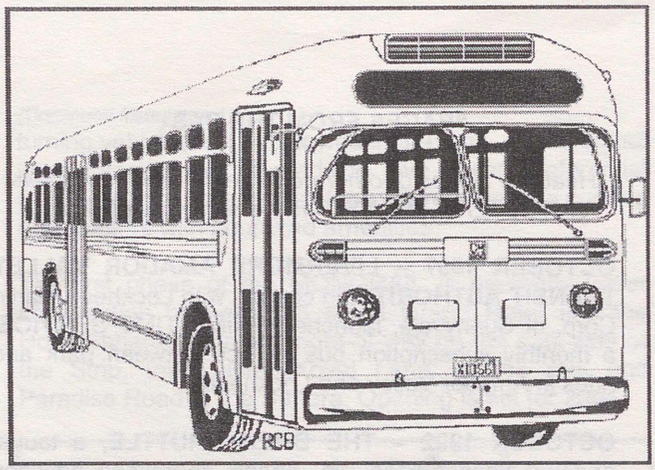


Western Transit

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VOL. 40, NO. 10 **October 2002**

CITIZENS AREA TRANSIT (CAT)

LAS VEGAS, NV: Last month brought three NEW lines plus the opening of the new Santa Fe Hotel and Casino, including a new transit station, to provide the northwest portion of the Las Vegas Valley easier travel options.

NEW are 405-NORTHWEST CIRCULATOR and two lines, 714–CHARLESTON HEIGHTS SILVER STAR and 715-BOULDER HIGHWAY SILVER STAR, funded in part by the State of Nevada, Division of Aging.

Line 405 is a single direction loop line shaped like a figure-eight operating hourly 630AM-1030PM daily (1 bus). From the Santa Fe Hotel the bus travels via Lone Mountain, Decatur, Ann Road, Skypoint Dr, Centennial Pkwy, Centennial Center, Tropical Pkwy, Durango, Ann and Rainbow to Lone Mountain (Santa Fe Hotel).

714 and 715 each operate two days per week (50 cent fare donation requested) connecting senior housing with shopping centers and medical complexes.

These additions to the **CAT** system were somewhat offset by discontinuation of the eastbound trips on loop line 216-HENDERSON LOCAL, shortening of the northern loop on 113-LAS VEGAS BLVD NORTH, shortening 402-CROSSTOWN LIMITED at the Meadow Mall and trip reductions on selected lines *(WT 7/02)*.

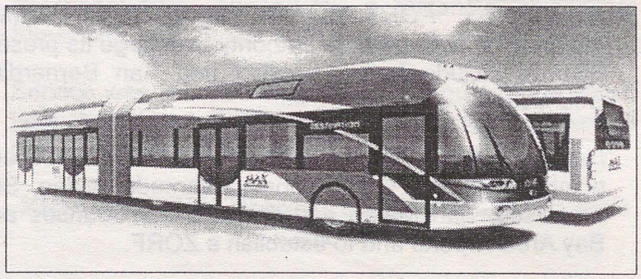
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC)

LAS VEGAS, NV: The **RTC** is involved with two major projects, the METROPOLITAN AREA EXPRESS, a Bus Rapid Transit program, and the LAS VEGAS RESORT CORRIDOR MONORAIL, a seven mile long aerial transit system to eventually connect downtown with the Las Vegas Strip.

MAX will feature the new Civis bus, manufactured by Irisbus in Lyon, France. The articulated, low floor Civis is powered by hybrid diesel-electric propulsion, features a sleek, modern design, level boarding at all four doors with seats for 33, two wheelchair stations and space for 87 standees.

While a bus operator is driving, the vehicle is guided by an optical guidance system with an on-board computer "reading" a special paint stripe on the roadway.

To begin in late 2003, MAX will operate along current **CAT** 113-LAS VEGAS BOULEVARD NORTH between downtown and Nellis Air Force Base with a fleet of ten buses. Two dedicated curb lanes will run most of the length of the project. Only **CAT** buses, MAX and right-



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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Jason Gia and Tony Lu for TCP-15747-B with home terminal in Sacramento.

