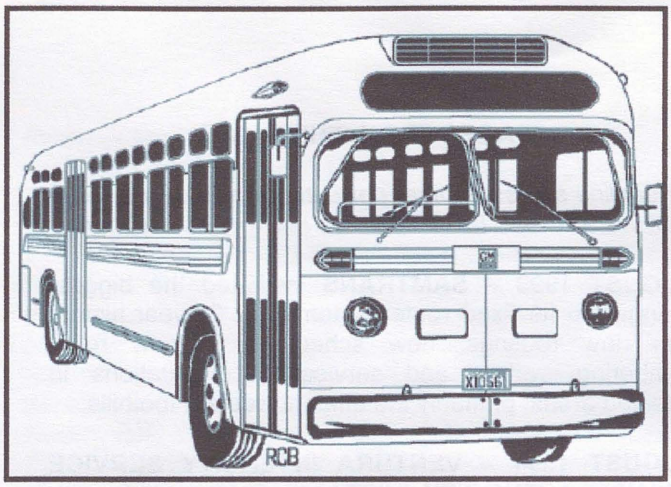


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VOL. 42, NO. 8 **August 2004**

CITIZENS AREA TRANSIT (CAT)/ REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC)

LAS VEGAS, NV: June 30th brought the debut of MAX or *METROPOLITAN AREA EXPRESS*, a Bus Rapid Transit program operating along Las Vegas Boulevard North between the Downtown Transit Center and Nellis Air Force Base with a fleet of ten new low-floor, articulated Civis brand buses *(WT 10/02)*.

The hybrid diesel-electric powered buses (M01 – M10) use a cutting edge optical guidance system to move quickly through stations, dedicated bus lanes along Las Vegas Blvd and signal priority at intersections. Ticket vending machines are installed at bus stops along the line to allow riders to be able to pay their fares in advance.

Operated as part of **CAT,** Line 501-LAS VEGAS BLVD. MAX has only ten stops and makes the trip to Craig Avenue quite a bit faster than current 113-LAS VEGAS BOULEVARD NORTH which will experience reduced headways in September as many passengers are expected to shift over to MAX.

RTC is already looking at MAX type expansions to other roads - North Rancho, Boulder Hwy and West Sahara.

LAS VEGAS RESORT CORRIDOR MONORAIL(RCM)

LAS VEGAS, NV: Following by about two weeks, the *RESORT CORRIDOR MONORAIL* opened July 15 with Las Vegas style festivities to rave reviews.

RCM is owned and operated by the non-profit Las Vegas Monorail Company. Bombardier Corporation has a long term maintenance and operations contract.

The initial four mile route has seven stations – MGM Grand, Bally's/Paris, Flamingo/Caesars Palace, Harrah's/Imperial Palace, Las Vegas Convention Center, Las Vegas Hilton and Sahara.

The fully automated system uses computers to operate as many as nine 4-car trains atop elevated tracks 20 to 70 feet above the ground.

For the first three months, fares will be $3 one way, $5.50 round trip, $10 for a one-day pass, $20 for ten-rides and $25 for three days. After that the one way fare will continue at $3, but round trips will be $5.75, one-day passes $15, ten days for $25 and $40 for 3 days.

Plans call for a downtown extension by 2007, but initially a new **CAT** line, 551-MONORAIL-DOWNTOWN CONNECTOR roughly traveled the path of train between Sahara Station, Fremont Street Experience and Downtown Transit Center, charging a 50-cent fare.

On August 15, **CAT** 108-PARADISE-SWENSON was changed to serve the Sahara Monorail Station and then operate via the Premium Outlet Mall into downtown replacing the 551. Regular **CAT** fares apply.

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TRANSBAY TERMINAL PROJECT

SAN FRANCISCO: (Ed. Note – The 5/04 WT reported that the Transbay Terminal FEIS/FEIR was expected to be approved shortly. The events in this story reflect the process as of mid June).

The San Francisco Board of Supervisors approved the environmental documents required to begin, but the hearing was attended by many opposed to the project.

The new terminal, to be constructed by 2012 on the site of the existing Terminal, will also link, via a pedestrian tunnel, with light rail and subway lines a block away and accommodate high speed rail and CALTRAIN.

