

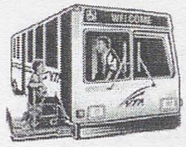
WESTERN TRANSIT

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VOL. 39, NO. 12 **December 2001**

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: **VTA** has received an order of 40 foot, low floor Gilligs (a range of 1001-1031 has been seen). The clean diesel powered, 38 seat with 2 wheelchair station buses have blue cushioned seats, front door ramp, orange electronic headsigns, "Stop Requested" signs and the Talking bus feature.



Line 70-MILPITAS-CAPITOL EXPRESSWAY is now totally low floor equipped.

This past July, the Gilroy Transit Center, adjacent to the Gilroy CALTRAIN Station, opened for business. Besides **VTA, SAN BENITO COUNTY TRANSIT, GREYHOUND LINES** and **AMTRAK** buses serve the facility.

VTA bus routes in Gilroy were restructured. 17-GILROY CALTRAIN STA.-ST. LOUISE HOSPITAL is a one way loop serving primarily downtown, Arroyo Circle, St. Louise Regional Hospital, Murray Avenue and Forest Street with selected trips routed to serve the Hope Center Workshop. 18-GILROY CALTRAIN STA.-MONTEREY & FARRELL is now a two-way route along 7th, Church, 6th, Princevalle, 10th, Uvas Pkwy, Wren (diverting via Montebello, Santa Barbara and 3rd, returning to Wren), looping Farrell, Monterey Hwy and Ronan to Wren. 19-GILROY CALTRAIN STA-SUNRISE & SANTA TERESA operates along 7th, Church, 6th, Miller, 1st, Santa Teresa, looping via Sunrise, Rancho Hills and Longmeadow to Santa Teresa.

68-SAN JOSE-GILROY and 521-GILROY-LOCKHEED MARTIN/MOFFETT PARK were both rerouted to serve the new GTC.

VTA and **SANTA CRUZ METROPOLITAN TRANSIT DISTRICT** have now implemented the Yield To Buses law *(WT 2/01)*. Buses of both agencies have been equipped with triangular shaped, electronic "Yield" signs on the street side of the bus. As the bus is pulling back into traffic, if the "Yield" sign is lighted, motorists are obligated to let the bus merge into traffic as state law (CVC Sec. 21810) says the bus has the right of way.

New low-floor light rail vehicles, articulated cars made by Kinkisharyo International of Osaka, Japan numbered in the 900 series, will soon make their service debut on the MOUNTAIN VIEW-I-880/MILPITAS LINE. The cars have been undergoing acceptance testing.

The order for 100 cars means that by 2004 the system will be entirely low floor cars. The stations and high floor platforms on the SANTA TERESA-BAYPOINTE LINE will need to be modified for the new cars to be able to operate there.

In mid November, after nearly one year of negotiations between **VTA** and the **BAY AREA RAPID TRANSIT DISTRICT,** an agreement was reached which will fund extension of **BART** from Fremont to Warm Springs and then across the Santa Clara County line serving Milpitas, San Jose and Santa Clara.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Rosie Moniz dba ROSIE'S TOURS for TCP-14761-B with a terminal in Fremont.

CALIFORNIA AIRBUS, INC. for TCP-14762-B with home terminal in Chino.

