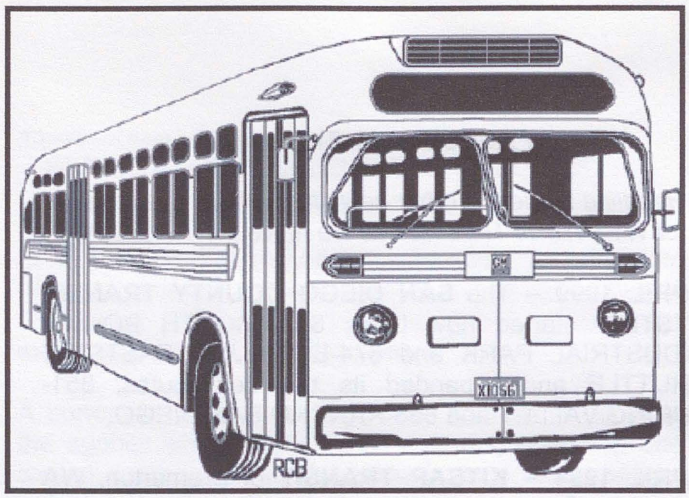


Western Transit

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

VOL. 42, NO. 4 **April 2004**

DUMBARTON BRIDGE ROUTE EXPRESS BUS (DB EXPRESS)

OAKLAND: DB EXPRESS is an element of the regional transit network connecting major employment and residential areas on both sides of the southern San Francisco Bay identified as the Dumbarton Bridge (State Route 84) Corridor. The program was developed through a demonstration project initiated in 1984 by the Metropolitan Transportation Commission and funded for two years by a State Transportation Assistance grant with service initially provided by **AC TRANSIT.**

Since July 1986, the DB EXPRESS has been funded by the contributions from its five members – **BAY AREA RAPID TRANSIT DISTRICT, SAN MATEO COUNTY TRANSIT DISTRICT, VALLEY TRANSPORTATION AUTHORITY, UNION CITY TRANSIT** and **AC,** the current Consortium Administrator.

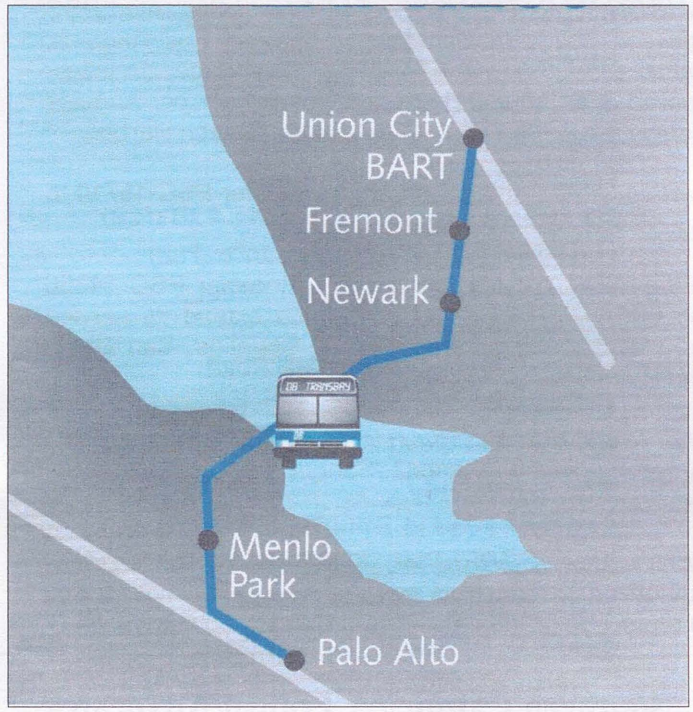
The first contract to provide DB service was awarded to PENINSULA CHARTER LINES who started in February 1989. A second contractor operated from January 1993 to July 1998 when current contractor FIRST TRANSIT, formerly RYDER/ATE, assumed operations.

The Consortium recently authorized issuance of an RFP for a follow-on DB EXPRESS BUS service contract for a period of three years with two possible one-year extensions. The current contract ends June 30, 2004 unless extended on a month to month basis.

Last fall **AC** presented an option to the Consortium for **AC** to take over operations this year at contract end, but the other members felt the current market would be very competitive due to the state of the economy and that a bid lower than the **AC** option might be submitted.

Consortium members wanted an RFP requiring bidders to submit two proposals – 1) cost of providing service including maintenance of the Gillig Phantom 6 bus fleet and 2) cost of providing service without maintenance charges. This would allow Consortium members to provide maintenance, should they be interested.

RFP responses will be delivered to MTC and evaluated by the Consortium. Members submitting a proposal will be unable to vote on the selection. RFP timelines suggest a contract start up in late August.



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MTA LIBRARY
ONE GATEWAY PLAZA
15TH FLOOR
LOS ANGELES, CA 90012

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

CALIFORNIA WINE TOURS, INC dba EVANS AIRPORT SERVICE to extend PSC-9679 to include Oakland International Airport and the Town of Sonoma.

