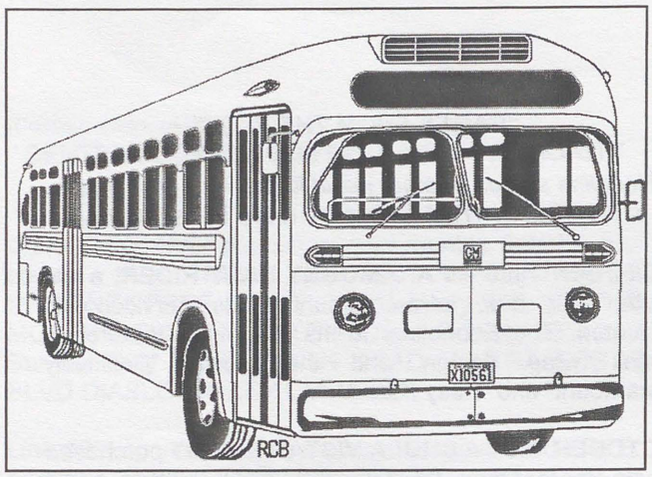
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VOL. 39, NO. 10 **October 2001**

FRESNO AREA EXPRESS (FAX)

FRESNO: **FAX** instituted a number of changes on September 3rd including starting two NEW lines (12-SOUTHEAST CIRCULATOR and 49-FOSTER FARMS EXPRESS) and discontinuing three others (29-EAST ST-HWY. 41-VENTURA, 40-DOWNTOWN-MARKET PLACE and 59-MANCHESTER CENTER-VALLEY CHILDREN HOSPITAL).

Line 12 is a one bus, 800AM-600PM, half hour headway, weekday only line in southeast Fresno which features advance reservation deviation service.

From Tulare & Argyle (connection with Line 22), Line 12 operates via Argyle, Kings Canyon, Willow, Lane, Winery, Butler, Chestnut, Mc Lain and Wills Circle to Mc Lain Senior Citizens Village.

Line 49 is a weekday peak hour line with two morning southbound and two afternoon northbound trips. From Manchester Center, 49 travels Manchester, Stanislus, M Street, Tulare, Van Ness, Fresno St, Hwy 99, Hwy 41 and Cherry to Edgar.

Three lines were discontinued including Line 29-VENTURA-MANCHESTER CENTER which duplicated at least two sections of 28-VENTURA ST-VAN NESS-CSUF. Line 40-DOWNTOWN-MANCHESTER CENTER-MARKET PLACE ran from downtown via Van Ness, Hwy 180, Hwy 41, Shields to Manchester Center and return, Hwy 41 and El Paso to The Market Place. Line 59 operated primarily along Highway 41 between Manchester Center and Valley Children's Hospital.

Since our last **FAX** update, they have implemented a number of changes, gradually extending the system north and west. These changes include NEW Lines 18-FRESNO ROP EXPRESS, 58-VALLEY CHILDREN'S HOSPITAL EXPRESS and 58E-NEES-CLOVIS WEST and extending 41-NORTH MARKS-SHIELDS AVE-VMC into Malaga.

Sunday service is now offered on the same lines and service span as on Saturday, which means on all lines but the weekday only 9-SHAW CROSSTOWN, 12, 18 and 49.

For many years the **FRESNO TRANSIT,** and now **FAX,** color scheme has been white over light blue with a brownish/gold belt rail. With the arrival of the low floor buses, Gilligs 9901-9910 and Orion VIs 0101-0102, the colors were modified to be blue from the roof down below the window line, a wide gold belt rail and white below with the **FAX** logo in blue.

FAX recently took delivery of 0101-0102, their two hybrid electric buses (two of the four Orion VIs ordered by the **FOOTHILL TRANSIT** consortium and delivered to **FAX** and **TORRANCE TRANSIT SYSTEM** (*WT 7/01*). The buses will be road tested and the results compared with both **FAX** diesel buses and the **TTS** hybrids.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

GROUND SYSTEMS, INC. dba THE AIRPORT BUS to establish a Zone Of Rate Freedom for its airport bus operations in Orange and Los Angeles Counties.

Draft Resolution TL-18973, on the Commission Agenda of September 20th, would if adopted, extend for another year (October 15, 2002), the ability of Passenger Stage Corporations to raise fares as much as 15% above their current fares or above the upper limits of their ZORFs.

