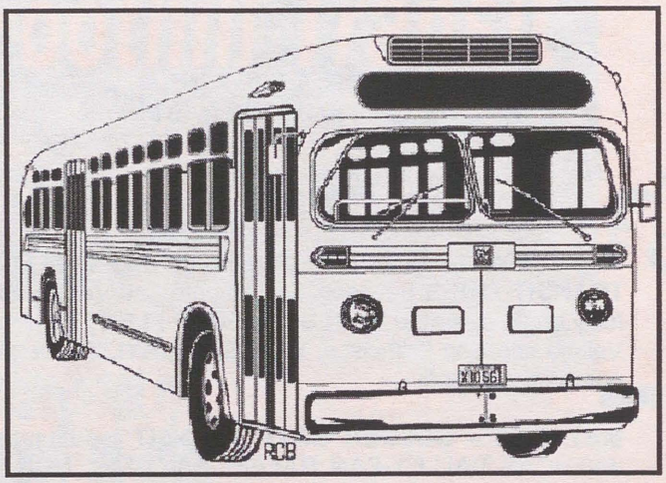
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VOL. 41, NO. 5 **May 2003**

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND. **ACT** inaugurated a new Trans Bay line, M-CASTRO VALLEY-FOSTER CITY VIA SAN MATEO BRIDGE on March 17th with one month of FREE rides to introduce the service to Bay Area commuters.

Line M is part of the new Regional Express Bus Program, coordinated by the Metropolitan Transportation Commission and funded for the first three years by a $2 million federal Congestion Mitigation and Air Quality (CMAQ) grant. Other agencies who worked on the development of the routing, bus stop locations and service schedules included MTC, CALTRANS and the **SAN MATEO COUNTY TRANSIT DISTRICT.**

New 57-seat, accessible MCI D4500s have been assigned to the weekday, peak hour, two directional Line M. The route begins at Castro Valley Park & Ride (on Center at Interstate 580) and travels via BART/ Castro Valley, BART/Hayward, Chabot College, Vintage Park and Metro Center business parks, Foster City Public Library and City Hall, Hillsdale Mall and ends at the **CALTRAIN** Hillsdale Station.

Seven two-directional weekday peak hour trips are offered between 500—1000AM and 300—800PM.

Beginning April 18th regular fares began – $3 cash one way ($1.50 for youth, seniors and disabled) with **ACT** 10-Ride or 31-Day Passes honored for fare.

The **ACT** Board recently approved the 2003 Service Deployment plan, to be implemented next month, which will include introduction of RAPID BUS service on San Pablo Avenue replacing the 72L-SAN PABLO LIMITED. Lines 72-OAKLAND-HILLTOP MALL and 73-OAKLAND-RICHMOND VIA MACDONALD, including its Owl service, will continue.

Other changes include elimination of segments of Lines 6, 8, 17, 59 to Jack London Square, 62 to 16th & Wood and Line 325-ALAMEDA BAY FERRY.

Instead of discontinuing Line 53 to Chabot Observatory, this service will be offered on demand, but only to groups of 20 or more with advance reservations.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)

LIVERMORE: **LAVTA** introduced new PrimeTime Commuter Express weekday peak hour service (SUN EXPRESS) between Livermore (**BART** Park & Ride at Airway and Rutan), Pleasanton (CALTRANS Park & Ride) and Sun Microsystems in Newark on April 14th.

New buses, described as comfortable new highway cruisers (perhaps more MCI D4500s as **ACT**), are advertised for this line.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

BAYPORTER EXPRESS to add routes to its currently authorized On Call service areas to include service between the /city of San Francisco and SFO.

CORPORATE COACH CHARTER AND TOURS, INC. for new Class B Charter Party Certificate (16245-B) with a home terminal in Westchester.

DECISIONS

Gurmail Singh granted PSC between Contra Costa, Alameda, Santa Clara, San Mateo and San Francisco Counties and Bay Area airports and establish a ZORF.

.

CYNTHIA SANDERS granted PSC between and among points in San Diego County.

Jafar Kargaran dba PRIME RIDE SHUTTLE (PSC-9524) authorized to transfer PSC to *Kevin kohl and Associates LLC dba SEA BREEZE SHUTTLE.*

Pablo and Rubileen Chavez dba AIRPORTER CORNERSTONE EXPRESS SERVICE authorized to transfer PSC to *CORNERSTONE AIRPORTER, LLC.*

MAURICIO Flores dba ALICIA'S SHUTTLE granted PSC to operate between points in San Francisco, Contra Costa and Alameda Counties and Bay Area airports with ZORF

XE DO HOANG TRANSPORTATION, LLC to modify PSC to transport passengers and baggage, on an all county to county pricing basis, between points in San Diego, Orange, Riverside, San Bernardino, Los Angeles, Kern, Fresno, Santa Clara, San Francisco, Alameda and Sacramento Counties.

