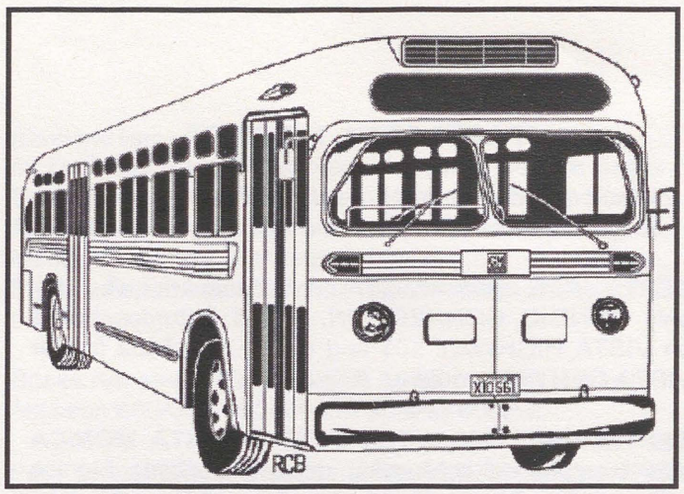
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VOL. 41, NO. 9 **September 2003**

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The *COMMUTER LINK* came to Riverside County September 2nd as four new, direct, limited stop commuter bus routes were instituted using a fleet of ten (3001-3010) new, CNG powered Thomas SLF 232 buses (*an option on the* ***OMNITRANS*** *order)* outfitted with 27 reclining seats, tray tables and outlets to plug in lap tops.

The front half of the buses is red with white lettering and trim while the back half is white with red trim with black windows.



RTA 3001 at Riverside's Market & University Transit Center. Russ Jones photo

All four lines offer two-directional service during extended weekday peak hours – 400AM-900AM and 400PM-900PM on variable headways.

The *CL* routes include 202-MURRIETA-TEMECULA-OCEANSIDE, 204-RIVERSIDE-MONTCLAIR, 206-TEMECULA-LAKE ELSINORE-CORONA and 208-TEMECULA-MORENO VALLEY-RIVERSIDE

Line 202 begins at the Murrieta Wal-Mart via Madison, Murrieta Hot Springs Road, I-15 (off at Winchester Road to serve Temecula's Promenade Mall Park and Ride), CA Highway 76/Mission Expressway/San Luis Rey, Coast Highway, Seagaze and Cleveland to the Oceanside Transit Center (and **NCTD** connections).

From the Market & University Transfer Center, Line 204 travels Mission Inn, Market, CA Highway 60 (off to serve Country Village Park & Ride), I-15, I-10 (off at Miliken to serve Ontario Mills Mall), Monte Vista and Richton to Montclair Transcenter.

Line 206 starts at the Promenade Mall in Temecula via Winchester, (off at Murrieta Hot Springs Road to serve Wal Mart and at Nichols Road to serve Lake Elsinore Outlet Center Park & Ride), Hidden Valley Pkwy, Hamner/Main and Blaine to Corona METROLINK Sta.

Line 208 also begins at the Promenade Mall via Winchester, I-15 (off at Newport Rd to serve Menifee and I-215 (off via 4th, Wilkerson, San Jacinto and D Street to serve Perris), CA Hwy 60 to serve Moreno Valley Mall, returning via Hwy 60, Martin Luther King and Vine to the Riverside METROLINK Station.

The new buses had been on display at several of the transit centers during the month of August and FREE rides were offered opening day, plus coupons available good for one free ride during September.

Regular fares are $1.00 on Lines 204, 206 and 208 and $4.00 on Line 202.

NEW Line 43-MADISON STREET SHUTTLE opened

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Orlando Cabrera dba AMERICAN PASSENGER SERVICE for Class B Charter Party Certificate (16491-B) with home terminal in San Mateo.

Alphonso Salcido dba IMPERIAL CROWN LINE for Class B Charter Party Certificate (16495-B) with a home terminal of Chula Vista.

Nasrollah Machaddam dba A PROMPT SHUTTLE for PSC between points in Orange County and Orange County Airport.

Okab Fayah dba ACROPOLIS AIRPORT SHUTTLE for PSC between points in Solano, Contra Costa, Alameda, San Francisco, San Mateo, Santa Clara Counties and Bay Area airports with a Zone Of Rate Freedom.

Brenda Mason dba A CAR 4 KIDS for on call and scheduled PSC between points in San Francisco, Alameda and Contra Costa Counties with a ZORF.

Russell Beauchane dba AIRPORT TRANSPORTATION SERVICE to sell and *Micheal B Holland and Helen M. Lipton dba NORTH VALLEY SHUTTLE* to buy PSC-1036B operating airport shuttle authority.

DECISIONS

BAYPORTER EXPRESS granted expanded PSC to operate on-call service between points in San Francisco and San Francisco Airport with Zone of Rate Freedom.

PACIFIC ADVENTURE CRUISES, INC granted expansion of VCC-78 including transporting passengers and baggage between all accessible docks in Marina Del Rey on a scheduled basis.

WESTERN TRANSIT'S 40 YEAR ARTICLE INDEX

A 40 Year WT Article Index is now available. With over 130 pages, this index lists all articles and rosters published between August 1963 and August 2003 in The Booster and Western Transit. Also includes a brief history of Western Transit. A 3-ring binder is also included. Get yours now for only $10.00 (including shipping).

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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)

SEPTEMBER 1998 – VISTA implemented the weekday only CONEJO CONNECTION, added Saturday buses on VISTA HIGHWAY 101 and discontinued the former VISTA CENTRAL route on August 8th.

SEPTEMBER 1993 – THE TIDE – SANTA MONICA was inaugurated connecting downtown Santa Monica with the Main Street shopping area, beaches and hotels. Area businesses helped to fund the program as a mitigation measure.

SEPTEMBER 1988 – ORANGE COUNTY TRANSIT DISTRICT instituted three new Market Development lines (301 and 302 on the 405 Freeway and 393-LOS ALISOS BL) using DAR type vehicles on limited fixed routes to test the concept of introducing service using lower cost providers and, as service matured and ridership grew, shift the operations in-house.