Myers Construction Company is developing a 51-story, 423-unit residential tower (80 Natoma Street) adjacent to the new terminal and the tower will conflict with the planned underground extension of CALTRAIN. While Myers said he believes the two projects can co-exist, engineers have yet to find a suitable design. The crux of the problem is how to stabilize the tower while allowing for construction of a "train box" under the building and leading into the terminal.

Myers appealed the environmental report, saying it fails to adequately take note of his high rise. His attorney said they will go to court to try and stop the project.

Maria Ayerdi, Director of the Transbay Joint Powers Authority, has begun publicly discussing condemning the Myers property through eminent domain, estimated at between $35 and $50 million.

Funding for the Transbay project relies of a number of speculative sources, such as $475 million from a state high speed rail bond vote, now delayed until 2006.

(Ed. Note – watch these pages for further updates).

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DEPARTMENT OF CORRECTIONS

The 2004 ORANGE COUNTY TRANSPORTATION AUTHORITY Annual Survey contained incorrect totals for scheduled vehicles during each of the time periods.

Weekday AM equals 497, Base is 326 and PM is 522.

The Saturday total is 266 while the Sunday total is 232.

Also, the model number of 5419 and 5420 is H40LF.

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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)

AUGUST 1999 – SAMTRANS instituted the biggest changes to its fixed route system in its 23-year history with new routings, new schedules, a new route numbering system and service discontinuations in selected areas, primarily the affluent western foothills.

AUGUST 1994 – VENTURA INTERCITY SERVICE TRANSIT AUTHORITY (VISTA) began operations with four fixed routes throughout Ventura County and three Dial-A-Ride service areas.

AUGUST 1989 – The **SAN DIEGO TROLLEY** was extended to El Cajon as **SAN DIEGO TRANSIT CORP** and **COUNTY TRANSIT SYSTEM** made numerous extensions and added three new bus lines – 70-EAST SAN DIEGO EXPRESS, 852-SANTEE-JAMACHA & LEXINGTON and 858-GROSSMONT COLLEGE-CUYAMACA COLLEGE.

AUGUST 1984 – The County of Los Angeles sponsored several summer beach buses — Woodland Hills-Will Rogers State Beach, La Crescenta-Montrose-Santa Monica and Altadena-Santa Monica, all charging the-then-50 cent-county wide flat fare.

AUGUST 1979 – NATIONAL CITY TRANSIT started operating on July 1st with two routes and a fleet of ten former **DENVER (CO) METRO TRANSIT** Flxible New Looks replacing **SAN DIEGO TRANSIT CORP** Line 12-NATIONAL CITY-PARADISE HILLS and a portion of 13-SAN DIEGO STATE UNIV.-NATIONAL CITY.

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(Continued from page 1)

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: 21-TRI COMMUNITY was extended back to Wrightwood on June 1. Several of the Route 21 trips were adjusted as the 630AM (now 615AM) trip from Mall Of Victor Valley was sent to Wrightwood along with the 330PM trip. The remaining afternoon trips now depart the Mall at 525PM, 700PM and 830PM. *(Ed. Note – until the major changes of February 2002, Line 21 offered three trips Monday-Saturday to and from Wrightwood).*

Beginning July 12, Routes 43-MALL OF VICTOR VALLEY-BEAR VALLEY RD-APPLE VALLEY and 45-VICTORVILLE-HESPERIA reversed their direction of travel on the Victor Valley College campus to serve the new "Super Stop". This bus stop, on the campus side of Jacaranda, includes two block wall buildings built on a concrete slab and has five saw-tooth bus stop bays. Bicycle storage lockers will soon be installed.

In addition, the project includes an electric scooter barn. **VVTA** and VVC built a charging facility so that students using wheelchairs can get off the bus, park their manual wheelchair, transfer to an electric scooter supplied by the school and have the mobility to access the rest of the campus.

Future enhancements may include misters for the summer and radiant heaters for the winter.

All buses enter from Bear Valley Road on Jacaranda and exit from Fish Hatchery Road (also serving a soon-to-be-constructed Park & Ride lot) except 43F, which returns to the upper campus and exits at Jacaranda.

MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY (MARTA)

BIG BEAR LAKE: The BEAR VALLEY VISITORS TROLLEY, which serves the Discovery Center, Snow Summit, Bear Mountain, Magic Mountain Alpine Slide, Moonridge Zoo, Historical Museum and the Village, made its debut on July 2.

Funded by a partnership of the City of Big Bear Lake, San Bernardino Associated Governments and the state Department of Transportation, BVVT will operate year round on weekends and holidays between 1000AM and 530PM. Two fare options are available – unlimited rides (1 day) for $3 or unlimited rides (3 days) for $8.

Also effective July 1 is a new $3 Day Pass, valid on all Bear Valley fixed routes.

In Crestline/Lake Arrowhead, a new Zone Fare policy was started and is intended to more equitably address the varying trip lengths in the region. Fares now range between $1 and $2, depending upon distance traveled.

MARTA's BIG BEAR LAKE-VICTOR VALLEY route *(WT 7/03),* begun last July as a 1 year demonstration, was discontinued with the close of service June 29th as expected ridership did not materialize.

FOOTHILL TRANSIT (FT)

WEST COVINA: At a special Board meeting in March, **FT** staff was authorized to enter into a stipulated agreement with FIRST TRANSIT, INC. on performance issues related to operations of the Irwindale Division and to negotiate final terms and conditions. These includes specific performance targets for bus operator performance audits and for key performance indicators. Staff was also directed to monitor Pomona operations.

The most recent audit showed targets were met in all but three areas in Pomona. These include courtesy and customer comments per 100,000 boardings. The third, on time pull outs, represents only one late out of the more than 1000 runs checked (goal is 100%).

Irwindale achieved 5 of its 11 indicators. Most notable is that 9 of 11 indicators showed improvement over the baseline data.

*(Ed. Note – the system wide On Time Performance goal for May was 84%. Pomona achieved 93% and Irwindale was at 72%. The staff report stated the goal of on time performance continues to be a system-wide struggle not entirely controllable by **FIRST TRANSIT).***

This year, **FT** is operating four Hollywood Bowl Park & Ride lines — 655-PASADENA, 660-LAKEWOOD, 663-ARCADIA and new 665-ROWLAND HEIGHTS, from Schabarum Regional Park on Colima.

*(Ed. Note – at the April Executive Board meeting, **FT** Director John Fasana (also an **MTA** Director) suggested staff inquire regarding whether **FT** can acquire **MTA** Line 270-MONROVIA-EL MONTE-NORWALK).*

Effective in September, there will be some shifts between lines based in Pomona with those in Irwindale. Operating contracts have not changed significantly with respect to the individual lines assigned to each garage since **FT's** creation. As a result, Pomona operates all of the peak hour only express lines while Irwindale has the majority of the all-day lines. This arrangement has allowed Pomona more time for preventative maintenance on its buses. The proposed reassignments

(Continued on page 4)

(Continued from page 3)
are intended to allow both garages a more balanced service profile.

289-PUENTE HILLS MALL-CAL POLY (2 buses) and 482-POMONA-COLIMA ROAD-LA (19 buses) would shift to Pomona while peak hour 494-SAN DIMAS-GLENDORA-LA (4 buses) and 690-MONTCLAIR-PASADENA (5 buses) would be sent to Irwindale.

These shifts will allow Irwindale additional maintenance time while giving schedules with more straight regular runs for operators at Pomona. *(Ed. Note – Interestingly, the shifts also result in an annual savings of $290,000).*

DANA POINT HARBOR TROLLEY (DPHT)

DANA POINT: **DPHT,** operated by PACIFIC COAST SIGHTSEEING TOURS using some of the 66352-66359 series Freightliner brand motorized red trolleys, is operating on weekends this summer until Labor Day throughout the Dana Point Harbor area.

Trolleys on the FREE service stop at Dana Wharf, Mariners Village, Ocean Institute and many of the neighboring hotels operating every 20 minutes on Saturday noon to 1000PM and on Sunday between 1000AM and 500PM.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: NEW San Clemente local line 193-CAMINO VERA CRUZ-AVENIDA PICO *(WT 4/04)* began operations July 1st offering hourly service (1 bus) between 500AM and 1000PM on weekdays and 700AM to 700PM on weekends.