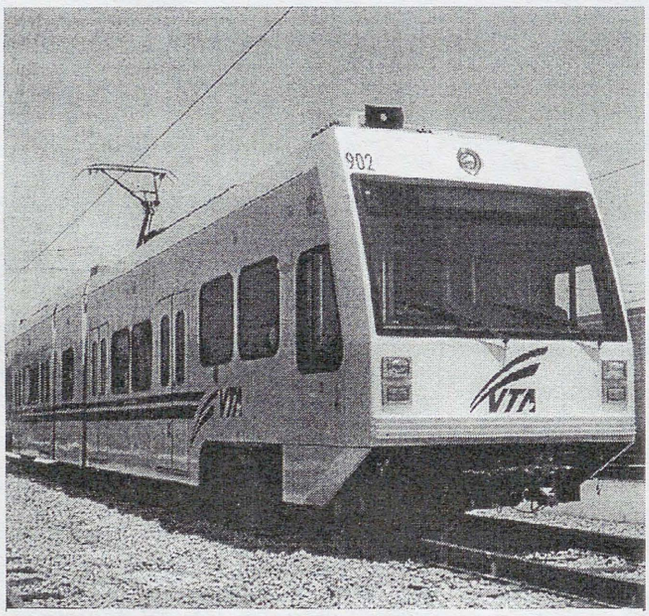
Southwest Charter Lines, Inc. for TCP-14771-A, home terminal in Mesa, Arizona.

DECISIONS

Abdul-Wahhab Abdullah dba QUICK SHUTTLE SERVICE granted authority to transfer Airport on-call certificate to *Moshen Ahmed* and for latter to establish a ZORF.

VOS TRANSPORTATION, LLC granted PSC between points in Orange and Los Angeles Counties and area airports, harbors, Union Station and establish ZORF.

Rajinder Randhawa dba AMERICAN SHUTTLE EXPRESS granted authority to extend PSC to points in Solano, Contra Costa, Marin, San Francisco Counties and Bay Area airports.



VTA will introduce several Kinikisharyo low-floor vehicles into service over the next few years.

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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)

DECEMBER 1996 – The **LA CANADA-FLINTRIDGE SHUTTLE** started its one route, three bus circulator running the length of Foothill Blvd through the city with MAYFLOWER CONTRACT SERVICES as operator.

DECEMBER 1991 – NAPA VALLEY TRANSIT, a suburban operation affiliated with **VINE** (City of Napa) linking Calistoga, St. Helena, Yountville, Napa and Vallejo along CA Highway 29 with a fleet of 4 former **SCRTD** Carpenter CBW-300 buses. began.

DECEMBER 1986 – The **LOS ANGELES COUNTY TRANSPORTATION COMMISSION** held hearings amid plans to secure UMTA Section 3 capital funds (to buy 70 buses) to support the Bus Service Continuation Project, a 3-year program to continue operating service using private contractors on 16 bus lines **RTD** originally planned to discontinue in December 1986.

DECEMBER 1981 – The City of Calexico voted to retain the services of the city's two transit firms, **CALEXICO TRANSIT** and **KENNEDY TRANSIT SERVICE** and not implement an expansion plan that would have required subsidies.

DECEMBER 1976 – AIRPORTRANSIT, one of several subsidiaries of Westgate-California Corporation, ceased operations following lapse of all corporate insurance. **GRAY LINE OF LOS ANGELES** was retained to operate Van Nuys FLYAWAY while **SCRTD** was asked to operate a series of routes replacing **APT.**

WT STAFF FOR THIS MONTH

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BART Directors voted 7-2 to approve the deal with Roy Nakadegawa and Tom Radulovich voting no because of their concern that future funding issues in Santa Clara County could negatively impact **BART.**

VTA agreed to pay $48 million annually to cover the costs of operating **BART** within their county. The source of that funding is what is not known. It could come from a new countywide sales tax, new gas tax funds, an increase in fares, a surcharge on tickets sold in Santa Clara County or development fees at new stations.

County voters last year approved a 30-year tax measure that will fund most of the $3.7 billion extension capital cost. While train service is about ten years out, **VTA** said it would only have money to operate **BART** plus increased bus and light rail service through 2014.

Tracks would run parallel to Interstate 680 before tunneling through downtown San Jose under either Santa Clara or San Fernando Streets.

An agreement before November 19th was essential in order for this project to be included on the Metropolitan Transportation Commission's Regional Transportation Plan, a critical step toward seeking federal funding.

