

Western Transit

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BEACH CITIES TRANSIT (BCT)

REDONDO BEACH: **BCT,** who will celebrate its first anniversary on January 1st, has announced its first expansion — a takeover of that portion of current **MTA** Line 439-LA-LAX-REDONDO BEACH between the LAX City Bus Center and the Riviera Village section of Redondo, this coming summer.

The action by Redondo Beach, accompanies two-year monetary commitments from the cities of El Segundo, Manhattan Beach and Hermosa Beach and will allow **BCT** to live up to its name by expanding beyond the Redondo Beach city borders *(Ed. Note – until the below listed action by the **MTA** Sector Council, most of the other cities were reluctant to fund the **BCT** program).*

The **MTA** South Bay Sector Governance Council, chaired by Redondo Beach Transit Administrator and **BCT** Manager Terisa Price, voted last September to discontinue the segment of Line 439 south of LAX once a new provider could be found. *(Ed. Note – it was the third attempt to discontinue the beach segment).*

The replacement service, **BCT** Line 109-REDONDO BEACH-LAX, will require five buses and plans have been made to purchase them (three 32-foot, CNG powered El Dorado National XHF Transmarks on an assignable option from a recent **KERN REGIONAL TRANSIT** contract and two MST II buses from the State of California contract) from Creative Bus Sales, Inc.

In addition, school ridership on Line 102 has caused overcrowded conditions on several trips such that **BCT** leased a 40-foot bus from CBS for a service increase demonstration project which has proven successful. Plans have been formulated to purchase the bus, a 2002 model AXess demonstrator *(photo in 11/02 WT)*. It is considered used (15,000 miles on the odometer) and will cost $270,000.

OMNITRANS (OT)

SAN BERNARDINO: The **OT** Board recently approved an alignment for the E Street Transit Corridor, known by the acronym "*sbX*" for "*SAN BERNARDINO VALLEY EXPRESS" (WT 2/05).*

The corridor begins at Palm and Kendall in north San Bernardino and travels approximately 16 miles south to the Jerry L. Pettis Veterans Hospital in Loma Linda.

The *sbX* alignment is routed along Kendall, Cal State-San Bernardino roadways, Kendall, E Street, Hospitality Lane, the proposed Evans Street and Barton Road.

Revenue service is set to begin in 2010. Prior to that, many steps are involved including getting the Federal Transit Administration's approval which will deliver federal funding, preliminary engineering, completion of environmental processes, construction, testing and acceptance.

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OMNITRANS (Continued)

Due to a shortage of LNG fuel, **OT** significantly reduced service in the western area on December 22 and 23 impacting Routes 14L, 60 thru 75 and 140. Regular operations resumed December 27.

14L and 140 did not operate while 64, 70 and 75 did not begin until about 1000AM. Initial service on other Montclair Division lines was offered using the 2684-2698 series TMC model T80206 diesel fueled buses.

The fuel shortage was due to operational issues at the Topock, Arizona plant of Applied LNG Technologies, the fuel supplier for **OT.**

JOHN Mc KANE (1944-2005)

John McKane, WTS Member 55 and a frequent Senior Staff contributor to both *THE BOOSTER* and *WESTERN TRANSIT* after he joined in 1967, passed away at home in San Rafael, in early December.

John also served as the third editor of *TB/WT,* between December 1971 and July 1972.

He was employed in the transit industry for many years including stints at *SACRAMENTO TRANSIT AUTHORITY, TRI MET* in Oregon, *SAN FRANCISCO MUNICIPAL RAILWAY* and the *CONSOLIDATED TRANSPORTATION SERVICES AGENCY.*

A memorial service is planned for January in the San Francisco Bay area. Details will be announced soon.

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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 2000 – C-TRAN or **CLARK COUNTY PTBA** of Vancouver, WA was faced with a 40 percent budget cut but, armed with special Washington state funds, implemented a new route and service plan this past August.

DECEMBER 1995 – AIRPORT COACH made several changes including re-establishing bus service between LAX and downtown Los Angeles on LAX-PASADENA route and adding Buena Park and downtown Los Angeles as stops on the ENTERTAINMENT EXPRESS (Universal Studios) route.