SEPTEMBER 1983 – LONG BEACH TRANSIT started the PROMENADE TRAM (open sided tractor and trailer vehicles) between the Long Beach Plaza and Hyatt Regency Hotel with an eventual planned extension to Shoreline Village.

SEPTEMBER 1978 – Santa Cruz County voters approved a 1/2 cent sales tax measure to support expanded operations of the **SANTA CRUZ METROPOLITAN TRANSIT DISTRICT** including the purchase of 22 new buses, new express bus routes and evening service on several lines.

WT STAFF FOR THIS MONTH

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(Continued from page 1)
for business August 4 between the Janet Goeske Senior Center on Streeter and Casa Blanca Learning Center. From Goeske, the bus travels via Streeter, Arlington, Madison, looping via Evans, Grace, Lincoln, Madison, Peters, Esperanza, Diamond and Madison to Arlington to Streeter.

Buses run every 35 minutes (1 small bus) on weekdays between 600AM-1000AM and 300PM-600PM.

Prior to last May's changes, Line 14-INDIANA traveled thru the Casa Blanca area on Madison between Indiana and Lincoln. In May, Line 14 was changed to stay on Indiana and Line 10 continued along Lincoln. Residents then met with **RTA** staff seeking to restore bus service to Madison and this route was developed.

The current contract with Mc Donald Transit Associates dba TRANSITWAYS was amended to provide an added $54,000 to operate this demonstration route through, at least, next June 30th.

Earlier this summer, the **RTA** Board held hearings on proposals to discontinue both the ORANGE BLOSSOM EXPRESS (UCR – Downtown Riverside Trolley) and the JEFFERSON STREET SHUTTLE in Temecula and expand 23-MURRIETA and 24-TEMECULA LOCAL and reroute a portion of 3-NORCO-CORONA away from Wal Mart and Magnolia Avenue and travel via Fullerton, Ontario, Temescal Canyon and Cajalco Road to the Crossings Center. OBE was discontinued with August 9th and, except for a continuation of Line 3, the other changes were planned for September 2nd.

INLAND EMPIRE CONNECTION (IEC)

RIVERSIDE/SAN BERNARDINO: Both **OMNITRANS** and **RTA** recently instituted changes affecting **IEC.**

On September 2nd, **OT** combined, rerouted and rescheduled former 90-MONTCLAIR-SAN BERNARDINO RAPID ROUTE and 100-RIVERSIDE-SAN BERNARDINO into the NEW 90-MONTCLAIR-SAN BERNARDINO-RIVERSIDE including reducing the Riverside-San Bernardino one-way fare to $1.15 *(new **OT** local fare)* from the former $2 inter-county rate.

Line 90 operates between Montclair and Riverside as 90/100 did, but the line was rerouted to again serve Fontana (via Sierra to South Fontana Transfer Center at Sierra & Marygold), was rerouted in San Bernardino to serve METROLINK, in Colton to serve Cooley Ranch and also in Riverside to serve METROLINK.

Weekday buses operate between 500AM and 1000PM about every 45 minutes (5 buses). Weekend headways are hourly (3 buses) with a Saturday service span of 615AM-945PM and Sunday of 700AM-800AM.

RTA and **OCTA** both approved an additional one-year extension of the Cooperative Services Agreement for operation of Line 149-RIVERSIDE-MALL OF ORANGE.

.

OMNITRANS (OT)

SAN BERNARDINO: **OT** implemented a number of changes September 2nd including conversion of Lines 30–NORTH REDLANDS and 31–SOUTH REDLANDS into the new *REDLANDS TROLLEY* including new loops to serve the University of Redlands and transfer of *RT* and 7-SIERRA WAY, 8-MENTONE-YUCAIPA and 9-YUCAIPA from **OT** to a new TRANSPORTATION CONCEPTS, INC contract *(WT 08/03).*

For Lines 7, 8 and 9, **OT** purchased 12 Thomas Dennis LLC Model SLF 232G CNG powered buses. Numbered 501-512, the 32-foot, bike rack equipped, low floor buses seat 26 (forward facing in the rear and longitudinal in the front) with the **OT** logo on the cushion seats, gray interiors and floors, Twin Vision amber all-LED ESS signs, cameras and GFI fareboxes.

The three all-red SVMC brand Model 3000 trolleys are numbered 1101-1103. They are CNG powered and have one door, are accessible (Ricon lift in the rear), wood interiors with 24 wooden seats, Twin Vision electronic head and side signs and AM/FM radios.

Arrival of these buses resulted in placing 12 of the 600-633 series 35-foot and three of the 1639-1683 series 40-foot RTS into contingency.

22 new New Flyer C40LF buses are to be delivered this winter replacing a like number of 1992 model TMC RTS 06 of the 1639-1683 series. 23 more Flyers are due in the fall of 2004 replacing the rest.

The *REDLANDS TROLLEY* includes the RED ROUTE (NORTH/30) and the BLUE ROUTE (SOUTH/31), each operating hourly (630AM-830PM weekdays, 730AM-630PM Saturday and 800AM-600PM on Sunday) and serving the University area every half hour. Although regular **OT** fares apply, a special *RT* introductory fare of 25c will be charged until January 1, 2004.

OT fares were increased September 2nd for the first time in four years, along with the introduction of a new 7-Day Pass, revised guidelines for student fares and a reduction of the Riverside-San Bernardino inter-county fare to $1.15.

Cash fares were all increased – Full Fare $1.00 to $1.15

(Continued on page 4)

(Continued from page 3)
and Senior/Disabled 45c to 50c. Full Fare Day Passes are now $2.75 although S/D remained at $1.25. The **IEC** Combo of 90 and 100 into the NEW 90 adopted the **OT** local fare structure (cash fares and the various passes).

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: On July 6th all classes of **SCAT** fares were increased *(WT 5/03)* including cash fares, monthly passes and multi-ride tickets.