This pact is different from that with San Mateo County to extend **BART** to San Francisco Airport. San Mateo County used $250 million of county sales tax to help pay for that extension and gave **BART** $100 million in state money to help build extensions in the East Bay. The county also promised to cover operational and maintenance costs through a surcharge in tickets and parking fees.

The **VTA** estimates it will cost $23 million more than fare revenues to operate **BART** in the county. The other $25 million will help pay for an expanded **BART** operations center and East Bay station improvements.

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

ANTIOCH: **TDT** recently started the *DELTA EXPRESS* with two routes, ANTIOCH-BRENTWOOD-LAWRENCE LIVERMORE/SANDIA LABS (two weekday round trips) and ANTIOCH-BRENTWOOD-HACIENDA BUSINESS PARK (one weekday round trip) *(WT 10/01)* with a fleet of accessible, 55 seat MCI 102EL3s with luxury appointments.

One way fares are $5, a book of 20 one way tickets is $65 and a monthly pass is $110.

DE is operated by LAIDLAW TRANSIT SERVICES as part of its **ECCTA** operations contract.

DE bus operators have been provided cell phones whose numbers are published in the public timetable. The phones allow passengers to call the bus, primarily in the afternoon, if there are some work related issues that will cause riders to not be at bus stops on time.

To utilize the new buses which were resting on the weekends, a new service, *DELTA EXPRESS SPORTS SERVICE*, was started.

DESS operated between the Brentwood Park & Ride, Hillcrest Park & Ride and 3COM Park for all San Francisco 49ers football home games. The fare was $10 round trip and tickets could be ordered in advance. Buses arrived 3COM Park one hour before game time and left 30 minutes after the game was over.

AIRPORT BUS (Ground Systems, Inc. dba)

ANAHEIM: With travel and tourism at lower levels in Southern California since September 11th *(WT 10/01),* **AB** has reduced all of its services except PASADENA-LAX and ANAHEIM-BUENA PARK SHUTTLE.

PASADENA continue on a two-hour headway leaving Pasadena Hilton at 430AM and every two hours until 430PM with buses leaving LAX at 715AM and two hourly until 315PM.

Both DISNEYLAND-ORANGE COUNTY AIRPORT and DISNEYLAND-LAX were changed to operate hourly departing Anaheim at 500AM and hourly through 800PM. Buses leave LAX at 600AM and every hour until 100AM and Orange County at 630AM and hourly through 930PM. Both routes previously ran half hourly all day. After Thanksgiving Day, the OCA route was changed (*for what is believed to be the first time)* to require 24 hour advance reservations. Buses operate hourly 600AM-800PM depending upon reservations. Passengers arriving OCA need to call 938-8937 for the next pick up time. Weekdays between 930AM and 330PM a ticket agent is stationed at the airport.

The ENTERTAINMENT EXPRESS to Universal Studios was reduced to two departures at 830AM and 1130AM, also with reservations. THE BLOCK AT ORANGE/ SOUTH COAST PLAZA has one trip at 100PM.

Using their ZORF, **AB** increased airport fares to $11/18 (OCA) and $16/25 (LAX).

With the reduced schedules, MCI/TMC MC-8s 722 and 725-729 have been placed into storage and most of the 846-851 series RTS 04s are now at A-Z Bus Sales in Colton awaiting new owners.

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ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: Originally planned for the December Shake Up, Line 20-IMPERIAL HIGHWAY was transitioned from a contract (LAIDLAW) operated small bus line to a directly operated large bus (**OCTA** Division 6-Anaheim) on October 29th. Gillig Phantom 4227 was the first day bus. Hourly headways 600AM-700PM on weekdays continue.

The December Shake Up included Sunday operations on 26-COMMONWEALTH-YORBA LINDA and 177-LAGUNA HILLS-FOOTHILL RANCH, operation of only articulated buses on 43-HARBOR BLVD, conversion of 80-HAMILTON-VICTORIA to contractor operated small bus and extend 53-MAIN STREET from Taft & Main to Brea Mall along Taft, Batavia, Lincoln, Sunkist, La Palma, Blue Gum/Melrose, Orangethorpe, Placentia, Yorba Linda, Associated, Birch and State College.

