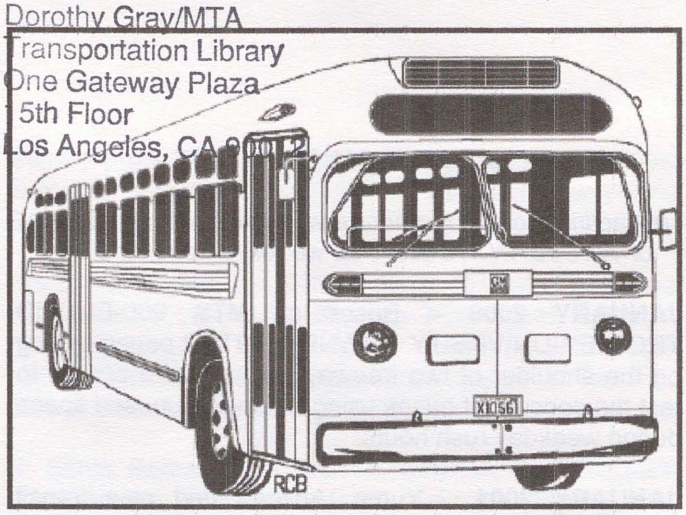
Dorothy Gray/MTA
Transportation Library
One Gateway Plaza
5th Floor
Los Angeles, CA 90012



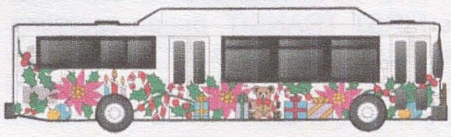
Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.western-transit.com

VOL. 49, NO. 1 **January 2011**

2010 HOLIDAY SERVICES AND BUSES

Special Christmas holiday services, including decorated buses and several Free Rides on New Year's Eve, highlighted the recent holiday season.



Buses decorated in various holiday themes included **NORWALK** Low Floor Gillig 7071, **AC TRANSIT** 3164 (NABI 416.09) and **REGIONAL TRANSIT** 2891 (Orion VII).

RT offered Free Rides as their bus traveled all over the system in December and January. The **NORWALK** bus visited many venues collecting new, unwrapped toys and clothing for local charities.

DOWNEYLINK operated special weekend service in the form of its four routes between 715AM and 545PM every Saturday between Thanksgiving and Christmas.

METROLINK's HOLIDAY TOY EXPRESS visited most stations offering a short performance of holiday music and collected toys for the Spark Of Love Toy Drive.

OMNITRANS, RIVERSIDE TRANSIT AGENCY, ANTELOPE VALLEY TRANSIT AUTHORITY and **OCTA** also celebrated the Spark Of Love Toy Drive by filling buses with toys donated for the underprivileged children in Southern California.



MTA offered Free Rides on both Christmas Eve and New Year's Eve between 900PM and 200AM while **OCTA** offered Free Rides on New Year's Eve from 600PM until 200AM. **RIVERSIDE TRANSIT AGENCY, PALOS VERDES TRANSIT** and **LONG BEACH TRANSIT** also offered Free Rides on New Year's Eve.

All **MTA** rail lines and the ORANGE LINE Busway offered all night service on New Year's Eve.

LONG BEACH TRANSIT also extended service until the last bus at 230AM - usual last **LBT** bus is 1230AM.

TORRANCE TRANSIT SYSTEM offered a Free Ride SHOPPERS SPECIAL BUS each Saturday and Sunday between November 27 and December 19. SSB ran every 45 minutes between 1000AM and 600PM along Hawthorne Blvd between Artesia and Carson using a bus decorated in a festive holiday theme.

The **MUNICIPAL AREA EXPRESS** operated a reduced schedule on its commuter routes, 2-PALOS VERDES, 3 -TORRANCE-SAN PEDRO and 3X-SAN PEDRO EXPRESS as many businesses in El Segundo operate on reduced schedules during the holidays.

SANTA CLARITA Commuter Routes 794/799-LOS ANGELES, 792/797-CENTURY CITY and 791/796-WARNER CENTER operated special limited schedules on Christmas Eve and New Year's Eve—4 morning peak trips with 2 midday and 2 afternoon return trips.