Cash fares are now $1.25 for adults and youth and 60 cents for seniors and the disabled. Prepaid media was similarly increased.

The Telephone Road only bus on 11-TELEPHONE ROAD, implemented last summer, now operates the full 10/11 clockwise loop (east on Telegraph, west on Telephone) on a 65-minute headway. The change provides 30-35 minute headways through the day until the Buena High dismissal and then trips are adjusted to have two buses close together at the end of the school day to handle the large number of passengers.

The **SCAT** Board has approved the extension of Line 15-EL RIO-NORTHEAST into Nyeland Acres, an unincorporated area north and east of Oxnard. Using both CMAQ and TDA funds, this three-year demonstration will be implemented in response to VCTC Unmet Needs goals for FY 2003-04 *(WT 5/03).* By the end of the three years, this service will need to carry 12 passengers per service hour with a minimum 20% farebox recovery.

The routing will be the current route from the Esplanade to Ventura & Rose, then via Rose, Gonzales, into St. John's Medical Center, Rose, Gonzales, Rice into Santa Clara, Friedrich, Almond, Ventura, Nyeland, Santa Clara, Auto Center, Paseo Mercado, Ventura to Rose and then current alignment to The Esplanade. Daily service on a 40 minute headway (Line 15 currently runs every 65 minutes) will be offered. The Weekday service span will be 600AM-745PM with a weekend span of 720AM-745PM.

(Ed. Note – Ventura County Public Works offered transit service in the area a number of years ago, but it was discontinued due to low ridership).

VENTURA INTERCITY SERVICE TRANSIT AUTHORITY (VISTA)

VENTURA: **VISTA** implemented a number of changes August 12th including new Sunday service on SANTA PAULA DIAL-A-RIDE, FILLMORE DIAL-A-RIDE, and VISTA HIGHWAY 126 using the Saturday schedules.

On the COASTAL EXPRESS, additional weekday only express trips were added and the line was shortened from UCSB to Goleta (Hollister & Las Carneros).

Also during mid August, the first of fifteen new Van Hool C2045L 55-passenger, diesel powered, accessible buses (expected to be CUSA/AVBI 63198-63212) were placed into service on all **VISTA** fixed routes replacing the fleet of MCI/TMC MC-9s, 102A3s and 102C3s.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT** implemented a number of changes June 15th with additional ones on August 31st.

NEW Line 11-TRUXEL ROAD was inaugurated and operates weekdays only between 600AM and 600PM, hourly in the base and half hourly during rush hours.

From Club Center Drive & Natomas, buses travel Club Center, Northborough, North Park, Natomas, Truxel Road, Garden Hwy, Interstate 5 and loop in downtown Sacramento via J st, 9th, L St and 3rd.

Operating in the North and South Natomas areas of Sacramento, considered the fastest growing part of Sacramento, Line 11 is considered as paving the way for a new light rail or special bus route to come traveling along Truxel Road to the Sacramento Airport. The **RT** Board is expected to decide on both alignment and technology later this year.

Line 66-ELK GROVE EXPRESS is a second NEW line, operating between Elk Grove, Laguna and downtown Sacramento with two morning and two afternoon weekday peak hour trips. From West Stockton & Elk Grove, buses travel Elk Grove, Harbour Point Dr, Laguna Blvd, I-5, Q St and 8th to G St, returning via 7th and P to the I-5.

Line 140-ZIGGURAT-DOWNTOWN reduced peak hour frequencies from 5 to 10 minutes and added midday service on a half hourly headway.

In August, the peak hour deviation of 87-HOWE AVENUE via Natomas Park, Capitol Park and Mill Creek was discontinued.

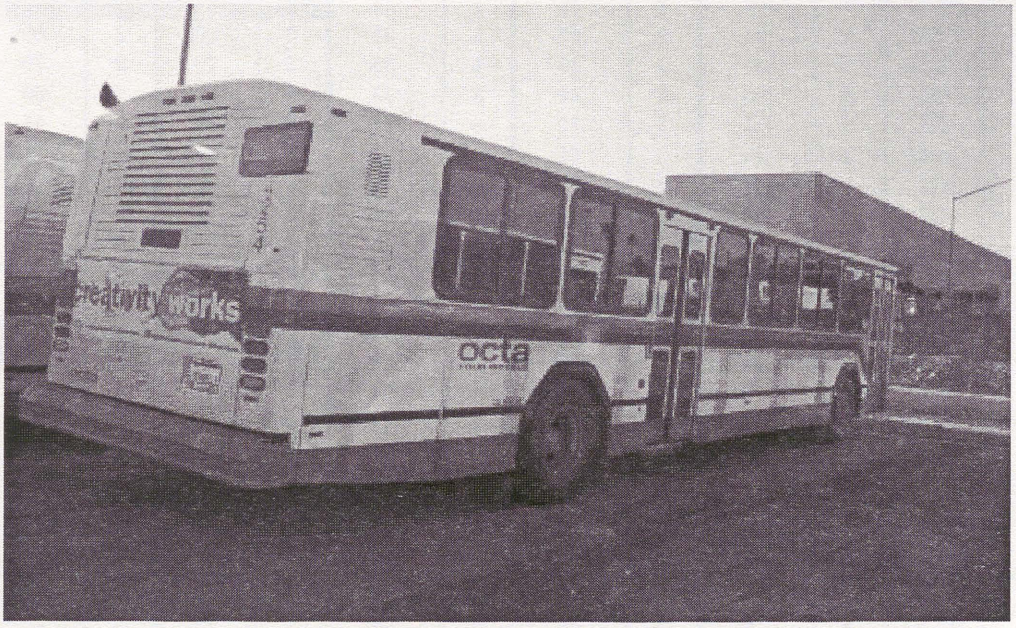
Line 139-K STREET TROLLEY was discontinued and replaced Monday-Saturday by a rerouted Line 143-AMTRAK-CAPITOL MALL which was revised to operate between Amtrak and the East End (Capitol and 15th/16th), primarily via the K Street Mall.