A similar Draft Resolution, TL-18974, would also allow Vessel Common Carriers to raise their fares 15%.

Steven Bonner dba WINE AND ROSES CHARTER SERVICE – TCP-14583-A, home terminal in San Jose.

An application has been filed to transfer TCP-8126-B of *Anthony Dixon dba AMERICAN CHARTERS* to TCP-14591-B for *David Dixon, Anthony Dixon and William Skinner dba AMERICAN CHARTERS* with a home terminal in San Ysidro.

Manolo Rodriguez dba M AND R EXPRESS of Santa Paula for TCP-14466-B.

Rajinder S, Randhawa dba AMERICAN SHUTTLE EXPRESS to expand existing Airport PSC to include points in Marin, San Francisco, Contra Costa and Solano Counties to and from Bay Area airports.

DECISIONS

PSC 8894-B of *Frank Quenga dba HAFA ADAI* has been revoked after the Commission determined the firm is no longer fit to continue passenger operations.

MUNICIPAL AREA EXPRESS (MAX)

TORRANCE: As lead agency for **MAX,** the City of Torrance recently placed a $3.2 million order with Creative Bus Sales, Inc. for fourteen new, accessible TRE-32 buses from El Dorado/National to replace the current fleet of 1990 model, lift equipped, forward facing seat Gillig Spirits.

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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)

OCTOBER 1996 – PARAMOUNT EASY RIDER, a two route, four bus, intra-community bus service was instituted. The Econoline/Collins Diplomats featured a shrink wrap design and the words "Positively Paramount" and "Easy Rider".

OCTOBER 1991 – CHULA VISTA TRANSIT purchased seven more Orion 01.507s (023-029), started NEW lines 709-EAST H-EASTLAKE BUSINESS PARK and 711-PLAZA BONITA-SOUTHWESTERN COLLEGE and had a new contractor, AMERICAN TRANSIT CORP-CHULA VISTA DIVISION.

OCTOBER 1986 – RIVERSIDE TRANSIT AGENCY inaugurated Line 31-BANNING-BEAUMONT-HEMET, on weekdays only for a six month trial, using one 12-passenger Econoline/Escort I extended roof van.

OCTOBER 1981 – WEST LOS ANGELES FLYAWAY service was begun between a new FlyAway Bus Terminal on Sepulveda near Wilshire and LAX. **AIRPORT SERVICE, INC.** was the contractor using a fleet of specially painted MC-8s.

OCTOBER 1976 – The **ORANGE COUNTY TRANSIT DISTRICT** opened Division 7 in Irvine (Sand Canyon and 5 Freeway) with all or portions of 19 lines, 72 buses, 108 Operators and 25 Maintenance staff. The original facilities where eventually replaced by new structures and in 1999 a new Transportation Building was built when space was needed for columns of the 241 Freeway Toll Road to be constructed in the yard.

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(Continued from page 1)

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: Over the last several months **CCCTA** has started three NEW lines — 128-DOWNTOWN MARTINEZ FREE SHUTTLE on January 2nd, 256-THE MORAGA EVENING SHUTTLE last October 16th and Sunday Only 314-CLAYTON ROAD-CONTRA COSTA BLVD-DIABLO VALLEY COLLEGE.

Line 128, sponsored by the City of Martinez and FREE, operates weekdays only between 630AM and 630PM on either 10" (2 buses) or 20" (1 bus) headways. From Joe Dimaggio Drive, the 128 travels along Dimaggio, Ferry, Ward, Pine, Marina Vista, Ferry and Joe Dimaggio.

Sponsored by the Town of Moraga, Line 256 offers half hour headways between 810PM and 940PM between BART/Orinda and Moraga Park N Ride at Viader Drive, traveling along Moraga Way. Upon request, the 15 passenger Dodge Wide One vans will travel up to 1/2 mile off-line to provide limited door-to-door service.

Line 314 is the fourth Sunday line operated by **CCCTA,** with 104-DOWNTOWN WALNUT CREEK SHUTTLE, 121-WALNUT CREEK-BART/PLEASANTON and 308-BART/CONCORD-MARTINEZ the others.

314 is a combination of portions of 110-CLAYTON ROAD and 114-CONTRA COSTA BLVD. From Diablo Valley College the bus runs on Contra Costa, Gregory, Cleaveland, Crescent, Monument Blvd, Detroit, Laguna, BART/Concord Station, Oakland and Clayton Road to Kirker Pass Road. Hourly service with 2 buses.

EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA TRANSIT – TDT)

ANTIOCH: **TDT** has also begun three NEW services.

The first is DELTA EXPRESS which, with a fleet of MCI 102EL3s, operates subscription commuter service from East County points to the Livermore Valley and beyond.

Line 200-ANTIOCH-MARTINEZ is a weekday only, hourly headway, limited stop service serving selected stops including the **TDT** offices, County Social Services, County Medical Clinic, Contra Costa County Building, Veterans Hospital, Regional Medical Center and the Martinez AMTRAK Station. The fare is $1 each way and transfers are not honored.

Line 383-ANTIOCH-OAKLEY LOOP is a two directional loop running hourly on weekdays only between 530AM and 830PM (2 buses) connecting Hillcrest Park and Ride with many points in Oakley and Antioch.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: Service expansions are planned for this fiscal year in the form of extending the operating day by two hours in the evening, likely in January, and institution of the "Down The Hill" commute service *(WT 3/00)* between Victorville, Hesperia and San Bernardino or Rancho Cucamonga next April.

Fleet wise, five new restroom equipped and accessible Neoplan AN345/3s have been purchased for the DTH commute. Also programmed for next year will be two replacement buses for **VVTA** Bluebird Qs 8743 and 8747, an expansion bus equipped with snow chains for County routes (TRI COMMUNITY and HELENDALE) and one expansion and one replacement bus for **ADELANTO.**

IMPERIAL COUNTY TRANSIT (ICT)

EL CENTRO: August 20th also brought expansion to the Imperial Valley with three NEW routes, extended Saturday hours, a new fare structure and the discontinuation of weekday evening (800PM) service.



NEW is 500/550-BOMBAY BEACH-BRAWLEY that operates Thursday only and passengers need to call in to request a ride. From Bombay Beach, on the north side of the Salton Sea, the line travels via Hot Mineral Spa Road, Fink Road, Hwy 111 (thru Niland and Calipatria), 8th and Main to 2nd (Brawley).

A 900AM trip from Bombay Beach and a 420PM trip from Brawley are offered.

Also new are NILAND-IMPERIAL VALLEY COLLEGE and CALEXICO-IMPERIAL VALLEY COLLEGE. These limited stop lines each have one IVC school days only morning trip to the college arriving 730AM and an afternoon departure at 200PM.

Saturday hours were expanded to about 500PM while weekday late night (after 800PM) trips were dropped.

Weekday only 600/650-HOLTVILLE-EL CENTRO added two eastbound trips to Holtville and three westbound trips to El Centro.

The previous fare structure was distance based with a minimum fare of 50 cents and 25 cent increments to a maximum of $2.00 (except for Winterhaven).

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The new system has divided **ICT** into five zones. The base fare for riders within one zone is 60 cents (50 cents for seniors and disabled). The multi zone fare, for any number of zones, is now $1.00 (80 cents for s/d). Twenty ride punch cards are available, but there are no transfers nor monthly passes.

LAIDLAW TRANSIT SERVICES, INC is the contractor for **ICT** and they have added three more ex-BART Gilligs *(WT 9/01)* to the **ICT** fleet.

LONG BEACH TRANSIT (LBT)

LONG BEACH: Red and purple Opus' began traveling the streets of Long Beach on September 9th as part of changes to the downtown shuttle system.

The Opus is a new 30-foot bus from Chance Coach. Numbered 2101-2130, these buses have one door with a ramp, 27 mostly forward facing seats, 2 wheelchair stations, Twin Vision head and side signs and rear route numbers and have rear windows.

2101-2117 are painted all red with gold lettering that reads "THE PASSPORT, Los Altos, Belmont Shore, Pine Avenue, Ocean Blvd and Queen Mary".

2118-2130 are painted purple with aquamarine lettering. They read "THE PINE AVENUE LINK", Pine Avenue, Shoreline Village, Convention Center and Aquarium".

PASSPORT A-OCEAN BLVD was extended from Market Place along PCH, Studebaker, Marina and 1st to the Alamitos Bay Landing (connection with **LBT's** new AQUA LINK *(WT 9/01)*.

PASSPORT C-QUEEN MARY was changed and now runs from 1st & Pine via Pine, Ocean, Queensway, Harbor Plaza, Harbor Scenic Dr and Queens Highway North to the Queen Mary.