In This Issue

Valley Metro (AZ)	3
Regional Transp Commission Washoe/RTC Ride (NV)	3
Nevada Transportation Authority (NV)	3
Mountain Metropolitan Transit (CO)	4
Puget Sound Regional Transit Authority (WA)	4
Pass Transit System	4
La Canada Flintridge Shuttle/Glendale Beeline	4
Los Angeles County MTA	5
Eastern Sierra Transit Authority	5
South Tahoe Area Transit Authority	5
Sonoma Marin Area Rail Transit	6
Peninsula Corridor Joint Powers Board	6
Municipal Area Express	6
Thousand Oaks Transit	6
ROTM-El Paso-Los Angeles Limousine Express, Inc.	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

OPEN TOP SIGHTSEEING LOS ANGELES, LLC. has applied for a Certificate of Public Convenience and Necessity to operate as a Passenger Stage Corporation offering scheduled sightseeing service in Los Angeles County and to establish a Zone Of Rate Freedom.

Luis Inzunza dba SOUTH BAY TRANSPORTATION for authority to operate as Passenger Stage Corporation for on-call, door to door service for passengers and their baggage between San Diego Airport, San Diego Cruise Ship Terminal and City of San Diego and various points in the Counties of San Diego, Riverside, Orange and Los Angeles and to establish a Zone Of Rate Freedom.

DECISIONS

Sacramento Transportation Systems, Inc. dba SUPER SHUTTLE OF SACRAMENTO has been authorized to offer scheduled service between the Sacramento International Airport and points along Highway 29 in the Napa Valley and to establish a ZORF.

Resolution TL-19100 passed that extends for an additional year the authority originally granted by Resolution TL-19042 allowing vessel common carriers (VCCs) to adjust their fares and rates up to 20 percent without specific Commission approval (creating a zone of rate reasonableness, a variation on Zone Of Rate Freedom).

HOW TO CONTACT US
Edmund Buckley ebuckley@western-transit.com
Craig Barnes cabarnes@western-transit.com

SUBSCRIPTION RATES FOR 2011

Mail - $35 for 1 year, $60 for 2 years
PDF - $25 for 1 year, $45 for 2 years
Remember to make all checks and money orders payable to EDMUND BUCKLEY
Mail renewals to the WT Business Address, 11112 Ivanhoe St, Garden Grove, CA 92840-1133
You can also renew online at www.western-transit.com
You can now also subscribe from amazon.com and www.magazineexpress.com!

ISSN 1552-8604
©2011 Western Transit

"PAGES FROM THE PAST"

(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)

JANUARY 2006 – Buses on **MTS** 960-EUCLID TROLLEY-UNIVRSITY TOWNE CENTER began driving on the shoulder of two freeways as part of a project to test the concept of buses using otherwise unused space during weekday rush hours.

JANUARY 2001 – Yuma, Arizona had new transit service—a general public Dial-A-Ride to help gauge transit demand and VALLEY TRANSIT Route 13-YUMA -SAN LUIS connecting Yuma with Somerton, Gadsden and San Luis, a Port Of Entry opposite San Luis Rio Colorado, Sonora, Mexico.

JANUARY 1996 – ATE MANAGEMENT & SERVICE COMPANY, today's FIRST TRANSIT, began operating the first of seven **LACMTA** lines, 130-ARTESIA BOULEVARD, on January 7 as part of a three-year, $30 million contract using a fleet of **MTA** buses, but with its own staff and facility.

JANUARY 1991 – GREYHOUND LINES, INC. filed a reorganization plan in federal bankruptcy court in Corpus Christi which would reduce corporate debt by $171 million and reshape the corporate structure. Equity held by **GLI's** previous owners was to be cancelled.