DECEMBER 1990 – MEXICOACH started a new route between San Ysidro Trolley Station and downtown Tijuana with a fleet of four (37-40) ex **OMNITRANS** AM Generals, painted all red. The one-way fare was $1, but only round trip tickets, including discount coupons at several downtown businesses, were sold.

DECEMBER 1985 – Two NEW local transit systems, **BELLFLOWER TRANSIT SYSTEM** and **PARAMOUNT NEIGHBORHOOD SHUTTLE,** started. Funded by Prop A, Bellflower featured four fixed routes while Paramount was a fixed point Dial-A-Ride.

DECEMBER 1980 – The first of the **SCRTD** order for 940 GMC RTS II buses (8200-9139) were being placed into service from Division 18 on Lines 3-WEST 6TH-CENTRAL AVENUE-COMPTON, 29-WEST 7TH-SAN PEDRO ST-COMPTON and 836-IMPERIAL HWY.

WT STAFF FOR THIS MONTH

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Former Line 434-LA-SANTA MONICA-MALIBU was shortened and now operates only as far east as Fairfax & Washington and was renumbered 534 *(Ed. Note – **LADOT** 534 continues weekday reverse direction peak hour trips between Union Station and Westwood).*

442-HAWTHORNE EXPRESS was shortened from the South Bay Galleria to Hawthorne GREEN LINE Station and rerouted to use 39th Street to and from the Harbor Transitway and serve the Slauson Station.

During off peak hours, Lines 446-LA-CARSON-SAN PEDRO and 447-LA-SAN PEDRO-7TH now operate only between their San Pedro terminals and Artesia Transit Center with transfers required to and from Lines 444 and 445. Line 444 now operates limited stop along segments of Hawthorne Blvd.

681-HUNTINGTON PARK-WATTS was discontinued and partially replaced by rerouting 612-FLORENCE-OTIS-IMPERIAL from Florence & Seville via Seville, Long Beach, Firestone, Tweedy, Alameda and 103rd.

New Saturday hours are now operated on 710-CRENSHAW BLVD. RAPID while the new 9200 series articulated NABI buses have been assigned to 754-VERMONT RAPID.

NEW Line 757-WESTERN RAPID started, replacing former 357-WESTERN LIMITED. Line 757 is based at Division 5 and uses new red and silver NABI 60-foot articulated buses. From Franklin & Western, the line travels Western, Imperial, looping Van Ness, 120th, Crenshaw and Imperial. The line runs daily, 500AM-900PM weekdays and 600AM-800PM weekends.

Acknowledging the efforts **MTA** has made to improve service, court appointed special master, Washington, D. C. based attorney Donald Bliss, issued an order late in November approving the latest service expansion plan (The New Service Program) and credited the agency with making "substantial" progress, a critical point that could lead to ending the 1996 federal Consent Decree, currently set to end on October 30, 2006.

Not surprisingly, **MTA** officials welcomed the action while the Bus Riders Union, which brought the original court action in 1994 along with three other groups, said they hope the court will extend its oversight until 2010.

Approved was the **MTA** plan to buy 134 new buses for additional *RAPID BUS* service and to continue selected pilot programs. The approval was conditioned on service parameters for *RAPID* lines — one year of actual operation on each present and proposed line to include weekday service span of 500AM-900PM, 10 minute peak and 20 minute off-peak headways. After one year, **MTA** may adjust service levels based on "observed passenger demand" following application of objective criteria such as total ridership, boardings per hour or per mile or other appropriate indices.

Concerning the 28 *RAPID BUS* corridors, not more than one-third of capacity from local service in each corridor can be diverted to *RAPID* and two-thirds of *RAPID BUS* capacity shall be new.

MTA shall reprogram bus eligible funds from other programs to fully fund any actions taken pursuant to this court order and **MTA** shall file quarterly reports indicating the progress made.

Bliss' decision rejected a BRU demand that **MTA** reinstate 10 of 13 lines discontinued between 2003 and 2005 and operate 50 new shuttle lines in canyon areas including the Hollywood Hills. Bliss found, "there has been no documented rider demand for this kind of service".