CALIFORNIA WINE TOURS, INC. has applied for approval of the transfer, by sale, of the PSC authority held by *EVANS AIRPORT SERVICE , INC.*

OBITUARY: John Dyer, General Manager of the **SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT** between August 1981 and January 1988, died in his Glendale home in early May. He was 66.

Dyer has been credited with being the most important force in the building of the METRO RED LINE subway, primarily for his ability to secure federal money to engineer and build the system.

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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)

MAY 1998 – With buses operated by **VALLEJO TRANSIT LINES** between Sacramento and Vallejo and ferry boats operated by **BLUE & GOLD FLEET** between Vallejo and San Francisco, **VALLEJO BAYLINK** began operations in April.

MAY 1993 – GOLDEN GATE TRANSIT inaugurated 40-LUCAS VALLEY-SAN RAFAEL-BART/DEL NORTE and **TRAVELERS TRANSIT COMPANY,** a private company that had been operating between Richmond and San Rafael, requested Public Utilities Commission authority to voluntarily suspend its PSC for one year (*Ed. Note – TTC never resumed operations).*

MARCH 1988 – BARTD Directors voted 5-2 to award a contract for all BART Express Bus service to **LAIDLAW** and took away the continuing contract **AC TRANSIT** had held since 1974. *(Ed. Note – **AC** planned to challenge federal guidelines **BART** used to solicit bids while the California Bus Association was going to file a protest over the methods **BARTD** used in the process).*

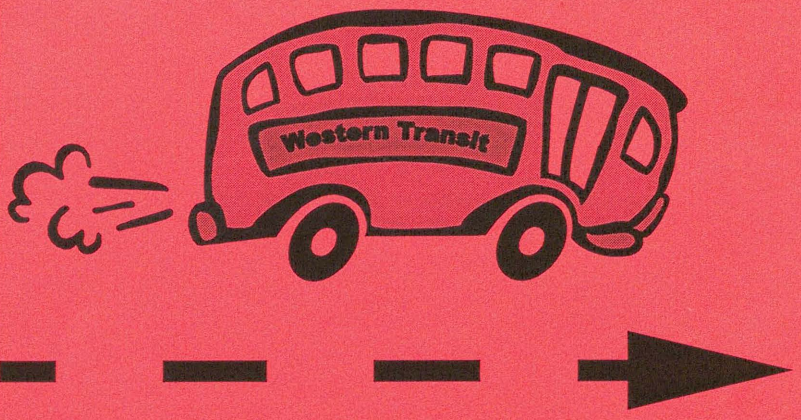
MARCH 1983 – Los Angeles area jitney operator **EXPRESS TRANSIT DISTRICT** abruptly ended operations April 7th following PUC issuance of a "cease and desist" order alleging improper maintenance and safety violations of the **ETD** fleet of primarily vans.

MARCH 1978 – RIVERSIDE TRANSIT AGENCY bus operators and maintenance staff voted to align with Amalgamated Transit Union, Local 1277.

WT STAFF FOR THIS MONTH

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Foothill Transit
Omnitrans
VVTA
RTA



Montclair TransCenter

Western Transit's 40th Anniversary Trip

Western Transit's 40th Anniversary Trip will be Saturday, August 16, 2003. We will be leaving Los Angeles (Union Station Area) at 8:00 AM. Stops are planned for Foothill Transit, Montclair TransCenter, Omnitrans, then out to the High Desert for VVTA. Lunch will be in Victorville. We then will be going to Omnitrans in San Bernardino and RTA in Riverside. Estimated return time to Union Station is 7:30 PM.

The trip is $35.00 per person. All payments and reservations MUST be received by Saturday, August 9, 2003. We will need a minimum of 20 people to guarantee the trip. (Money will be refunded if trip is cancelled due to low ridership.)

Please return the form below with payment before August 9, 2003.

40th Anniversary Trip Reservation

Name _____
Address _____
_____
Email _____
Phone _____

Method of Payment:
☐ Cash ☐ Money Order
☐ Check ☐ PayPal

Signature _____

Sign up for: Time Price
☐ One Person 8:00 $35.00
☐ Number of people_____ x 35.00 $_____

Preferred Lunch Location:
☐ Hometown Buffet
☐ IHOP
☐ McDonald's
☐ Wendy's

Subtotal: _____
Total: _____

Western Transit
11112 Ivanhoe St
Garden Grove, CA 92840

Please make all checks/money orders payable to EDMUND BUCKLEY.

