MTA LIBRARY
ONE GATEWAY PLAZA, 15th Floor
LOS ANGELES, CA 90012



Western Transit

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

VOL. 41, NO. 6 **June 2003**

VALLEY INTERCITY NEIGHBORHOOD EXPRESS (VINE)

NAPA. After operating much the same for nearly thirty years, the **VINE** system reinvented itself with eight new and improved routes offering new two way service between residential areas and key destinations and multiple transfer locations.

"Let Us Get You There" is the motto of the new system and FREE rides were offered during the first week — May 5-11, 2003.

In addition to changes on the seven local lines in Napa, Line 10-CALISTOGA-VALLEJO was changed and again offers hourly service to the Kaiser Hospital in Vallejo.

Previously, all bus lines met hourly or half hourly at the Pearl Street Transit Center in downtown Napa. While buses will still serve downtown and use Pearl Street, two satellite transfer centers have been added, one on Claremont Way at Kaiser Clinic and the other on Soscol Avenue near South Napa Marketplace.

In 1973, the City of Napa acquired the operations and assets of the privately owned **NAPA CITY BUS** and formed the **VINE.** In September 1991, the City of Napa together with other county cities and Napa County formed **NAPA VALLEY TRANSIT** operating between Vallejo, Napa, Yountville, St. Helena and Calistoga along California Highway 29 with a fleet of four former **SCRTD** Carpenter CBW-300 buses *(WT 12/91).* **NVT** was also designed to replace what once had been an all day two hour headway, since reduced, on a **WESTERN GREYHOUND LINES, INC** route between San Francisco, Vallejo and Calistoga.

Local shuttles in American Canyon, Yountville. St. Helena and Calistoga plus the DOWNTOWN NAPA TROLLEY round out the county's transit network. Recently **VINE** and **NVT** were combined into one.

In 1998 the NAPA COUNTY TRANSPORTATION PLANNING AGENCY was formed and is charged with coordinating the planning and funding for transit and paratransit, streets, roads, highways and bicycles and is also the funding approval agency for local projects that improve air quality. The NCTPA, which operates **VINE,** commissioned the study that led to the recent round of changes.

VINE's seven local lines in Napa now include 1A/1B-OLD SONOMA-BROWNS VALLEY, 2-COOMBS-SHETLER, 3A/3B-ALTA HEIGHTS-PUEBLO VISTA, 4-NORTH JEFFERSON-SALVADOR, 5-SOUTH JEFFERSON-IMOLA, 6-NORTH JEFFERSON-VINE HILL and 7-SOLANO-SOSCOL. All lines or branches operate hourly. With the two directional operation, some lines now have half hourly headways.

All eight lines operate on weekdays between 600AM and 700PM, all but 7-SOLANO-SOSCOL run on Saturday and only Line 10 runs on Sunday, on about a two-hour headway using two buses.

In This Issue

San Benito County Transit	3
Valley Transportation Authority	3
Golden Gate Transit	3
Metropolitan Transit Development Board	4
Transportation In Tijuana, Mexico	4
North County Transit District	4
Omnitrans	5
Riverside Transit Agency	5
Pasadena Area Rapid Transit System	5
Public Rural Ride (NV)	6
Stagecoach Group, PLC	6
ROTM – MTDB Contract Services	7
Signs Of The Times	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Thien Ngon dba CITY TRANSPORTATION for Class B Charter Party Certificate (16411-B) with home terminal in Westminster.

Mohammed Saeed dba HORIZON AIRPORTER for PSC between points in Solano, Napa, Contra Costa, Alameda and San Francisco Counties and Bay Area airports and to establish a Zone Of Rate Freedom.

Ramon Lopez dba PRESTIGE LIMOUSINE FOR NEW Class B Charter Party Certificate 11559-B with home terminal in Stockton.

CATALINA PASSENGER SERVICE, INC. for authority to increase fares for transportation of passengers by vessel between Newport Beach and Avalon, Santa Catalina Island.