From K Mart Plaza, buses travel on Camino Estrella, Camino de Los Mares, Camino Vera Cruz, Avenida Pico, into Pacific Plaza (Wal Mart) and Pico to El Camino Real (METROLINK Station).

Ceremonies were held at Wal Mart July 31 to unveil bus wrap celebrating the service – Econoline/Aerotech 6168 is now all royal blue with passengers in the windows and palm trees below the window line. The words "Ride OCTA from shop to shore in San Clemente" appear in white above the window line.

FREE rides were offered on Line 193 and a special 15-minute headway was operated all day. Aerotech 8913 operated the regular schedule while Aerotechs 6112, 6114 and 6117 operated the extra service. Special coupons were available for bus rides and for discounts at many selected local businesses.

ASIAN LANGUAGES BUS COMPANIES

(Ed. Note – for about a dozen years, WT has reported on the group of intercity bus firms we refer to as the Spanish Language Bus Companies. Over the last few years, a second group of companies has developed, one that WT will call the ALBC although, for the moment, the firms all have Vietnamese origins).

Today, the two largest Vietnamese communities outside of Vietnam are in San Jose and in Orange County, primarily Westminster, Garden Grove and Santa Ana.

Linh Hoang Nguyen, owner of **XE DO HOANG** (PSC-12777) started in the transportation business in 2000 with one van, operating trips twice a week between San Jose (Lee's Sandwich Shop on King Road in East San Jose) and Westminster's Little Saigon (ABC Super Market, 8970 Bolsa Avenue). *(Ed. Note – **HOANG** is the name of the intercity bus company in Vietnam).*

In mid-2003, **HOANG** obtained its current fleet of four accessible Van Hool C2045Ls, 57 seats and restrooms.

Presently, a **HOANG** bus departs both Westminster and San Jose at 1000AM for the 6 1/2 hour trip. For the $40 one way/ $70 round trip fare, passengers also receive a free banh mi sandwich, iced coffee and copies of local Vietnamese papers. The bus also serves El Monte (at Vien Dong III) and travels primarily along Interstate 5 and CA Highway 152 with a rest stop at Lost Hills.

By mid-2003, **GREYHOUND LINES, INC.** started a route connecting San Jose and Westminster, also operating in the morning, but was not successful. Nguyen persuaded **GLI** to switch to an afternoon trip to allow the buses to complement each other and became a commissioned agent to sell tickets for that bus.

GLI buses begin in San Francisco's Chinatown, then serve San Jose, have a rest stop in Coalinga and stop in Rosemead, Westminster (8900 Bolsa Ave, Suite A) and end in Long Beach (1287 East Anaheim Street).

Two additional companies have been issued PSCs to serve this market – **SOGO BUS COMPANY LLC** has authority to transport passengers and package express on an on-call, county to county pricing basis between the Counties of San Diego, Orange, Los Angeles, Santa Clara, San Francisco, Alameda and to establish a Zone Of Rate Freedom. **CALIFORNIA SHUTTLE BUS, INC.** was granted a PSC between points in the Counties of Riverside, Orange, Los Angeles, Ventura, on one hand, and Santa Clara, San Mateo, San Francisco, Alameda and Contra Costa, on the other and establish a ZORF.

(Continued on page 5)

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CARSON CIRCUIT (CC)

CARSON: In 2001, RFPs were issued for a five-year contract to operate the eight fixed routes **CC** system, including purchase of new buses.

Although the staff choice was **LAIDLAW TRANSIT SERVICES,** the City Council awarded the contract to **TRANSPORTATION CONCEPTS, INC.** who had operated since 2002 and bought a fleet of ten, one-door El Dorado National TRE-32 buses (310-319).

Subsequent to the contract award, its was learned that apparently three Council members were bribed before the vote. *(Ed. Note – newspaper accounts suggest that the governmental relations firm representing **TCI** was responsible).*

The original contract was voided by the bribe and a new contract has been awarded to **LTS.** *(The new contract length has yet to be decided).* The RE buses were transferred to **LTS** and former **TCI** employees had the option of transferring to **LTS** with the contract.