JANUARY 1986 – The **POMONA VLLEY TRANSPORTATION AUTHORITY** started operations with four Dial-A-Ride areas and one fixed route, THE VALLEY SHUTTLE operating between Claremont and Cal Poly-Pomona with a fleet of 16 cutaways.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Dana Gabbard Andrew Novak
REPORTERS & SOURCES:	J. K. Drummond Russ Jones Marvin Martin Scott Page Warren F. Quon

VICTOR VALLEY TRANSIT AUTHORITY offered its Saturday schedules on Christmas Eve and New Year's Eve (no 30 minute peak hour service).

For the fifth year, the **BREA TROLLEY** also operated its HOLIDAY LIGHT TOURS ($5-6 per ticket) between December 8 and 17 visiting the downtown and Eagle Hills areas to see the decorations throughout the city. Two or three tours were offered each day.

In Santa Barbara, the **SANTA BARBARA TROLLEY** operated the 10th annual Trolley Of Lights nightly from December 10th to December 23rd. Tours departed from State Street and Cabrillo at 630PM. Ticket prices were $20 for adults and $12 for children.

On New Year's Eve, **CALTRAIN** offered Free rides after 1100PM. They also added four late night trains from San Francisco to San Jose.

On Sundays in December the **SAN FRANCISCO MUNICIPAL RAILWAY** offered riders the "Sunday Funday Pass". All riders who purchased a regular $2 cash fare received an all day transfer, good on all **MUNI** lines except Cable Cars and Candlestick Express buses.

In partnership with the shopping center, **SAMTRANS** 120-BART/DALY CITY-SERRAMONTE CENTER operated until 1130PM each evening during the season.

BART ran a regular weekday schedule until midnight on New Year's Eve and then operated its late evening headways until 300AM, three hours later than usual.

ANTELOPE VALLEY TRANSIT AUTHORITY operated abbreviated morning and afternoon schedules on Christmas Eve and New Year's Eve on its Commuter Routes — 785-LOS ANGELES, 786-CENTURY CITY and 787-WEST SAN FERNANDO VALLEY. They also offered a 100PM mid-afternoon trip on the three lines for those who worked half a day.

NORTH COUNTY TRANSIT DISTICT also offered Free Rides on New Years Eve on its buses and trains. They also operated the *SANTA'S COASTER EXPRESS 2010* (two special Oceanside-San Diego round trips on December 4th).

FOOTHILL TRANSIT ran limited holiday service between Christmas and New Years on its express lines including 481, 493, 497, 498, 499, 690 and 699.

"Saturdays in San Pedro" operated between November 6th and December 18th and included a twenty percent discount between noon and 400PM at participating merchants, free rides on the *SAN PEDRO RED CAR,* the *SAN PEDRO TROLLEY* and free concerts. *SPT* was operated by *COACH AMERICA ANAHEIM (PACIFIC COAST SIGHTSEEING).*

VALLEY METRO (VM)

PHOENIX, AZ: January 24th will bring sleek new **VM** *LINK* buses along Arizona Avenue between south Chandler's Park and Ride near Tumbleweed Park and **METRO RAIL's** Sycamore Station on Main Street in Mesa.

LINK stops will be spaced about one mile apart and the buses will be three-door, low floor, articulated models. Service will operate every 30 minutes during peak hours and hourly at other times daily. Service will run later on Fridays and Saturdays.

The City of Chandler has been preparing for the new service and added bus queue jumper lanes during intersection widening projects along Arizona Avenue at Elliott, Warner and Ray Roads. Queue jumper lanes are bus-only lanes that allow buses to bypass waiting traffic at intersections.

Beginning January 1st, **SUN CITIES AREA TRANSIT** stopped operations in the Sun City area (fixed route and paratransit service with a fleet of ten vehicles) and **VM** began to provide the ADA required trips and as many other trips as finances will allow.

VM is partnering with *DISCOUNT CAB* to offer ADA trips within the Route 106 service area or medically life sustaining passenger trips. ADA trips are $2.00, other trips are $4.00.

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY/RTC RIDE (RTC)

RENO, NV: RTC CITICENTER, the 24 year old transit center in downtown Reno, permanently closed at 1215AM on October 31st with the next bus departing at 104AM from the new RTC 4TH STREET STATION.