DECISIONS

Gregory Phelps dba MOUNTAIN EXPRESS granted permission to establish a ZORF of plus $15/minus $4 from his current rates.

Bart Mulvihill granted PSC between points in the Conejo Valley and LAX.

Kultar Singh granted PSC to operate between points in San Francisco, Solano, Contra Costa, Alameda, Marin, San Mateo, Santa Clara Counties and Bay Area airports with ZORF.

Hosein Nemstgakhsh granted PSC authority between points in Orange County and Orange County Airport.

DIVERSIFIED PARATRANSIT, INC. authorized to transfer its On Call Airport PSC to *INLAND EXPRESS SHUTTLE, INC.*

WTS 40TH ANNIVERSARY TRIP

SATURDAY, AUGUST 16, 2003

Tentative plans call for our bus tour to visit **FOOTHILL, OMNITRANS, VVTA, RTA** and perhaps others.

Join us and reserve your spot now.
Check our web site for up-to-date information.

©2003 Western Transit

"PAGES FROM THE PAST"

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

JUNE 1998 – IMPERIAL COUNTY TRANSIT II was operating four routes in the Calexico-El Centro-Brawley-Holtville area with a fleet of nine former **BART** Express Gillig Phantoms.

JUNE 1993 – VICTOR VALLEY TRANSIT SERVICE AUTHORITY was reestablished on May 1st combining the former **VICTORVILLE TRANSIT** and **DESERT AREA RAPID TRANSIT** systems with 12 fixed routes and two types of paratransit service.

JUNE 1988 – An application was filed with the PUC for **PINETREE SERVICE CORP dba AIRPORTCOACH** to transfer its PSC to **GROUND SYSTEMS, INC. dba AIRPORT COACH.** This included DISNEYLAND-LAX, DISNEYLAND-ORANGE COUNTY AIRPORT, DISNEYLAND-BREA-ONTARIO AIRPORT and LAX-SAN BERNARDINO-PALM SPRINGS routes and Anaheim area connecting van shuttles.

JUNE 1983 – ORANGE COUNTY TRANSIT DISTRICT placed its first Gillig Phantoms into service (40 foot 4000-4063 and 35 foot 4500-4540) replacing the 55 GMC TDH-5303s (1001-1055, former **DALLAS)** which were sold while Flxible New looks 1201-1209, 1301-1316 and 1501-1515 were placed into contingency awaiting service expansion.

JUNE 1978 – NEVADA TRANSIT COMPANY, a private firm running between Reno and Sparks, ceased operations as Reno local service firm **PIONEER BUS LINES** had done earlier.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong George Gong Russ Jones
REPORTERS & SOURCES	Patrick Hardie Charles Hobbs Alex Lock Guillermo Merino John McKane Andrew Novak Scott Page

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 BENITO COUNTY TRANSIT (SBCT)

HOLLISTER: **SBCT** provides three fixed route services, COUNTY EXPRESS between Hollister, San Juan Bautista, Gilroy and Gavilian College; HOLLISTER-SALINAS and three local lines in Hollister – RED LINE, BLUE LINE and GREEN LINE.

RED LINE is a north/south line traveling between the Tres Pinos transfer point and Hope Center, primarily along San Benito Avenue (Highway 56). GREEN and BLUE operate opposite each other in an east/west loop primarily along 4th, Line Street, Nash/Tres Pinos and Memorial.

May 5th brought a service reduction on those three weekday-only local lines, such that service now runs only between 700AM and 500PM. DIAL-A-RIDE service is available to the general public on weekends when the fixed routes do not operate.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: **VTA** implemented another round of service reductions, reducing service by nine percent, on April 14th. Changes affected 64 of the 73 bus lines and the light rail system.

Three lines were dropped – 18-GILROY-MONTEREY & FARRELL, 47-MOUNTAIN VIEW CALTRAIN-SAN ANTONIO SHOPPING CENTER and 56-FAIR OAKS & EL CAMINO-MILPITAS while midday service on 300-EAST SAN JOSE-PALO ALTO LIMITED was dropped and Owl service (130-430AM) on SANTA TERESA-BAYPOINTE RAIL LINE was ended.