The former PASSPORT B has been rerouted and also renamed THE PINE AVENUE LINK. From Shoreline Village the bus travels via Shoreline Drive to Aquarium of the Pacific, then to Pine Avenue Circle and along Pine to 7th, looping via 7th, Pacific, 8th, Long Beach and 7th to Pine.

Service downtown remains FREE while rides on A and D east of Atlantic are regular **LBT** fares.

TRANSPORTATION IMPACTS OF WORLD TRADE CENTER DESTRUCTION

Following the bombing of the World Trade Center and Pentagon Building on September 11th, all airlines were grounded and airports in the United States were shut down. Many public buildings and the various theme parks in Southern California, among others, also closed.

These changes had various impacts on the ground transportation system – trains, buses, boats, vans.

AMTRAK, GREYHOUND LINES and the various smaller intercity carriers reported substantial increases in ridership. **GLI** said nearly all of its 2300 buses were in service, a substantial increase from the usual 1800.

The Ports Of Entry between the United States and both Mexico and Canada were closed intermittently and very long waits became the rule.

Anaheim based **AIRPORT BUS** was particularly hard hit, at least for the first few days. With both LAX and Orange County Airports closed, there was no airport bus service. At the same time, since Universal Studios, Knott's Berry Farm and Disneyland were all closed, ENTERTAINMENT EXPRESS did not operate..

Airports reopened Thursday September 13th with tighter security than before. Long Beach and Orange County Airports have allowed curbside drop off and pick up of passengers. LAX and Ontario Airports have much tighter security and are not allowing private vehicle curbside drop offs or pick ups. Only shuttle vans, taxicabs and airport buses are permitted in the airport.

At LAX, arriving passengers were instructed to ride LAX SHUTTLE buses to Parking Lots B (111th and La Cienega) and C (96th and Vicksburg). Passengers departing Los Angeles were being told to go to the lots and ride the bus in. A few days later, a third lot, on Airport Blvd just north of Arbor Vitae (using AVIS and HERTZ buses), was opened for departing passengers and Lot B was being used only for arriving passengers.

At Ontario, Parking Lots A and F were also being used in the same manner since private vehicles were not being allowed on the airport roadways.

MTA 2001 CALL FOR PROJECTS

LOS ANGELES: The Call For Projects is a process created by **MTA** to allocate discretionary capital funds to regionally significant projects that local jurisdictions, transit operators, **MTA** and other public agencies propose to implement. Through the Call, **MTA** meets federal and state statutory requirements for preparation of a countywide Transportation Improvement Program.

The TIP process allocates revenues across all surface transportation modes based on regulations of TEA-21, the 1998 Transportation Equity Act for the 21st Century.

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The **MTA** Board approved over $893 million in nine categories and requested the California Transportation Commission to advance $213 million in STIP funds.

The categories were: Transit Capital, Freeway, Signal Synchronization, Regional Surface Transportation Improvements, Bikeway, Pedestrian, TDM, Transportation Enhancement Activities and Regionally Significant Projects. *(WT will cover only the first one).*

ANTELOPE VALLEY TRANSIT AUTHORITY will get $5.7 million toward cost of a new operations facility and $4.1 million to buy 11 45-foot over-the-road buses to relieve overcrowding and start two new lines, to Glendale/Pasadena and a second to the Valley.

The City of Carson will receive $1.2 million for construction of a transit center at the South Bay Pavilion At Carson for **CARSON CIRCUIT** and **MTA.**

GLENDALE BEELINE will receive $2 million toward purchase of 8 35-foot low floor transit buses and $2.6 million for a CNG fueling and maintenance facility, to replace the current leased (from LAIDLAW) yard and combine the fixed route and Dial-A-Ride contracts.

SANTA CLARITA TRANSIT requested funds to build a new operations facility, capable of holding 150 buses.

LADOT was awarded $1.2 million to purchase five new 30 seat, low floor, propane buses, 3 for DASH/PICO-UNION/ECHO PARK and 2 for DASH/EL SERENO *(Ed. Note – last year LADOT got $1.8 million for 9 buses).*

GARDENA MUNICIPAL BUS LINES will receive $1.9 million toward building a new CNG fueling facility, to be located at their new garage on Western Avenue.