A new cooperative agreement with the **RIVERSIDE TRANSIT AGENCY** *(WT 11/01)* has been signed for an additional year of continued operation of **IEC** Line 149-MALL OF ORANGE-RIVERSIDE.

Following votes by the City Councils in Irvine, Costa Mesa and Santa Ana for a resumption in planning for the CENTERLINE rail project, the **OCTA** Board voted to begin work leading toward a $30-40 million preliminary engineering study on an alignment from the Irvine Transportation Center roughly through the Irvine Business Complex, then along MacArthur, Sunflower, Bristol and Santa Ana Blvd to Santa Ana Regional Transportation Center (AMTRAK/METROLINK Station). The plan includes optional spurs to the Orange County Airport and Santa Ana College.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: In early October, **MTA** issued an RFP for bids from those interested in operating up to eleven bus lines for an initial five year contract, expected to begin in June 2002 with two possible one-year options.

The service was divided into four groups – Lines 177 and 256 using consigned **MTA** El Dorado National MST II diesel buses; Lines 218, 603 and 605 using contractor's 25 foot (218)-30 foot (603 and 605) buses; Lines 625, 626, 631 and 646 using 20 foot buses and Consent Decree 530-PANORAMA CITY-EAST LA COLLEGE and 577-EL MONTE-CERRITOS VIA I-605 with contractor 30-35 foot buses.

Bidders can offer proposals on any and all packages. All contractor provided buses must be new and powered by alternative fuels.

An interesting requirement for Line 646 operations is that the bus must have a working cellular phone able to answer calls made to the phone number *(WT 3/97)* published on the Line 646 public timetable.

MTA and **MONTEBELLO BUS LINES** have signed an agreement whereby **MBL** will honor **MTA** passes and receive reimbursement on a per passenger use.

As a part of the **MTA** Board's approval of the plan to discontinue 262-GARFIELD AVENUE *(WT 6/01)* and have **MBL** assume operations beginning this month, development of a fare agreement including honoring of **MTA** fare media was required.

This agreement has several policy implications. First, it is the first step toward development of a countywide pass and, second, it offers the opportunity to examine patronage and revenue implications of a municipal operator's acceptance of **MTA** fare media.

Terminal 43 (the Whittier & Brannick loop) was recently sold to the Chevra Kadisha Mortuary for $302,000 by sealed bid. The parcel has been unused for the last three years and not required for any future **MTA** project.

A public hearing was held last month to receive testimony on plans discontinue Line 18-WEST 6TH-WHITTLER BLVD east of Garfield to Whittwood Mall and all of Line 56-LA-WILMINGTON AVE, frequency reductions on 58-ALAMEDA STREET, extension of 214-MAIN ST-BROADWAY LOOP to the Harbor/I-105 GREEN LINE Station, merging of 378-LAS TUNAS LIMITED and 379-HUNTINGTON DRIVE LTD into local Lines 78 and 79, cancellation of 471-PUENTE HILLS-BREA MALL with replacement service or shortening to Beach & La Habra and shortening of 491-LA-SIERRA MADRE to run between El Monte and Sierra Madre.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The first four **LADOT** Gilligs (former 5488-5491, now 85001-85004) have been reconditioned by Complete Coach Works including new engines, electronic headsigns and new color scheme – white body with the words "Commuter" in dark blue and "Express" in light blue. The buses are also being renumbered into the **LADOT** five digit, year of purchase system. All of the 1987 model Gilligs (14419-14450) are expected to be renovated next.