Most changes were either stretching headways or shortening the span of service – Lines 10, 15, 16, 17, 19, 22, 23, 25, 26, 27, 30, 31, 32, 33, 34, 36, 37, 38, 39, 40, 51, 52, 53, 54, 55, 57, 58, 59, 60 62, 63, 64, 65, 66, 67, 68, 70, 71, 72, 73, 74, 77, 81, 82, 85, 88, 101, 102, 104, 122, 140, 141, 180, 304, 305, 330, 520 and 521.

As well, Saturday hours were dropped on 67–SANTA TERESA LRT STATION-CAPITOL LRT STATION while Sunday operations on 34–SANTA CLARA CALTRAIN-SAN ANTONIO CENTER and 51–VALLCO-MOFFETT FIELD/AMES CENTER ended.

A fare increase in August and further service reductions in October are in the plans.

VTA depends on sales taxes for about 80 percent of its funding, but these revenues have fallen sharply for seven consecutive quarters as Silicon Valley continues to grapple with a deepening recession. This is an unprecedented drop among transit agencies nationwide. **VTA** had been averaging $200 million annually, but that fell to $133 million in the quarter ending last December.

Some **VTA** Board members want to use a portion of the money from a new transit tax *(WT 11/00, 12/01)* that begins in 2006 to avoid further reductions. The half-cent sales tax would run for 30 years and would pay about one-half the cost of extending **BAY AREA RAPID TRANSIT DISTRICT** trains to San Jose.

VTA staff believes the tax can only be used for new or expanded services. Board member Francis La Poil wants the Authority to seek a legal opinion on how the money can be used.

Fare changes include raising the $1.40 adult cash fare to $1.50 and increasing the Adult Day Pass to $4.50. Other fares would also be adjusted.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Three public hearings were held during May to receive testimony on **GGT's** proposed service reduction plan and California Environmental Quality Act exemption *(WT 4/03).*

Service would be retained for more than 97 percent of existing customers, but it is expected that about one-half of the riders would experience less frequent buses or the need to transfer.

Extremely important is the status of a new agreement for Intra County Public Bus Transit Service in Marin County to secure Transportation Development Act funds allocated to Marin from the Metropolitan Transportation Commission. Presently, all TDA funds are allocated to **GGT.** **GGT** operates all of the **MARIN COUNTY TRANSIT DISTRICT** local bus routes under terms of an interagency agreement. The service program under consideration changes the nature of **GGT** inter-county bus routes. Some current direct service to San Francisco would be replaced with intra-county shuttles connecting to regional Highway 101 bus routes. It would require many passengers to transfer, but would also greatly reduce costs while maximizing the amount of service offered.

June 8th brought the summer service adjustments including discontinuation of rush hour trips on many Commute Routes and institution of the summer schedule on 63-MARIN CITY-STINSON BEACH. As of July 19, Audubon Canyon will close for the season and then all buses will begin/end at Stinson Beach.

(Continued on page 4)

(Continued from page 3)

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: **MTDB** awarded contracts for new buses recently – one to North American Bus Industries (NABI) for purchase of up to 41 low-floor, 40-foot transit buses for **SAN DIEGO TRANSIT CORP** and six similar buses for **MTDB CONTRACT SERVICES** and another to Creative Bus Sales, Inc. for up to 7 CNG powered EZ Rider II buses for **CHULA VISTA TRANSIT.**

Upon receipt of these buses, up to 80 **SDTC** 1991 model Gillig Phantoms (from 301-332 and 1201-1280) and older **CVT** buses will be retired and sold via either an on-line auction or a County of San Diego auction.

COACH USA (GOODALLS CHARTER BUS SERVICE) received a three-year extension (to September 2006) for operation of the **SAN DIEGO COUNTY TRANSIT SYSTEM** Commuter Express peak hour bus program.