MONTEBELLO BUS LINES (MBL)

MONTEBELLO: The Beverly Blvd Bridge over the San Gabriel River has been closed for replacement and **MBL** Line 40-BEVERLY BLVD has been temporarily shortened and a special Line 43-BEVERLY SHUTTLE implemented between Beverly & Norwalk and Taylor Ranch (Beverly & Montebello).

Line 40 runs as usual from downtown Los Angeles to Poplar and Beverly, looping via Poplar, Lincoln, Rea and Beverly. Line 43 will operate (530AM-900PM) from Beverly & Norwalk along Beverly, Rosemead, San Gabriel, Lincoln, Rea and Beverly to Montebello.

GOLDEN EMPIRE TRANSIT DISTRICT (GET)

BAKERSFIELD: January will bring both fare increases, the first since 1994, and service changes to **GET.**

The basic fare will rise from 75 to 90 cents, senior and special from 35 to 40 cents with comparable increases in Day Passes, Monthly Passes, Summer Youth Passes and GET-A-LIFT paratransit fares.

Service changes include revising the southern loop on 2 -REXLAND-OILDALE operating only one way keeping Rexland Acres Park along Monitor, Panama and South Union. Acacia loop on 4-DOWNTOWN-BAKERSFIELD COLLEGE will be dropped while the Saturday 1000AM-400PM headway on 5-VALLEY PLAZA-BAKERSFIELD will improve from 30 to 20 minutely.

New service will be provided to the Silver Creek area on 7-STOCKDALE HWY-KERN MEDICAL CENTER. Alternate west end trips will serve either Stockdale High or Silver Creek. Also, service will be dropped through

(Continued from page 5)
Campus Park providing two-way service on that segment of White Lane. 10-PANAMA LANE-AKERS and 15-MERVYN'S-VALLEY PLAZA will be combined, on weekdays only, into one larger route with 3 buses.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: **VTA** recently announced they have withdrawn a request for federal funds for the proposed **BART** extension to San Jose. The application, in its current form, was not expected to be allocated funding.

Battles among regional leaders over a long-term financial strategy for **VTA** has left the agency without a plan to pay for all the new transit projects promised while keeping current service levels intact.

VTA officials hope to find opportunities to reduce project estimates to boost the cost effectiveness rating as they work on the financial plan. **BART** boosters are working to place an additional quarter-cent sales tax on the Santa Clara County ballot in November 2006.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: **GGT** is in the process of developing a fare recovery policy and a five-year fare program for regional bus and ferry fares. The intent is to develop a program to meet the $9 million revenue generation goal of the Strategic Plan.

Currently, the goal is to recover 33% of the transit operating costs from fare revenues. The combined FY 04/05 fare recovery was 26.5%. When **MCTD** (Marin County local service) was excluded, **GGT** bus was 20% and ferry was 33%, requiring a subsidy of $34.8 million in bridge toll revenues.

The plans have been developed with the following expectations – regional bus ridership will continue its downward trend, ferry ridership growth will be hampered by lack of peak vessel capacity and parking at Larkspur, ridership growth, if it occurs at peak hours requiring additional service, will cause more costs and efforts need to focus on increasing off peak ridership.

Staff recommended the **GGT** Board establish annual five percent fare increases, adopt recovery goals of 25% for regional bus and 40% for regional ferry and conduct an annual review of the programs and results.

A series of informational open houses and public hearings are planned for early in 2006 with Board action expected in March and implementation, if appropriate, next July.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: **CCCTA** inaugurated two NEW lines and made other changes as part of its winter service change program in early December.

820-ALL NIGHTER is their portion of the "Owl Service On **BART** Corridors" plan. The line operates between 14th & Broadway in downtown Oakland and Concord via Highway 24, also serving BART stations in Orinda, Lafayette, Walnut Creek and Pleasant Hill.

Daily service operates between approximately midnight and 500AM on hourly headways.

Express 980-WALNUT CREEK-MARTINEZ AMTRAK was also started and the segment of 118 between the Martinez AMTRAK Station and Arnold & Sunrise along Pacheco Blvd was renumbered as 119.