(Continued on page 5)

2003 OCTA ROSTER

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	QTY	NOTES
2101	NABI	040.09	XA140370	1999	1	
2102-2111	NABI	040.09	YA140334-343	2000	10	
2112-2161	NABI	040.09	YA140345-394	2000	50	
2201-2299	NABI	040.09	1A140337-435	*2001*	99	
2301-2372	NABI	040.09	1A140436-507	2001	73	
3001-3175	GMC	T8H203	A1196-A1370	1980	128	4
4201-4263	Gillig	4096TBL10	K1082796-858	1989	63	4
4264-4269	Gillig	4096TBL10	L1082859-864	1990	6	
5001-5039	New Flyer	D40	LU013891-929	1990	39	
5101-5114	New Flyer	D40	LU013930-943	1990	14	
5201-5250	New Flyer	D40LF	SU015866-915	1995	50	1
5301-5397	New Flyer	D40LF	VU017939-035	1997/98	97	
5401	New Flyer	D40LF	VU017537	1997	1	
5402-5418	New Flyer	D40LF	VU018046-062	1998	17	
5419-5420	New Flyer	D40LF	WU018113-114	1998	2	2
6001	El Dorado/National	EZ Rider	VC084252	1997	1	
6002-6008	El Dorado/National	EZ Rider	WC084001-007	1997/98/99	7	1
6009-6025	El Dorado/National	EZ Rider	WC084009-025	1997/98/99	17	1
6101-6168	Ford Econoline 350	El Dorado Aerotech	Mixed	2003	68	3
7201-7210	New Flyer	D60LF	XU019458-467	1999	10	
7301-7320	New Flyer	D60LF	YU021494-513	2000	20	
7401-7420	New Flyer	D60LF	1U023196-215	2001	20	
8301-8364	Ford Econoline 350	El Dorado Aerotech	Mixed	1999	64	
8401-8458	Ford Econoline 350	El Dorado Aerotech	Mixed	2001	58	
8901-8978	Ford Econoline 350	El Dorado Aerotech	Mixed	2002	78	
				TOTAL -	993	

NOTES
1. Serial numbers are mixed.
2. Hybrid electric drive buses.
3. Arriving, being accepted and then placed into Access service.
4. Some units are inactive.



4254 after arriving back from being rehabbed. Craig Barnes photo.

2003 OCTA VEHICLE HEADWAY SUMMARY

Route	Route Name	Division	Weekday						Saturday		Sunday	
			Peak 6-9am		Base 9am-3pm		Peak 3-6pm		All Day		All Day	
			Vehicles	Headway	Vehicles	Headway	Vehicles	Headway	Vehicles	Headway	Vehicles	Headway
1	Pacific Coast Highway	04/07	11	30/60	9	30/60	9	30/60	6	60	6	60
20	Imperial Highway	06	2	45	2	45	2	45				
21	Valley View/Bolsa Chica	04/06	3	45	3	45	3	45				
24	Malvern Avenue/Chapman Avenue	04/06	4	30	2	60	4	30	2	50	2	50
25	Knott Avenue/Golden West Street	04/06	6	30	7	30	8	30	3	60	3	60
26	Commonwealth/Yorba Linda Blvd	04/06	4	30/60	4	30/60	4	30/60	3	50	3	50
29	Beach Boulevard	04/06	19	12/24	13	20/40	22	12/24	15	15/60	16	15/60
30	Orangethorpe Avenue	06	6	30/60	6	30/60	7	30/60	3	60	3	60
33	Magnolia Street	04/06	5	30	4	30	4	30	3	45	2	60
35	Brookhurst Street	04/06	6	20	6	30	6	20	5	35	3	60
37	Euclid Street	04/06	9	20	7	30	10	20	6	30	3	60
38	La Palma Avenue	06	17	7/15/30/60	9	20/40	19	7/15/30/60	4	45	4	60
42	Lincoln Avenue	04/06	15	15/30	8	30/60	15	15/30	10	20/40	6	30/60
43	Harbor Boulevard	04/06/07	24	7/14	18	15	27	7/14	19	12/60	15	15/60
46	Ball Road	04/06	7	20	4	30	7	20	3	60	3	60
47	Anaheim Boulevard/Fairview Street	04/06	14	15	9	20	13	15/20	13	20	13	20
50	Katella Avenue	04/06	9	20	7	30	11	20	6	30	4	45
51	Flower Street	04/07	4	30	4	30	4	30	4	25	4	25
53	Main Street	04/06/07	18	12/24/36	15	12/24/36	22	12/24/36	14	12/60	12	15/60
54	Chapman Avenue	04/07	7	20	6	30	10	20	6	30	4	40
55	Standard/Bristol Street/17th Street	04/06/07	18	10/20	11	20	18	10/20	12	20	12	20
56	Garden Grove Boulevard	04/06	6	30	5	30	5	30	3	60	3	60
57	State College Blvd/Bristol Street	04/06/07	22	8/24	16	12/24	24	8/24	15	12/24	14	12/24
59	Kraemer/Glassell/Grand Crosstown	04/06/07	15	20	11	30	15	20	3	60	3	60
60	Westminster Avenue/17th Street	04/07	20	12/24	15	15/30	17	12/24	13	15/30	15	15/30
62	Golden West/Hazard/Civic Center	04	6	20	6	20	7	20				
64	Bolsa Avenue/First Street	04/07	12	12	14	15	20	12	15	12	12	12
66	McFadden Avenue/Walnut Avenue	04/07	14	12/24/60	11	15/30/60	14	12/24/60	8	15/30	12	15/30
70	Edinger Avenue/Moulton Parkway	04/07	18	20/40	11	20/60	14	20/40	12	20/40	10	20/60
71	Tustin Avenue/Red Hill Avenue	06/07	8	30	9	30	9	30	7	30	6	40
72	Warner Avenue	04/07	6	20	4	30	10	20	3	45	2	60
74	Segerstrom Ave/Barranca Pkwy	04	3	45	2	45	2	45				
75	Jamboree Road	C-LTS	2	45	2	45	2	45				
76	Talbert Avenue/MacArthur Blvd	04/07	6	30	3	60	4	30	3	60	3	60
79	Culver Drive	07	5	30	3	45	5	30	2	70	2	70
82	Mission Viejo/Rancho Santa Margarita	07	3	30	2	45	3	30	1	60	1	60
85	Crown Valley Parkway	07	5	30	7	30	5	30	3	45	3	45
86	Alton Parkway/Jeronimo Road	04/07	3	55	3	55	3	55	3	50		
87	Alicia Parkway	07	3	45	3	45	3	45	3	45		
89	El Toro Road/Laguna Canyon	07	7	30	4	30	5	30	4	30	4	30
91	Paseo de Valencia/Camino Capistrano	07	7	30	4	30	6	30	3	45	3	45
131	Lakeview Avenue/Riverdale Avenue	C-LTS	1	60	1	60	1	60				
145	Raitt Street/Greenville Street	04/07	3	30	2	60	3	30	2	45	2	45
147	Birch Street/Raymond Ave/Lewis St	C-LTS	2	VH			3	VH				
164	Seal Beach Blvd/Lampson/Edwards	C-LTS	1	70	1	70	1	70				
167	Santiago Blvd/Hewes St/Bryan Ave	04/07	3	45	3	60	4	45	3	45	3	45
172	Main/Garfield/Sunflower	C-LTS	2	60	2	60	2	60	2	60	2	60
173	Fair Drive/Orange Avenue	C-LTS	3	45	3	45	3	45				
175	Yale Avenue/Campus Drive	C-LTS	2	60	2	60	3	60				
177	Lake Forest/Muirlands/Los Alisos	07	2	45	2	45	2	45	2	45	2	45
178	Huntington Beach - Irvine via Adams	04/07	5	30	3	60	5	30	2	60		
187	Laguna Hills - Dana Point/Laguna Niguel	04/06/07	4	30/60			3	30/60				
188	Laguna Hills - Irvine Circulator	C-LTS	4	45			3	45				
191	Mission Viejo - San Clemente	C-LTS	7	30	4	60	8	30	4	60	4	60
205	Laguna Hills - Santa Ana - Disneyland	04/06/07	10	8/15/30	6	30	11	8/15/30	6	30	5	30/60
206	Santa Ana - Lake Forest	07	3	VH			1	VH				