The agency also debuted the eight, 60-foot articulated, diesel-electric hybrid buses (make and model unknown) that will travel between downtown Reno and the Meadowood Mall on the Virginia Street **RTC RAPID** service *(WT 10/09).*

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV: The agenda for the December 9th NTA meeting included several bus transportation issues for Authority action.

Optimum Equipment Group, LLC dba BERUS ARMORED TRANSPORT for a Certificate of Public Convenience and Necessity (CPCN) to provide charter bus service within the State of Nevada.

FOX LIMOUSINE, INC. for a CPCN to provide charter limousine service in Nevada.

MOUNTAIN METROPOLITAN TRANSIT (MMT)

COLORADO SPRINGS, CO: Texas based *MCDONALD TRANSIT ASSOCIATES* replaced *FIRST TRANSIT, INC.* as the contract operator for the 18 route local bus system **MMT** on January 3rd.

It was expected that all *FTI* employees would transition to *MDT.*

Depending upon funding, there are plans to re-start a limited number of Saturday bus routes *(02/10)* in March.

PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT—ST)

SEATTLE, WA: December 7th saw the establishment of NEW **ST** Route 542-REDMOND-SEATTLE that operates on weekdays every 15 minutes 600-1000AM and 200-700PM.

From Redmond Transit Center, the bus travels the SR 520 corridor serving Redmond City Hall, NE 51st Freeway Station, Overlake Transit Center, Yarrow Point Freeway Station and Evergreen Point Freeway Station. Including Mountlake Boulevard, the line makes six stops in the University District before ending at the 65th Street Park and Ride near Green Lake in Seattle.

ST Routes 566-AUBURN-OVERLAKE and 577-FEDERAL WAY-SEATTLE, which have been operated by **KING COUNTY METRO,** will be transferred to **PIERCE TRANSIT** beginning February 5th.

The transfer will save $1.4 million in annual operating expenses. **KCM** has operated these two routes since their inception. Constraints at **KCM'** South Base would require **ST** to contribute funding to expand the facility and pay a portion of on-going expenses in order to keep using it. Transferring the routes to **PIERCE TRANSIT** would remove all **ST** operations from South Base. The rest of the **ST** fleet operated by **KCM** uses East Base, which is not under the same constraints.

The transfer will not require employee layoffs as there is sufficient other service growth at **KCM** to absorb the operators and maintenance staff.

Board Motion M99-04 allocated *SOUND MOVE* bus routes to local transit agencies and established criteria for making the decisions including operating costs, subarea equity, operational efficiencies, current operator in the corridor, local service interactions and maintenance capacity. Routes 566 and 577 were not in operation then, but were added in 1999 and 2006, respectively. This action is consistent with the criteria.

The FY 2010 operating budget was recently amended by the **ST** Board due to changes in the bus production schedule for expansion and replacement buses. The spending had been planned for the first quarter of 2011, but the buses are being delivered one to two months earlier than planned.

The **ST** Express Fleet Expansion Project provides funding for 40 buses in two procurements to meet the service expansion included in the ST2 service plan.

The first contract is with New Flyer for 24 sixty-foot, high capacity expansion buses to be operated by **KING COUNTY METRO** and **COMMUNITY TRANSIT.**

The second contract was for 17 Motor Coach Industries D4505 high capacity replacement buses for operation by **PIERCE TRANSIT.**

PASS TRANSIT SYSTEM (PTS)

BANNING/BEAUMONT: **PTS** is funded annually through grants from the Riverside County Transportation Commission. With the current economic conditions, this year's funding was reduced 12 percent and this required adjustments to both administrative costs and service levels.

Beginning October 15th, the weekday span of service was reduced from 600AM-700PM to 700AM-700PM, Saturday hours were reduced from 800AM-500PM to 900AM-400PM and all Sunday operations in Banning were discontinued. Sunday hours in Beaumont had previously been dropped.

LA CANADA FLINTRIDGE SHUTTLE (LCF)/ GLENDALE BEELINE (GB)

GLENDALE: **GB** operates the **LCF** system under contract and has now coordinated their 3-GLENDALE-JET PROPULSION LABORATORY with weekday **LCF** routes that have been numbered 33-JPL-MONTROSE and 34– LA CANADA HIGH-MONTROSE.