DECISIONS

SAIGON V.I.P. TRANSPORTATION, LLC granted PSC between points in San Diego, Orange, Los Angeles, Santa Clara, Alameda and San Francisco Counties, door-to-door shuttle between points in Los Angeles County, LAX, ONT, Los Angeles/Long Beach Harbors.

Bart Mulvihill granted authority to transfer PSC-15710 to *WEST VALLEY AIRPORTER, INC.*

Mohammad Yoonos authorized to transfer PSC 14336 to *DISCOUNT SHUTTLE, LLC* and extend its service area to San Diego and Ventura Counties, San Diego and Palm Springs Airports.

Atul Misra dba ALLROUTE EXPRESS granted PSC between points in Alameda, Santa Clara and San Mateo Counties and Bay Area airports.

PENINSULA CORRIDOR JOINT POWERS BOARD authorized to construct several pedestrian overpasses to replace at grade crossings in San Mateo County.

Southern California Transit Advocates

2004 Transit Guide

The 2004 Transit Guide is your one stop resource to transit agencies in Southern California. The book has 85 pages and contains telephone numbers, websites and other details on transit agencies in Los Angeles, Orange, Riverside, San Bernardino, Kern, Ventura, Santa Barbara and San Diego Counties. The book also contains key information on Amtrak, Metrolink and Greyhound. This book is a must for all those utilizing public transit in Southern California.

To order please send your check or money order to:
Southern California Transit Advocates
3010 Wilshire Blvd. #362
Los Angeles, CA 90010

(Books are $10.00 each. Please add $3.00 for shipping and handling for each copy of the book. Allow 4-6 weeks for delivery.)

www.socata.net

"PAGES FROM THE PAST"

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

APRIL 1999 – The **SAN DIEGO COUNTY TRANSIT SYSTEM** started new Lines 844A-SOUTH POWAY INDUSTRIAL PARK and 874-EL CAJON EASTSIDE SHUTTLE and expanded its two flex routes, 851-SPRING VALLEY and 853-RANCHO SAN DIEGO.

APRIL 1994 – KITSAP TRANSIT of Bremerton, WA began implementing a large increase in service after voter approval of a 2/10 of one percent sales tax increase and Trident Precinct voters (Bangor Naval Submarine Base) approved annexation to **KT.**

APRIL 1989 – Following the loss of Nevada Test Site home to work commuter contract, **LAS VEGAS-TONOPAH-RENO STAGE LINE, INC.** began a series of actions – establishing a charter operation in Gardena, changing schedules between Reno and Lake Tahoe, making changes in Reno Airport service and filing in Nevada for an increase in charter bus rates.

APRIL 1984 – AIRPORT SERVICE, INC. started its "Ambassador Class Luxury Service" between LAX and Disneyland using MCI MC-9s 4201 and 4202. A new two route shuttle connecting outlying hotels with airport buses also began.

APRIL 1979 – Discussions began concerning creation of a regional transit authority for the south San Diego County area. At least four different plans were offered.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: In February **AC** Board members were told of potential revenue losses totaling $10.8 million for FY 03/04 and FY 04/05, continuing the financial strain experienced over the last two years.

A corrective action plan has been formulated to keep the agency solvent. It includes deferring operating and capital costs to the extent possible to a future period, reducing contributions to reserves and capital expenditures, coach and engine sales to other transit properties and several other miscellaneous adjustments. Staff has begun the process to declare a fiscal emergency and to develop a service reduction plan of $5-$15 million annually.

The sale of up to 25 new Van Hool 40' buses ($325,000 each) would net just over $8 million. **WASHINGTON AREA METROPOLITAN TRANSPORTATION AUTHORITY** is interested in buying the units and has sufficient non-federal funds available *(Ed. Note – the Van Hools were bought with local money).* **AC** wants to structure the arrangement so they never take ownership of the buses *(and are not required to pay California sales tax).* Depending on the timing, some buses could be shipped directly to **WMATA.** With service reductions likely, the size of the active fleet would be reduced.

Another contemplated action is to negotiate the sale of up to 51 engines and transfer title of up to 51 (of 60) 2801-2860 1993 model 40-foot Gillig Phantoms. **SAN FRANCISCO MUNI** may be a willing buyer.

A public hearing was held in mid March to authorize the General Manager to enter into an energy service contract for the new hydrogen fueling station to be located at Division 4 in East Oakland.

AC is seeking a private sector partner to assist with the development of an onsite natural gas steam reforming hydrogen fueling station by providing at least a 50 per cent cost share contribution to supplement its funds. **AC** has received over $13 million in federal, state and local funds to build three hydrogen fuel cell buses, a maintenance center and fueling station.