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DASH/LINCOLN HEIGHTS/CHINATOWN was modified August 6th, first, to no longer serve Gateway Transit Plaza, but rather begin/end at Vignes & Chavez and, second, rerouting the clockwise route via Main, College, Alameda and Chavez to avoid PASADENA BLUE LINE construction in the center of Vignes. Buses still use **MTA** Terminal 31 as their layover zone and those on the counter clockwise route depart by turning right onto Lyon to Chavez to Vignes, the first buses leaving T-31 to not turn left onto Vignes.

On August 20, the weekday operation of Line 203-OBSERVATORY was adjusted to provide a 15 minute headway before 900AM on a shortened alignment – Sunset & Vermont via Vermont, Hollywood, Hillhurst, looping via Franklin, Vermont, Los Feliz, Hillhurst and Sunset to Vermont.

The PORT OF LOS ANGELES WATERFRONT RED CAR LINE, a joint effort between the Port and the Department of Water and Power, will open soon, one year late, largely due to regulatory requirements.

The Port has applied to the Federal Railroad Administration for a waiver to allow passenger vehicles to run on an existing freight line.

When the rail line opens, the current SAN PEDRO ELECTRIC TROLLEY is expected to be expanded to include a second route between the 22nd & Miner station and the Cabrillo Marine Aquarium. The current alignment thru downtown would remain as now.

GO WEST (GW)

WEST COVINA: **GW** is the new name (July 2001) for former **WEST COVINA SHUTTLE** which now includes the two directional east/west loop (RED LINE/BLUE LINE), a new north/south line (GREEN LINE) between the Senior Center and Valley Blvd and two METROLINK Shuttles, one to Baldwin Park Station, the other to Covina.

R & D TRANSPORTATION SERVICES, LLC is the new contract operator with a fleet of eight new El Dorado National MST Falcon buses (811-818).

SANTA MONICA MOUNTAINS NATIONAL RECREATIONAL AREA

LOS ANGELES: Responding to public demand, the National Park Service is now planning a transportation project to transport visitors into the SMMNRA on weekends. Plans were discussed at recent focus group meetings in Malibu.

Two NPS routes are envisioned to link park facilities, trailheads, beaches, campgrounds and parking. One is the 10-Stop "Heart Of The Park" loop: Kanan-Dume Rd on the west, Mulholland Highway on the north, Las Virgenes/Malibu Canyon Road on the east and Pacific Coast Hwy on the south with three short spurs: westward to Zuma Beach, up Solstice Canyon and east to Malibu Pier. **MTA** Line 434 could share the Zuma and Pier stops. NPS suggested two limited-stop buses, one in each direction on the loop. The second line is a community feeder, likely linking with Heart Of The Park for two loop stops along Mulholland, then northeast to Calabasas and northwest to serve park and ride lots and strip development along Hwy 101 (also connections with **MTA** Line 161).

NPS officials said they have money for this study of a 1 or 2 year pilot project, not operations funding which would most likely be federal and from TEA 21 along with public lands funding earmarked for transportation.

CALIFORNIA NEWS BRIEFS

Phase I construction has started on the $18.4 million San Ysidro Intermodal Transportation Center, located on San Ysidro Blvd south of Camino De La Plaza and adjacent to the International Border crossing.

Currently 8500 bus riders and 13,600 rail riders pass thru this area each day. **SAN DIEGO TROLLEY, MTS** Lines 905 and 932, numerous local jitneys, the Spanish language bus companies and **GREYHOUND LINES** all serve the area today and will continue to do so at the new facility, intended to improve pedestrian movements and enhance public safety.

The **NORTH COUNTY TRANSIT DISTRICT** added two weekday midday round trips to the Oceanside-San Diego COASTER rail line October 1. Southbound trips leave Oceanside at 900AM and 245PM while north bound trains depart San Diego at 945AM and 1245PM. Fares were also increased with discounts on prepaid fares continued.

LAGUNA BEACH MUNICIPAL TRANSIT LINES will receive $125,000, from **OCTA** as county transportation commission, in operating assistance each year for the next three to offset declining federal funding.