The City of Sierra Madre will receive $127,000 to buy three CNG vans to expand the **SIERRA MADRE RUNABOUT** to serve Sierra Madre Canyon area and the PASADENA BLUE LINE Sierra Madre Villa Station.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The **MTA** Board voted to seek a rehearing of the 9th U. S. Circuit Court decision regarding purchase of new buses, but also voted to place 88 new buses into service October 1st. These are in addition to 160 buses already deployed.

By September, all of the 3300-3714 series diesel Neoplan AN440As and most 1100-1189 series one-door Neoplan AN440/3s had been retired from active service. 17 of the original 150 25/2600 series Flxible Metros were still in service at Divisions 9 and 15.

New CEO Roger Snoble, formerly of **DALLAS (TX) AREA RAPID TRANSIT,** began his **MTA** career on October 1st *(WT 7/01).* In addition, John B. Catoe, the Director of Transportation for the City of Santa Monica, assumed one of two Assistant CEO positions, the other continuing to be held by Allan Lipsky.

SANTA CLARITA TRANSIT (SCT)

SANTA CLARITA: Employees of **SCT** contractor ATC/VANCOM, Teamsters Union Local 572 members, went on a previously unannounced strike on September 19th to press demands for extended work weeks, increased wages and improved benefits in a two year contract.

At 200PM the same day, **METROLINK** began funding replacement service for **SCT** Line 795-LANCASTER-NEWHALL (functions as a train replacement during certain hours) on the regular schedule.

The County of Los Angeles funded partial service on Lines 1-CASTAIC-WHITES CANYON and 6-SOLEDAD CANYON-STEVENSON RANCH on September 21st using unspecified charter buses. As of September 24th all local lines began operating 600AM-900AM and 200PM-700PM (**SCT** buses) with all service FREE. No Express lines operated.

Line 795 operated on a limited basis. Northbound buses departed Newhall at 725AM, 825AM, 1040AM, 235PM and 710PM while southbound trips left Lancaster at 1009AM, 209PM and 504PM. Only **SCT** Express passes and **METROLINK** tickets were honored.

Striking ATC employees appeared at the City Council meeting asking that body to resolve the dispute. Soon after, labor and management had their first meeting with a federal mediator which resulted in the pact – 36 hour week, 17% pay increase over three years and lowered monthly health care payments.

Following approval of the pact by the 105 operating employees, **SCT** began operating Saturday September 29th with one week of FREE rides.

SMART SHUTTLES

LOS ANGELES: All SMART SHUTTLE service was recently discontinued ending almost 4 years of service in four areas of Los Angeles – South Los Angeles, Wilshire Center, West Valley and Northeast Valley.

SS was a demonstration of new service concepts, funded primarily by **MTA** and operated by private firms under the direction of **LADOT.**

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A number of initial assumptions about how the program could deal with entrepreneurial service operation and demand did not materialize and SS ended up adding a layer of service without defining a niche market.

To maximize effectiveness, in 1999 SS started offering short distance trips on heavily traveled **MTA** corridors. This year interim funding was set at $1.25 million with a new service philosophy – SS overlay service operate during peak hours on major corridors with flexible destination alternatives at the ends of the routes.

In spite of initial agreement on the changes, **LADOT** and the contractors ultimately did not endorse them and **MTA** stopped the interim funding as authorized.

YUMA METROPOLITAN PLANNING ORGANIZATION (YMPO)

YUMA, AZ: VALLEY TRANSIT Route 13-YUMA-SAN LUIS began last year operating Monday-Saturday every 2 hours between 700AM and 700PM connecting Yuma with Somerton, Gadsden and San Luis *(WT 1/01)*.

YMPO recently advertised for proposals to operate the new YUMA-FOOTHILLS route.

YMPO's 2001-2005 five year Short Range Transit Plan has been divided into the 2001-2002 and 2003-2005 sections. The first calls for establishing a transit service identity, continuing Dial-A-Ride and implementing two regional fixed routes. The second phase envisions passenger facilities, four new Yuma Circulator routes, a midtown Yuma to Marine Corps Air Station route, new buses and focusing the DAR on rural areas.

FORTY YEARS OF FLXIBLES IN LOS ANGELES – PART 10

In the fall of 1988, after eight years of buying from Neoplan and GMC/TMC, the first of a reported 155 Flxible Metros arrived. Numbered 2500-2649, the 42 passenger units with front door platform lifts and 2 and 1 seating to allow standees more space, were assigned to Divisions 5 (115) and 9 (40).