Van Hool is currently building the buses in Belgium and United Technologies Fuel Cells is manufacturing the fuel cell stacks. Integration of the fuel cell engines and the hybrid electric drive trains for the buses will be completed by ISE Corporation in San Diego. The first bus is expected on the property for testing and revenue service by September 2005.

AC and **LACMTA** are negotiating an agreement to allow for an exchange of Federal Section 5307 funds for non-federal funds to allow **AC** to use local money to buy 61 30-foot replacement buses (for 1991 model Gillig Phantoms 2701-2761) by exercising an option in the current Van Hool bus purchase agreement.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: During March the Service Sectors held hearings to receive comments on plans to change bus services starting in June. The Sector Councils approved a series of modified recommendations — replacing 350-SOTO LIMITED with 751-SOTO RAPID, new 376-VALLEY BLVD LIMITED, 607-NORTH INGLEWOOD SHUTTLE and 705-VERNON-LA CIENEGA RAPID.

All of Line 107-54TH STREET (see 607 and 681) and weekend hours on 202 and 209 would be discontinued.

48-MAPLE-SAN PEDRO would be shifted from Maple to Main between 8th and Adams while 446/447 will be rerouted from Avalon Bl. via 182nd/Albertoni to Artesia Transit Center and then along Harbor Transitway. 484-LA-POMONA and 490-LA-COVINA-BREA will be shortened at Cal Poly Pomona with NEW 684-POMONA-BREA operating along Holt, Ridgeway, Campus, Temple Ave, Diamond Bar Blvd, Orange 57 Freeway, Lambert and State College.

The Bus Riders Union and affiliated organizations filed for a six year extension of the current Consent Decree at the same time that a group of transit officials from San Francisco, Chicago, Boston and APTA conducted a peer review of **MTA** operations and determined the agency is meeting the required passenger load factor of 1.20 more than 96 percent of the time.

The peer group calculated that Special Master Donald Bliss' interpretation of the passenger load standard would require **MTA** to provide five seats for every four riders — about twice as much as most agencies offer. The group recommended focusing on a broader range of service quality issues, noting that passenger loads are only one measure of quality.

Over the last two years, **MTA** has shifted from buying standard 40-foot, 40 seat, low floor transit buses to high capacity and advanced design vehicles. These include twenty 40-foot NABI Compo buses (7980-7999), one hundred 45-foot composite buses *(WT 12/03)* that began production in Hungary in February and two hundred 60-foot low floor CNG articulated buses from NABI, the first such buses designed for use in this country, with the first to arrive next summer.

(Continued on page 4)

(Continued from page 3)

MTA is also interested in obtaining up to five hybrid-electric 60-foot articulated buses. Hybrid vehicles are currently the only commercially available technology able to meet 2007 CARB regulations.

Currently only New Flyer has developed designs for 60-foot articulateds and has also produced a 40-foot gasoline hybrid bus. Similarly, only NABI is able to apply hybrid technology to its 45-foot composite bus.

The affiliated Advanced Transit Vehicle Consortium will soon solicit single source proposals for these vehicles on behalf of **MTA**.

Facilities-Operations recently completed an assessment of existing facilities including identifying improvements and expansions needed to support an expanding fleet. Results show operating divisions are over capacity and in generally poor condition.

All **MTA** divisions were built at least 20 years ago and are either beyond or quickly approaching to 30-50 year life expectancy of maintenance facilities. They were not designed to maintain and operate the current fleet size.

As of February 2004, Divisions 1, 2, 5, 6, 7, 10 and 18 store and maintain numbers of buses which exceed the capacities of the sites. They are located in the Gateway, South Bay and Westside/Central Sectors, where both ridership growth is the greatest and the areas most impacted by the Consent Decree.

Based on current service forecasts, facilities must be expanded to support both 45-foot and articulated buses. The primary impact on facility capacity before 2010 is the proposed introduction of 90 articulated buses at Division 10, related to WILSHIRE-WHITTIER RAPID. Although construction of new Division 6 and the 80-bus expansion of Division 1 will assist, they are not due on line for over two years.

Based on current plans, by FY 2010 about 600 buses, 1/4 of the fleet, will be comprised of articulated buses. Division 5, 8, 10, 15 and 18 are being considered as host divisions for the initial deployment of the buses as these are newer facilities and would require the fewest modifications. Major modifications would be required at Divisions 2, 6 and 7. D7 has no pull-through shop bays.

If property adjoining or near existing sites was acquired, Divisions 1, 3, 5, 9, 10 and 18 could be expanded over a 3-5 year period to accommodate 375 to 425 more buses. Division 2 could be expanded via reconstruction or acquisition of adjacent properties, but that would cost considerably more than other planned expansions.

Service demand shows a significant number of riders live in or travel to or thru downtown Los Angeles. If a new division were built, the most cost effective approach would be to locate there. Staff is looking for land and determining the viability of locations. Including property condemnation and environmental clearance, anything new is likely at least four years away.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: On March 15 and 22, **LADOT** effected a large number of service changes, either improved frequency or NEW Sunday hours on eight DASH lines.