Recently passed California legislation will now expand the SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) from a regional planning and money pass-thru agency into a "one-stop shop" for transportation in San Diego County.

The expanded SANDAG includes a new voting system that shifts power in regional matters from smaller cities to San Diego and adds both a second City of San Diego and an Imperial County representative. Current **MTDB** planning, programming and engineering will shift over.

Current plans call for a transfer of all planning and programming decisions to SANDAG by this July. It is expected that while all engineering will be at the new agency, responsibility for ongoing projects (Mission Valley East LRT, San Ysidro Intermodal Transport Center) will remain with **MTDB.** The principal **MTDB** function will be overseeing the operations of contract services and **SDTC** and **SAN DIEGO TROLLEY, INC.**

Current plans call for merging the governing boards of **MTDB, SDTC** and **SDTI** into one with **MTDB** Board to sit as the board for all three. The other two corporations would remain in existence with their own employees.

Assemblymember Christine Kehoe (D-San Diego) has authored legislation (AB 317) to make **MTDB** a single employer with **SDTC** and **SDTI** (*WT 4/03).* There has always been a controversy whether **MTDB** should be involved in labor issues of its subsidiaries. A merger of the corporate boards would place **MTDB** in a position to be in management with the labor contracts.

To balance the operating budget for FY 03/04, the **MTDB** Board has adopted an eight-point action plan — 1) Maintain an operating reserve of 5 percent of total operating budget or $8 million using the remaining $12 for operations, 2) increase the amount of federal formula funds used for preventive maintenance from 15 to 55 percent, seek SANDAG assistance to fund non-service major capital projects, 3) approve a plan to implement savings and reduce unproductive service to achieve an annual subsidized savings of $4 million over two years with specific changes the subject of a June 12 public hearing, request SANDAG to effect a change in the TransNet formula from 80%/20% to 65%/35% to allow more flexible use of funds, 5) authorize issuance of Grant Anticipation Notes, 6) approve a $1.5 million deposit to the liability claims reserve, 7) delay implementation of any new services (other than MISSION VALLEY EAST RAIL) until they can operate a sustainable level of service and 8) seek CMAQ funds for the first three years of MVE operations.

TRANSPORTATION IN TIJUANA, MEXICO

TIJUANA, MEX: All transportation in this border city of over 1.5 million is provided by private companies under franchise to the city. The firms use either buses or taxis.

National Action Party (PAN) Mayor Jesus Gonzalez Reyes, who took office in 2001, has instituted a series of reforms. The latest is a plan to eventually replace the city's nearly 6,000 taxis with buses. The taxis follow established routes and charge standardized fares.

Critics say the taxi based system is antiquated, expensive and poorly planned. Taxi drivers, who defend the system as offering service everywhere in the city, had threatened to disrupt a recent City Council meeting considering adoption of a transportation master plan and were barred from the meeting. The Council, in a 9-5 party line vote, approved the plan.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: **NCTD** held a public hearing May 15th on plans for their August service change. Most changes involve reducing service spans or trip trimming, but three lines are proposed for discontinuation — 387-RAMONA CIRCULATOR, 413-MESA MARGARITA-CAMP PENDLETON MORNING TRIP and 420-VISTA TC-PALOMAR COLLEGE.

Line 347–ESCONDIDO-PALOMAR COLLEGE would operate a two-hour headway on Saturday between 900AM and 500PM. 386-ESCONDIDO-RAMONA would run every two hours Monday thru Saturday.

(Continued on page 5)

(Continued from page 4)

OMNITRANS (OT)

SAN BERNARDINO: **OT** has approved a change order associated with the TRANSPORTATION CONCEPTS, INC. existing paratransit contract to continue operating the COMMUNITY LINK service in Grand Terrace/South Colton and Chino Hills for another year (to June 2004).

COMMUNITY LINK picks up and drops off passengers, including the ambulatory general public, based upon requests placed by phone at least one hour in advance. The bus then returns to a transfer point at regular intervals for connections with **OT** fixed routes.