The "new" 2 and 1 seating was quite controversial and, after many customer complaints, the buses were reseated as 46 passenger buses.

The last five of the buses (actually part of the next order) were designated as alternative fuel buses. *(Ed. Note – 30 buses (1970-1999) of a 297 bus procurement from TMC were initially powered by methanol).*

At the end of 1988, another purchase of 75 Flxibles (70 plus the last five of the previous order) was authorized with delivery taking place in December 1989. The order included 65 Cummins diesel powered buses (2700-2764) and 10 CNG powered units (1800-1809).

The buses were similar to the 2500-2649 class with a small number of diesels assigned to Division 9 for Line 188 and the reminder, including the CNG buses, to Division 15 for Lines 90/91, 96/97, 177 and 180/181.

Plans called for the CNG units to be assigned to the 180/181 and tested in comparison with an equal number of diesels. New fuel tanks and a different type of fueling system were also installed at Division 15.

In August 1989, **RTD** awarded Flxible a $14,300,000 contract for seventy-one 40 foot diesel buses with an option for 36 more. Only 3 were ordered (as part of the 2900s) as Flxible could not guarantee delivery of any more buses past December 31, 1990. At the time, that was to be the last day new diesel buses could be purchased and delivered in California because of pending state and federal emission requirements.

2800-2870, the first buses in the **RTD** "two stripe" paint scheme, were placed into service during January 1991, from Division 12 on Lines 232, 444, 446/447 and 456. Remaining buses were assigned to Divisions 9 and 16 and used on San Bernardino Freeway Busway lines.

Some of the 7500-7729 series Grumman 870s were then placed into the contingency fleet.

The 33 buses of the 2900 series (2900-2932) came in early 1992 equipped with Detroit Diesel engines and the 3M Nextel fiber particulate trap system by Donaldson. They were (and still are) housed at Division 9 and initially assigned to 70-GARVEY and 76-VALLEY BL.



Flxible Metro 2607 in current colors, on Line 446 at the Korean Bell Site, former Fort MacArthur, in San Pedro.

Russ Jones photo

SHUTTLE PORT 2z
(formerly VALLEY COACH)
Phoenix, Arizona
June 2001

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
8001-8012	New Flyer	C40LF	WU018402-413	1998	1
8013	New Flyer	C40LF	WU018414	1998	1
8014-8016	New Flyer	C40LF	WU018415-417	1998	1
8017 I	Orion	05.501	V6033423	1997	
8018	Orion	05.501	V6033421	1997	
8019 II	Orion	05.501	V6033422	1997	
8020	Orion	05.501	V6033458	1997	
8021	GMC	T8J204	FV823903	1985	2
8022 II	GMC	T80604	DV821683	1983	3
8023	El Dorado	MST	M2103303	1996	4
8024 II	New Flyer	C40LF	WU018414	1998	5
8025-8028	TMC	T80206	LR826991, 993, 992, 990	1990	6
8029-8032	Champion	CTS	WC027787, 790, 791, 784	1998	7
8033-8034	GMC	T80604	DV821667, 666	1983	8
8035-8037	Champion	CTS	TC019238, 20283, 19241	1995	9

NOTES:
1. Delivered as 3001-3016.
2. Ex SW Coaches (CA) 104.
3. Ex Spokane 208.
4. ASU East contract.
5. Originally 3013, then 8013.
6. Ex Phoenix 4458,60,59,57.
7. CNG powered.
8. Ex Spokane 192, 191.
9. Diesel, ex —— .

SHUTTLEPORT 2z
(formerly VALLEY COACH)
Phoenix, Arizona
August 2001

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
8001-8012	New Flyer	C40LF	WU018402-413	1998	
8014-8016	New Flyer	C40LF	WU018415-417	1998	
8017-8021 II	New Flyer	C40LF	1U022740-744	2001	
8022-8024 III	New Flyer	C40LF	1U022745-747	2001	
8025-8032	New Flyer	C40LF	1U022748-755	2001	
8033 II	Orion	05.501	V6033423	1997	1
8034 II	Orion	05.501	V6033421	1997	1
8035 II	Orion	05.501	V6033422	1997	1
8036 II	Orion	05.501	V6033458	1997	1
8037 II	New Flyer	C40LF	WU018414	1998	2
8038-8041	Champion	CTS	WC027787, 790, 791, 784	1998	3
8042	GMC	T8J204	FV823903	1985	4
8043-8045	Champion	CTS	TC019238, 20283, 19241	1995	5

NOTES:
1. Ex 8017-8020 in order
2. Ex 8024
3. Ex 8029-8032, CNG
4. Ex 8021, Training Bus
5. Ex 8035-8037, Diesel

8025-8028 I returned to PHOENIX TRANSIT SYSTEM.
8022, 8033, 8034 I on property, but inactive.