(Continued from page 1)

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY (SLORTA)

SAN LUIS OBISPO: **SLORTA** advertised for Requests For Proposal for operation and maintenance of regional and local fixed route transit and paratransit services, beginning July 1, 2003 for an initial three year period plus two optional one-year extensions.

The RFP covers **CENTRAL COAST AREA TRANSIT** (regional fixed routes), **RUNABOUT** (Dial-A-Ride paratransit) and **SOUTH COUNTY AREA TRANSIT.**

SLORTA is a Joint Powers Authority with membership including San Luis Obispo County and the cities of Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach and San Luis Obispo.

CCAT operates six regional fixed routes with 18 large buses while **RUNABOUT** provides paratransit service with a fleet of ten agency owned small buses. LAIDLAW TRANSIT SERVICES is the present contractor.

SLORTA is the contract administrator for **SCAT**, a separate JPA consisting of Arroyo Grande, Grover Beach, Pismo Beach and San Luis Obispo County and is now operated by in house **SCAT** employees from a leased facility in Grover Beach. **SCAT** has a fleet of four buses for three fixed routes.

CCAT will be receiving seven 2003 model low floor Gilligs this fall while **SCAT** will receive four similar buses, a complete revamp of their fleet.

The project is subject to provisions of Section 13 (C) of the Federal Transit Act including the labor protection provisions incorporated in the contract of assistance between FTA and **SLORTA.** As a result, the successful proposer, if different from the current contractor, will be required to offer employment to present contractor or agency employees in good standing who might otherwise be furloughed.

In late February five proposals for providing various combinations of the services (**CCAT, RUNABOUT** and **SCAT)** were received. Incumbent LAIDLAW did not submit. Offers were submitted by SOUTHLAND TRANSIT, INC., RIDE-ON TRANSPORTATION, FIRST TRANSIT, INC., MV TRANSPORTATION, INC and AMERICANSTAR TRANSPORTATION.

The proposal review panel recommended awarded of a $1.7 million three-year contract to SOUTHLAND for the operation of **CCAT** and **RUNABOUT.** The **SCAT** Board will soon consider a separate contract.

VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)

VENTURA: **VCTC,** as the policy body for **VENTURA INTERCITY SERVICE TRANSIT AUTHORITY,** recently voted not to increase fares for **VISTA** this July, but did approve continued operation of the CONEJO CONNECTION for at least one more year, including talks with **LACMTA** toward acceptance of the EZ Pass on the CC with a reimbursement program.

The **VISTA** fare changes would have raised the adult and student cash fares from $1.00 to $1.25 on **VISTA** routes and from $2.00 to $2.25 on the COASTAL EXPRESS (to Santa Barbara) and CONEJO CONNECTION buses. The monthly pass price would have increased by $5 (**VISTA** regular pass to $45). No changes were proposed for seniors and disabled persons nor in Dial-a-Ride fares.

*(Ed. Note – The **SOUTH COAST AREA TRANSIT** system (Oxnard/Ventura) will increase its cash fares to $1.25 and monthly pass prices to $41 in July to insure farebox revenue to assist with operating costs.*

***SIMI VALLEY TRANSIT** is also reviewing its fares.*

VISTA** ridership is growing and the systemwide farebox recovery ratio is 23.8%. They are not feeling the same pressure to meet the state mandated 20% as **SCAT).

From recent hearings, **VCTC** determined there were no unmet transit needs that could reasonably be met, but they plan to refer citizen comments to the appropriate transit agencies and/or cities for possible action. These include requests for additional **METROLINK** service and for new bus service in the Nyeland Acres area north and east of Oxnard *(Ed. Note – Ventura County Public Works once offered transit in the area, but it was discontinued due to low ridership)* and in Wheeler Canyon, a remote area near Santa Paula.

SANTA BARBARA ASSOCIATION OF GOVERNMENTS (SBCAG)

SANTA BARBARA: The **CLEAN AIR EXPRESS** subscription bus program serving residents of Lompoc, Santa Maria, Buellton in northern Santa Barbara County who commute to Goleta and Santa Barbara is quite successful. For the first half of FY 2003, monthly subscriptions averaged 348 out of 408 available seats.