20 minute (instead of 30) headways are now in place on HIGHLAND PARK-EAGLE ROCK, PANORAMA CITY-VAN NUYS, VAN NUYS-STUDIO CITY, SOUTHEAST and WILSHIRE CENTER-KOREATOWN.

Sunday service between 900AM and 600PM is now offered on all of the above, except STUDIO CITY, plus CRENSHAW, HOLLYWOOD and MIDTOWN.

FIRST TRANSIT, INC. began operating all of DASH Packages 1 (Mid City), 2 (Hollywood-Northeast area) and 3 (San Fernando Valley) on March 27 *(WT 3/04)*.

All but four DASH contracts (WATTS, WILMINGTON, CHESTERFIELD SQUARE and VERMONT-MAIN) have taken effect over the last year. *(Ed. Note – those four all expire in November 2005. In line with recent practices, expect a combined RFP will be issued).*

AIRPORT BUS (Ground Systems, Inc. dba)

ANAHEIM: The effects of both reduced business and vacation travel appear in **AB's** schedules. One way and round trip fares remain unchanged.

DISNEYLAND-LAX now offers half hour headways from LAX only between 1000AM and Noon with two hour headways after 600PM until midnight and the last bus from Anaheim at 800PM.

DISNEYLAND-ORANGE COUNTY AIRPORT departs Anaheim at 600AM, 900AM and hourly until 200PM, then 400PM and last bus at 600PM. Returning buses leave OCA at 930AM, hourly until 230PM, then 430PM and 630PM. Prior to last September, buses operated hourly between 800AM and 600PM with reservation only service prior to 800AM.

The ENTERTAINMENT EXPRESS continues with one daily round trip. Passengers need to make reservations by 500PM the previous day.

(Continued on page 5)

(Continued from page 4)

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The **OCTA** Board approved a $31 million, one-year extension (to June 2005) of the current five-year contract with LAIDLAW TRANSIT SERVICES, INC. to provide small bus fixed route, *ACCESS* paratransit and Special Agency Transportation.

New this coming year will be a one year contract with up to four taxicab firms to offer *ACCESS* paratransit service, in yet-to-be determined accessible vehicles, between 1000PM and 500AM. These will take the place of LTS cutaways. Current fares and operating practices will remain unchanged.

Approved for June 2004 implementation are rerouting of 91-LAGUNA HILLS-SAN CLEMENTE away from K Mart Plaza and along Coast Highway/El Camino Real into San Clemente at Los Molinos & Avenida Pico and establishment of NEW Line 193-CAMINO VERA CRUZ-AVENIDA PICO. This is Phase I of the line, which will eventually serve San Clemente's Talega Ranch area and also be extended to Dana Point Harbor.

FOOTHILL TRANSIT (FT)



WEST COVINA: In February the **FT** Board considered termination of the Operations Agreement with FIRST TRANSIT, INC. for the Irwindale Division, but decided on a 90-day period to gauge improvements.

The current three year, with two one-year options contract, was awarded to COACH USA TRANSIT SERVICES in June 2002 and took effect on September 29, 2002, the opening date of the Irwindale facility.

Staff reports suggest significant improvements since the July 2003 purchase of CUSA by FTI, but three issues remain – proper fare collection, bus operator performance and provision of on-street service.

Early reports of the 90-day program indicate continued improvement.

FT issued an RFP for a vendor to design, build, own, operate and warrant a CNG fueling station for the Irwindale Division. 75 CNG powered NABI buses *(WT 10/03)* will be arriving this December and are to be assigned there. The Pomona Division presently fields a fleet including 117 CNG fueled Orion V buses.

Public meetings are being held on proposals to reduce service — discontinuing 294-MONTCLAIR-TOWNE AVE-POMONA, eliminating weekend hours on Lines 184-DUARTE-PASADENA, 191-POMONA VIA ORANGE GROVE, 193-POMONA VIA NINTH and 289-CAL POLY-PUENTE HILLS MALL, shortening 184 from Sierra Madre Villa Station back to Rosemead & Huntington *(WT 8/03)* and operating 189-CLAREMONT-PASADENA only between Claremont and Glendora.

VISALIA CITY COACH (VCC)

VISALIA: The City of Visalia, for **VCC,** awarded MV TRANSPORTATION, INC. a $7.5 million three year operations contract that took effect last September 1st.

On February 21st **VCC** began using the new Visalia Transit Center, also used by **TULARE COUNTY TRANSIT, ORANGE BELT STAGES, AMBUS** and **GREYHOUND LINES.** VTC replaces the former on-street downtown transfer point at Court and Center, one block south and three blocks west of the center. The intercity terminal had been located about one mile east of downtown on Mineral King Avenue.