T C C, a General Partnership (A & P LLC, a Nevada Limited Liability Company and Thomas Faye, partners) dba COSMOPOLITAN LIMOUSINE for TCP-15748-B with home terminal in Sacramento.

Arash Nouranian dba GREEN VAN AIRPORT SHUTTLE has applied for approval to transfer by sale the authority (PSC-10867) of *Fariborz and Nora Alishahi dba GREEN VAN AIRPORT SHUTTLE.*

BLUE & GOLD FLEET, L.P. has applied for an order to discontinue its Alameda/Oakland Passenger Vessel Service upon completion of its contract agreement with the Port Of Oakland.

DECISIONS

RIDESHARE PORT MANAGEMENT, LLC (PRIME TIME SHUTTLE) granted authority to enlarge its present PSC to include both Riverside and San Bernardino Counties.

Hussen Alemu Desta granted an on-call PSC between points in Solano, Contra Costa, Alameda, Marin, San Francisco, San Mateo and Santa Clara Counties and Bay Area airports and to establish a ZORF.

BLUE & GOLD FLEET, L. P. authorized to increase passenger fares on its SAUSALITO-SAN FRANCISCO ferry route.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The "double headed" 39-IDYLLWILD-HEMET ANZA-TEMECULA *(WT 9/00)* was discontinued August 31. Idyllwild ran Thursday only while Anza operated on Tuesday and Saturday. Each line had one round trip per day with one bus.

WT BACK ISSUES AVAILABLE

Enlarge your collection or broaden your knowledge of transit happenings – contact the Editorial Office today or visit or website.

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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 1997 – LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY, in concert with Lockheed Martin Corp. of Sunnyvale, launched PRIME TIME SERVICE, a monthly subscription bus service between park and rides in Amador Valley and Lockheed.

OCTOBER 1992 – THE BREA SHUTTLE, a tourist oriented shoppers shuttle, began operations between the Disneyland area hotels/motels and Brea Mall with connecting service to/from the recently opened Richard M. Nixon Presidential Library.

OCTOBER 1987 – Governor Pete Wilson vetoed the first serious legislation designed to create a superagency to replace **SCRTD** and **LACTC** as he believed there were too many restrictions on the new agency and mostly cosmetic changes.

OCTOBER 1982 – The **SAN FRANCISCO MUNICIPAL RAILWAY** shut down the entire cable car system for about 20 months to rehabilitate the system. NEW 58-LEAVENWORTH, extended 83-PACIFIC and additional buses on 1-CALIFORNIA, 30-STOCKTON and 41-UNION provided the replacement service.

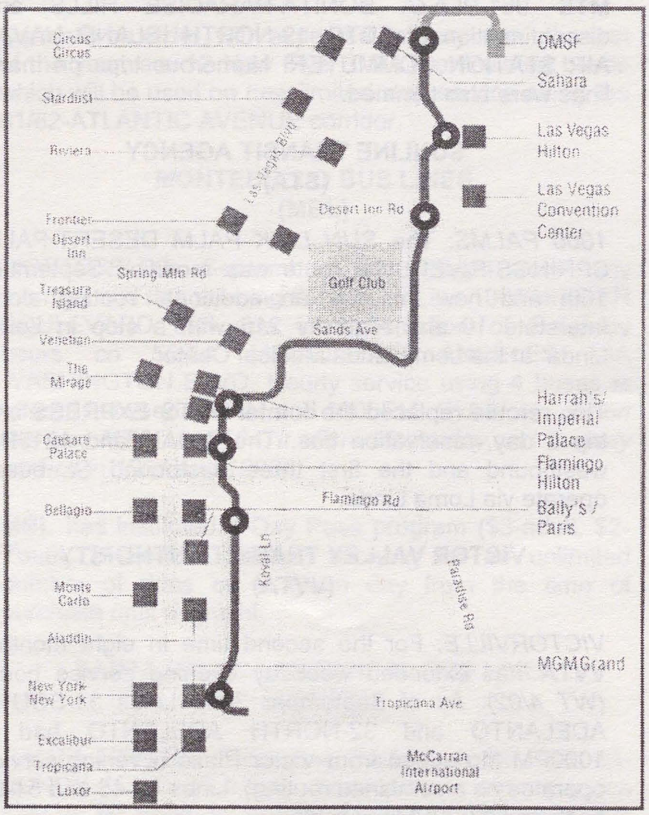
OCTOBER 1977 – With a fleet of twelve new 30-foot Flxible New looks and five FMC buses, **SUNLINE TRANSIT AGENCY** became operational on September 6th taking over the small system operated by the City of Palm Springs and extending bus service to include Desert Hot Springs, Cathedral City, Palm Desert, Indio and Coachella.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
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(Continued from page 1)
turning vehicles will be allowed in the lane. Traffic signal improvements will be made to give buses preferential treatment and current bus stops will receive new curbing and shelters with improved amenities.