TORRANCE TRANSIT SYSTEM Line 8-HAWTHORNE BLVD-LAX TRANSIT CENTER was rerouted in several areas December 3. From PCH & Hawthorne, the bus now runs on Hawthorne, Artesia, Aviation, El Segundo, Douglas northbound/Nash southbound, Imperial Hwy, Sepulveda and 96th to LAX TC.

The Los Angeles Airports Commission is considering

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plans for a 1290 car park-and-ride center in Sylmar with plans for FLYAWAY Bus Service to LAX and, later, to Ontario Airport. Buses could also serve the Palmdale Airport if commercial flights begin. The Commission is exploring other plans for similar centers in downtown Los Angeles and Irwindale.

CALTRAIN is considering stopping weekend rail service for up to two years beginning next April to complete a $100 million construction project that ultimately will provide for high speed train service on the Peninsula. While the agency has not budgeted for replacement bus service, they are now considering such.

VEC TOUR, the largest privately owned transportation company in the US (formerly known as **TRAVELWAYS)** has filed for Chapter 11 bankruptcy protection citing a 50% decline in its airport transportation and sightseeing tour businesses since the September 11th World Trade Center attacks. **VEC** companies in this area include **VIP TOURS & CHARTERS** (Los Angeles), **PROTRAV SERVICES** (Los Angeles and Las Vegas) and **FRANCISCAN LINES** (San Francisco).

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Line 40-SAN RAFAEL-RICHMOND-BART/EL CERRITO DEL NORTE was expanded on September 8th adding several stops in east San Rafael in the employment areas and rerouted in Richmond, also adding stops. Weekday evening service now runs until 100AM and weekend frequencies were improved.

This expansion is related to CalWorks (Welfare To Work) programs and is being funded by Contra Costa County welfare funds, City of Richmond redevelopment money and the Marin County general fund in addition to traditional transit money sources.

NORTHERN ARIZONA SHUTTLE AND TOURS, INC. (NAS)

FLAGSTAFF, AZ: Bruce Sheperd of the former **NAVA-HOPI TOURS** *(WT 11/01),* formed a new company, **NAS,** which is now operating two daily round trips Flagstaff-Phoenix (Sky Harbor Airport) and one trip to Grand Canyon (IMAX Theatre in Tusayan until the Canyon stop is authorized) with two 15-passenger vans.

Seats are presently sold on reservation only with cash to the driver until a credit card connection is set up.

The Flagstaff Chamber of Commerce and Convention and Visitors Bureau are both looking for a firm to contract with **AMTRAK** to offer a tour package to the Grand Canyon with a stop in Flagstaff as **NHT** had.

CITY OF PHOENIX TRANSIT SYSTEM VALLEY METRO

PHOENIX, AZ: During November, the DOWNTOWN AREA SHUTTLE (DASH) was expanded to operate on weekends and to provided all-day service on weekdays to the State Capitol area (17th & Jefferson).

The new AHWATUKEE CIRCULATOR, operating a fleet of small buses in the Ahwatukee and Desert Foothills area, also started operations.

AMTRAK CONNECTING BUSES

Beginning October 28th **AMTRAK** Trains 1/2 (SUNSET) and 421/422 (TEXAS EAGLE) began stopping at Maricopa, a city about 30 miles south of Phoenix. With this change came the discontinuation of connecting buses (4001, 4002, 5001, 5002) between Phoenix and Tucson. Two former railway cars have been converted into the Maricopa station facility.

As the buses were the remaining **AMTRAK** service at Phoenix, that station has now been closed.

In Washington state, August 1st brought reinstatement of **GENIE EXPRESS's** WEST RICHLAND-PASCO-RICHLAND-PROSSER-YAKIMA-SEATTLE route *(WT 3/01)* operating one round trip on Monday, Wednesday and Friday using a lift equipped bus.