In addition to the ten REs, **LTS** has added B43, a 40-foot Gillig, formerly **GLENDALE BEELINE** B43, and 697, an all white Econoline/Champion cutaway.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: On June 14th DASH/CHESTERFIELD SQUARE was rerouted to replace a segment of former **MTA** Line 107-SANTA ANA ST-54TH ST. The line runs from Huntington Park to Slauson & Vermont as before, then operates along Vermont, 54th, looping via Western, Slauson, Manhattan Pl. and 54th to Western.

The BUNKER HILL TROLLEY *(WT 8/01)* will be discontinued October 4th. Instituted as a demonstration project in 2001 to replace the *ANGELS FLIGHT* funicular railway, BHT has failed to meet **LADOT's** minimum performance standards.

A public hearing is scheduled August 11th on revised plans to discontinue Line 430-PACIFIC PALISADES-LOS ANGELES *(WT 2/03).*

A revised schedule will be implemented in September on Line 573-MISSION HILLS-WESTWOOD-CENTURY CITY that will modify running times to represent travel conditions on the 405 Freeway and will also drop the 740AM and 1210PM northbound trips.

SPANISH LANGUAGE BUS COMPANIES – UPDATE

FRONTERAS DEL NORTE is advertising new door to door service for LAX, Orange County and Tijuana Airports. They are also operating half hour headways between Huntington Park, San Ysidro and Tijuana on weekends. **FDN's** Huntington Park station is at 2521 East Florence near Pacific and the San Ysidro terminal is 660 San Ysidro Blvd, near Burger King.

AUTOBUSES AMERICANOS is now operating a LOS ANGELES-LAS VEGAS route with two daily round trips.

The **AA** and **CRUCERO USA** bus terminal moved next door (from 605 to 611 South Maple). The facility is a bit larger, but the bus parking area in front is no longer on a curvature of Maple Avenue.

TRES ESTRELLAS DE ORO recently moved from 6th & Main (ground floor of the Santa Fe Building) to 608-2 South Maple, a new strip of five store fronts (to the west of **EL PASO-LOS ANGELES LIMOUSINE** and across the street from **AA** and **CRUCERO).** The Santa Fe Building is now being converted to loft apartments and the businesses on the ground floor have had to vacate as their leases expired.

ANTELOPE VALLEY TRANSIT AUTHORITY (AVTA)



LANCASTER: **AVTA** recently took delivery of 13 new 53-passenger MCI D4500 coaches (eleven to replace Neoplans L700-L710 and two expansion buses).

A pubic hearing was held in late July to discuss plans to alter headways on both 785-LANCASTER-PALMDALE-LOS ANGELES and 787-LANCASTER-SAN FERNANDO VALLEY from 20 to 25 minutely saving one bus on each route. In addition, a mechanic would be stationed in Los Angeles to perform preventative maintenance and respond to midday needs *(Ed. Note – **AVTA** contractor MV TRANSPORTATION can now use their Washington & Alameda yard (WT 05/04).*

LOS ANGELES COUNTY DEPT OF PUBLIC WORKS BEACH BUS (LACDPW)

ALHAMBRA: Through funds provided by 5th District Supervisor Mike Antonovich, **LACDPW** is again operating 5 different Summer Beach Buses connecting various inland communities and Santa Monica Beach.

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(Continued from page 5)
Each line operates differently, but generally buses run about three days per week (all do on Saturday) between June 20 and September 6 with one round trip day. All buses arrive Santa Monica between 1000 and 1030AM and all five depart at 300PM.

ALTADENA-SANTA MONICA and LA CRESCENTA-LA CANADA/FLINTRIDGE ($1 each way) run on Monday, Tuesday, Thursday, Friday and Saturday. CHARTER OAK ($1) operates Tuesday, Thursday, Saturday while SANTA CLARITA ($1.50) runs Wednesday and Saturday. ANTELOPE VALLEY ($2) runs on Tuesday, Thursday and Saturday.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: June 23rd brought extension of TASMAN EAST/CAPITOL LIGHT RAIL LINE from Milpitas at Tasman into East San Jose traveling along Capitol Avenue as far south as Alum Rock, followed by extensive bus route changes July 5.

While changes were made in many areas, the largest involved reroutings to the RAIL LINE. 25-ALUM ROCK-DE ANZA COLLEGE service to Meadow Lane and Easthills (Meadow Loop) is now offered only in the eastbound direction while 31-MC KEE RAIL STATION-EVERGREEN COLLEGE was extended north.