The first phase of the MONORAIL is presently under construction between the MGM Grand Hotel and the Hotel Sahara on private right-of-way on the east side of the Strip, then along Koval Lane, Sands Ave and Paradise Road to the Sahara. Opening is set for 2004.



The second phase, to be completed in 2007, would continue on Paradise Rd and Main Street to downtown terminating at the Downtown Transit Center.

The first phase is being built with local, private funding, including money for stations from five Strip hotels, with no federal support. Phase II will include local and federal money.

Bombardier and Granite Construction are constructing the monorail. Bombardier's new M-6 Monorail utilizes the same type of automated operating system that has been successful with SKYTRAIN in Vancouver, B. C.

In 2000, the nine-year effort to make the Monorail a reality was realized. Under a franchise originally awarded by Clark County to Las Vegas' two largest private resort owners, Park Place Entertainment and MGM (now MGM-Mirage Resorts), the plan was fully funded through the State of Nevada's issuance and sale of over $600 million in nonrecourse, project revenue bonds, arranged by Salomon Smith Barney.

A new, nonprofit corporation, the Las Vegas Monorail Company, was established to own and operate the system. Bombardier also signed a long term maintenance and operations contract which will take effect upon the system's revenue-ready status.

A third phase – an extension along either Rivera Drive or Convention Center Drive, is under consideration.

YUMA METROPOLITAN PLANNING ORGANIZATION VALLEY TRANSIT (YMPO/VT)

YUMA, AZ: **YMPO/VT** implemented the FOOTHILLS-ARIZONA WESTERN COLLEGE-YUMA route earlier this year *(WT 10/01)*. It runs on a 1 hour, 45 minute headway (two buses) between 600AM and 600PM Monday thru Saturday charging a $1 fare with seniors 50 cents between 100 and 300PM.

On May 30, the **YMPO** Executive Board approved the implementation of a Yuma city circulator along a two directional route, shaped like a rectangle, linking 1st Street and 32nd Street.

Service was scheduled to start on August 5th at which time the DIAL-A-RIDE was to be changed to service only seniors and the disabled.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: In late June the **MTDB** Board approved several actions related to the FY 2003 Service Adjustment Plan (primarily cost and/or service reductions related to funding shortfalls) following public hearings. Three strategies were included — proportionally adjusting service by transit system, adjusting Dial-A-Ride and Direct Access to Regional Transit (DART) service and recovering of costs for specialized service.

Adopted were most of the transit system identified operating efficiencies and service adjustments (see next story), replacing LA MESA DIAL-A-RIDE with Phase 1 of the WESTSIDE SHUTTLE, replacement of MID CITY DART with an extension of 908, replacement of PARADISE HILLS DART with the addition of Saturday service on 961, recovering more of the costs for specialized services (708-CHULA VISTA NATURE CENTER), PADRES EXPRESS buses and the POWAY AIRPORTER) and discontinuing EL CAJON AND EAST COUNTY DARs in the next fiscal year.