The Traffic Solutions division of SBCAG manages the program under a service contract awarded to **SANTA BARBARA AIRBUS. INC.** last year *(WT 4/02).*

(Continued on page 4)

(Continued from page 3)

Demand for service has resulted in waiting lists for some of the eight routes and separate CMAQ funding applications were submitted for 7 buses, to expand the program with new buses and replace the nearly 20-year old CNG fueled MC-9s currently serving Santa Maria.

Originally, it was expected the new buses would be CNG. However, it is now recommended the **CAE** buses be diesel for several reasons — there are no suitable high horsepower heavy-duty CNG engines being manufactured. Advances in diesel engine technology have resulted in diesel emissions similar to CNG, but at a much lower cost. As a result, manufacturers have stopped production of the CNG engines; CARB compliant CNG fuel is not available in Santa Barbara County; the existing CNG buses have required a high level of technical maintenance; and even if high horsepower CNG engines become available, recent product research indicates the cost for CNG powered buses is about 50-60% greater than for diesel buses.

Staff identified an opportunity to join a **NEW JERSEY TRANSIT** procurement with MCI for commuter buses which simplifies and accelerates the process.

CALIFORNIA NEWS BRIEFS

SANTA MONICA MUNICIPAL BUS LINES (BIG BLUE BUS) celebrated its 75th anniversary on April 14th with a ceremony at its operating facility including honoring a number of long term employees.

Most **SAN FRANCISCO MUNICIPAL RAILWAY** fares will increase in September. The adult cash fare will rise to $1.25 while the Fast Pass will increase $10 to $45. A cable car ride will rise to $3. Cash discount fares for seniors, the disabled and students will remain 35 cents.

Th City of Oxnard is expected to vote to discontinue the low ridership HARBOR & BEACHES DIAL-A-RIDE by the end of this June.

The **OMNITRANS** Board has voted to exercise three option years (ending June 30, 2006) on its lease of property on Feron Boulevard in Rancho Cucamonga used as the West Valley ACCESS operating site. **OT** secured the facility to allow all potential contractors to bid on contracts without the need to secure property.

In June, residents in Irvine will have two **OCTA** CenterLine related measures on the city ballot. One supports construction of the system's Irvine leg while the other cancels the route and deletes references to light rail from the city's general plan.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Recently, the California Transportation Commission voted to recommend funding **MTA's** $330 million plan to construct the 14-mile east/west San Fernando Valley Metro Rapidway between North Hollywood and Warner Center, extend the GOLD LINE from Union Station thru Boyle Heights to Atlantic Blvd and purchase several hundred new buses, including 200 NABI CNG powered articulated units *(WT 4/03).*

MTA has entered into a 4 month Exclusive Negotiation Agreement with RAD Jefferson, LLC for a land exchange of Division 6 in Ocean Park for a larger, more suitable site, formerly a Sparkletts Water facility, located near Jefferson and La Cienega. At the end of the 120-day period, staff will present a Land Exchange Agreement for Board approval, unless an agreement is not reached, environmental clearance is not possible or other due diligence requirements are not met.

Last year two developers contacted **MTA** regarding the availability of Division 6 for the purpose of developing a housing project. **MTA** indicated its willingness to exchange property if the new location met the following criteria – minimum capacity of 150-200 buses, outside a residential area, access to major streets and arterials, capability to construct a CNG facility and the ability to operate 24 hours per day. A condition of the exchange is that the developer would construct a fully operational division to meet **MTA** specifications at no cost to **MTA.**

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: In January, the Board of Transportation Commissioners adopted an order authorizing establishment of a half-fare policy on all DASH services. Under the policy, seniors and persons with disabilities will be charged ten cents. The need for this change was to allow the city to be in compliance with Federal Transit Administration requirements for federal recipients.

The City Council has authorized extending the current Downtown DASH **FIRST TRANSIT, INC.** contract *(WT 1/03)* on a month-to-month basis from April 1, 2003 for up to six months while bids for a new DASH, CITY HALL SHUTTLE, BUNKER HILL TROLLEY and DASH/VENICE contract are evaluated.

The Council also awarded **MV TRANSPORTATION** a five year $18,774,092 contract to operate DASH/PICO UNION/ECHO PARK, DASH/CITY TERRACE-EL SERENO and the new DASH/ROWAN as of May 21st.

(Continued on page 5)

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By mid April, **CONNEX WEST, LLC** solved its manpower shortage issue and all of the suspended COMMUTER EXPRESS bus trips *(WT 3/03)* were reinstated.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: May 5th brought an expansion of the VICTOR VALLEY COMMUTER *(WT 8/02)* with the introduction of reverse direction service, an earlier afternoon trip from San Bernardino and a new evening trip from Ontario, a six month reduction in cash and pass fares and added stops in San Bernardino.