There are three NEW lines – 45-BERRYESSA STATION VIA PIEDMONT & CROPLEY, 46–GREAT MALL-YELLOWSTONE-WASHINGTON & ESCUELA and 47-GREAT MALL-PARK VICTORIA-ESCUELA.

Line 74-EASTRIDGE TRANSIT CENTER-BAYPOINTE RAIL STATION was discontinued as it was replaced by the rail line along Capitol Avenue.

In concert with **SAMTRANS, VTA** will evaluate the effectiveness of hydrogen fuel cell buses under public transit conditions. **VTA** received the first of three Gillig ZEBs in March *(WT 5/04)*. The other two should arrive soon. The buses will operate from Cerone Division in North San Jose, where a new hydrogen fueling is currently under construction.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Earlier this year, **ACT** Directors authorized the sale of 25 new 40-foot Van Hool Model AG300 buses to the **WASHINGTON (D.C.) METROPOLITAN AREA TRANSIT AUTHORITY** *(WT 4/04)* prior to their arrival in Oakland. Further authorization was received to sell four more buses (1092, 1097, 1103 and 1107).

The existing Van Hool purchase agreement includes options to purchase additional 40 and 60-foot buses and some 30-foot buses. In June, the **ACT** Board exercised options to purchase two 30-foot buses (funded by sales of buses to **WMATA)** and ten 60-foot suburban buses (funded by Regional Measure 2 monies).

The two 30-foot prototype buses will be powered – one a standard diesel and the other an ISE gasoline hybrid that is convertible to diesel. Three of the 60-footers will come from the first option, the other seven from the second option. They will have high back seats, luggage racks, air conditioning and 2 to 3 doors.

In early August, the Board exercised an option to add 59 more, two door, low floor, 30-foot buses to the original order for two. All buses will be designed around a diesel powered chassis with the option of a maximum of ten to be gasoline hybrids and convertible to diesel. These will replace 30-foot Gillig Phantoms 2701-2761.

The labor agreement with Amalgamated Transit Union Local 192, originally set to expire last June 30, was extended for 1 year with modifications. ATU members voted 620-79 in favor and the **ACT** Board voted 7-0.

On behalf of the Dumbarton Bridge Route Service Consortium, **ACT** recently granted FIRST TRANSIT, INC. a contract extension to December 31, 2004. The Request For Proposal process *(WT 4/04)* has taken longer than expected with a complete change in the RFP format, new criteria and coordination among the five member agencies.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: For the first time in its history, **SAMTRANS** eliminated 46 positions (17 filled and 29 open), related to continuing Bay Area economic issues causing reductions in patronage and revenue.

August 22 brought a series of service reductions – the discontinuation of 15-HALF MOON BAY-PESCADERO, 34-BRISBANE-TANFORAN, 44-SAN BRUNO LOCAL and 261-BRITTAN HEIGHTS-SAN CARLOS CALTRAIN and reduced frequencies on others.

A morning northbound and an evening southbound trip on Line 17 were extended to serve Pescadero. In San Carlos, duplicate free service is presently offered on **SAN CARLOS OPTIMUM OCCUPANCY TRANSIT** *(Ed. Note – although the City Council is considering some changes such as charging fares).*

Owl service on 297/397-REDWOOD CITY-EAST PALO ALTO-SF AIRPORT was not dropped as the Airport has

(Continued on page 7)

GOLDEN GATE TRANSIT

San Rafael, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
505-508	Nova Bus	66-NV	1R835485-488	01/02	
514-520	New Flyer	D60	LU013625,640,627,628,637,630,623	1990	1
601-630	MCI	102DL3	see below	10/96	2
631-632	MCI	102DL3	WP050298-299	10/97	
633-646	MCI	102DL3	YP052435, 438-450	11/99	
691-696	MCI	D4500	3P055680-685	2003	
1101-1180	TMC	T80206	KR826636, 816-895	1990	3
1181-1182	TMC	T80206	MR828106, 206	1991	3
1183-1208	TMC	T80206	MR828261-286	1991	3
1209-1243	TMC	T80206	MR828310-344	1991	3
1251-1264	Nova Bus	82-NV	YR835080-093	2000	
1301-1330	Nova Bus	RTWFD82	VR832477, 575-603	03/98	
1401	Flxible	40102-4D50	RD104873	01/94	3
1402-1440	Flxible	40102-4D50	RD104874-912	05/94	3
1441	Flxible	40102-4D50	RD1050017	08/94	3
1501	Orion	05.501	36501995	10/03	
1502-1527	Orion	05.501	36502126-140, 151-161	10/03	
1528-1535	Orion	05.501	36502163-165, 167-171	10/03	
1536-1569	Orion	05.501	36502173-197, 200-208	11/03	
1570-1580	Orion	05.501	36502210-215, 218-222	11/03	