(Continued on page 4)

(Continued from page 3)

Also approved were discussions with the County Board of Supervisors and the Cities of El Cajon and Poway to possibly amend the **COUNTY TRANSIT SYSTEM** divestiture agreement *(WT 3/02)* to allow **CTS** service adjustments to be implemented earlier than planned.

At its September meeting, the Board approved two contracts for small buses – one with Creative Bus Sales to buy six Type II minibuses for **CTS** rural bus service and another with A-Z Bus Sales to buy two Type III minibuses for ADA paratransit service and four Type III minibuses for CALTRANS construction mitigation services *(Ed. Note – These are cutaways of different lengths and seating capacities).*

The Board also approved actions for Policy No. 32 (an annual review of all transit services to determine the possibility for competitive award). These authorized the **MTDB** General Manager to request pricing for competitive contracting of current **SDTC** 55-SDSU-NATIONAL CITY for implementation in February 2003 and reassignment of five **MTDB** owned buses currently at **SDTC** to the South Bay Maintenance Facility (ATC-VANCOM) this November.

A public hearing was scheduled for October 3rd for changes on Lines 16 and 27 including creation of NEW 928-FASHION VALLEY-MISSION VILLAGE. This is part of the February 2003 program.

In mid month the **MTDB** Board voted in closed session to terminate their service contracts with AMERICAN RED CROSS-SAN DIEGO following ARC's admission they falsified records on MTS ACCESS bus service. This contract started in July 2000 when ARC replaced LAIDLAW TRANSIT SERVICES. The transit agency is expected to return the contract to LTS.

The contract for the SORRENTO VALLEY COASTER CONNECTION (Routes 971-978) and the **CTS** contract for Lines 851 and 853 are also affected.

The Access contract calls for riders to be picked up and dropped off "on time", defined as within 15 minutes of an appointed time, on a minimum of 97 percent of all trips. For each percentage point short of the standard, the contractor faced a $100-per-month penalty.

The local charity was already under fire over the way the chapter had raised and spent money intended for victims of the 2001 Alpine fire. Through its new five member advisory committee, the charity then announced that it is getting out of the transportation business (about half their staff and half of the chapter's $18 million budget) and will lay off the 260 associated employees.

Committee Chair Jerry Sanders said the transportation services program was "well intentioned", but had grown beyond what the chapter could reasonably manage.

SAN DIEGO TRANSIT CORPORATION METROPOLITAN TRANSIT SYSTEM (SDTC/MTS)

SAN DIEGO: The Fall service change took place on September 1st and included an extension of **MTS** 908-OLD TOWN-UNIVERSITY AVE along University from 33rd to Fairmount Avenue, adding Saturday hours on **MTS** 961-PLAZA BONITA-PARADISE HILLS and discontinuation of **SDTC** 19-NORTH ISLAND NAVAL AIR STATION COMMUTER. Numerous trips on many lines were also trimmed.

SUNLINE TRANSIT AGENCY (STA)

1000 PALMS: The *SUN LINK* PALM DESERT-PALM SPRINGS-RIVERSIDE route was modified September 16th and now includes an additional routing along Interstate 10 and Highway 215 with a stop in Loma Linda at the Loma Linda Medical Center.

This reroute replaced the former VETS EXPRESS one trip a day, reservation bus. The 710AM and 1215PM westbound and the first three eastbound *SL* buses operate via Loma Linda.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: For the second time in eight months, **VVTA** has extended weekday evening service hours *(WT 4/02)*. As of September 30th, Lines 31-SOUTH ADELANTO and 32-NORTH ADELANTO had a 1000PM trip added from Victor Plaza (Evening service operates on a combined routing). Lines 40-45 and 51-52 each had a 900PM trip added.

VVTA is presently accepting bids for architectural and engineering services for the new operating facility master plan and for two up to 26 foot medium to heavy duty (7-10 year) transit buses.

They are also seeking Proposals, by the end of October, from firms for Administrative Contract Services. Presently, McDonald Transit Associates, with a staff of four, manages the system *(WT 4/02)*.