PUBLIC RURAL RIDE (PRIDE)

CARSON CITY, NV: On November 18th the weekend only CARSON CITY-RENO AIRPORT route *(WT 4/01)* was discontinued due to low patronage while weekend buses on the CARSON CITY-RENO route were retimed to serve Reno-Tahoe Airport on alternate trips (a 3 hour headway). This will save $123,000 annually

The RENO route is scheduled to operate through next August as part of its two-year demonstration. Washoe County RTC staff expect the program to continue after that, but likely at a reduced level.

The FALLON-FERNLEY-CARSON CITY program *(WT 8/01),* which started last June is a three-year project.



HAPPY HOLIDAYS

FORTY YEARS OF FLXIBLES IN LOS ANGELES – PART 12
ALL TIME FLXIBLE ROSTER

FLEET NOS	BUILDER	MODEL	VIN #S	YEAR	NOTES	ACQ	DISP
5700-5734	Flxible/Twin	F2D6V-401-1	51203-51237	1961			83-85
5800-5899	Flxible/Twin	F2D6V-401-1	51502-51601	1962			83-85
5900-5999	Flxible	F2D6V-401-1	51632-51731	1963			83-85
9000	Flxible	FDV5-331-1	75000	1963	1		63
9001	Flxible	FD-47-311-1	75002	1964	1		64
6000-6099	Flxible	F2DV8C-401-1	52517-52616	1965			83-85
5600-5624	Flxible	FDV8C-401-7-UL-AC	35075-35099	1966			83-85
4000-4054	Flxible	411-GD-C2	75024-75078	1966			84
6100-6274	Flxible	111-CC-D5-1	53347-53521	1968			87
4200-4224	Flxible	111-DD-D5-1	53522-53546	1968			87
7000-7099	Flxible	111-CC-D6-1	54777-54876	1970			88
7100-7199	Flxible	111-CC-C3-1	54892-54991	1971			85
4055-4058	Flxible	411-GD-C2-1	75079-75082	1966	2	72	86
4225-4228	Flxible	111-DD-D5-1	53547-53550	1968	3	72	87
4300-4341	Flxible	111-DD-D06-1	57156-57197	1973	4		92
7200-7276	Flxible	111-CC-D06-1	57198-57274	1973			88
7300-7399	Flxible	53102-8-1	59673-59772	1975			89
7400-7499	Flxible	53102-8-1	60466-60565	1975			89
5735	Flxible/Twin	F2D6V-401-1	51269	1961	5	76	83-85
5736-5749	Flxible	F2D6V-401-1	52048-52061	1964	5	76	83-85
7500-7729	Grumman/Flx	53102-8V-1	91557-91786	1980			92
2500-2649	Flxible	40102-6C	JD099673-822	1988	6		
2700-2764	Flxible	40102-6C	KD100772-836	1989			
1800-1802	Flxible	40102-6C	KD100552-554	1989	7		97
1803-1804	Flxible	40102-6C	KD100762-763	1989	7		97
1805-1809	Flxible	40102-6C	KD100837-841	1989	7		
2800-2870	Flxible	40102-6TL	LD101609-679	1990			
2900-2932	Flxible	40102-6TL	ND102703-735	1992			

NOTES:
1. Demonstrators.
2. Ex POMONA VALLEY TRANSIT SYSTEM 61, 60, 62-63.
3. Ex POMONA VALLEY TRANSIT SYSTEM 64-67.
4. 4334-4341 were originally painted white and dark blue and used on former EASTERN CITIES TRANSIT lines.
5. Ex MEMPHIS (TN) TRANSIT AUTHORITY 700-714.
6. Originally equipped with 2 and 1 seating, these buses were reseated to 46 seats.
7. First CNG powered buses in the fleet.

CURRENT ROSTER:
2500-2649 (17), 2700-2764 (37), 2800-2870 (70, 2900-2932 (33).