-NOTES-

1. Ex SAMTRANS 514, 529, 516, 517, 526, 519, 523.
2. VINs TP048744, VP049054, 083-084, 089-090, 095-096, 101-102, 107-108, 111-114, 119-120, 124-125, 129-130, 132-133, 136-137, 142-143, 147-148, 154-155.
3. Some buses in this group off roster.



New Orion V number 1515 in San Francisco on March 26, 2004. Photo by Michael Strauch (www.streetcarmike.com).



Golden Gate 1259 in a special paint scheme to honor 9/11. Photo by Andrew Novak.

(Continued from page 6)

pledged to continue paying about $200,000 (half the cost) to keep the buses for their overnight employees.

SIGNS OF THE TIMES will return next month.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
SAMTRANS	800-810	Gillig	C20D102N4/31111911-921	2003	1
Capital Metro (TX)	2101-2102	New Flyer	DE40LF/3U025574-575	2003	
Community Transit (WA)	23800-23828	New Flyer	D60LF/3U025605-633	2003	
Grays Harbor TA (WA)	68-71	New Flyer	D40LF/3U025639-642	2003	
Capital Transit Sys (AK)	6345-6347	New Flyer	D35LF/3U025645-647	2003	
North County Transit Dist	2201-2210	New Flyer	C35LF/3U025648-657	2003	
City of Roseville	03-474—03-479	Orion	05.505/36501960, 963-967	2003	
	03-480	Orion	05.501/36501959	2003	
Golden Empire Transit	0201-0203	Orion	07.501/36700149, 155-156	2003	
	0204-0212	Orion	07.501/36700163-166, 170-174	2003	
Salem Area MTD (OR)	101-107	Orion	07.502/36700200, 249-251, 265-267	2003	
	108-112	Orion	07.502/36700282-284, 298-299	2003	
	201-205	Orion	07.501/36700201, 211-212, 220-221	2003	
	206-212	Orion	07.501/36700228-231, 238-240	2003	
Amador Stage Lines	1060 (II)	Prevost	H3-45/41014511	2004	
Pasadena ARTS	1951-1954	E Bus	Transit Bus/—	2004	
-DISPOSITIONS-					
North County Transit Dist	544	Flxible	35096-6T/JD098788	10/87	2
Omnitrans (IEC)	1678	TMC	T80206/NR828975	1992	3
Omnitrans	812-814	Ford/Goshen	Econ/GC II/mixed	2000	3
	817-820, 22, 25	Ford/Goshen	Econ/GC II/mixed	2000	3

-NOTES-

1. Single door suburbans with 43 forward facing, reclining seats for REX routes.
2. Sold to Zachers (Harbor City).
3. For sale through Nationwide Auction Systems.

SAN FRANCISCO MUNICIPAL RAILWAY has issued a Request For Proposal to purchase of 56 low-floor, hybrid-electric diesel buses with an option to either buy 56 similar buses or assign same to other agencies. The proposals are due in October.

ORANGE COUNTY TRANSPORTATION AUTHORITY recently issued a $1,015,116 purchase order to New Flyer Industries to buy two gasoline electric hybrid buses, a modified version of the C40LF model. The buses are part of an option on a recent **LONG BEACH TRANSIT** contract with New Flyer.



NCTD New Flyer C35LF number 2208 parked on street outside of the Oceanside yard while the Annual Roadeo was being held on Sunday, June 6, 2004. Craig Barnes photo.



GET 0208, an Orion VII, is one of the first 40' buses to operate in the GET fleet. (Except for SMMBL 5108 which spent time at Bakersfield Municipal Transit System). Photo by Jeremy Dickson.