Route 3 weekend service now operates between downtown Glendale and Montrose & La Crescenta in Montrose as Route 31-GLENDALE-MONTROSE.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Like most other transit systems in the country, **MTA** is faced with a significant operating deficit as the result of smaller operating subsidies, fare revenues and overextending the amount of service provided. To help address these issues, a Blue Ribbon Committee was formed to establish policy guidance for transit service deployment in the region. The Board adopted the BRC's recommendations last summer.

The policy guidance will provide the basis for amending the specific service design guidelines, performance metrics and standards within the Transit Service Policy, developing future service adjustments and establishing formal processes for coordination of service between **MTA** and other transit operators in the area.

Policy and position statements include Service Priorities, Service Design, Service Attributes, Governance and Unresolved Issues.

Priorities - Service should be focused in high density areas and scaled to fit demand. Highest priorities include weekday and basic weekend services followed by late night, then Owl and low-density areas.

Design - Rail or exclusive guideway services (ORANGE LINE, SILVER LINE) should serve as the backbone of the system, fed and complemented by a regional bus network. Closely spaced service should be consolidated into fewer, more frequent services at one-half to one mile route spacing. Coordinated planning and scheduling between **MTA,** Municipal operators, Local Return systems and **METROLINK** should be a high priority.

Attributes - The system should provide reliability, fast travel options, real time, readily available information, clean and safe transit vehicles, stops and facilities.

Governance - **MTA** should develop with other transit systems a formal process to arrive at mutually agreed upon service coordination plans. **MTA** should offer technical assistance to other local systems and facilitate more cooperative, coordinated funding approaches.

Unresolved issues that need to be addressed to fully implement the regional transit vision include resolving funding impediments to service coordination, achieving the desire for local system identity while providing seamless, coordinated services, addressing "first mile/ last mile" issues by integrating other modes such as bicycles, taxis and pedestrian networks, coordinating information among operators and keeping it current, further developing the TAP program, working with labor to identify strategies, solutions and agreements that result in better coordination and efficiencies of service provision and addressing the need for increased advocacy efforts at the federal level to allow use of federal capital funding for operating purposes.

These recommendations will guide a service restructuring effort over the next three Shake Ups in June 2011, December 2011 and June 2012.

EASTERN SIERRA TRANSIT AUTHORITY (ESTA)

BISHOP: **ESTA's** Service Change Policy includes biannual service planning sessions to review the routes and frequencies to be operated for each six month period.

The following changes were instituted for the October 2010 to March 2011 period —

Addition of two round trips per day on the JUNE MOUNTAIN EXPRESS, extension of MAMMOTH WINTER TROLLEY to operate until 200AM seven days per week and modification of OLD MAMMOTH LIFT ROUTE to turn around at the intersection of Red Fir and Old Mammoth Roads.

The June Mountain Ski Area pays the cost of the JME so it does not require any TDA funds.

Discontinuations included BISHOP FIXED ROUTES, Thursday only BENTON-BISHOP, Friday only WALKER DIAL-A-RIDE, MAMMOTH EXPRESS on Saturday and LONE PINE-BISHOP on the first Saturday.

SOUTH TAHOE AREA TRANSIT AUTHORITY (STATA)

LAKE TAHOE: Operating as **BLUE GO, STATA** serves points in El Dorado County, California and Douglas County, Nevada and is successor to **SOUTH TAHOE AREA GROUND EXPRESS.** The agency is funded by a combination of public and private sources including Douglas County, El Dorado County, City of South Lake Tahoe, Tahoe Regional Planning Agency, Tahoe Transportation District and seven larger hotel/casinos.

In the last few years, both the transit agency and its contractors have had a series of financial problems.

In June 2009, **STATA** contracted with *MV TRANSPORTATION* who invested money to improve the fleet and facilities. One year later, *MV* filed a breach of promissory note contending that when **STATA** broke the *MV* contract they needed to immediately pay the firm $825,000 that *MV* had spent on the buses and the fixed facilities.