The CHINO HILLS route operates as a general public demand response bus in the city acting as a connector between residential areas and activity centers as well as a feeder to 65-MONTCLAIR-CHINO HILLS.

GRAND TERRACE-SOUTH COLTON runs as a fixed route between Mount Vernon/Grand Terrace and Kaiser/Cooley with no deviations, then as a demand response within the Grand Terrace/South Colton area.

OT will soon begin a study of the health effects of their three liquefied natural gas fueling stations, but with special attention on the Metro Division on West 5th in San Bernardino as required by legislation sponsored by State Senator Nell Soto (D-Ontario).

The study will include an emissions inventory, a review of complaints made to the AQMD, a review of other emission sources in the area, air samples and a health survey of area residents.

OT also has fueling stations at the Montclair Division and at the South I Street facility (TCI) in San Bernardino, but the Metro Division has been the subject of numerous resident complaints *(WT 6/01, 9/01)*.

Area residents have said their main objective is to get the station moved, but **OT** has no current plans to move the fuel station and instead has taken several measures to improve conditions there *(WT 8/02)*.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** implemented major changes May 25 including inauguration of three NEW lines, operated by LAIDLAW TRANSIT SERVICES *(WT 5/03)* with a fleet of Econoline/Aerotechs including 22-14 — 22-17.

NEW are 61-SUN CITY SCOOTER, 74-PERRIS--HEMET-SAN JACINTO and 79-HEMET-TEMECULA VIA WINCHESTER.

Line 1-MAGNOLIA was extended to West Corona METROLINK while several lines were altered downtown to stop at Downtown Transit Terminal mid-route rather than serve as the-end-of-the-line — 10-INDIANA, 16-MORENO VALLEY, 29-RUBIDOUX and 49-COUNTRY VILLAGE VIA MISSION BLVD. 19 was shortened to operate between Moreno Valley Mall and Perris and no longer serve the Sunnymead Ranch area (Line 18) nor Perris to Sun City (Line 74).

31-HEMET-BEAUMONT, 35-MORENO VALLEY MALL-BEAUMONT and 36-YUCAIPA-BEAUMONT were all modified to serve Beaumont and Banning at K Mart/Sun Lakes Center, no longer serving San Gorgonio Hospital. **BANNING TRANSIT SYSTEM** and **CITY OF BEAUMONT TRANSIT** connections are made here.

The LA SIERRA METROLINK SHUTTLE, which started in spring 2001 *(WT 3/01, 6/01)* to address parking problems at the rail station by providing off site parking and a bus shuttle, was discontinued April 30th. The SHUTTLE was expected to operate until the Van Buren METROLINK Station opened, but sufficient additional parking spaces have been constructed. McDonald Transit Associates dba TRANSITWAYS had operated LSMS using one of the replica trolleys.

Line 50-JURY TROLLEY, another TRANSITWAYS contract line, was rerouted away from Fairmount Park and now runs from Riverside County Parking Lot #33 at 3rd & Market via 3rd, Orange, 5th, Market, 12th, Main, 10th, Market, 14th, Brockton, Terracina and Magnolia to 14th/Market, now using two trolleys on a 15 minute headway Monday thru Thursday.

The City of Riverside, owners of the **RTA** Downtown Transit Terminal, want to use that parcel for other purposes and they have approached both **RTA** and the Riverside County Transportation Commission with a plan.. The city's Redevelopment Agency would buy a 6.5 acre parcel located on Howard between 12th on the north and 14th on the south (the former site of a Food Machinery Corporation plant) for use as the new Transit Terminal including parking for the nearby METROLINK Station. Although the **RTA** Board has yet to take an official position, they have authorized their CEO Larry Rubio to continue discussions with the city.

PASADENA AREA RAPID TRANSIT SYSTEM (ARTS)

PASADENA: June 8th brought an expansion of **ARTS** with two NEW lines (50-LINDA VISTA-SOUTH RAYMOND and 60-HASTINGS RANCH-ALTADENA DRIVE) while July 1st will bring fares to the current free fare system – 50 cents adults, 25 cents senior/disabled.

