-114	1998	2	2
6001	ElDo/National	EZ Rider	VC084252	1997	1	
6002-6025	ElDo/National	EZ Rider	WC084001-007,009-025	1997/8/9	24	1
7201-7210	New Flyer	D60LF	XU019458-467	1999	10	
7301-7320	New Flyer	D60LF	YU021494-513	2000	20	
8101-8191	Ford/El Dorado	Econoline 350/Aerotech	Mixed	1997	91	
8201-8245	Ford/El Dorado	Econoline 350/Aerotech	Mixed	1998	45	
8301-8364	Ford/El Dorado	Econoline 350/Aerotech	Mixed	1999	64	
8401-8458	Ford/El Dorado	Econoline 350/Aerotech	Mixed	2001	58	3
8750-8795	Ford/Goshen	Econoline 350/GC II	Mixed	1994	4	4
				TOTAL -	790	

NOTES

1. Serial numbers are mixed.
2. Hybrid electric drive buses.
3. Arriving, being accepted and then placed into Access service.
4. Four units leased to Brea Express – 8753,8755,8762, 8773.



Original line drawing by Peter McLaughlin. This version by Craig Barnes.

Vehicle and Headway Summary

Effective: 06-10-01

Route	Weekday												Saturday				Sunday			
	Peak 6-9am				Base 9am-3pm				Peak 3-6pm				Early Eve. 6-8pm				Late Eve. 8-11pm				All day				All day			
	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway
	OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note	
01	9			30/60	9			30/60	9			30/60	6			30/60	6			30/60	6			60	6			60
20		1		60		1		55		1		60		1		60												
21	5			20/40	3			45	5			20/40	2			40	2			40								
24	4			30	2			60	4			30	2			60	2			40	2			50	2			50
25	6			30	6			30	6			30	5			60	3			60	3			60				
26	4			30/60	4			30/60	4			30/60	2			60	2			60	2			60				
29	15			15/30	11			20/40	15			15/30	7			60	7			60	12			60/20/30/60	11			60/20/30/60
30	6			30/60	6			30/60	7			30/60	4			60	3			60	3			60	3			60
33	5			30	5			30	5			30	5			30	1			60	3			45	2			60
35	6			30	6			30	6			30	4			60					5			35	3			60
37	6			30	6			30	7			30	6			30	1			30	5			30	3			60
38	16			7/15/30/60	9			20/40	17			7/15/30/60	7			30/60	7			30/60	4			45	3			60
42	13			20	8			30	12			20	6			30	6			60	10			40/20/60	6			30/60
43	24			7/14	15			14	28			7/14	14			20/40	7			20/40	15			15/20/40EE	15			15/30EE
46	5			30	5			30	6			30	3			60					3			60	3			60
47	12			20	9			30	13			20	8			30	4			60	8			30	8			30
50	6			30	6			30	7			30	7			30	3			60	6			30	4			45
51	4			30	4			30	4			30	2			30					4			25	4			25
53	11			12/24	11			15/30	13			12/24	7			20/45	4			30/60	11			60/12/60	9			60/15/60
54	9			20	7			30	11			20	7			30	3			30	6			30	4			40
56	5			30	5			30	5			30	5			60					3			60	3			60
57	20			24/8/24	15			24/12/24	21		b	24/8/24	13			30/15/30	7			30/15/30	15			24/12/24	15			24/12/24
59	10			20	6			30	12			20	4			60					3			60	3			60
60	19			15/30	15			12/24	18			15/30	5			45/90	5			45/90	14			30/15/60	9			60/20
64	15			12	12			15	16			12	6			30	3			30	11			30/15/30	11			30/15/30
66	15			12/24/60	11			15/30/60	15			12/24/60	6			30/15/30	5			60/30/60	8			20/40	8			20/40
70	12			20/30/40/60	11			20/40	11			20/40	9			30/60	5			30/60	15			20/40/60/20	9			20/60
71	4			30	5			30	5			30	3			60					4			45	3			60
72	5			30	5			30	6			30	2			45					3			45	2			60
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74	2			45	2			45	2			45																
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80	1			60	1			60	1			60																
82	3			30	2			45	3			30	2			60					1			60	1			60
85	5			30	5			30	5			30	3			45					3			45/60	3			45/60
86	3			55	3			55	3			55									3			50				
87	2			45	2			45	2			45									2			45				
89	4			30	4			30	4			30	4			60	2			60	4			30	4			30
91	5			30	5			30	5			30	3			60	1			60	3			60	3			60
111	3			30	2			40	3			30	2			40	2			40	2			40	2			40
116	4			30	2			60	4			30	2			60	2			60	2			60	2			60
127	4			30	2			60	3			30									2			60	2			60
131		1		60		1		60		1		60		1		60		1		60		1		60		1		60
145	4			30	2			60	4			30	2			60					2			45	2			45
147		3		a						3		a																
155	6			20	6			20	6			20	6			30					6			20/30	6			20/30
164		1		70		1		70		1		70										1		70				