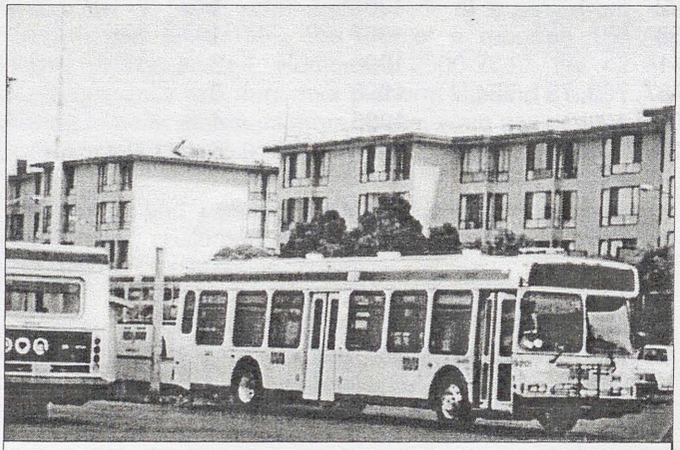
EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Fresno Area Express	0101-0102	Orion	06.501H/Y6300010-011	09/00	1
SF Municipal Railway	9201-9202	Orion	06.501H/Y6300014-015	2001	2
	9211-9212	Neoplan	AN440LF/1L013003-004	2001	2
	6200	Neoplan	AN460/YL013395	2000	
	6201-6299	Neoplan	AN460/1L013005-103	2001	3
	8101	Neoplan	AN440/YL013375	2000	
	8102-8235	Neoplan	AN440/YL013396-529	2000	
Santa Clarita Transit	237-241	MCI	D4500/1P054210-214	2001	3
Los Angeles County MTA	7600	NABI	040.18/1A140554	08/01	4
Sound Transit (WA)	9400-9419	New Flyer	C40LF/1U022720-739	2001	
Shuttleport 2z (AZ)	8017-8032	New Flyer	C40LF/1U022740-755	2001	
County Transit System	8101-8133	New Flyer	D40LF/1U022766-798	2001	
National City Transit	6001-6016	New Flyer	D40LF/1U022829-844	2001	
Coach USA – CA Charter	63169-63170	Prevost	LeMirage XLII-45/11027498,501	2001	
Coach USA – AVBI	63171-63174	Van Hool	C2045/12045204,—,217,251	2001	5
-USED-					
Airport Bus	607-608	Prevost	H3-40/N1001229, 1190	1992	6
	609-610	Prevost	H3-40/M1001088, 1086	1991	7
Coach USA/Goodall's	68205	TMC	102A3/GR005485	1986	8
	68209-68210	TMC	102A3/HR006272, 6319	1987	8
	68212-68213	TMC	102A3/HR006210, 6234	1987	8
Inland Empire Connection	602	TMC	T70206/KR826744	10/89	9
-DISPOSITIONS-					
Greyhound Lines, Inc (TX)	2207,2252,2267	TMC	102A3/JR006702, 6759, 5774	1988	10

-NOTES-

1. Hybrid electric buses, part of the four bus order by Foothill Transit *(WT 07/01)*.
2. Hybrid buses.
3. Correction to previous information.
4. Pilot bus for an order of 370 buses.
5. In California AMTRAK colors for AMBUS contracts.
6. Originally Academy (NJ) 508, 505.
7. Ex Certified 4852, originally Pacific Coach Lines (BC) 6793.
8. Ex All West Coachlines, same numbers.
9. Ex Omnitrans, same number.
10. To CUSA/Red & Tan Tours (NJ) 40-42, renumbered 4840-4842.



San Francisco MUNI 9201, an Orion 06.501 at the Kirkland Division.
Andrew Novak photo



San Francisco MUNI 9211, a Neoplan AN440L also at the Kirkland Division.
Andrew Novak photo