ELK GROVE TRANSIT (EGT)

ELK GROVE: **EGT** plans to make a number of changes, beginning January 6th, including a new Sacramento route and changes to 60-ELK GROVE PARK AND PARK LOT.

Line 49-ELK GROVE FORTY NIGHTER will serve as a flexible destination bus in the evening. Departing 16th LRT Station at 550PM and 7th & G at 605PM, the bus will travel via Highway 99 and serve any bus stop location in Elk Grove. Passengers will need to advise the bus operator of their destination as they board.

Line 60 will no longer serve Mosher Road at Berens Park (Line 58 will now serve Berens Park), but will now serve Harvest Church at Elkmont Drive, East Stockton Blvd at Emerald Vista Drive and First Baptist Church. The line will also make only limited stops in downtown Sacramento.

VISALIA CITY COACH (VCC)

VISALIA: A new transit operations and maintenance base is in **VCC's** future. It will be built on a 4.1 acre site at the southwest corner of Goshen Avenue and Cain Street, near the city corporation yard and replaces the existing yard at Burke and Douglas.

The facility will include offices and a 10,000 square foot maintenance garage in which up to 11 mechanics could work on buses and includes a CNG fueling station, to be built and maintained by Pinnacle CNG of Midland, Texas. The initial site can handle up to 50 buses and is expected to meet the city's needs for up to 40 years.

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ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The **OCTA** Board has approved a funding strategy for a five-year plan to improve transit, streets and freeways throughout "the O. C."

The $1 billion plan includes — expanding **METROLINK** between Fullerton and Laguna Niguel/Mission Viejo by running trains daily every half hour between 500AM and midnight, adding parking spaces at several rail stations, beginning a new Bus Rapid Transit system on Harbor Blvd, Westminster/17th Street and on a 28-mile route between Brea Mall and Irvine Transportation Center along State College, Bristol and Main, starting a shuttle system within the Irvine Business Center and building more direct carpool connectors between freeways.

California Trillium Company of Salt Lake City has been selected to design, construct and operate a new CNG fueling facility at Division 1 in Santa Ana. Completion of the facility is scheduled for March 2007 to correspond with delivery of the first of 50 CNG New Flyer buses.

On December 3rd **OCTA** held an open house at Division 1 for employees and their families. Members of the Maintenance and CAMM departments gave a riding and walking tour of the facility. Boarding buses at the Operations Building (New Flyers 5345, 5373, 5377 and 5389 were utilized), the tour approximated the nightly servicing routine and drove thru the yard to point out the tire shop, the various bus types and the individual parking stalls. Tour participants then walked thru Parts, Rebuild and the maintenance bays. New Flyers 5421 (a GE40LF) and 7411 (a D60LF) were on display.

Earlier this year, a procurement was conducted for a contractor or contractors to operate both ACCESS paratransit and selected fixed routes *(WT 7/05, 8/05).*

Various combinations of operations were bid upon, just ACCESS, just fixed route, ACCESS and fixed route, with all combinations offering their own maintenance, operating from either **OCTA** Division 7 (Irvine) or a yard selected by the contractor. There were six major bidders and over a dozen bid proposals. **OCTA** staff had expected to recommend a contract award at the October 27 Board meeting. Prior to the meeting, staff became aware of alleged improprieties with one of the firms and, following management and legal reviews, the decision was made to request Board approval to reject all proposals and start the process all over. The board voted 14-3 to approve that recommendation.

As the current *LAIDLAW TRANSIT SERVICES, INC.* contract is extended to June 30, 2006, a new RFP will be issued to include combined ACCESS and fixed route operations housed at Division 7 and with contractor provided maintenance.

One of the recommendations of the recent Paratransit Growth Management Plan was to investigate the use of smaller vehicles in ACCESS service.

One minivan, **OCTA** 9925, a CALTRANS Type IV Chevrolet Venture, has been on loan from Creative Bus Sales, Inc. for several months. Test results have generally been favorable and **OCTA** has secured funds to buy 10 gasoline powered vans under the State of California, Department of General Services Agreement.

The order, from Creative Bus Sales, Inc., will include five Type IV Chevrolet Venture, 19-foot, two passenger or two wheelchair position minivans and five Raised Top Modified Ford Vans, also 19 feet in length, with an eight-passenger capacity or four passengers with two wheelchair positions.