Notes:
a - Variable headway
b - Additional foreign line vehicles operating selected trips

OCTA | other

Vehicle and Headway Summary

Effective: 06-10-01

Route	Weekday										Saturday			Sunday		
	Peak 6-9am			Base 9am-3pm			Peak 3-6pm			Early Eve. 6-8pm			Late Eve. 8-11pm			All day			All day		
	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway
	OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note	
167	3			45	3			60	4			45	1			45	1			45	3			45	3			45
173		2		45		2		45		2		45		2		45					2			45		2		45
175		2		60		2		60		3		60																
177	2			45	2			45	2			45									2			45				
178	5			30	3			60	5			30	2			45					2			60				
180	13			15	8			20	10			15	6			20	5			30	8			20	8			20
187		4		30/60					4			30/60																
188		3		45						3		45																
191		7		30/60		4		30/60		8		30/60		4		60						4		60		4		60
203		1		a						1		a																
205	14			15/30	6			30	15			8/15/30	9			12/30/60	4			60	6	b		30/60	5			30/60
206	1			a					2			a																
211	3			30					4			30																
212		2		a						2		a																
213	3			30					3			30																
216		3		a						2		a																
410		1		a						1		a																
411		1		a						1		a																
430		1		a						2		a																
453	1	2		a						2		a																
454		3		a						2		a																
461		2		a						3		a																
462	1	1		a					1			a																
463		2		a						3		a																
464		2		a						3		a																
480	1	1		a						2		a																
482		5		a						6		a																
701	3			30					3			30																
721	5			30					5			30																
757	2			30					2			30																
OCTA	382				280				411				207				109				239				196			
other	51				13				58				8				1				8				7			
	Peak 6-9am				Base 9am-3pm				Peak 3-6pm				Early Eve. 6-8pm				Late Eve. 8-11pm				All day				All day			
	Weekday																				Saturday				Sunday			

Notes:

a - Variable headway

b - Additional foreign line vehicles operating selected trips

Division Assignments

FLEET #'S	DIVISION	LINES ASSIGNED TO
2100 @ (32)	04	25,35,64,66,205
3000 @ (39)	04	51,53,57,60,70,74,127,145,155
3000 @ (65)	07	01,42,50,60,64,66,76,79,180
4100 @ (19)	04	35,70,72
4201-4269	06	30,33,38,43,50,53,59
5001-5026	06	26,37,47,56,167
5027-5039	04	37,47,56
5101-5107	06	721
5108-5114	04	211,701
5201-5232	06	29,42,46,116
5233-5250	07	54,70,187,213
5301-5312	06	24,26
5313-5349	04	21,29,54,71,73,86,91
5350-5397	07	53,82,85,86,89,91,167,177,462
5401-5418	07	87,178,205
6001-6025	C	20,75,410,411,453,454,461,463
7201-7210	06	43,57
7301-7320	04	43,57
8101-8191	C	Access
8201-8245	C	147,164,175,191,203,212,216,430,462,464,482
8301-8364	C	Access
8401-8458	C	Access

NOTES

04	Garden Grove
06	Anaheim
07	Irvine
C	Contractor — Laidlaw Transit Services – Irvine Garage

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(Continued from page 4)
PARK/RIDE, 436-VENICE BLVD EXPRESS and 466-LA MIRADA-DOWNEY PARK/RIDE.