(Continued on page 6)

(Continued from page 5)

Existing Line 10-COLORADO-GREEN ST LOOP was expanded to begin weekdays at 700AM (was 1100AM), 32-NORTHWEST PASADENA-WASHINGTON BLVD added weekend hours and was rerouted away from Sierra Madre Villa and onto Sierra Madre and Hastings Ranch to Rosemead. 40-ORANGE GROVE-VILLA also has a longer service span.

New Line 50 operates weekdays only on a 30 minute peak (2 buses), 60 minute (1 bus) midday headway connecting the Art College of Design (alternate trips to JPL) and downtown Pasadena via Lida, Linda Vista, Seco, Mountain, Fair Oaks, Walnut, Raymond, looping via Del Mar, Fair Oaks, Glenarm and Raymond to Del Mar. This line will also serve three **LACMTA** GOLD LINE stations - Del Mar, Fillmore and Memorial Park.

New Line 60 will run every half hour during weekday peak hours — 600-900AM and 400-800PM (2 buses) serving the GOLD LINE's Sierra Madre Station. From Hastings Ranch & Sierra Madre, buses will loop Sierra Madre, Michillinda, Alegria, Hastings Ranch, Rosemead, Foothill, Altadena Dr, Washington, Sierra Madre, returning via Foothill, Rosemead and Hastings Ranch to Sierra Madre.

PUBLIC RURAL RIDE (PRIDE)

CARSON CITY, NV: The recently formed Carson Area Metropolitan Planning Organization voted to allocate $75,000 for **PRIDE**'s CARSON CITY-RENO to continue current service levels through September.

PRIDE bus service began in August 2000, funded by Washoe County's Regional Transportation Commission and the Nevada Department of Transportation with the understanding that Carson City would pick up the state's portion when it met a federal designation as a planning organization, which recently occurred.

The Washoe County RTC (Reno) recently proposed discontinuing Saturday operations (4 round trips using 1 bus) and dropping the 1121AM NB and 151PM NB trips and adding an a 750AM SB trip on weekdays as part of an effort to reduce annual costs by about $150,000. A final decision has yet to be made.

STAGECOACH GROUP, plc

PERTH, AUSTRALIA: **SG** recently announced two sales — the assets and contracts of COACH USA TRANSIT SERVICES (Progressive Transportation Services, Inc. dba) to FIRST TRANSIT, INC. and the West and South Central regions of COACH USA to a newly formed affiliate of Kohlberg & Co., LLC.

Both transactions are subject to regulatory approvals, final confirmation of financing and normal closing conditions. The FIRST TRANSIT sale is expected to be complete by the end of this month.

C-USA T S operates in 35 locations within the United States, including Washington, California, New York, North and South Carolina, Florida and Puerto Rico with about 2000 employees and a fleet of 1200 vehicles.

PROUDLY OPERATED BY Coach USA

In Washington, CUSA T S operates the inter-county commuter routes of **COMMUNITY TRANSIT** while in California there are six current contracts – **YOLOBUS** Yolo County, **VISALIA CITY COACH, PASADENA AREA RAPID TRANSIT SYSTEM, PASADENA DIAL-A-RIDE,** Irwindale Division of **FOOTHILL TRANSIT** and three **LACMTA** lines, 96-LA-SHERMAN OAKS VIA RIVERSIDE DRIVE, 167-PLUMMER-COLDWATER CANYON and 214-BROADWAY-MAIN STREET LOOP. These will be transferred to **FIRST TRANSIT** following approval of the contracting agencies.

The **MUNICIPAL AREA EXPRESS** and **VAN NUYS FLYAWAY** contracts will continue to be operated by CALIFORNIA CHARTERS, INC (Long Beach) while the San Fernando Valley DASH lines will continue as COACH until the contract expires this October.