In March 2001 prior to all of the contractor owned buses being placed into service:

27 25/2600s, 11 2700s and 2800-2806, 2829 and 2835 were assigned to FIRST TRANSIT, INC. contract.

2807-2826, 2831, 2833-2834, 2836-2840, 2842 were assigned to COACH USA/AVBI.

2827-2828, 2830, 2832, 2841, 2844 at M. V. TRANSPORTATION. 2843 had been at MV, but had returned.

2843, 2845, 2847-2870 at **MTA** Division 9.

2846 off the roster.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Frontier Tours (NV)	74626-74628	Dina	Viaggio 1000/WS001692-1694	1998	
Glendale Beeline	B44-B49	New Flyer	C35LF/1U023334-339	2001	
Vancouver (BC) Transit	7430-7446	New Flyer	D40LF/1U022701-717	2001	
	9201-9219	Orion	05.501/15501471-489	2001	
	9220-9222	Orion	05.501/15501503-505	2001	
	9223-9236	Orion	05.501/15501507-520	2001	
	9237-9242	Orion	05.501/15501522-527	2001	
	9243-9254	Orion	05.501/15501533-544	2001	
	9255-9257	Orion	05.501/15501547-549	2001	
	9258-9277	Orion	05.501/15501553-572	2001	
Coach USA/AVBI	63187-63194	Van Hool	C2045L/—	2001	1
	63195-63197	Van Hool	C2045L/12045339-340,—	2001	1
Coach USA/Pac Coast	62515-62518	Ford/Turtle Top	Econ 350/Terra/—	2001	
-USED-					
Frontier Tours (NV)	74623	Dina	Viaggio 1000/VS001404	1997	2
	74624	Dina	Viaggio 1000/VS001592	1997	3
	74625	Dina	Viaggio 1000/VS001654	1998	4
Victor Valley Transit Auth	708	Ford/Startrans	Econ/Senator/SHB40107	1995	5
LADOT	85003-85004	Gillig	40102TB6V92T/F1081324-325	1985	6
-DISPOSITIONS-					
Roseville Transit Service	4503-4504	Neoplan	AN340A/—,—	1986	7

-NOTES-

1. In California AMTRAK colors for AMBUS contracts.
2. Ex Quality Tour & Transport (VA) 9115.
3. Ex unknown.
4. Ex Quality Tour & Transport (VA) 9124.
5. Renumbered from VVTA 43.
6. Renumbered from LADOT 5490-5491.
7. To A-Z Bus Sales in West Sacramento.

The California Transit Association held its annual Fall Conference in San Jose in early November. Several bus manufacturers were on hand displaying their wares. Chance had LONG BEACH TRANSIT 2128, a one-door Opus. El Dorado National had two buses, an unnumbered EZ Rider, 1N9FMAC822C084054 (08/01) and an unnumbered MST II, 4UZAACBV32CK02534 (08/01). Gillig brought MONTEBELLO 2115, a 2001 40-foot low floor model, /11071191 while NABI had a Compo Bus, 40LFW, 1940CP111XA140323. Complete Coach Works had three reconditioned buses, FAIRFIELD-SUISUN TRANSIT SYSTEM 625, Gillig 3096TB6V92/F1081237 (07/85), an all white GMC RTS T80604/EV822312 (former LBT/ATE/MTA 4456) and PUBLIC RURAL RIDE (NV) 6215, MCI 102DL3/RP046246 (03/94). This bus was originally K-T CONTRACT SERVICES 215, sent to GROSVENOR BUS LINES (GLOSF) 215 and is now ALL WEST COACHLINES 6215. AWC is one of PRIDE's two contractors. KT, GBL and AWC are all COACH USA companies.



Russ Jones photo

Before & After

LADOT Gillig 5488 (left) transformed into LADOT Gillig 85001 (right) as part of their program to rehabilitate the fleet of 36 Gillig Phantoms.



Andrew Novak photo