Special pricing arrangements for VICTOR VALLEY COMMUTER passengers were recently announced – Riders who connect with **OMNITRANS** may receive a Free **OT** Day Pass and those who connect with **METROLINK** can receive $1 off the VVC one way fare or $30 off the cost of a monthly pass.

(Continued on page 5)

(Continued from page 4)

LONG BEACH TRANSIT (LBT)

LONG BEACH: **LBT** instituted several changes during September — Free fares on the VILLAGE TOUR D'ART until New Years Day, discontinuing the GETTY EXPRESS until next summer and instituting the "winter schedule" on the AQUA BUS and AQUA LINK. For the winter, these services will operate only on Friday, Saturday and Sunday.

Currently on order, with expected delivery about the first of the year, are 12 New Flyer D60LF articulated buses which will be used on new limited stop service along the 61/62-ATLANTIC AVENUE corridor.

MONTEBELLO BUS LINES (MBL)

MONTEBELLO: September 22nd brought more early morning and late evening service on Line 10-WHITTIER BOULEVARD and saw implementation of Saturday hours on 50-LA MIRADA-LOS ANGELES VIA WASHINGTON BLVD. Hourly service using 4 buses is offered between 500AM and 1000PM. *(Ed. Note – when this was **MTA** Line 104, it offered Saturday and Sunday service in 1997 and 1998).*

MBL has instituted a Day Pass program ($3-adult, $2-Youth, $1-Senior/Disabled) allowing for an unlimited number of rides on a given day from the time of purchase until midnight.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Beginning September 8th, Line 14-BUNDY-CENTINELA was shortened and now operates only as far north as Sepulveda and Church Lane. On weekdays, more early morning trips are now operated.

CALIFORNIA NEWS BRIEFS

NORTH COUNTY TRANSIT DISTRICT is advertising for twelve, low-floor, diesel powered LRVs, with an option for four more, to support the start of rail service between Oceanside and Escondido by December 2005.

The Cities of Modesto and Ceres and County of Stanislaus are jointly soliciting statements of interest from firms interested in submitting proposals for five year contracts to operate **MODESTO AREA EXPRESS, CERES TRANSIT** and **STANISLAUS REGIONAL TRANSIT.** Each system will award its own contract and prospective bidders may submit proposals for one, two or three systems.

MERCED COUNTY TRANSIT is also requesting proposals from firms interested in operating and managing the 18 fixed route bus/ 15 demand response bus **MCT** system.

FOOTHILL TRANSIT was recently advertising for the sale of an unknown number of Gillig buses.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: **GGT** has scheduled two public hearings in November to receive comments on the District's proposed declaration of a fiscal emergency under the California Environmental Quality Act (CEQA) and the proposed reductions in transit service *(WT 9/02).*

The affected services would either be discontinued or reduced – the entire eight route Ferry Shuttle network, Transbay Lines 30, 78 and 90; Marin local lines 21 and 33; Commuter 71 and Recreation routes 63 and 65.

Buses 505-508, 30-foot Nova Bus RTS, *(WT 5/02)* were recently placed in service on 63-STINSON BEACH-MARIN CITY, 65-POINT REYES-SAN RAFAEL and on some of the Ferry Shuttle lines.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: **MST** introduced its Caltrain Fast Track, a weekday bus service between Monterey Peninsula and Salinas and the Gilroy **CALTRAIN** Station.

Line 25-MONTEREY-GILROY has 3 round trips serving Monterey Transit Plaza, Edgewater Transit Exchange, Marina, Castroville and Prunedale Park & Ride.

Line 26-SALINAS-GILROY operates five round trips stopping at Salinas Transit Center, Salinas AMTRAK, Northridge Center and Prunedale Park & Ride.

Operated under contract by LAIDLAW TRANSIT SERVICES, CFT is a trial service, funded for two years by grants from Monterey Bay Air Pollution Control District and federal funds from CMAQ. Continuation is dependent upon patronage and available funding.