VTC occupies the ground floor of a three story, 32,500 square foot building and offers many amenities not previously available – ticket office, lobby area, restrooms, pay phones and abundant seating in an outdoor courtyard. A Visalia Police Department substation and security guard services are also on site.

Beginning February 21st, Line 1-MOONEY BLVD, the heaviest line in the system, was upgraded from 30 to 20 minute headways. The line runs between downtown and the so-called Tulare Transfer, on what should be Ave. 268 one half block west of Mooney. This is the transfer point to **TULARE TRANSIT EXPRESS** and is the site of several Tulare County agencies. Through operation with 7-NORTH VISALIA was discontinued.

The city has ordered six new low floor Gilligs, three 35-foot and three 40-foot. The 40s will be assigned to Line 1 to maintain existing seating capacity provided by their standard floor Gillig Phantoms.

As a part of the annual Short Range Transit Plan update, the city is considering extensions to Farmersville and Exeter, possibly along Caldwell Avenue/Visalia Road. Farmersville and Exeter are both east of Visalia and are currently served by the VISALIA-PORTERVILLE route of **TULARE COUNTY TRANSIT.** Evening and Sunday service may also be considered.

Two leased Orion I buses began operating for **VCC** in early February. The buses are painted all white with no

(Continued on page 6)

(Continued from page 5)

markings except that fleet numbers 001 and 006 appear above the roof line and on the destination sign covers inside each bus. *(Ed. Note – it is believed these are former **CHULA VISTA TRANSIT** units. The dark red color below the roof line was repainted white while the roof was unpainted. 001 is a 35-foot 01.507 and 006 is a 30-foot 01.502).* The buses will be used for several months while **VCC** catches up on deferred maintenance of their Gillig Phantoms.

Design work on a new operations facility recently began. The garage will be built on city owned property north of downtown and will allow for fleet expansion.

SIGNS OF THE TIMES
"Luminator's SUPER MAX & MATRIX Signs"

In 1985 the SUPER MAX signs were introduced. These signs offered 3 8" high double stroke characters of 8x14



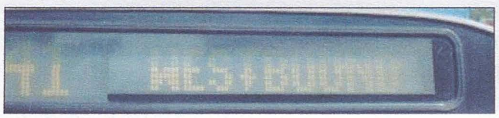
SUPER MAX front sign.

dots for the front route sign, plus the MAX 6" 15 characters for the destinations. The side signs offered 3 6.1" route numbers with the 15 characters being 2.7" high. OCTA's 4100's, 4200's, 5000's, and 5100's had these type of signs. WMATA in Washington DC had a variation of this with 4 8" route characters and 12 destination characters.

The MAX and SUPER MAX signs were later replaced with signs that were ADA complaint. They were replaced with the MATRIX:MAX and SUPER MATRIX:MAX. These signs were matrix based, not character based as the previous signs. These signs could display single or double (bold) characters, as well as graphics. The MATRIX:MAX signs were a matrix of 7x90 dots. The SUPER MATRIX:MAX front sign are a matrix of 14x28 or 16x28 for the route sign and 7x75 for the destination portion of the sign. Fresno's 9400's and SCAT's 3100's, 3500's & 4000's in Oxnard has the SUPER MATRIX:MAX signs. Omnitrans' 1600/2600's, 700's and 9700's have the MATRIX:MAX signs.



MATRIX:MAX front sign.



In 1990 Luminator introduced the

SUPER MATRIX:MAX front sign.



MEGA:MAX sign showing one large line.



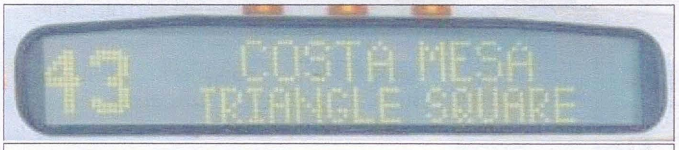
MEGA:MAX sign showing two single lines.

MEGA:MAX signs, which were 16x112 matrix. This sign could display a combination of lines up to 16 dots high. An example of theses signs would be OCTA's 5200/5300/5400 series buses. The side signs used the same 7x90 signs as the MATRIX:MAX signs. Since the



MATRIX MAX side sign showing a combination of narrow and bold characters.

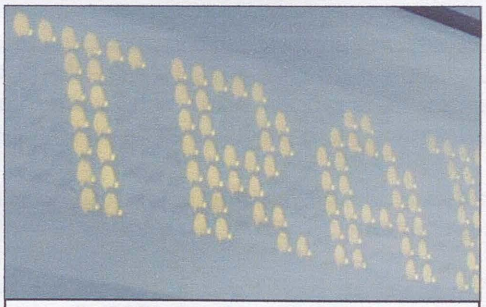
side signs are only 7 dots high, they usually displayed multiple lines for the same information on the front signs. For example, the one shown below would be a two line display, "43 COSTA MESA" then "43 TRIANGLE SQUARE".