2003 OCTA VEHICLE HEADWAY SUMMARY

Route	Route Name	Division	Weekday						Saturday		Sunday	
			Peak 6-9am		Base 9am-3pm		Peak 3-6pm		All Day		All Day	
			Vehicles	Headway	Vehicles	Headway	Vehicles	Headway	Vehicles	Headway	Vehicles	Headway
211	Seal Beach - Irvine Spectrum	04	3	30			4	30				
212	Irvine - San Juan Capistrano	C-LTS	1	VH			2	VH				
213	Brea - Fullerton - Irvine	06/07	2	30			1	30				
216	Costa Mesa - San Juan Capistrano	C-LTS	1	VH			1	VH				
410	Anaheim Canyon Station - NE Anaheim	C-LTS	1	VH			1	VH				
411	Anaheim Canyon Station - La Palma Ave	C-LTS	1	VH			1	VH				
430	Anaheim Amtrak - Anaheim	C-LTS	3	VH			2	VH				
453	Orange Transp Center - Main Place	06	2	VH			2	VH				
454	Orange Transp Center - The Block	04	3	VH			2	VH				
462	Santa Ana RTC - Santa Ana	07	2	VH			3	VH				
463	Santa Ana RTC - Edinger & Grand	C-LTS	3	VH			4	VH				
464	Santa Ana RTC - South Coast Metro	C-LTS	4	VH			4	VH				
470	Tustin - Orange County Airport	C-LTS	4	VH			5	VH				
471	Tustin - Jamboree & Fairchild	C-LTS	3	VH			2	VH				
480	Irvine Transp Center - Lake Forest	C-LTS	4	VH			3	VH				
482	Irvine - Irvine Center & Discovery	C-LTS	1	VH			2	VH				
490	Aliso Creek/Moulton Pkwy/Crown Valley	C-LTS	2	VH			2	VH				
701	Huntington Center - Los Angeles	04	3	30			3	30				
721	Fullerton Park & Ride - Los Angeles	06	5	30			5	30				
757	Diamond Bar - Santa Ana	04/06	2	30			2	30				
Total Vehicles			481		318		502		259		229	

04 - Garden Grove
06 - Anaheim
07 - Irvine
C-LTS - Contractor-Laidlaw Transit Services
VH - Variable Headway