The first twelve, of an order for 46 40-foot low floor diesel powered Gilligs (expected to be 1701-1712), was recently placed into service. The 37-seat buses have two wheelchair stations, bike racks and air conditioning. The buses also sport "smart bus" technology including a bi-lingual voice annunciator, automatic vehicle location and on-board video surveillance and a computerized global positioning system.

(Continued on page 6)

(Continued from page 5)

ANAHEIM TRANSPORTATION NETWORK (ATN)

ANAHEIM: Beginning October 1st **ATN** inaugurated a new commute hour shuttle (LA PALMA SHUTTLE) in the Northeast Anaheim Industrial Area connecting with **OCTA** buses at La Palma and Kellogg.

The fare-free LPS runs on weekdays during peak hours only and operates on a one-way loop via La Palma, Brasher, Hunter, Kellogg and La Palma.

MAIN PLACE SHOPPER SHUTTLE (MPSS)

ANAHEIM: Last March the former two-route, two-bus system was converted into one route with one bus and fares were increased by 50 cents (to $3.00).

Stops now include Anaheim Tourist Center, Tropicana, Fairfield by Marriott, Howard Johnson's, Sheraton Anaheim, Disneyland Hotel, Stovall's Inn, The Anabella, West Coast Anaheim Hotel, Anaheim Hilton, Marriott, Quality Hotel and Radisson.

SKAGIT TRANSIT SYSTEM (SKAT)

MOUNT VERNON, WA: In a mid-September election, the voters in Skagit County rejected 61-39 a request to increase the sales tax rate in the county by 2/10ths of 1 percent, to an even eight percent. The increase would have added 2 cents to every $10 purchase and delivered **SKAT** an additional $3.5 million each year.

SKAT said the increase was needed to offset losses from Initiative I-695, passed by voters in 1999, *(WT 8/00)* that set car tabs at $30 and eliminated the motor vehicle excise taxes that funded half of **SKAT**'s budget.

With the defeat of the tax proposal, **SKAT** began work on plans to reduce the transit system, particularly in the more rural parts of the county.

This was the first county wide vote since the 1993 start up of **SKAT** *(WT 11/93).* Since then, the agency had expanded beyond Burlington and Mount Vernon, each time with the approval of area voters, and was covering about 90 percent of the populated areas of the county.

SKAT's critics contended this expansion led to the financial crunch and that the relatively high cost per rider outweighs the benefits of public transit.

The majority of **SKAT** passengers are either low income, elderly or disabled. It is these segments of the population that will be hardest hit by the reductions.

November 1st brought a nearly fifty percent reduction in service including discontinuing all weekend bus service and the layoff of 28 of **SKAT's** 79 employees..

The heart of the system is now 208-BURLINGTON-MOUNT VERNON, which runs between Cascade Mall in Burlington and downtown Mount Vernon on a half hour headway with two buses.

In Burlington, 101-BURLINGTON LOCAL is now a city shuttle making a half-hour loop thru the city. Sedro-Woolley is served by Route 300 between the Cascade Job Corps and Cascade Mall every 90 minutes.

Eastern Skagit County is now served by Route 717 which offers two round trips a day.

Mount Vernon has two local city routes, 205 and 207 which run every half hour. Mount Vernon is also served three times a day each, by Route 615 from La Conner and by Route 513 from Anacortes. Within Anacortes, Route 410 operates between 800AM and 400PM.

INTERCITY TRANSIT (IT)

OLYMPIA, WA: Thurston County voters were "kinder" to **IT** and approved a requested a 0.3 percent increase in the sales tax *(Ed. Note – ironically, the IT Public Transportation Benefit Area was reduced in size at the end of September and now includes only Tumwater, Olympia, Lacey and Yelm and the corridor in between, about 1/3 of its former area. The reduction was related to the I-695 funding issues – WT 8/00, 1/01, 6/01).*

IT is now preparing to restore some of the service lost over the last few years and is currently seeking input on its Strategic Plan and proposed service improvements. The agency has identified seven general service design principles to help guide expansion of the system. Even with the proposed increases, the new **IT** system would still operate about 15 percent less fixed route service than it did in 1998.