MAX 3000 front sign displaying two lines.

All of these signs are capable of displaying proportional letters, as opposed to the standard 5x7 of the previous signs.

Later the MAX 2000 and then the MAX 3000 series were introduced. These were basically the same as the MEGA:MAX signs, but each individual dot had it's own LED, eliminating the fluorescent tubes with all previous signs.



Close up view showing the LED's.

Next month, the LED Horizon series of signs.

(Continued on page 7)

Monterey-Salinas Transit

Fleet Names

October 16, 2003

Theme: None

301 *Reliant*
308 *Resurgent*
309 *Serendipity*
311 *Valiant*

Theme: California Wildflowers

501 *California Buckeye*
502 *Lupine*
503 *Morning Glory*
504 *Seaside Daisy*
505 *Tinker's Penny*
506 *Sweet Clover*
507 *King's Crown*
508 *Snapdragon*
509 *Twinflower*
510 *California Poppy*
511 *Bride's Bonnet*
512 *Golden Stars*
513 *Trapper's Tea*
514 *Yerba De Selva*
515 *Golden Aster*
516 *Queen Anne's Lace*
517 *Blazing Star*
518 *Stream Orchid*
519 *Shooting Star*
520 *Larkspur*
521 *Ranger's Button*
(500s = same as 1500s)

601 *Yerba Buena*
602 *Chatterbox*
603 *Valley Explorer*
604 *Ambassador*
605 *Swifty*

Theme: Gillig Spirits with Local Place Names

701 *Spirit of Moss Landing*
702 *Spirit of Del Rey Oaks*
703 *Spirit of Carmel Valley*
704 *Spirit of Marina*
705 *Spirit of Castroville*
706 *Spirit of Pajaro Valley*
707 *Spirit of Big Sur*
708 *Spirit of Prunedale*
709 *Spirit of Monterey Bay*
710 *Spirit of Natividad*
711 *Spirit of Carmel*
712 *Spirit of Salinas*
713 *Spirit of Pacific Grove*
714 *Spirit of Monterey*
715 *Spirit of Seaside*
716 *Spirit of Discovery*

Theme: CNG/Clouds

801 *Blue Sky (ex-Clean Air I)*
802 *Nimbus*
803 *Clean Air I (ex-Blue Sky)*
804 *Cumulus*
805 *Sea Breeze*
806 *Stratus*
807 *Cirrus*
808 *Zephyr*

Theme: Electric

901 *The Electric Bus*

Theme: Local Coastal Points

902 *Sunset Point*
903 *Cypress Point*
904 *Lovers Point*
905 *Point Cabrillo*
906 *Point Lobos*
907 *Point Sur*
908 *Point Joe*
909 *Point Alones*
910 *Pyramid Point*
912 *Pinnacle Point*
913 *Point Almejas*
914 *Mussel Point*
915 *Partington Point*
916 *Point Venus*
917 *Point Piños*
918 *China Point*

Theme: Stars in constellaion Orion/Other Stars

1001 *Rigel*
1002 *Betelgeuse*
1003 *Saiph*
1004 *Bellatrix*
1005 *Alnitak*
1006 *Alnilam*
1007 *Mintaka*
1008 *Sirius*
1009 *North Star*

Theme: Pacific/Ever-popular 1100s

1101 *California Phantom*
1102 *Pacific Cliff*
1103 *Pacific Cypress*
1104 *Pacific Dawn*
1105 *Pacific Daylight*
1106 *Pacific Endeavor*
1107 *Pacific Explorer*
1108 *Pacific Glory*
1109 *Pacific Harvest*
1110 *Pacific Horizon*
1111 *Pacific Princess*
1112 *Pacific Promise*
1113 *Pacific Redwood*
1114 *Pacific Runabout*
1115 *Pacific Serenity*
1116 *Pacific Shore*
1117 *Pacific Sky*
1118 *Pacific Sunflower*
1119 *Pacific Sunrise*
1120 *Pacific Sunset*
1121 *Pacific Twilight*
1122 *Raymond*
1123 *Pacific Condor*
1124 *Pacific Cruiser*
1125 *Pacific Dream*

1126 *Pacific Fog*
1127 *Pacific Moon*
1128 *Pacific Otter*
1129 *Pacific Phantom*

Theme: California Wildflowers

1201 *Western Starflower*
1202 *Mission Bells*
1203 *Pacific Dogwood*
1204 *Indian Arrowhead*
1205 *Whispering Bells*
1206 *Skyrocket*
1207 *Indian Paintbrush*
1208 *Mountain Heather*
1209 *Spring Beauty*
1210 *Strillium*
1211 *Mountain Jewel*
1212 *Foxglove*
1213 *Kinnikinnick*
1214 *Calypso*
1215 *Invincible*

