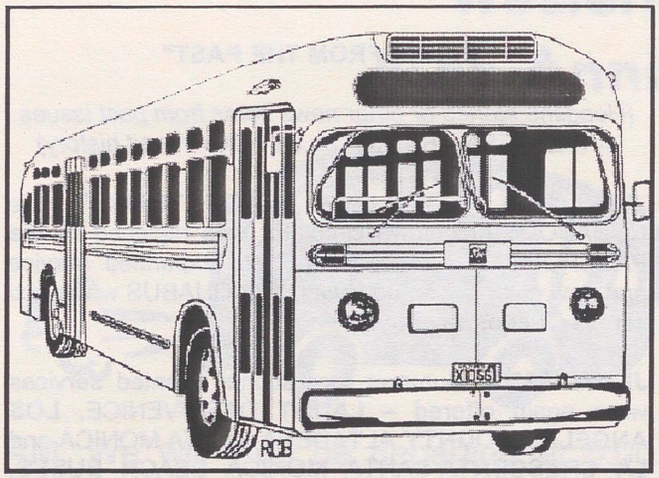
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VOL. 41, NO. 7 July 2003

MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY (MARTA)

BIG BEAR CITY: San Bernardino County's mountain area transit operator, **MARTA,** introduced new service to the Victor Valley and made several changes in fare media on July 1st.

The impetus for the Tuesday/ Thursday/Saturday BIG BEAR LAKE-VICTOR VALLEY route came from comments from the annual Unmet Transit Needs hearings conducted by SANBAG.

This demonstration route departs Big Bear (Rite Aid) at 845 AM operating along CA Highway 18 to St. Mary's Hospital in Apple Valley (945 AM arrival), then via Apple Valley Road and Bear Valley Road to Victor Valley College arriving 955 AM. Returning, the morning bus leaves VVC at 955 AM traveling along Bear Valley Road to Highway 18 and arriving Big Bear at 1055 AM.

The afternoon bus leaves Big Bear 100 PM reversing its route arriving/departing VVC at 200 PM and departing St. Mary's at 210 PM arriving Big Bear at 310 PM.

The one way fare is $5.00 (senior/disabled $3.75) with 10-Ride and 30-Ride passes also available.

Fares on **MARTA's** two local lines are $1.00 for adults and students and 50 cents for seniors and disabled. Fares between Crestline and Lake Arrowhead are $2.00. The NEW Victor Valley line charges adults $5 one way with seniors and disabled at $3.75. "Off The Mountain" buses from Big Bear, Arrowhead and Crestline charge $1.00 per zone with up to five zones.

Beginning July 1st, new discounted 30-ride bus passes were introduced for all services replacing the former monthly passes. Adult passes cost $27, student passes are $22.50 and elderly and disabled passes are $13.50. Non discounted 10-ride passes are still available.

MARTA operates four other fixed route lines plus Dial-A-Ride. Fixed routes include two "Off The Mountain" lines -- BIG BEAR LAKE-SAN BERNARDINO and LAKE ARROWHEAD-CRESTLINE-SAN BERNARDINO and two local lines -- ARROWHEAD-CRESTLINE-VALLEY OF ENCHANTMENT and BIG BEAR LOCAL.

Frequencies range between hourly (BIG BEAR LOCAL) and two daily round trips (VICTOR VALLEY and BIG BEAR-SAN BERNARDINO). BIG BEAR operates daily, Off The Mountain buses run daily except Sunday, ARROWHEAD LOCAL runs on weekdays only while VICTOR VALLEY operates three days per week.



Dial-A-Ride shared-ride service is offered throughout the **MARTA** service area although days and hours of service differs by community. DAR is also available to anyone living more than 1/4 mile beyond the alignment of the BIG BEAR LOCAL and for seniors and disabled who live within the 1/4 mile. DAR fares are $2.00 for adults and students and $1.00 for elderly and disabled.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Jasvinder Dhaliwal dba DIAMOND LIMOUSINE SERVICE for Class B Charter Party Certificate (12081-B) with home terminal in Yuba City.

Bart Mulvihill dba THE WEST VALLEY AIRPORTER for Class B Charter Party Certificate (15710-B) with a home terminal of Woodland Hills.

DECISIONS

Mauricio Flores dba ALICIA'S SHUTTLE granted PSC to operate between points in San Francisco, Contra Costa and Alameda Counties and Bay Area airports with Zone of Rate Freedom.

XE DO HOANG TRANSPORTATION, LLC. granted On-Call PSC authority to transport passengers and baggage express between points in San Diego, Orange, Riverside, San Bernardino, Kern, Fresno, Santa Clara, Alameda, San Francisco and Sacramento Counties.

EVANS AIRPORT SERVICE authorized to transfer its PSC to *CALIFORNIA WINE TOURS, INC.*

CATALINA PASSENGER SERVICE, INC. authorized to increase its fares between Newport Beach and Avalon.

PACIFIC ADVENTURE CRUISES, INC. may expand its VCC to include the transportation of passengers and baggage between all accessible docks in Marina Del Rey on a scheduled basis.

VOS TRANSPORTATION, LLC dba APOLLO SHUTTLE authorized to transfer PSC-5911 (On-Call airport shuttle) to *J & I TRANSPORTATION, LLC.*

Mohmed Taha, Hohamed Elba and Mamdouh Hassan granted PSC between points in Marin, San Francisco, Contra Costa, Alameda, Santa Clara Counties and Bay Area airports and to establish a ZORF.