June 1st was the final weekday for the Express lines. TMC RTS 06 1427 (BR 20-9) operated the last Line 436 trip (member Russ Jones aboard) while Neoplan AN440/3 1120 (BR 466-2) provided the last Line 466 trip to La Mirada (member Andrew Novak aboard).

Line 340 operates over the Line 40 alignment providing two directional limited stop service on weekdays in peak hours between Washington & Broadway and Hawthorne GREEN LINE Station.

NEW Line 107 runs from Inglewood to 55th & Compton as before, then via Compton, Slauson, Holmes, 55th, Pacific, Florence, Seville, Santa Ana, Atlantic, Cecilia, Wilcox, Clara and Florence to Emil.

Line 163-HOLLYWOOD BOWL SHUTTLE *(WT 7/00)* was reactivated for this year's Bowl season operating between the Hollywood/Vine RED LINE Station and the Bowl on 20 minute headways for three hours prior to performance time with comparable return service.

Roger Snoble, **DALLAS (TX) AREA RAPID TRANSIT** Executive Director since 1994, has been selected as **MTA** CEO replacing Julian Burke who will retire in September. Snoble is a 36-year transit veteran including 20 years with **SAN DIEGO TRANSIT CORP.** rising from Planning and Scheduling Manager to President and General Manager. He will earn $295,000 a year plus an automobile and housing expense allowance, considerably more than Burke's $176,000.

The Board voted to extend contracts for operation of Lines 625-WESTCHESTER SHUTTLE, 626-MARIPOSA/NASH SHUTTLE, 631-LAKEWOOD STATION SHUTTLE and 646-CITY NIGHTLINE for six more months as staff develops a service delivery plan *(WT 12/00)* and seeks proposals from public and private contractors. *(Ed. Note – the four lines today use 9 small buses and are each operated by a different contractor. It is expected there could be a reduction in the number of buses and a single service provider).*

The Board also voted to discontinue 497-POMONA/MONTCLAIR PARK/RIDE with the close of business on July 27th *(WT 3/01).* Included in this change will be an extension of **FOOTHILL TRANSIT** 699-POMONA-WEST COVINA-LOS ANGELES from Fairplex to Montclair Transcenter also adding stops at Cal Trans Pomona PNR and Via Verde PNR.

Buses of the second order of NABI 40-foot CNG powered buses (7300-7514) have begun arriving with many placed in service *(Ed. Note – at press time, as high as 7426 has been spotted).* These buses have, so far, been assigned to Divisions 1, 7 and 8.

The fourth (of five) orders for new buses for use by the contract operators has arrived – these are twenty 40 foot Thomas TL-960s ordered by COACH USA for Lines 96-LA-RIVERSIDE DRIVE-SHERMAN OAKS and 167-PLUMMER-COLDWATER CANYON.

Numbered 9950-9969, these diesel powered, high floor, 43 seat buses feature blue fiberglass seats with padded inserts, two wheelchair stations, rear door Ricon lift, black floors, "Stop Request" signs, gray interiors, curtain head and side signs (black letters on white background) and bicycle racks.

The fifth order, 7 40-ft. Bluebird CSRE3703s numbered 9970-9975, for use by **MV TRANSPORTATION** on Line 58-ALAMEDA STREET, recently arrived and went into service on June 29th. These accessible, diesel powered buses feature mostly forward facing seats.

XPRESS SHUTTLE (XS)

LOS ANGELES: As part of a reorganizational bankruptcy case now in court, a U. S. Bankruptcy Court judge canceled **XS** contract as one of three door-to-door van companies allowed to pick up passengers without reservations at LAX *(WT 8/98).*

LAX then barred **XS** from picking up riders in its blue and yellow vans as they owe $540,000 in fee payments to the airport.

In 1998, LAX Board of Airport Commissioners awarded contracts to **XS, SUPER SHUTTLE** and **PRIME TIME SHUTTLE** which required them to operate between 50 and 250 vans each, pay the airport at least $1 million annually and provide curbside customer service agents at all eight terminals.