2003 OCTA DIVISION ASSIGNMENTS

FLEET #'S	DIVISION	LINES ASSIGNED TO
2101-2161	04 - Garden Grove	35, 37, 46, 47, 50, 51, 55, 59, 60, 64, 72, 178, 205, 454
2201-2255	04 - Garden Grove	29, 33, 53, 57, 60, 64, 66, 70
2256-2299	06 - Anaheim	24, 25, 38, 53
2301-2372	06 - Anaheim	26, 29, 30, 42, 46, 47, 50, 57, 59
3001, 3004, 3009, 3010, 3011, 3013, 0323, 3031, 3032, 3037, 3041, 3046, 3048, 3050, 3051-3056, 3059, 3060, 3118, 3129, 3132, 3134, 3149, 3163	07 - Irvine	1, 59, 60, 72, 76, 79
4205, 4208, 4210, 4215-4217, 4219-4221, 4231-4233, 4264-4269	06 - Anaheim	20, 37, 46, 71
5001-5011	06 - Anaheim	21, 35, 37
5012-5039	04 - Garden Grove	1, 21, 25, 56, 62, 74, 76, 145
5101-5107	06 - Anaheim	721
5108-5114	04 - Garden Grove	211, 701
5201-5250	07 - Irvine	53, 64, 66, 70, 82, 89, 145, 177, 187
5301-5320	06 - Anaheim	29, 33, 47, 54, 167, 213, 453
5321-5324	07 - Irvine	47, 55, 64, 71, 85, 86, 87, 91, 167, 205
5325	04 - Garden Grove	37, 54, 64, 86
5326-5339	07 - Irvine	47, 55, 64, 71, 85, 86, 87, 91, 167, 205
5340-5358	04 - Garden Grove	37, 54, 64, 86
5359	06 - Anaheim	29, 33, 47, 54, 167, 213, 453
5360-5363	04 - Garden Grove	37, 54, 64, 86
5364-5397	07 - Irvine	47, 55, 64, 71, 85, 86, 87, 91, 167, 205
5401-5418	07 - Irvine	57, 79, 178, 206, 462
5419-5420	04 - Garden Grove	64
6001-6025	Laidlaw - Irvine	172, 410, 411, 463, 470, 480, 482, 490
6101-6168	Laidlaw - Irvine	75, 131, 147, 164, 173, 175, 188, 191, 212, 216, 430, 464, 470, 471
7201-7210	06 - Anaheim	43, 57
7301-7318	04 - Garden Grove	43, 57, 60
7319-7320	06 - Anaheim	43, 57
7401-7420	07 - Irvine	43, 57, 60
8301-8364	Laidlaw - Irvine	Access
8401-8458	Laidlaw - Irvine	Access
8901-8978	Laidlaw - Irvine	Access

(Continued from page 4)

Later this month, the light rail SOUTH LINE, traveling between downtown and Meadowview Road, will open for business.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: Early last month, the **VTA** voted 7-5 to approve a controversial $550 million plan to extend BART to San Jose and possibly keep buses and trains running during the agency's current financial crisis. The plan includes issuing bonds and tapping into the sales tax that takes effect in three years.

The strategy allows preliminary engineering studies for **BART** to begin and, if given court approval, avoid deep cuts in service scheduled for January.

The split vote is the most significant in **VTA** history. It sets a course that keeps **BART** on track at the risk of using funds needed for existing transit service.

The vote was a victory for San Jose Mayor Ron Gonzales and **BART** proponents who say advancing cash is needed to meet the expectations of voters who approved what is called the BART tax three years ago which enabled **VTA** to qualify for hundreds of millions in possible federal aid to extent the rails to San Jose.

"This approach threatens to decimate the bus and rail system desperately needed by county residents", **VTA** Board Member and County Supervisor Blanca Alvarado said as the supervisors approved a resolution asking **VTA** to restrict tax use to prevent further reductions.

County voters can expect a sales tax proposal on the November 2004 ballot to rescue transit, but some say it will be a tough sale if only earmarked for sustaining service and not building new projects. The supervisors want to ask voters, instead, to extend the 2000 Measure A by 10 to 15 years rather than increase current taxes.

Before **VTA** gets money to offset current expenses, a court needs to rule (a few months away) on whether a tax passed to pay for future construction projects can be used to keep buses running today. **VTA's** attorney has ruled diverting $80 million to cover costs is not allowed according to the language of the ballot measure.

CALIFORNIA NEWS BRIEFS

Ground breaking ceremonies were held September 12th for the new **SANTA CLARITA TRANSIT** operations and maintenance facility on Constellation Road at Alta Vista in the Rye Canyon Industrial Park to replace the current multiple locations.

The VENTURA COUNTY TRANSPORTATION COMMISSION has commissioned the Ojai Valley Transit Study to assess current **OJAI TROLLEY** and **SCAT** services in the area, to evaluate needs for added local and potential express services and facilities.

The City Of Vallejo Transportation Department is now managing the **BENICIA TRANSIT SYSTEM** under a one year contract. The work will include managing the bus service budget and completing necessary reports for the Metropolitan Transportation Commission and the Federal Transit Administration.

The City of Glendale is currently in the design phase for its new transit maintenance center (on Gardena Avenue south of Central) which, while providing a new, custom designed facility for the **GLENDALE BEELINE** fleet, will also reduce annual expenses about $220,000.

In a cooperative program with Allan Hancock College, **CITY OF LOMPOC TRANSIT** launched a new service August 18th to provide campus-to-door weekday night service. Under the one-year pilot program, a **COLT** bus departs the college bus stop at 810PM, 840PM, 910PM and 940PM and provides service to the student's home.

THE WAVE (TW)

SOLANA BEACH: The **TW** ferry that had sailed between Oceanside and San Diego took its bow August 23rd with a full load of passengers, ending a five month experiment on the open ocean *(WT 4/03, 8/03).*

Funded by a $5 million state grant, the ferry never succeeded in luring peak hour commuters, the aim of the grant. $1.2 million of the funding was for environmental studies and harbor improvements in San Diego and Oceanside while $2.5 million went to ferry leasing and operation.

One condition of the grant was that the boat's operator, SCX, Inc. of Solana Beach, needed to land a private investor to fund the program, but that did not happen.

HONOLULU PUBLIC TRANSIT AUTHORITY (THE BUS)

HONOLULU, HI: Faced with a $4.6 million reduction in this year's operating budget, **THE BUS** implemented, in two steps, a six per cent reduction in service amounting to a 100,000 hour reduction in annual service hours.

In June, reductions were made to fifteen peak hour express lines and six all-day services.

The August program modified the headways (reducing

(Continued on page 6)

(Continued from page 5)
frequencies) on many routes and included realignments to Routes 3-KAIMUKI, 9-PALOLO VALLEY-PEARL HARBOR and 12-SALT LAKE.

Route 3's routing east of downtown to Ruger Waialae Avenue (KAIMUKI) remained the same and the line was extended west of downtown to take over Route 12 on Liliha, Vineyard, H-1 Freeway and through Mapunapuna to SALT LAKE.