Theme: Things that are big

1301 *Maximus*
1302 *Big Boy*
1303 *Grande*
1304 *Sasquatch*
1305 *Gigante*
1306 *Capacious*
1307 *Takomus*
1308 *Colossus*
1309 *Long Body*
1310 *Dolicho*
1311 *Longfellow*
1312 *Megatherian*
1313 *Triskaidekaphobia*

Theme: California Wildflowers

1501 *California Buckeye*
1502 *Lupine*
1503 *Morning Glory*
1504 *Seaside Daisy*
1505 *Tinker's Penny*
1506 *Sweet Clover*
1507 *King's Crown*
1508 *Snapdragon*
1509 *Twinflower*
1510 *California Poppy*
1511 *Bride's Bonnet*
1512 *Golden Stars*
1513 *Trapper's Tea*
1514 *Yerba De Selva*
1515 *Golden Aster*
1516 *Queen Anne's Lace*
1517 *Blazing Star*
1518 *Stream Orchid*
1519 *Shooting Star*
1520 *Larkspur*
1521 *Ranger's Button*

Theme: Monterey County Place Names

1601 *Sugar Loaf*
1602 *Harlequin*
1603 *Sugarloaf**
1604 *Blue Canyon**
1605 *Argus**
1606 *Kalenda-ruc**
1607 *Sleepy Hollow**
1608 *Eagle Creek**
1609 *El Pino*
1610 *Pach-hepas**
1611 *Buzzards Roost**
1612 *Wildcat**
1613 *Seneca Creek**
1614 *Elkhorn**
1615 *Achasta*
1616 *Teshaya**
1617 *Aspansniahan*
1618 *Big Cholame*
1619 *The Ventanas*
1620 *Eagle Rock*
1621 *Silver Creek**
1622 *Slippery Rock**
1623 *Sargenta-ruc*
1624 *Los Burros**
1625 *Bixby Creek*
1626 *Capanay*
1627 *Kakonta**
1628 *Tucutnut*

* - Assigned but not used

Only those 1600s shown in **BOLD** entered service (12)

Theme: Patriotic

1701 *Liberty*
1702 *Eagle*
1703 *America*
1704 *Spirit of America*
1705 *Bald Eagle*
1706 *Red White & Blue*
1707 *Stars and Stripes*
1708 *Independence*
1709 *Freedom*
1710 *Old Glory*
1711 *Patriot*
1712 *Constitution*
1713 *American Eagle*
1714 *Centennial*
1715 *Fourth of July*
1716 *Liberty Bell*
1717 *Minuteman*
1718 *Senator*
1719 *Star-Spangled Banner*
1720 *Uncle Sam*
1721 *United States*
1722 *Valley Forge*
1723 *Victory*
1724 *Golden State*

Theme: Commuter/Steinbeck Novels

1801 *Salinas Commuter*
1802 *Monterey Commuter*
1803 *Peninsula Commuter*
1804 *Valley Commuter*
1805 *Pastures of Heaven*
1806 *Sweet Tuesday*
1807 *The Long Valley*
1808 *The Pearl*

Theme: Steinbeck/Cannery Row

1901 *Cannery Row*
1902 *Charley*
1903 *East of Eden*
1904 *Flora*
1905 *Pippin IV*
1906 *Red Pony*

MST
MONTEREY-SALINAS TRANSIT

MONTEREY SALINAS TRANSIT
Monterey, California

FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR	NOTES
801-808	Flxible	35102-4D	SD106158-165	1995	
902-908	Ford/El Dorado	Econ/Aerotech	—	1999	
909-918	Ford/El Dorado	Econ/Aerotech	—	2002	
1001-1009	Orion	05.503	V6032973-981	1996	
1101-1121	Gillig	C21B102N4	Y1089921-941	2000	
1301-1313	Gillig	4096TB6V92	Note 1	05/85	1
1601-1628	Gillig	4096TB6V92T	Note 2	9-10/89	2
1701-1712	Gillig	G21D102N4	21073429-440	2002	
1801-1804	Gillig	C21D102N4	21111705-708	2002	3
1898	SVMC	3000	MC003954	1991	4
1901-1906	Optima	AH-28	—	2003	
1955	SVMC	3000	MC003955	1991	4

Notes:
1. VINs E1081096, 1103-1105, 1107, 1110, 1112-1113, 1115, 1120, 1236, 1100, Ex Pierce Transit 201, 208-210, 212, 215, 217-218, 220, 225, 239, 205.
2. Only 1601-1602, 1609, 1615, 1617-1620, 1623, 1625-1626, 1628 are active. VINs K1083041, 043, 055, 071, 073-075, 079, 082-083, 091 – Ex Foothill F600, F602, F614, F626, F700, F702-F704, F708, F711-F712, F720.
3. Suburban interiors.
4. Ex Visalia City Coach, originally Whittier Transit System, same numbers.