With a grant from the Mojave Desert Air Quality Management District, fares have been lowered – one way fare is now $4.50, ten-trip tickets are $42.50, 31-Day Pass is $75, or $45 with **METROLINK** discount.

On the RANCHO CUCAMONGA route, VVC now offers three AM northbound trips from Rancho Cucamonga to Victorville with four PM southbound trips, two from Victor Valley College and two from Victorville.

On the SAN BERNARDINO route, there are four AM northbound to Victor Valley College trips with four PM southbound, two from VVC and two from Victorville.

Most northbound trips serving 395/Joshua Park & Ride, Amargosa/Bear Valley Park & Ride and Victorville to discharge passengers are also picking up southbound commuters for either Rancho Cucamonga or San Bernardino. Buses shift between the two routes.

The ATC/VANCOM garage on Santa Fe in Hesperia is about five minutes away from VVC, which is also the transfer point to Lines 43–MALL OF VICTOR VALLEY-APPLE VALLEY and 45-VICTORVILLE-HESPERIA.

Twice last year, **VVTA** extended its operating day, in February as part of the system reconfiguration, by adding buses at 700PM and 800PM and, in June, adding a 900PM trip on a one-year demonstration.

December 2002 system ridership figures show 10 riders per hour for the 700-900PM services and 5 riders an hour at 900-1000PM (*Ed. Note – For a system which never had evening hours, these are good numbers after only 6-9 months).* The Economic Development and Public Services Group approved a $75,000 grant for Welfare-To-Work program to offset the 900PM bus.

Saturday April 5th was the annual "**VVTA** Free Ride Day". *(Ed. Note – early reports indicated ridership was much higher than a usual Saturday).*

In cooperation with Grocery Outlet and Food For Less, both located near the 7th & Lorene main Victorville transfer center, **VVTA** has established a "Shop & Ride" program. S & R is a "frequent buyer" program with the participating stores paying their customers bus fare home with a minimum purchase of $10. *(Ed. Note – years ago **SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM** and **BAKERSFIELD MUNICIPAL TRANSIT SYSTEM** both had Ride and Shop programs involving several merchants. In the mid 1950s **METROPOLITAN COACH LINES** had programs involving selected stores in Van Nuys and in Huntington Park).*

Special fares have been established for riders who travel only within the city limits of Lucerne Valley on the TOWN CENTER CIRCULATOR segment of Route 23-LUCERNE VALLEY *(WT 3/03).* Beginning May 5th, it costs 50 cents for all day access to the circulator. Regular fares apply for trips to and from Apple Valley.

Armed with another MDAQMD grant, for a promotional fare subsidy, **VVTA** will reduce fares on County Routes 21-TRI COMMUNITY, 22-HELENDALE and 23-LUCERNE VALLEY between June 2 and December 31.

The **VVTA** Board, on behalf of the County, Apple Valley and Hesperia, recently awarded ATC/VANCOM a five year maintenance and operations contract with two one-year option years and including an option for VICTORVILLE and ADELANTO to join the contract (instead of using city staff) as negotiated with ATC.

McDonald Transit Associates continues to manage the system and ATC will operate Lines 21, 22, 23, 40, 42, 43F, 44, 45F and paratransit. The Cities of Victorville (41, 43V, 45V, 51, 52) and Adelanto (31, 32) each operate service under Interagency Agreements with **VVTA** using city employees.

Using FY 2003/04 figures, Adelanto would save over $67,000 by contracting with ATC rather than having its own employees. The city planned to consider contracting with ATC who will be hiring at their present rates of pay. As city employees now have higher wages and better benefits, city staff recommended Adelanto consider paying the difference in pay for current employees as part of any contractor change.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** awarded a two-year contract, with 3 one-year options, to LAIDLAW TRANSIT SERVICES to operate three new fixed routes in Hemet and Sun City and the new Regional Flyers – TEMECULA-CORONA, TEMECULA-OCEANSIDE, SUN CITY-RIVERSIDE and RIVERSIDE-MONTCLAIR *(WT 02/03).*

(Continued on page 6)

(Continued from page 5)

Four proposals were received. LTS ($10,887,888 with a Temecula garage) and MV TRANSPORTATION ($12,221,684) received the highest technical ratings. TRANSPORTATION CONCEPTS, INC. ($14,447,538) was considered outside the competitive range while SOUTHLAND TRANSIT, INC. ($9,900,490) had mostly Dial-A-Ride type experience and included construction of a new garage in Perris which would have required a five-year contract.