The principles – Operate a range of services to include trunk lines, primary, secondary, rural and neighborhood circulators; Strengthen service along major corridors; Reduce travel times; Keep pace with development; Expand regional express routes; Support a range of transportation alternatives and Provide facilities and equipment to support the region's transit infrastructure.

Over a seven year period, the capital program to support service expansion could include 18 expansion and 10 replacement buses, 4 new small buses and 8 replacements for vans, 15 new Dial-A-Lift vans, new Commuter Vanpool vehicles, a new fare collection system and improvements at transit centers.

(Continued on page 7)

(Continued from page 6)

SPOKANE TRANSIT AUTHORITY (STA)

SPOKANE, WA: **STA** was the third Washington state property with a sales tax increase on the September ballot. Their measure was narrowly defeated – 52% no to 48% yes. As they have reserve funds which can be used, the agency has yet to announce future plans.

WHATCOM TRANSPORTATION AUTHORITY (WTA)

BELLINGHAM, WA: **WTA** continues plans to start two new services in eastern Whatcom County this month, 71-EVERSON-NOOKSACK-SUMAS and 72-KENDALL VIA MOUNT BAKER HIGHWAY.

This area previously had voted to annex itself to the Public Transportation Benefit Area.

EVER WONDER WHAT'S IN A VIN?

The following is a description for MCI VIN's. More will be presented in the following moths.

1M8	P	D	M	T	A	X	1	P	058001
1	2	3	4	5	6	7	8	9	10

1.The first three digits and letters identify the manufacturing company.
2.The fourth digit identifies the coach model.
3.The fifth digit identifies the series.
4.The sixth digit identifies the type of coach
5.The seventh digit identifies the type of engine.
6.The eighth digit identifies the type of brakes.
7.The ninth digit is a check digit.
8.The tenth digit identifies the year.
9.The eleventh digit identifies the manufacturing location.
10.The twelfth through seventeenth digits define the actual unit number of the coach.

1 — MANFACTURING COMPANY
1M8 – MCI (US)
2M9 – MCI Ltd (Canada)

2 — COACH MODELS
C – 96A2
D – 96A3
E – 102A2
F – 102A3
G – 102C3
H – 102B3
I – 96B3
J – 96AP3
M – 102B3
P – 102DL3
R – MC-12
S – 102D3
T – 102EL3/E4500
3 – J4500

3 — SERIES
C – Crusader II
D – New Appearance
J – J Series
R – Renaissance Series

4 — COACH TYPE
M – Intercity Coach
P – Multi-Purpose Passenger Vehicle

5 — ENGINE TYPES
1 – Cummins LTA10, 270HP
2 – Cummins LTA10, 300HP
3 – Caterpillar L6-3176, 325HP
4 – Detroit Diesel 8V92, 450HP
6 – Detroit Diesel 6V92, 277HP
7 – Detroit Diesel 6V92, DDEC II & III, 300HP
9 – Detroit Diesel 8V92TA, DDEC II, 400HP
K – Detroit Diesel 8V92TA, DDEC II, 475HP
L – Cummins LTA-300, 300HP
M – Caterpillar 3176, 325HP
P – Detroit Diesel Series 60, DDEC III, 425HP
R – Detroit Diesel Series 60, DDEC III, 370HP
S – Cummins M-11, 370HP
T – Detroit Diesel Series 60, DDEC III, 325/350HP
U – Detroit Diesel Series 50, DDEC II, 315HP
V – Caterpillar C-10, 350HP
W – Caterpillar C-12
X – Cummins M-11
Y – Detroit Diesel Series 60