A Douglas County, NV judge froze $667,000 in **STATA** funds in response to the suit. **STATA** acknowledges a debt, only the amount is in question. They then filed for Chapter 11 bankruptcy.

STATA now contracts with *TRANSIT RESOURCE CENTER OF NEVADA* for operations and management duties were taken over by *TAHOE TRANSPORTATION DISTRICT.*

SONOMA MARIN AREA RAIL TRANSIT (SMART)

SANTA ROSA: In mid December, the **SMART** Board awarded the Sumitomo Corp. of America a $56.9 million contract for the purchase of 18 rail cars with delivery by April 2014.

It is expected that these cars will operate over a rail line operating between Railroad Square in Santa Rosa and the downtown San Rafael Transit Center. *(Ed. Note - earlier in the month, **SMART** had proposed the initial southern terminal as Marin County Civic Center, which caused the Metropolitan Transportation Commission to suggest **SMART** could lose $22 million in regional toll dollars it is scheduled to receive).*

Getting trains to Larkspur Ferry Terminal and north from Santa Rosa to Cloverdale as originally planned may be decades off, according to MTC analysis. Related to changes in the economy, the Santa Rosa-San Rafael segment may be the only portion funded until the 20-year, quarter-cent sales tax, approved by voters in 2008, is renewed.

PENINSULA CORRIDOR JOINT POWERS BOARD (CALTRAIN)

SAN FRANCISCO: Effective January 1st, **CALTRAIN** will operate Baby Bullet trains on the weekends during a three month experiment.

Current service will remain in place. The new schedule will include one train in each direction in the morning and one train in each direction in the afternoon.

Trains will depart San Jose at 1035AM and 535PM and they will leave San Francisco at 1159AM and 659PM.

Each train will make seven stops between the terminals — Sunnyvale, Mountain View, Palo Alto, Redwood City, Hillsdale, San Mateo and Millbrae.

MUNICIPAL AREA EXPRESS (MAX)

TORRANCE: **MAX** is a commuter transportation system serving South Bay residents who travel into the El Segundo employment area. The system is jointly funded and operated by the cities of El Segundo, Lawndale, Lomita, Los Angeles, Rancho Palos Verdes, Torrance and the County of Los Angeles. **MAX** is administered by the City of Torrance who contracts with *MV TRANSPORTATION* for daily operation. The current **MAX** cooperative agreement between the cities expires on June 30, 2011, but includes provisions for two one-year extensions This is the seventh consecutive agreement with the first in 1990, when service began.

In early December, the City of Rancho Palos Verdes notified the other member agencies of its intent to withdraw as a member of **MAX** effective June 30, 2011.

With the decline of Proposition A sales tax revenues and the increase of transit related expenditures, city staff anticipates the city would need to use a General Fund subsidy of nearly $1.5 million to continue **MAX** participation over the next seven years. Their annual contribution is $105,000.

The major reasons for the city's actions were based on the replacement costs for the new **MAX** buses and the disparity in their boardings (6.1%) and the amount they pay (16%) of the system's budget.

Rancho Palos Verdes is served by that portion of **MAX** Route 2-PALOS VERDES between Hawthorne & Silver Spur and the south terminal at Hawthorne & Palos Verdes Drive West.

*(Ed. Note - the city intends to continue funding **PALOS VERDES TRANSIT** for $570,000. **PVT** offers eight routes, named by colors, that transport primarily students and also operates the segments of former **LACMTA** 225 and 226 lines south of Redondo Beach and west of San Pedro.*

The **MAX** cooperative agreement includes a provision that when a member wishes to withdraw, the Policy Steering Committee must meet and decide whether to terminate **MAX** or reapportion the respective dollar share of the city leaving among the remaining entities.

A regular PSC meeting was held on December 6th, but at press time *WT* was not aware of the actions taken.

THOUSAND OAKS TRANSIT (TOT)

THOUSAND OAKS: The recently started *(WT 10/10)* Kaiser Hospital Woodland Hills Shuttle was discontinued, effective December 30th.