SOUTH COAST PLAZA SHUTTLE (SCPS)

COSTA MESA: **SCPS** is now being operated by *PPS PARKING, INC.* using a green and white Econoline/ Krystal Coach 25-passenger cutaway.

Service now includes three daily round trips departing the Anaheim Resort area at 1000AM, 100PM and 300PM and returning from SCP at 200PM, 510PM and 900PM. Stops include Anaheim Plaza Hotel, Fairfield Inn, Sheraton, Disneyland Hotel, Grand Californian, Paradise Pier, Anabella, Coast Hotel, Anaheim Hilton, Anaheim Marriott, Hyatt Regency and Marriott Suites.

Round-trip fares are — adults $12, junior $8 and children $5.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The Winter Shake Up took place on December 18 and included numerous changes.

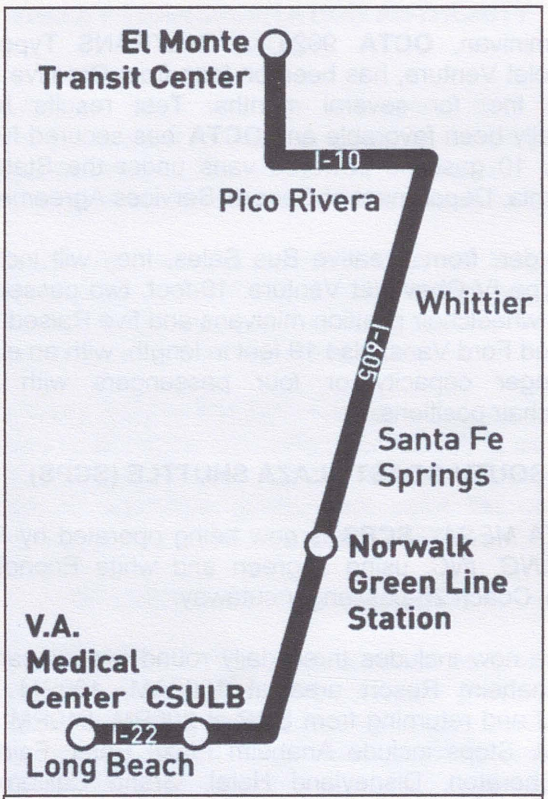
Line 577X-LONG BEACH-NORWALK-EL MONTE was inaugurated, a by-product of the Consent Decree and the system's second Super Express line.

From El Monte Station, Line 577 operates on Santa Anita Avenue, San Bernardino Fwy, 605 Fwy including HOV lane, Imperial, Hoxie (thru the Norwalk Green Line Station), 605 Fwy including HOV lane, 22 Fwy, 7th Street, Channel and Long Beach Veteran's Hospital roadways. Line 577 runs weekdays only operating every 20 minutes during peak hours, half hourly during middays and hourly in the evening.

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Line 577 is operated under contract by *SOUTHLAND TRANSIT, INC.* with a fleet of 8 NABIs painted in the blue and silver Express colors *(WT 6/05)*. Buses include 7057-7058, 7060-7061, 7065 and 7113-7115, all of which were previously red and white *RAPID* buses.



Map of MTA Line 577X-LONG BEACH-NORWALK-EL MONTE.

STI's Baldwin Park garage does not have CNG fueling capabilities and the buses fuel at **FOOTHILL TRANSIT.**

(Ed. Note – In 2000, R & D TRANSPORTATION, one of STI's predecessors, was recommended for a contract to operate new express lines 530-EAST L.A. COLLEGE-PANORAMA CITY and 577-EL MONTE-CERRITOS using contractor owned 30-35 foot buses (WT 4/00). A protest by an unsuccessful bidder delayed the contracting process and, by the time a revised RFP was issued, ***MTA*** *staff determined the new services were no longer warranted and no contract was ever awarded).*

The first two days of service were FREE and for the rest of the month, only the $1.25 Basic fare will be charged. Regular fares will begin in January - $1.75 between Norwalk and either El Monte or Long Beach and $2.25 for a full length trip.