PIERCE COUNTY PUBLIC TRANSPORTATION BENEFIT AREA dba PIERCE TRANSIT (PT)

TACOMA, WA: **PT** instituted a number of changes in February including adding two NEW lines, 411-PIERCE COLLEGE-PUYALLUP and 490-SOUTH HILL-TACOMA EXPRESS, discontinuing the 400-PUYALLUP and 405-TACOMA-BONNEY LAKE, extension of 413-WILDWOOD along Milwaukee and Valley Avenues and service to Puyallup Train Station and extending 582-BONNEY LAKE-TACOMA EXPRESS..

Line 411 starts at Pierce College and travels via 39th Ave SE, 37th Ave SE, Meridian, 39th Ave, 9th SW, 15th SE, 5th SW, 7th, 3rd, Pioneer, 5th SW and West Stewart to Meridian.

Line 490 operates four morning peak and four afternoon peak trips between South Hill Transit Center and Downtown Tacoma via 39th St, 9th St. SW, Pioneer, Pioneer Way East, Bay, Portland, Puyallup and Pacific to 9th & Commerce.

Line 582 runs all day (14 round trips) between Bonney Lake Park & Ride and Downtown Tacoma via 184th Avenue, Highway 410 to Sumner, then via Main, Stewart, 4th NW, River Ave, Bay northbound or 28th southbound, Pacific, 13th and Commerce to 9th.

25-6TH AVENUE and 46-PACIFIC AVENUE were interlined and six inbound morning and six outbound afternoon trips were scheduled to connect with **SOUNDER** trains at the Tacoma Dome Station.

CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA (C-TRANS)

VANCOUVER, WA: **C-TRANS** recently inaugurated a NEW Dial-A-Ride service, *THE CONNECTOR,* which is reservation based transportation in the area formerly served by 93-LACAMAS-SE 34TH.

This service utilizes 16-passenger, accessible cutaways which feature *THE CONNECTOR* logos, the reservation telephone number and the familiar green "swoosh" used on the fixed route buses.

CHELAN-DOUGLAS PUBLIC TRANSPORTATION BENEFIT AREA (LINK)

WENATCHEE, WA: **LINK,** In cooperation with the CHELAN DOUGLAS OKANAGAN COORDINATED TRANSPORTATION COALITION, has established a six month demonstration project whereby the residents in Mansfield, WA, a farming town of about 400, have received their first taste of public transit — a 12 seat, Wenatchee based TRANS CARE van, connecting with **LINK** buses in Waterville.

Dubbed the MANSFIELD CONNECTION, the service operates one day per week and is open to the public.

COACH USA/K T CONTRACT SERVICES, INC. (KT)

LAS VEGAS, NV: Using the **COACH USA** brand name, **KT** is currently operating one daily round trip on the LAS VEGAS-TONOPAH-RENO route. Service is called LAS VEGAS-RENO EXPRESS. Buses depart both terminals at 800AM and require ten hours to make the trip thru western Nevada along U. S. Highway 95.

Trips operate thru Fallon and advertise transfer connections with **PUBLIC RURAL RIDE (PRIDE)** in Reno, Carson City and Silver Springs (for Yerington).

MOTOR COACH INDUSTRIES (MCI)

WINNIPEG, MB: Motor Coach Industries (MCI) marked the grand opening of its new Coach Delivery Center and Fort Garry Winnipeg plant expansion by delivering four new J4500 coaches on April 23, 2003 to Indian Trails, a major operator and longtime MCI customer.

MCI's recently completed expansion and renovation marks the return of start-to-finish manufacturing at the company's Winnipeg plant. The J4500 and E4500 will now be finished as well as constructed in Winnipeg on a mixed-model assembly line. Manufacturing of the G4500, previously produced in Mexico, is being transferred to the new line as well. Final assembly of MCI D-Series models continues in Pembina, North Dakota.

The expansion includes two new buildings: a 62,254-square-foot Coach Finishing Facility and a 8,040-square-foot Coach Delivery Center. The new Coach Finishing Facility houses the base and multicolor painting operations; decal installation; A/C testing; and detailing and inspection of all E, J and G coaches. Two new receiving docks on the north and west sides of the E/J assembly allow parts to be delivered to the point of use.