Route 9 east of downtown to Palolo Valley remained the same and the 9 was also extended west of downtown to replace the 3 on Dillingham, Kamehameha and Nimitz to Pearl Harbor.

Employees of **THE BUS'** contract operator, OAHU TRANSIT SERVICES, INC., represented by Local 996 of the Teamsters Union, went on strike August 26 over higher wages and reductions in benefits. Labor and management had been meeting up to the deadline.

On August 28th, the Honolulu City Council approved an overall fare increase for monthly passes, institution of a 25 cent transfer charge and increasing youth fares from 75 to 85 cents. The increase will need to receive final Council approval on September 24 to become effective. The revenue increases are intended to cover an $8.6 million budget shortfall that would allow for no layoffs nor reductions in benefits.

On Monday, September 29th, bus service was resumed. Workers voted Saturday to approve a new five-year contract.

Transportation officials forecast an 8% drop in ridership, even though the buses will be free for the first five days of restored service.

CENTRAL WASHINGTON AIRPORTER (CWA)

YAKIMA, WA: On April 21st, **CWA** began offering scheduled transportation between Downtown Seattle, Seattle-Tacoma International Airport (SeaTac), Cle Elum, Ellensburg and Yakima.

The firm operates four daily round trips using intercity motor coaches with reclining seats and restrooms. Buses depart Yakima at 300AM, 600AM, 800AM and 200PM. They leave Seattle at 700AM, 100PM, 300PM and 700PM. A one way trip takes 3 1/2 hours.

CWA is an operating partnership between two companies, **BELLAIR AIRPORTER SHUTTLE** of Bellingham (Bellingham-Oak Harbor-Mount Vernon-SeaTac) and **A & A MOTORCOACH** of Yakima.

WASHINGTON STATE FERRIES (WSF)

SEATTLE, WA: As part of **WSF's** Business and Capital Funding Plan, the system has been reviewing all ferry schedules for on-time performance issues and schedule generated overtime with an eye toward increasing efficiency and reducing operating costs.

The FAUNTLEROY-VASHON-SOUTHWORTH route has a new schedule this fall that restores a mid afternoon trip from Vashon to Southworth, restores a 200AM sailing from Fauntleroy and provides more evenly spaced departures between 800PM and 1000PM that allows a direct sailing from Vashon to Fauntleroy.

The SEATTLE-BREMERTON route has a new schedule that includes the elimination of the Seattle-Bremerton passenger-only service as a cost savings measure. The objective was to incorporate the best of the passenger-only and auto ferry schedules. The larger of the two vessels on the route will operate the 620AM departure from Bremerton and the 515AM sailing was moved to 450AM to replace an early passenger-only sailing for passengers with a 600AM shift start time. **WSF** also worked with **KITSAP TRANSIT** on changes.

SOUND TRANSIT (ST)

SEATTLE, WA: The *TACOMA LINK* opened for business on August 22nd. The light rail line runs daily between Tacoma Dome Station at Freighthouse Square and the city's historic Theatre District downtown.

The system has five stations and is operated with three LRVs manufactured by Skoda Dopravni Technica, of the Czech Republic.

PUBLIC RURAL RIDE (PRIDE)

CARSON CITY, NV: June 1st saw the discontinuation of Saturday service on the **PRIDE** CARSON CITY-RENO route (one bus operating four round trips on a three hour headway). Sunday operations were dropped in August 2002.

Weekday service now operates during extended peak hours with northbound buses departing Carson City at 630AM, 730AM, 821AM, 400PM, 500PM, 551PM and 651PM. Southbound buses leave Reno at 550AM, 650AM, 750AM, 220PM, 420PM, 520PM and 620PM.

On April 25th the FALLON-CARSON CITY and FALLON-FERNLEY routes, part of the **ALL WEST COACHLINES, INC.** contract, were discontinued after

(Continued on page 7)

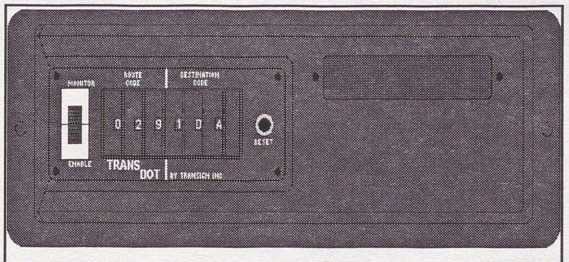
(Continued from page 6)
two years of operation.
*(Ed. Note – the fate of the CARSON CITY-MINDEN and SPARKS-RENO LOCKWOOD INDUSTRIAL CENTER routes, operated by **PARATRANSIT SERVICES** or how the operations of **DOUGLAS AREA RAPID TRANSIT** and **CARSON CITY COMMUNITY TRANSPORT** have been affected is not presently known).*

Signs of the Times
"The Early Signs of Vultron"

In Los Angeles the first order of buses to be delivered with electronic headsigns was the 8200 series 1981 GMC RTS'. These were Transit-Dot by Transign (Vultron). The unique thing about this system was that it enabled the input of any coded destination with any manually entered route number. Vultron filed this patent on July 30, 1980, and the patent was granted on October 5, 1982. This system was designed for Los Angeles who was the only transit operator to have this kind of control.

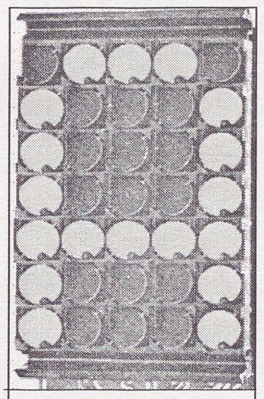
The control system consisted of a Message Encoder (the black box) and a Message Monitor. The EPROMs (Electrically Programmable Read Only Memory chips) were made from the computer program and then inserted into each Message Encoder in every bus!

The Message Monitor consisted of a red LED display to show what was being displayed on the destination signs. Front and rear signs showed the same information. On the Message Monitor were two sets of three thumbwheels each. A set of three to enter the route number by dialing in the appropriate number on the left. The other set of three thumbwheels on the right was set for the destination code.