Recent information showed **SS** with 250 vans, **PRIME TIME** with 120-130 and **XS** with 45-50.

XS was a cooperative including former competitors **LAXPRESS, BEST SHUTTLE, COAST SHUTTLE** and **APOLLO SOYUZ AIRPORT SHUTTLE.** General Manager Roger Moradi said he needed 150 vans to make a profit, but LAX would not allow expansion as long as payments were delinquent.

LAX authorized both **PT** and **SS** an increase of 30 vans. Airport will monitor service to see if the two firms can handle the demand or if a third contract is needed.

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AMTRAK CALIFORNIA (AC)

SACRAMENTO: Train wise, the CAPITOL ROUTE added two daily round trips between Sacramento and Oakland and two weekend only trains between Oakland and San Jose on April 29.

May 21st brought an additional round trip LA-San Diego on the PACIFIC SURFLINER on Friday, Saturday, Sunday, rearrangement of schedules north of Los Angeles, return of the seasonal San Clemente Pier stop and conversion of Express trains to all-stop.

Bus wise, Route 1C-BAKERSFIELD-SAN FERNANDO VALLEY was extended – now beginning in Simi Valley serving Chatsworth, Van Nuys (FlyAway and AMTRAK), Burbank Airport, Santa Clarita and Bakersfield.

Two trips each way on Route 3-STOCKTON-SACRAMENTO-REDDING now serve Lodi.

Many bus route contracts were recently awarded – **COACH USA/ANTELOPE** retained 1-LOS ANGELES BASIN, 4-SOUTH COAST, 9-HIGH DESERT-LAS VEGAS, 12-ANTELOPE VALLEY-VICTORVILLE and 19-INLAND EMPIRE-PALM SPRINGS or all but 10-BAKERSFIELD-SANTA BARBARA which was awarded to **CAL COAST STAGES.**

FRONTIER TOURS was awarded 20-HIGH SIERRA-FOOTHILLS replacing **ALL WEST COACHLINES.**

Route 28-PENINSULA, currently held by **SFO AIRPORTER, INC.** is out for bid,

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: A 1.9 mile extension of the TASMAN EAST LIGHT RAIL LINE opened May 19th bringing light rail to Milpitas. Appropriate dedication ceremonies were held.

The newly opened section runs in the median of Tasman Drive from Baypointe Transfer Station near North First Street in north San Jose to I-880 serving two new stations, Cisco Way and I-880/Milpitas.

With its completion in Spring 2004, the line will extend 4.8 miles through eastern Santa Clara County to the area of Capitol Avenue and Hostetter.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: All five of **BART's** labor agreements covering over 3000 employees expired June 30th and, despite many bargaining sessions, the parties were far apart on issues including money and health benefits.

BART challenged the unions not to ask Governor Gray Davis for a 60-day cooling period and instead agree to a new contract by July 1st. **BART** has requested such periods in the last four contract negotiations.

American Federation of State, County and Municipal Employees had threatened to strike, but after the Amalgamated Transit Union Local 1555 and Service Employees International Union Local 790 asked the Governor for and received the "60-days" which included appointment of a three-person panel to investigate the issues, AFSCME joined the other unions and did not walk out. Train service has continued as usual.

The panel, Berkeley Judge Joseph Grodin, Franklin Silver of Oakland and Carol Vendrillo of El Cerrito, is expected to not only fact find, but likely attempt to mediate the dispute and look for resolution.

YOLO COUNTY TRANSPORTATION DISTRICT (YOLOBUS)

WOODLAND: Earlier this year **YCTD** sought proposals from qualified firms for a three year, with two 1-year options, contract to operate the **YOLOBUS** fixed route and paratransit system with primarily district owned buses and an operating facility, as of September 1st.