GOODALL'S CHARTER BUS SERVICE would continue to operate the **SAN DIEGO COUNTY TRANSIT SYSTEM** Express Routes contract.

COACH USA's West region includes operations in California, Arizona, Nevada, Colorado, Wyoming and North Dakota with a fleet of 1153 vehicles and 2,200 employees. Included are **CALIFORNIA CHARTERS, INC, VALEN TRANSPORTATION, INC, PACIFIC COAST SIGHTSEEING TOURS, ANTELOPE VALLEY BUS, INC, AIRPORT BUS OF BAKERSFIELD, GOODALL'S CHARTER BUS SERVICE, ALL WEST COACHLINES, GROSVENOR BUS LINES/GRAY LINE OF SAN FRANCISCO, K. T. CONTRACT SERVICES, GRAY LINE TOURS OF SOUTHERN NEVADA, ARROW STAGE LINES, POWDER RIVER TRANSPORTATION** and **ACE EXPRESS.**

The South Central region includes companies in Texas, Louisiana, Arkansas and Tennessee with 400 buses and over 800 employees.

STAGECOACH will continue to pursue opportunities to sell the South East and Canada bus regions and the remaining taxi businesses.

(Continued on page 7)

MTDB CONTRACT SERVICES – 900 SERIES ROUTES
San Diego, California

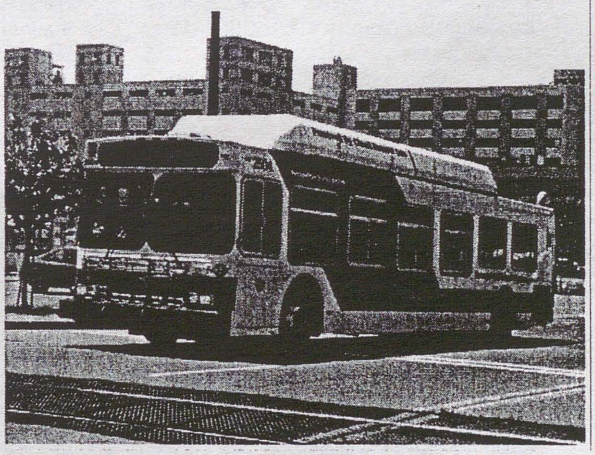
FLEET NOS.	BUILDER	MODEL	VIN NOS.	YEAR	NOTES
2001-2051	New Flyer	C40	SU015977-6027	1995	
2071-2077	ElDo National	RE-32	VC084256-262	09/97	
2081-2086	ElDo National	RE-32	VC084263-268	09/97	1
2091-2092	ElDo National	RE-26	SC084064-065	05/95	
2101-2117	New Flyer	C40	SU016028-044	1995	2
2201-2210	New Flyer	C40LF	YU021484-493	2000	2
2501-2512	New Flyer	C40LF	YU021458-469	2000	
2513-2514	New Flyer	C40LF	YU021482-483	2000	
2601-2614	New Flyer	C40LF	2U023550-563	2002	

All buses currently operated by ATC/VANCOM.

-NOTES-
1. One door with forward facing seats – painted mostly red.
2. Originally used on contract lines operated by SAN DIEGO TRANSIT CORP.



Left: 2032 on the Route 933.
Bottom: 2504 on Route 932.
Photographers unknown.



(Continued from page 6)

SIGNS OF THE TIMES

First there were black & white roll signs, then colored roll signs. Then came the electronic signs with flip dots. The early ones were orange & black, then yellow and black. Then came the LED's, first flip dots lighted with LED's, then 100% LED signs. Then came color LED's.

In 2001 TwinVision introduced the multi-color LED headsign, the Chroma I. The left side of the sign is 16x28, made up of 3 LED's, one red, one green and one blue for each dot. These are able to be programmed to display various colors. Later TwinVision introduced the Chroma IV, which is 16x112. This sign had the three colored LED's (red, green & blue) for each dot on the whole sign. Initial orders were received in August 2001 from Foothill Transit for the Chroma I and AC Transit for the Chroma IV signs. Long Beach's new 2300's also have the Chroma IV signs.