The Shuttle, operated in cooperation with the Camarillo Health Care District, offered two round trips on Tuesday and Thursday from the Thousand Oaks Transportation Center charging $21 ($14 for ADA card holders).

EL PASO-LOS ANGELES LIMOUSINE EXPRESS, INC
El Paso, Texas

MC-125115
USDOT 74898

Flt #	Builder	Model	Serial	Date	Notes
104	Ford	Econoline 350	MHB39127	00/91	
300	MCI	102DL3	PP045319	04/93	
305	MCI	102DL3	PP045322	04/93	
310	MCI	102DL3	RP045846	11/93	
315	MCI	102DL3	RP045849	11/93	
325	MCI	102DL3	RP045855	11/93	
330	MCI	102DL3	RP045858	11/93	
335	MCI	102DL3	RP045861	11/93	
340	MCI	102DL3	SP047214	02/95	
345	MCI	102DL3	SP047215	11/93	
355	MCI	102DL3	SP047218	11/93	
360	MCI	102DL3	SP047221	02/95	
365	MCI	102DL3	SP047222	02/95	
500	MCI	102C3	NP044212	00/91	
505	MCI	102C3	NP044213	00/91	
520	MCI	MC-9	BP036466	11/81	
525	MCI	MC-9	CP037181	06/82	
530	MCI	MC-9	CP037215	07/82	
535	MCI	MC-9	CP037277	08/82	
540	TMC	MC-9	ER004496	07/84	New, renumbered from 527
541	TMC	102A3	HR006056	00/87	Originally Greyhound Lines 1866
544	MCI	102A3	GP040682	03/86	Originally Badger Coaches (WI) 214
545	MCI	102A3	FP040449	11/85	
546	MCI	102C3	JP042000	03/88	Originally Antelope Valley Bus, Inc (CA) 839
550	TMC	102A3	HR005971	05/87	
552	MCI	102C3	JP041946	03/88	Originally Antelope Valley Bus, Inc (CA) 837
555	TMC	102A3	HR005972	05/87	
560	TMC	102A3	JR006618	08/88	
565	TMC	102A3	JR006619	08/88	
570	TMC	102A3	KR007106	00/89	
575	TMC	102A3	KR007150	00/89	
580	TMC	102A3	KR007257	07/89	
585	TMC	102A3	KR007258	07/89	
590	TMC	102C3	LR007768	00/90	
595	TMC	102C3	LR007769	00/90	
600	Dina	Viaggio 1000	VS001404	00/97	Originally Quality Tour & Transport (VA) 9115. Then to Frontier (NV) 74623. Then to Americanos (NM)
700	TMC	102A3	JR006705	10/88	Originally Greyhound Lines 2209
705	TMC	102A3	JR006734	10/88	Originally Greyhound Lines 2227
710	MCI	102C3	JP042074	05/88	Originally Upstate Transit, Inc (NY) 121
800	MCI	102DL3	TP047945	11/95	
805	MCI	102DL3	TP047946	11/95	
810	MCI	102DL3	SP046986	12/94	
815	MCI	102DL3	SP047212	02/95	Originally unknown operator 5526
820	MCI	102DL3	TP048246	02/96	
825	MCI	102DL3	TP047854	11/95	Originally unknown operator 6515
835	MCI	102DL3	PP045412	06/93	Originally Gray Line Of Los Angeles (CA) 301
840	MCI	102DL3	VP049710	03/97	Originally R & J McMynn Leasing 9710, leased to Greyhound 6012
845	MCI	102DL3	WP050132	08/97	
850	MCI	102DL3	VP049078	10/96	
855	MCI	102DL3	PP045004	11/92	Originally Lakefront Lines, Inc (OH) 9355-114
860	MCI	102DL3	XP051304	00/99	Originally Nevada Golden Tours (CA) 8888
865	MCI	102DL3	VP049850	04/97	Originally First Class Charter (CA) 41
870	MCI	102DL3	RP046224	04/94	Originally Edenfield Stages, Inc (PA) 324
875	MCI	102DL3	VP049070	10/96	Originally Trentway-Wagar Coach Lines (ON) 53341
876	MCI	102DL3	VP049082	10/96	Originally Trentway-Wagar Coach Lines (ON) 53344
877	MCI	102DL3	VP049085	10/96	Originally Trentway-Wagar Coach Lines (ON) 53345
878	MCI	102DL3	VP049086	10/96	Originally Trentway-Wagar Coach Lines (ON) 53346
879	MCI	102DL3	VP049087	10/96	Originally Trentway-Wagar Coach Lines (ON) 53347
880	MCI	102DL3	VP049115	10/96	Originally Trentway-Wagar Coach Lines (ON) 53349
881	MCI	102DL3	VP049126	11/96	Originally Trentway-Wagar Coach Lines (ON) 53350
882	MCI	102DL3	VP049149	11/96	Originally Trentway-Wagar Coach Lines (ON) 53353
884	MCI	102DL3	VP049170	11/96	Originally Trentway-Wagar Coach Lines (ON) 53357
885	MCI	102DL3	VP049182	11/96	Originally Trentway-Wagar Coach Lines (ON) 53358
886	MCI	102DL3	VP049156	11/96	Originally Trentway-Wagar Coach Lines (ON) 53354
887	MCI	102DL3	VP049159	11/96	Originally Trentway-Wagar Coach Lines (ON) 53356
889	MCI	102DL3	WP050425	11/97	
890	MCI	102DL3	WP050624	00/98	