(Continued on page 7)

IMPERIAL COUNTY TRANSIT
El Centro, California

FLEET NOS.	BUILDER	MODEL	VIN NOS.	YEAR	NOTES
B41	Gillig	4096TB6V92	K1082884	1989	Ex Glendale Beeline, same number.
B42	Gillig	4096TB6V92	K1082876	1989	Ex Glendale Beeline, same number.
19094	Gillig	40TB1026V92T	J1082460	1988	Ex BART Express, same number.
19098	Gillig	40TB1026V92T	J1082464	1988	Ex BART Express, same number.
19099	Gillig	40TB1026V92T	J1082465	1988	Ex BART Express, same number.
19100	Gillig	40TB1026V92T	J1082466	1988	Ex BART Express, same number.
19101	Gillig	40TB1026V92T	J1082467	1988	Ex BART Express, same number.
19104	Gillig	40TB1026V92T	J1082470	1988	Ex BART Express, same number.
19108	Gillig	40TB1026V92T	J1082474	1988	Ex BART Express, same number.
19116	Gillig	40TB1026V92T	J1082482	1988	Ex BART Express, same number.
19117	Gillig	40TB1026V92T	J1082483	1988	Ex BART Express, same number.
19128	Gillig	40TB1026V92T	J1082494	1988	Ex BART Express, same number.
918174	Ford/Collins	Econ/Diplomat	RHA45980	1994	
918188	Ford/Collins	Econ/Diplomat	RHA59867	1994	
918330	Ford/Collins	Econ/Diplomat	THB61052	1996	

(Continued from page 6)

The new Coach Delivery Center features four bays for pickup-ready coaches, a lounge and private offices with laptop hookups for customer convenience.

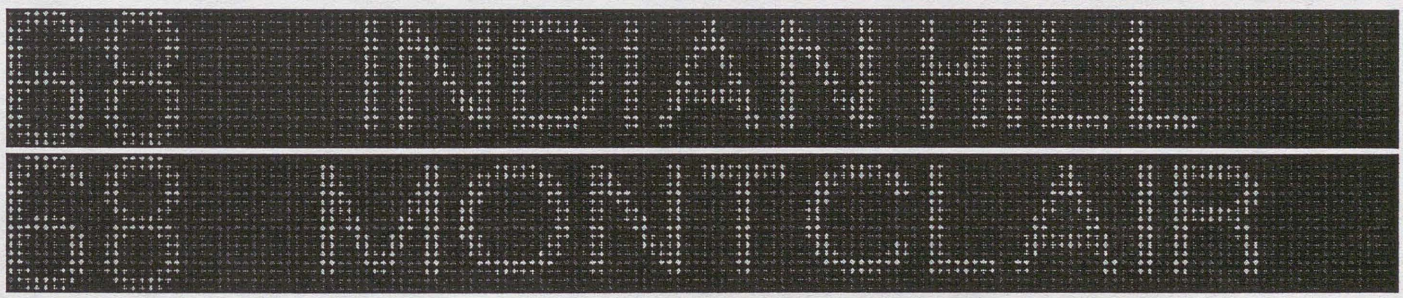
Renovations include a new Pre-Delivery Center where coaches undergo mechanical and electrical testing. New equipment includes a brake-dyno machine for more advanced testing of brakes and ABS.

SIGNS OF THE TIMES

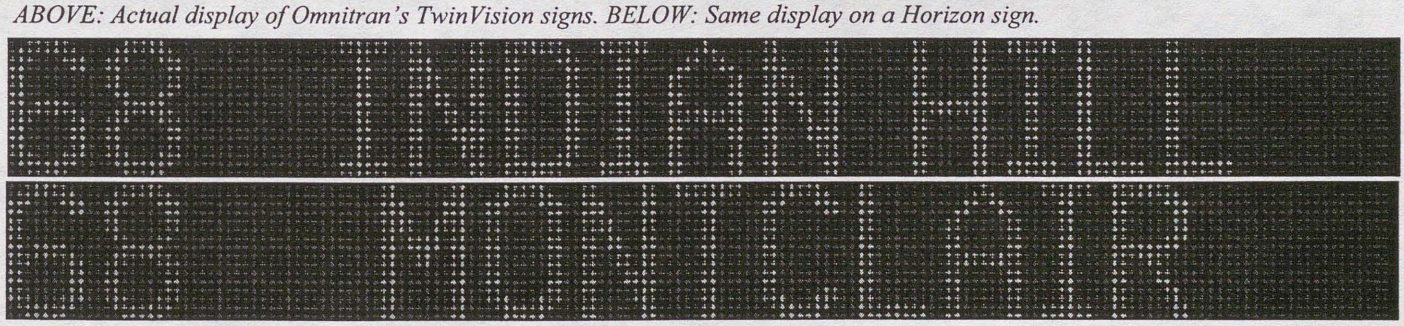
Starting this month is our new monthly column, ***Signs of the Times***. We will be describing some of the various new signs that are appearing these days, as well as the older signs.