COACH USA has been awarded the contract, but this will be a separate company (perhaps PROGRESSIVE TRANSIT SERVICES) not connected with CUSA subsidiary ALL WEST COACHLINES. LAIDLAW TRANSIT SERVICES is the current contractor.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: A public hearing was held June 21 on plans to reduce Line A-SAN FRANCISCO-OAKLAND-OAKLAND AIRPORT from all day to between midnight and 600AM running only between downtown Oakland and Trans Bay Terminal. *(Ed. Note – When A was instituted in December 1999, it only operated during the Owl period and was expanded the following February).*

Ridership, while increasing, falls far below performance and cost standards when measured against other unmet needs in the East Bay. However, **ACT** is looking to serve the most successful segment (Jack London Square area residents) with some Trans Bay service.



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TRANSPORTATION AND REGULATION

On its June agenda, the California Industrial Welfare Commission scheduled an item regarding transit work rules. It was to consider "Requests for an investigation into the working conditions of public transit drivers and other commercial drivers employed by public agencies with respect to meal and rest periods".

The issue was placed at the request of several transit labor unions representing public agency employees, who argue that current California law and IWC wage orders exempting public transit bus drivers from rules governing private employees are unfair and unsafe.

CITIFARE (CF)

RENO, NV: The Regional Transportation Commission has selected a site in the block bounded by Union Pacific tracks, Lake, Fourth and Center, directly east of the National Bowling Stadium as the location for the new CitiCenter downtown Reno transit station.

Also under discussion is construction of a parking garage, a station for **GREYHOUND** and charter buses and a new **AMTRAK** Station to accompany CitiCenter.

A new bus station in neighboring Sparks, to replace the current CitiStation, is envisioned for an area just west of John Ascuaga's Nugget, between 14th and 15th and south of Victorian Avenue.

CF instituted a number of changes May 5th including diverting two daily trips on Route 2 off Silverada Blvd and through Tom Sawyer Village.

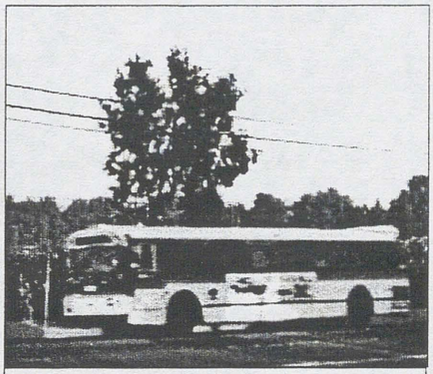
The previous Route 14 was divided into two – NEW 14 between downtown Reno and Demody Business Park near Mill Street and McCarran Blvd and NEW 54 between Meadowood Mall and Demody Business Park.

PUBLIC RURAL RIDE (PRIDE) DOUGLAS AREA RAPID TRANSIT (DART)

FALLON, NV: New service connecting Fallon with Carson City and new local service in Minden and Gardnerville began June 4th – full details next month.

FORTY YEARS OF FLXIBLES IN LOS ANGELES – PART 7

In early 1974 **SCRTD** advertised for bids for 300 new V8 engined, air conditioned buses (three lots of 100 each) with delivery to start in the fall. 200 were scheduled to be standard 51-seat transit buses while the others would have forward facing seats and special interior lighting.



RTD 7396 on West Street behind Disneyland. Craig Barnes photo.

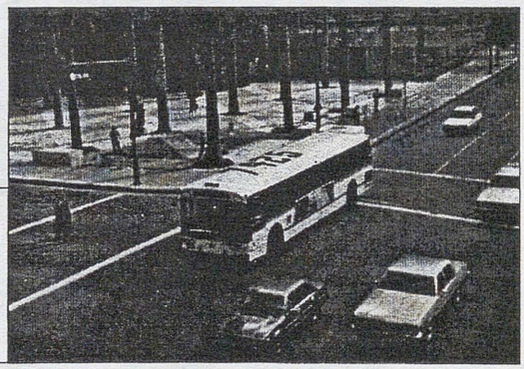
AM General, Flxible and General Motors all bid on the first order in March 1974 for 100 buses with an option for a second 100. GMC was the low bidder at $54,342 with AM General at $54,719 and Flxible at $55,772. The option buses from AMG and GMC were at increased prices while Flxible bid the same amount for each group.

The **RTD** Board awarded GM a contract for 100 (3100-3199) and ordered the second 100 readvertised. GM then advised that if its March option were exercised within 30 days, they would charge the $54,342 price.