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
San Diego Transit Corp	501-512	New Flyer	GE35LFR/8B035057-068	00/08	1
Foothill Transit	F2001-F2003	Proterra	EcoRide BE35/AG816003-005	04/10	1
-USED-					
E-Trans	2004, 2005, 2007	Orion	05.501/Y6500753, 754, 757	00/00	2
	2009, 2011	Orion	05.501/Y6500759, 764	00/00	2
	2302, 2303, 2305	Orion	07.501/26700197, 205, 207	00/03	3
	2307, 2308, 2337	Orion	07.501/26700213, 214, 273	00/03	
	2340, 2342, 2350	Orion	07.501/2670 278, 280, 313	00/03	
	2362	Orion	07.501/26700331	00/03	
-DISPOSITIONS-					
El Dorado Transit	0103-0106	Ford Econ	ElDo Aerotech/1HA74150, 148, 151, 147	00/01	3
Rogue Valley Transp Dist	Unknown	Bluebird	QBRE2903/SF062583, 584, 589	00/89	4
(OR)	Unknown	GMD	T6H4523N/A3500010, 015	00/80	4
FREX (CO)	F0704	Gillig	40BRT/71078322	00/07	5
	F0708	Gillig	40BRT/71078326	00/07	6

NOTES:

1. Correction.
2. Leased from Sacramento Regional Transit, same numbers.
3. Authorized for disposition, one to be transferred to El Dorado County Sheriff's Department for prisoner transport.
4. For sale on publicsurplus.com.
5. To Lebanon Transit Authority (ex COLT) (PA) 503.
6. To Rabbittransit (York, PA) 413.

After taking delivery of fifty 31-foot NABIs (3100-3149), to be used on contract services, LACMTA has replaced the fleet of New Flyer D30LFs, Bluebird CSREs, El Dorado MST IIs and Ford Econoline/El Dorado Aerotech 240s. The New Flyer D40LFs and Thomas TL-960s are gradually being withdrawn. It appears that the Orion VIs and El Dorado National EZ Riders have several years left.

JANUARY PHOTOS

San Diego 505 - 24 Years Apart





LEFT: *San Diego Transit 505, a 1984 Gillig 40TB1026V92 in front of Balboa Park's Air & Space Museum. This was the first order of wide Gillig's in California. SDMTS photo via flickr.com.* ***RIGHT.*** *San Diego MTS 505, a 2008 New Flyer GE35LFR on the campus of the University of California, San Diego on June 27, 2009. Photo by So Cal Metro via flicker.com*