Other changes included ending Line 26-7TH-VIRGIL-FRANKLIN at Sunset & Virgil with **LADOT**'s DASH/ HOLLYWOOD offering all service on Franklin. Line 30/31-WEST PICO-EAST 1ST now has a limited stop operation (330) between Pico/Arlington and Dozier/ Rowan. Line 68-CHAVEZ-WEST WASHINGTON also has a limited stop 368 between Chavez/Rowan and Washington/La Brea. 102-COLISEUM-EAST JEFFERSON-SOUTH GATE was extended from 41st & Hooper via Hooper, Gage, Central, Florence, Santa Fe, Nadeau/Broadway and Seville to Palm Place.

110-GAGE-FOX HILLS MALL was extended from Fox Hills Mall to Playa Vista while Line 170-EL MONTE-MONTEBELLO was shortened and no longer operates west of Montebello Town Center or along Hellman Avenue to CSULA. It runs weekdays only on an average 70 minute headway with one bus. Line 175-HYPERION-FOUNTAIN now operates weekdays in peak hours only.

Line 177-JPL-EAST PASADENA was shortened and now runs between JPL in La Canada/Flintridge and the GOLD LINE Sierra Madre Villa Station. Service operates every 30 minutes between 530AM and 730PM on weekdays. *(Ed. Note –* ***MTA*** *Lines 177, 686 and 687 now operate almost exclusively in Pasadena, two using smaller than 40-foot buses, and look like possible candidates for* ***ARTS*** *Lines 80, 90 and 100).*

Line 254-LORENA-GAGE-WATTS was shortened on both ends and now runs only between Dozier & Rowan and the BLUE LINE 103rd Station.

Line 255-ROWAN AVENUE was shortened and operates, as before, from Herbert & Whittier to County USC Medical Center, but no longer operates north of the hospital along Griffin Avenue to Ave. 43. Daily service is hourly (1 bus), 500AM-800PM Monday-Saturday and 800AM-800PM on Sunday.

Line 259 was discontinued and replaced by an expanded 258-ALHAMBRA-PARAMOUNT. From its Atlantic & Main terminal in Alhambra, the 258 operates as before to Garfield & Firestone and then continues on Garfield to Alondra to Paramount, looping Paramount, Jackson, Vermont and Alondra. Buses operate on weekdays with peak hour 20/40 headways and 40 minutely in the midday.

The 265/275 interline was separated and Line 265 was rerouted from Whittier & Rosemead via Rosemead, San Gabriel and Plaza Dr to Montebello Town Center. Line 275 now operates between Los Cerritos Center and the Whittier Depot in downtown Whittier.

Line 362-LA-NORWALK-HAWAIIAN GARDENS was renumbered as 62 and now serves all stops along Telegraph and East Olympic.

(Continued on page 5)

The County Connection

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
Concord, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR
9600-9629	Gillig	S50T40102	T1087785-814	11/96
9630-9639	Gillig	S50T40102	T1088335-344	12/96
9800-9809	Gillig	G18D102N4	W1070325-334	04/98
2000-2009	Gillig	G18D102N4	Y1071429-438	03/00
100-106	Gillig	G18E102R2	11090448-454	04/01
200-213	Gillig	G27D102N4	21073314-327	04/02
300-317	Gillig	G27E102R2	21090556-573	04/02
400-412	Gillig	G27B102N4	21073328-340	07/02
500-518	Gillig	C27B102N4	21111657-675	07/02



CCCTA is a joint powers agency operating local and express fixed routes and demand response service throughout central Contra Costa County including the cities of Concord, Pleasant Hill, Clayton, Martinez, Walnut Creek, Orinda, Lafayette and San Ramon.

SUNSET EMPIRE TRANSPORTATION DISTRICT (SETD)

ASTORIA, OR: **SETD,** located in the northwest corner of Oregon and across the Columbia River from **PACIFIC TRANSIT SYSTEM** in Washington state, implemented a number of changes beginning last June including some summer-only services.