(Continued from page 6)

METROLINK'S OC LINE 10TH ANNIVERSARY

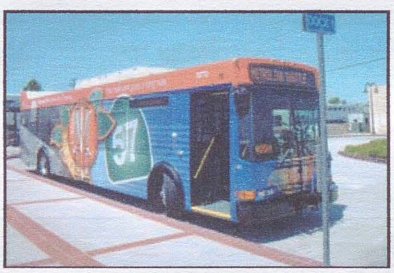
As a part of Metrolink's 10th Anniversary celebration of their ORANGE COUNTY LINE on Saturday, April 24, 2004, OCTA provided connecting buses at three stations, two actual shuttle bus routes and one static display.

Line 40/26-FULLERTON SHUTTLE operated on an average 20-minute headway between 855AM and 442PM over a one way loop – Santa Fe & Pomona via Santa Fe, Harbor, Chapman, Lemon and Santa Fe to Pomona.

New Flyer 5383, newly wrapped for the El Toro Y Project, operated this line and carried 23 passengers.

At Orange, Line 40/54-ORANGE SHUTTLE operated an average 20-minute headway between 840AM and 450PM on a loop type route – OTC via Maple, Lemon, Chapman, Center, Almond, Lemon and Maple to OTC.

The Chapman and Grand (City Hall) stop was used extensively.



NABI 2270, newly wrapped for the 57 Freeway, operated this line.

NABI 2149 was wrapped for Metrolink and was on static display in San Juan Capistrano promoting OCTA, Metrolink and other Measure M funded projects.

San Juan Capistrano was the most popular destination for rail passengers with Orange in second place. Estimates of bus and train riders range between 7,000 and 10,000.

Merchants in Fullerton, Orange and San Juan Capistrano participated in promoting the special event. Passengers presented the "Your Ticket To Fun" flash passes for discounts on goods and services at selected stores and restaurants.

The "Ticket To Fun" was also valid as a Day Pass on all OCTA buses on April 24, 2004 only.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Regional Transit (Sacto)	2301	Orion	07.501/26700109	08/02	
	2302-2306	Orion	07.501/26700197, 205-208	02/03	
	2307-2317	Orion	07.501/26700213-217, 222-227	02/03	
	2318-2329	Orion	07.501/26700232-237, 243-248	02/03	
	2330-2338	Orion	07.501/26700259-264, 272-274	02/03	
	2339-2348	Orion	07.501/26700277-281, 293-297	02/03	
	2349-2366	Orion	07.501/26700312-324, 331-335	02/03	
	2367-2376	Orion	07.501/26700341-345, 351-355	02/03	
	2377-2379	Orion	07.501.26700359-361	02/03	
	2380-2390	Orion	07.501/26700376-381, 386-390	03/03	
LAX Shuttle	601-606	Gillig	C21B096N4/X1089145-150	03/99	
CCCTA	300-307	Gillig	G27E102R2/21090558-565	04/02	
	309-316	Gillig	G18E102R2/21090632-639	05/02	
Santa Rosa City Bus	026	Gillig	G27E102R2/21090693	11/02	
LAVTA	4081-4085	Gillig	C20D102N4/Y1110533-537	2000	1
	4075-4078	Gillig	C20D102N4/21110872-875	2002	
	4009-4012	Gillig	G20D102N4/21073441-444	2002	
	0301-0310	Gillig	G18E102R2/31090746-755	11/03	
	0311-0334	Gillig	G20D102N4/31073703-726	09/03	
Marguerite Shuttle	3201-3214	Gillig	G18B102N4/31073750-763	07/03	
SAMTRANS	300-359 (II)	Gillig	G20D102N4/31074019-078	9-12/03	
-USED-					
West Cat	130-131	Gillig	3596TB6V92/H1081575, 574	1987	2
	132-135	Gillig	3596TB6V92/H1081570-573	1987	2
Trans Metro Express dba					
Brisbane Crocker Shuttle	21	Gillig	40102TBS50/T1086388	1996	3
All City Lines	5101	GMD	T8H-5307A/G3500035	11/85	4
	unnumbered	GMD	T8H-5307A/G3500021, 175	11/85, 3/86	4
PCA Parking (SFO)	B1, B2, B3	Neoplan	AN440A/FL013398, 410, 328	1985	5
Golden Gate Transit	516-521	New Flyer	D60/LU013627-632	1990	6

-NOTES-

1. Suburban interiors for Prime Time service.
2. Ex Tri Delta Transit 1013, 1012, 1008-1011.
3. Ex Hertz 21.
4. Ex SMMBL 5142, 5128, 5176.
5. Ex DART (Dallas, TX) 98, 110, 28.
6. Ex SAMTRANS, same numbers.



AC Transit 1815, a New Flyer D60, at the El Cerrito Del Norte BART Station. Tony Louey.



AC Transit 4083, a NABI 040.07. Photographer unknown.

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