Our first writing for this new column is helping you to tell the difference between the TwinVision and Luminator Horizon amber LED headsigns. The easiest way to tell is by the lettering. The Route Numbers are 14 dots high on both the TwinVision and the Horizon front signs. Most of the TwinVision destination lettering is 13 dots high, Horizon's are 16 dots high. *(They can actually be programmed to display at different heights).* Here's the easy part: The TwinVision letters are more rounded, C's and O's are actually round, the A's are more slanted. The Horizon letters are more or less up and down. See the samples below. OCTA's 2200's, 2300's and 7400's have the Horizon signs. Omnitran's 0131-0141 are TwinVision, as are Foothill's 1100's and Long Beach's 2200's. Foothill is retrofitting the older Gillig's with the TwinVision signs, as have Long Beach's 9600's.

Next month we will talk about color.



ABOVE: Actual display of Omnitran's TwinVision signs. BELOW: Same display on a Horizon sign.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Long Beach Transit	2101-2104	Chance	Opus LFB-29/1U535004, 011-013	2001	
	2105-2109	Chance	Opus LFB-29/1U535018, 015-017, 014	2001	
	2110-2130	Chance	Opus LFB-29/1U535019-039	2001	
	2301-2313	New Flyer	D60LF/2U024744-756	2002	
LADOT (First Transit)	99001-99004	El Do/National	RE-32/XC084028-031	1999	
LADOT (First Transit)	99005	El Do/National	EZ Rider/WC084008	1999	
LADOT (First Transit)	99006-99019	El Do/National	EZ Rider/XC084035-048	1999	
LADOT	02041	El Do/National	EZ Rider/3C084030	2003	
LADOT (Connex)	02042-02044	El Do/National	EZ Rider/3C084031-033	2003	
-USED-					
LADOT (First Transit)	01041	El Do/National	EZ Rider/YC084116	2002	1
	20001-20003	El Do/National	RE-29/SC084102, 103,101	1996	2
-DISPOSITIONS-					
Orange County TA	3071, 3099	GMC	T8H203/A1266, A1294	1980	3
	3150, 3175	GMC	T8H203/ A1345, A1370	1980	3
Los Angeles County MTA	(A)	Neoplan	AN440A3/——	1987	4
	(B)	TMC	T80206/——	1988/89	4
	(C)	Flxible	40102-6C/——	1988/89	4
	2806	Flxible	40102-6TL/LD101615	1990	4
Omnitrans	807, 894	Ford/Supreme	Econ/Senator /SHB67335, 60822	1995	5
	908-910	Ford/Supreme	Econ/Senator /SHB67342, 60821, 04133	1995	5
	911-912	Ford/Supreme	Econ/Senator /SHB60824, 60819	1995	5
	913-914, 998	Ford/Supreme	Econ/Senator /SHB04134, 60818, 28513	1995	5

-NOTES-

(A) - 1101, 1103, 1129, 1130, 1156, 1165, 1174, 1180.
(B) - 2002, 2008, 2012, 2024, 2051, 2053, 2063, 2067, 2068, 2069, 2076, 2099, 2122, 2127, 2131, 2141, 2146, 2152, 2166, 2170, 2206, 2236, 2252, 2261, 2262, 2303, 2364, 2388.
(C) - 2628, 2701, 2703, 2709, 2721, 2726, 2728, 2734, 2735, 2737, 2739, 2742, 2750, 2753, 2755, 2758, 2761, 2763.

1. Ex demonstrator.
2. Ex LADOT 96001-96003.
3. Authorized for disposal.
4. For sale in April 2003.
5. For sale at Nationwide Auction Systems.



Long Beach Transit 2306 just after delivery before going into service. Long Beach took delivery of 13 of these 2002 New Flyer D60LF, 2301-2313. Craig Barnes photo.

WT'S 40th ANNIVERSARY TRIP

Western Transit is planning it's 40th Anniversary trip for Saturday, August 16, 2003. Tentative plans include starting in Los Angeles with visits to Foothill Transit, Omnitrans, VVTA, SunLine and RTA. Check our web site for the most up-to-date information and to fill out a reservation form.