6 – BRAKES
A – Air Brakes

7 – CHECK DIGIT

8 – YEAR
1 – 2001, 2 – 2002, 3 – 2003

9 – MANUFACTURING LOCATION
P – Pembina, North Dakota

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

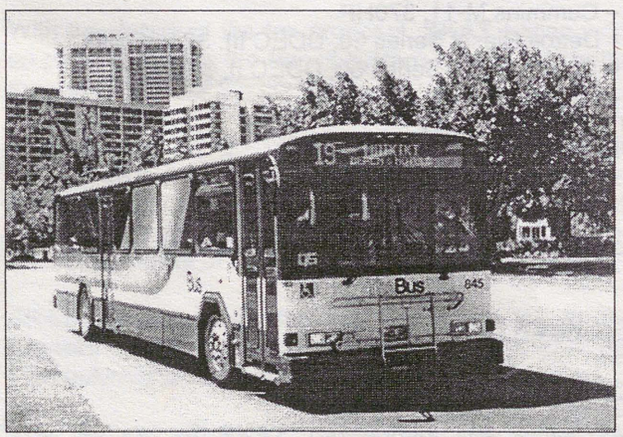
PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Montebello Bus Lines	9901-9907	Gillig	G18D102N4/Y1070286-292	1999	
	2001-2005	Gillig	G18D102N4/Y1071490-494	2000	
	2101-2115	Gillig	G18D102N4/11071977-991	2001	
Honolulu Public Transit	836-853	Gillig	C21D102N4/Y1110615-632	2002	0
Authority (HI)	70-99	New Flyer	D60LF/YU020525-554	2000	
RPTA – Phoenix (AZ)	6282-6301	NABI	040.10/1A140508-527	2001	
	6302-6377	NABI	040.10/1A140907-982	2001	
RPTA – Tempe (AZ)	6378-6381	NABI	040.25/2A140001-004	2002	
Long Beach Transit	2201-2227	New Flyer	D40LF/—	2002	
-USED-					
LADOT	87001-87028	Gillig	4096TB6V92T/H1081812-839	1987	1
	87029-87032	Gillig	3096TB6V92T/H1081848-851	1987	2
Norwalk Transit System	8922-8925	TMC	T80206/KR826629-632	09/89	3

-NOTES-

0. Delivered in new rainbow paint scheme,
1. Ex 14419-14421, 14424, 14422-14423, 14425-14427, 14429, 14428, 14431-14432, 14430,14434-14435, 14437, 14433, 14436, 14438-14440, 14448, 14441-14442, 14447, 14443-14444.
2. Ex 14445-14446, 14449-14450.
3. Ex Long Beach Transit, same numbers.

SOME BUSES AT THE LAS VEGAS EXPO 2002

Suntran (NM)	432	Orion	SLF200	5DF230GA52JA15218	04/02	CNG
Foothill Transit (CA)	F1251	Orion	05.501	1VHBH3022265011864	07/02	CNG
Roaring Fork Transit Auth (CO)	261	Neoplan	AN435LF	1N9TA1CA61L013212	08/01	
Denver International Airport (CO)	87	Neoplan	AN440L	1N9TA1BA32L013221	08/02	CNG
WMATA (DC)	5301	Neoplan	AN460	1N9TA39A832L013332	09/02	
New Jersey Transit (NJ)	4004	MCI	D4000	1M8SPMSAX2P055086	04/02	Hybrid Electric
Memphis Area Trans Auth (TN)	909	NovaBus	LFS40102	2NVYL82S723000226	08/02	
MCI Demonstrator		MCI	D4500	1M8PDMPA03P055358	07/02	
MCI NSTV Demonstrator		MCI	D4000	1M81DMPA42P055030	03/02	
Prevost Demonstrator	7810	Prevost	LM XL II	2P9X3349421027810	00/02	
Wheels (CA)	4075	Gillig	G27D102N4	15GDD871821110872	09/02	
Shuttle Bus Leasing (CA)		Gillig	35/96TB/6V92T	15GCB0918K1082584	02/89	Ex SDCTS 010
SEPTA (PA)	5601H	New Flyer	DE40LF	5FYH2LV152U024127	06/02	Hybrid Electric



TheBus in Honolulu (HI) has taken delivery of new 2002 Gillig's. Shown is 845 in the new paint scheme.
Jim Husing photo



Foothill Transit F1251, an Orion 05.501 at the Las Vegas EXPO in September 2002.
Craig Barnes photo