The second bid had Flxible at $55,401, AMG at $55,782 and GMC at $56,087. On April 26th the Board awarded Flxible a 100-bus contract (7300-7399) and GMC the contract for the option buses (3200-3299).

The first of the 7300s arrived the following March. The buses featured the then-new "black window" paint scheme, 47 cushioned bucket seats, metallic brown interiors, air conditioning, sealed windows, back lighted car card racks, air assist push rear doors, VS-2-8 Super V transmissions, both hand and air activated brakes and water bumpers. They were assigned to Divisions 9 and 11 for use on several interurban lines.

The December 1975 Shake up introduced the newest Flxibles (7400-7449) - to be the last New Looks – which featured 51 brown transit type seats, brown interiors with wood grain lower side paneling, air conditioning, Luminator advertising racks, sealed widows, air assist push rear doors and were powered with V8 engines with 3 speed Super V transmissions. 7400-7449 were assigned to Division 3 for Lines 25, 31, 70/71 and 107 while 7450-7499 went to Division 12 for Lines 34, 36, 37, 125, 737, 755 and 758.



RTD 7425 in downtown Los Angeles on 5th Street. Steve Hoskins photo.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Mountain Line (MT)	301-305	Gillig	S50T3596/S1085663-667	1994	
Fresno Area Express	9901-9910	Gillig	G18D102N4/X1070583-591,602	1999	
Basin Transit Serv (OR)	2004-2006	Gillig	G22B102N4/11071809-811	2001	
LAVTA	G4081-G4085	Gillig	C20D102N4/YO110533-537	2000	
Roseville Transit	00461-00465	Gillig	C21D102N4/Y1111160-164	2000	
	01376-01377	Gillig	C21A096N4/11110474-475	2001	
Lin Lines	9908	MCI	102D3/VP049109	10/96	
Greyhound Lines, Inc.	7000-7004	MCI	G4500/1S080036-040	2001	
SF Municipal Railway	9211	Neoplan	AN440LF/1L013002	2000	0
Golden Gate Transit	1251-1264	Nova Bus	82-NV/YR835080-093	2000	
San Diego MTS (ATC)	2501-2512	New Flyer	C40LF/YU021458-469	2000	1
	2513-2514	New Flyer	C40LF/YU021482-483	2000	1
San Diego MTS (SDTC)	2201-2210	New Flyer	C40LF/YU021484-493	2000	1
Tri Met (OR)	2501-2560	New Flyer	D40LF/YU021545-604	2000	
Omnitrans	0101-0127	New Flyer	C40LF/YU021674-700	2000	
LACMTA	5301-5414	New Flyer	C40LF/YU021710-823	12/00-1/01	
	5415-5522	New Flyer	C40LF/1U022260-367	02-4/01	1
Torrance Transit System	400-401	Orion	06.501H/Y6300008-009	09/00	2
-USED-					
El Camino Lines	1026	MCI	102DL3/WP050577	01/98	3
Inland Empire Connection	411	GMC	T80204/BV810625	1981	4
	601	TMC	T70206/KR826743	10/89	4
-DISPOSITIONS-					
LADOT	92091	National	RE-29/NC084006	1992	5
Antelope Valley Bus, Inc	6904	MCI	102A3/JP042341	1988	6
Golden State Transp Co	1154	Dina	Viaggio 1000/TS001154	1996	7

-NOTES-

0. CNG powered.
1. Correction to previous information.
2. Hybrid electric buses, ordered by Foothill Transit and assumed by TTS. Second 400 & 401.
3. Ex unknown.
4. Ex Omnitrans, same numbers.
5. To private party in South Gate.
6. To ABC Bus Sales in Garden Grove.
7. To H & M Bus Company (VA) 296.



9954 is a Thomas TL-960 operated by Coach USA. LACMTA Intranet photo.

LACMTA 5303, New Flyer C40LF, at CMF just after delivery. Russ Jones photo.





11062 is an Orion VI operated by First Transit. LACMTA Intranet photo.

9973 is a Bluebird CSFE3703 operated by MV Transportation. LACMTA Intranet photo.