In 2002, Luminator started marketing their multi-color LED sign, known as the GEN4.

Foothill Transit Orion V's, the 1200's have the Chroma I signs. The route numbers are various colors, for example, a purple route number would be made of the red & blue LED's,

Next month, we will start from the beginning of the electronics signs.

For more information, visit www.western-transit.com and go to the Electronic Headsign section, were you can see the colors.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Torrance Transit System	474-481	Gillig	G15D102N4/Y1071865-872	03/00	
	482-492	Gillig	G27D102N4/21072753-763	07/02	
Foothill Transit	F1100-F1176	Gillig	G22D102N4/Y1071120-196	2000	
	F1181-F1187	Gillig	G22E102R2/Y1090280-286	2000	
	F1200	Orion	05.501/26501742	2002	
	F1201-F1220	Orion	05.501/26501810-829	2002	
	F1221-F1226	Orion	05.501/26501832-837	2002	
	F1227-F1244	Orion	05.501/26501839-856	2002	
	F1245-F1265	Orion	05.501/26501858-878	2002	
-USED-					
Inland Empire Connection	9513	Flxible	40102-6C/SD106240	06/95	1
Roadway International	3909	TMC	MC-9/CR003208	1982	2
Roesch Lines, Inc.	470	TMC	102A3/HR006316	12/87	3
-DISPOSITIONS-					
Riverside Transit Agency	4001-4004	GMC	T80206/GV824748-751	04/86	4
	4005-4007	TMC	T80206/JR825303-305	06/88	4
	4008-4009	TMC	T80206/JR825371, 370	06/88	4
	9001-9004	TMC	T80206/LR827221, 223-225	09/90	4
Long Beach Transit	9003-9006	TMC	T80606/LR827703-706	1990	5
	9008-9026	TMC	T80606/LR827708-726	1990	5
Los Angeles County MTA	1805-1809	Flxible	40102-6C/LD100837-841	1989	5
	2019-2378	TMC	T80206/—	1988/89	A,5
	2800-2850	Flxible	40192-6TL/—	1990	B,5

-NOTES-

(A) - 2019, 2021, 2023, 2029, 2032, 2036, 2039, 2071, 2103, 2147, 2168, 2171, 2179, 2184, 2197, 2199, 2200, 2203, 2207, 2217, 2222, 2229, 2235, 2240, 2242, 2245, 2246, 2265, 2266, 2307, 2308, 2317, 2322, 2325, 2331, 2332, 2337, 2346, 2373, 2378.
(B) - 2800, 2802, 2804, 2808, 2813, 2814, 2815, 2818, 2820, 2829, 2832, 2849, 2850.

1. Ex RTA, same number.
2. Ex CUSA/AVBI 6895.
3. Ex GLI 1799.
4. For sale by RTA.
5. For sale thru Ken Porter Auctions.



The MTA staff presented the major elements of a new design program on June 17, 2003 to the MTA Board's Executive Management and Audit Committee. The full Board is expected to discuss the program at a future meeting.

The proposed program includes a plan to repaint Metro Buses and Metro Rail cars in colors that will clearly identify each vehicle with the type of service it would provide. While bright red would continue to herald the successful Metro Rapid service, California poppy orange would denote local bus service and a crisp blue could be used on freeway express buses. All Metro Rail cars would either be painted silver or would retain their stainless steel appearance.The MTA staff presented the major elements of a new design program, Thursday, to the MTA Board's Executive Management and Audit Committee. The full Board is expected to discuss the program at a future meeting.

The proposed program includes a plan to repaint Metro Buses and Metro Rail cars in colors that will clearly identify each vehicle with the type of service it would provide. While bright red would continue to herald the successful Metro Rapid service, California poppy orange would denote local bus service and a crisp blue could be used on freeway express buses. All Metro Rail cars would either be painted silver or would retain their stainless steel appearance.