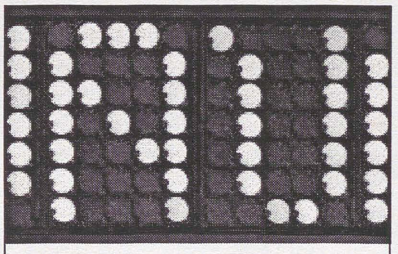


The DA3003 six-thumb-wheel Message Monitor.

For example if the operator wanted to display "**460 DOWNTOWN LA**", the operator would enter "**460**" on the left three thumbwheels (Route Number) and then code "074" which was the code for "**DOWNTOWN LA**". Some readings were made for one route number, almost all were programmed for three route numbers. So, if the operator entered "042" for the two digit number, the left position would be blank, then "42". If the operator entered "004", the display would show a space in the left position, and "04" in the next two. The left most digit was always ignored if it was a zero.


A Ferranti-Packard character module.

The signs used the flip-dot components of Ferranti-Packard until 1990 when Ferranti-Packard was bought by Luminator *(See WT August 2003)*. Each sign consisted of 15 character modules, each of 35 flip-dots arranged 5 wide by 7 high. The dots were 1/2" in diameter. These modules were placed next to each other to form the display. Because of the close proximity of each module to the next, most of the letters were only 4 dots wide, with the left most column left blank for character spacing, except the M, N V, W, X, Y and Z, which were five dots wide.


Actual photo of modules. Notice the close spacing. The first is an N, the second a U.

The system used a hexadecimal numbering pattern. Meaning that after 0-9, then A-F. 9 would be followed by A. F would be followed by 10.

For example, the code 074 "**DOWNTOWN LA**" is only a one line display, so the next code would be 075. If the display was more than one line, the following code would be increment by that number of lines. For example, code 169 is "**DOWNTOWN LA**", "**VIA PASADNA**". 169 would be "**DOWNTOWN LA**", 16A would be "**VIA PASADNA**". The following destination would be code 16B. If the operator put in code 169, the signs would cycle from "**DOWNTOWN LA**" then "**VIA PASADNA**", then back to "**DOWNTOWN LA**" and continue.

This system did have some advantages. If the transit company had many of one destination, it only had to be programmed once. The other was you could drop a leg of a trip by incrementing the code by one number. For example, 54C was for "**KNOTTS**" "**DISNEYLAND**" "**RIVERSIDE**". When you arrived at Knott's you would change the code to 54D, which would display only "**DISNEYLAND**" "**RIVERSIDE**". Upon arriving at Disneyland, the operator would change the code to 54E for "**RIVERSIDE**". This way the program did not have to include three separate readings.

The 6-thumbwheel Message Monitor was the only one to allow the manual entry of a route number. Others were the 3-thumbwheel and the 4-thumbweheel. The 3-thumbwheel only had 3 thumbwheels for the destination code. The 4-thumbwheel added an extra thumbwheel to the left of the 3-thumbwheels for a PR code.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Riverside Transit Agency	3001-3010	Thomas Dennis	SLF232G/3JA37381-390	2003	
Omnitrans	501-512	Thomas Dennis	SLF232G/3JA34536-547	04/03	
	1101-1103	SVMC	Trolley 3000/3CL71211-213	2003	
Chula Vista Transit	7001-7015	New Flyer	C40LF/YU021605-619	12/00	1
	7016-7025	New Flyer	C40LF/1U023468-477	12/01	1
Pacific Coachways	5518	Prevost	LeMirage XL II 45/T1025675	08/95	
-USED-					
LADOT (Connex TCT)	222, 226	Gillig	4096TB6V92T/J1082316, 320	06/88	2
Crucero USA	60502, 60506	Dina	Viaggio 1000/VS001670, 674	1997	3
	60508	Dina	Viaggio 1000/VS001676	1997	3
-DISPOSITIONS-					
Capital Metro (TX)	1162, 1164	Gillig	40102TB6V92/G1081394, 396	05/86	4
	1168, 1178	Gillig	40102TB6V92/G1081400, 410	05/86	4
	1729	Gillig	35102TB6V92/K1082939	1989	4
Greyhound Lines, Inc.	1551	TMC	102A3/GR005428	03/86	5
	1642	TMC	102A3/GR005564	06/86	5
	1796	TMC	102A3/GR005760	1986	5

-NOTES-

1. Additional information on build dates.
2. Ex Foothill Transit, same numbers.
3. Ex Autobuses Crucero 60150, 60154, 60156.
4. To Coach USA Transit Services, same numbers.
5. To ABC Bus Sales in Garden Grove.

FOOTHILL TRANSIT has approved actions to increase from 50 to 75 the number of buses to be purchased in FY 04/05 to replace 68 retirement age diesel buses and acquire 7 expansion buses. They also will negotiate a $25,120,000 agreement to purchase 75 CNG powered, low-floor NABI buses on assignment from the LACMTA 370 bus order of 2001.

The SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY is seeking bids for 20 passenger cars and 15 cab cars in the base order and up to 80 passenger cars and 64 cab cabs in options for SCRRA and other transit agencies.

SANTA MONICA MUNICIPAL BUS LINES has awarded New Flyer a $21,434,000 contract for 52 40-foot, low floor, LNG powered buses with an option for FY 04/05 for 20 more. This was part of a joint procurement with LONG BEACH TRANSIT (NABI was the other bidder) and is expected to replace all of the New look and Classic buses in the fleet.

OMNITRANS has awarded Creative Bus Sales a contract for ten model year 2004 Econoline/Aerotech replacement paratransit vehicles under the California Department of General Services Statewide Vehicle Contract Program.



VISTA 63202, a Van Hool C2045L owned by Coach USA/ Antelope Valley Bus, at the Thousand Oaks Transportation Center. Russ Jones photo



PRIDE 4401, a former CITIFARE GMC RTS 04 now owned by Paratransit Services, Inc, in Minden, Nevada. Edmund Buckley photo