Three routes offered summer hours on Sunday — ASTOR (Astoria-Fort Clatsop), CLATSOP (Fort Clatsop-Hammond-Warren) and ROUTE 101 EXPRESS (Fred Meyer-Gearhart-Seaside-Cannon)

The Lewis and Clark Explorer Trains began running Friday through Monday between June 3rd and October 3rd and the LEWIS AND CLARK ASTOR ROUTE was operated during the tourist season.

PIERCE COUNTY PTBA dba PIERCE TRANSIT (PT)

TACOMA, WA: **PT** instituted "Bus Plus" service on Route 61-NORTHEAST TACOMA recently, the third such program in the system.

Under the program, Route 61 provides regularly scheduled weekday service and stops (yellow bus stop signs) along its fixed route. The 'PLUS' is that the route also serves 'by request' stops (white bus stop signs) away from the regular route.

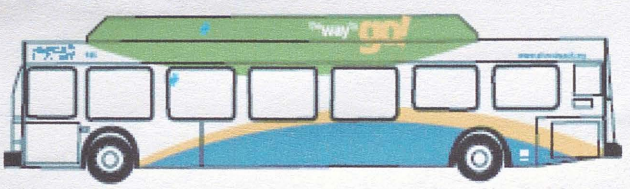
Passengers can be picked up at "by request" stops by making a request between 800AM and 500PM daily. These calls can be made between 1 and 5 days ahead. Same day requests are accepted, but need to be made at least two hours in advance.

Passengers on board the bus wishing to be dropped off at a "by request" stop need to advise the operator of their destination.

PT's other "Bus Plus" programs are along the length of 113-PURDY PARK & RIDE-KEY PENINSULA (northwest area near the Kitsap County line) and MID COUNTY BUS PLUS that covers the area bounded by Pacific Avenue on the west, Meridian on the east, 112th on the north and 224th on the south.

MCBP operates on weekdays between 600AM and 900PM. Passengers need to call in for a ride and are picked up at "Bus Plus" bus stops (white signs) only.

490-PUYALLUP-TACOMA EXPRESS was extended southward and now originates AM and terminates PM at 176th & Meridian.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Los Angeles County MTA	9231-9299	NABI	60B.01/	2005	
Long Beach Transit	2501-2520	New Flyer	GE40LF/5U0—	2005	
California Chtr (AMBUS)	63189	Van Hool	C2045L/22045333	2002	
-USED-					
Marin Airporter	82	Prevost	H3-45/Y1013343	2000	1
-DISPOSITIONS-					
Pacific Coast Sightseeing	63510-63512	Freightliner	Trly Bus 31/XCF56555-557	1998	2
	66352-66354	Freightliner	Trly Bus 36/WC926095, 094, 097	1998	2
	66355-66356	Freightliner	Trly Bus 36/XCF84299, 68963	1998	2
	66358-66359	Freightliner	Trly Bus 36/XCF56554, 552	1998	2
Sonoma Airport Express	33	MCI	102D3/SP046859	1995	3
	73	MCI	102A3/JR006499	1988	3

-NOTES-

1. Ex Hebaragi Lemi Tours 1019.
2. Off roster – disposition unknown.
3. To ABC Bus Sales in Garden Grove, CA.

NEW FLYER INDUSTRIES, INC. has announced contract awards for up to 579 heavy-duty buses, including assignable options, the majority of which will have *NFI's* redesigned styling. Western area orders include **CITIZENS AREA TRANSIT** in Las Vegas, NV for fifteen 40-foot, low floor diesel-electric buses with options for 15 more, **VALLEY METRO** of Phoenix, AZ for fifty-two 40-foot CNG buses, **FORT WORTH TRANSPORTATION AUTHORITY (TX)** has ordered 12 40-foot CNG powered buses, **SOUTH COAST AREA TRANSIT** has ordered eight 40-foot gasoline-electric buses and Honolulu (HI) Department of Transportation has ordered forty 40-foot diesel-electrics with assignable options for an additional 40 buses.

SUNTRAN in Tucson, AZ recently took delivery of 38 Gillig 40-foot low floor buses.

LACMTA NABI'S



A red NABI 60-BRT operating on the Orange Line on October 30, 2005. Patrick Hardie photo.



7115 operating on the 577X to El Monte. Eddie Anthony photo.