WTS 40TH ANNIVERSARY TRIP
SATURDAY, AUGUST 16, 2003

We will be visiting Foothill Transit in Pomona and Omnitrans in Montclair. Then we will have lunch in Victorville before visiting VVTA. Then to Omnitrans San Bernardino and finally to Foothill's new facility in Irwindale. Reserve your seat today. Check the WTS web site for up-to-date information.

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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)

JULY 1998 – At **LONG BEACH TRANSIT,** the RUNABOUT downtown circulator was replaced by the PASSPORT, a new circulator with expanded service and new colors. Also new was the AQUABUS water taxi across Queensway Bay.

JULY 1993 – Summer recreational oriented services were again offered – **LADOT** DASH/VENICE, **LOS ANGELES COUNTY** ALTADENA-SANTA MONICA and LA CRESCENTA-SANTA MONICA BEACH BUSES, CONEJO VALLEY-ZUMA BEACH BUS and **CALABASAS** SUMMER BEACH BUS.

JULY 1988 – With a fleet of American Eagle AE-10s, **GREYHOUND LINES, INC,** began operating **ORANGE COUNTY TRANSIT DISTRICT** 701-HUNTINGTON BEACH-LOS ANGELES and 721-FULLERTON-LOS ANGELES.

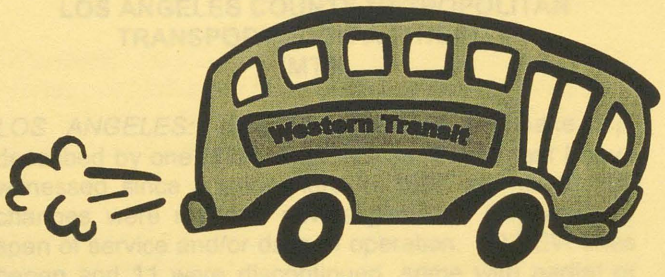
JULY 1983 – Phase 4 of the MTA 1980 Sector Improvement Program was implemented including expansion of a grid system. Affected were Lines 38, 48, 60, 61, 81, 83, 107, 108, 111, 119, 146, 225, 226, 251, 252, 255, 262, 304 and 360.

JULY 1978 – The Jarvis-Gann Property Tax Initiative (the infamous Proposition 13) took effect that month and, as property taxes were a funding source for some transit agencies, programs and staffing were immediately impacted. Those taxes were often used as the local share for state and federal money whose loss was much more acute.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
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Western Transit's 40th Anniversary Trip



Join us on Saturday, August 16, 2003 for a fun-filled and fact-finding trip to the Inland Empire.

We will be boarding our MCI F3500 at Dock 9 at Gateway Plaza starting at 7:30 AM. We will then be departing at 8:00 AM for our first stop at Foothill Transit in Pomona. We will then continue to Omnitrans in Montclair then a stop at the Montclair TransCenter.

We then will be heading out to the High Desert for lunch in Victorville, your choice of Hometown Buffet, IHOP, McDonald's or Wendy's. After lunch we will begin our tour of VVTA with a stop at the 7th & Lorene Transfer center for the afternoon lineup. Then to Victor Valley College for the other lineup, then to the VVTA facility in Hesperia.

After leaving the High Desert we will be visiting the Omnitrans facility in San Bernardino. On the way back our final stop will be at the new Foothill Transit facility in Irwindale.

Our estimated return time to Gateway Plaza is 7:30 PM. Dinner will be your option at Denny's by Gateway Plaza.

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

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

40th Anniversary Trip Reservation

Name _____

Address _____

_____

Email _____

Phone _____

Method of Payment:

☐ Cash ☐ Money Order

☐ Check ☐ PayPal

_____

Signature

Sign up for:

☐ One Person

☐ Number of people_____

Preferred Lunch Location:

☐ Hometown Buffet

☐ IHOP

☐ McDonald's

☐ Wendy's

Time	Price
8:00	$35.00
x 35.00	$_____

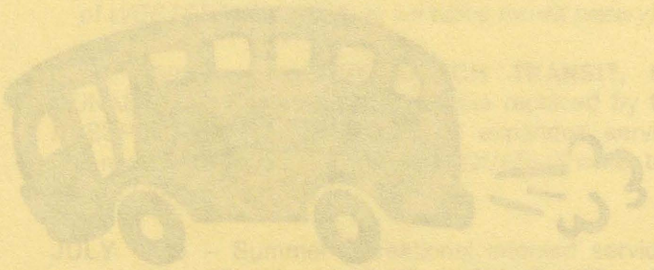
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Total: _____

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Western Transit's
40th Anniversary Trip



(Continued from page 1)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: June 29th brought a Shake Up, described by one **MTA** employee as "the largest I have witnessed since starting here in 1987" as nearly 100 changes were made – new alignments, frequency or span of service and/or days of operation. 12 NEW lines began and 11 were discontinued, some with partial or full replacements, some without.

Many of the bus changes relate to the GOLD LINE opening (804-Los Angeles-Pasadena Light Rail), now scheduled for Saturday July 26. Two NEW Rapid Bus lines, 711-FLORENCE AVE RAPID BUS and 761-VAN NUYS BLVD RAPID BUS, were added as was Saturday bus service on Foothill, De Soto and Winnetka.

With the discontinuation of 3-SUNSET BL-BEVERLY DR, its trips on Sunset were replaced by Line 2. On 4/304-SANTA MONICA BLVD, the 304 Limited now operates daily and, in downtown, 304 stays on Sunset/ Cesar Chavez to Vignes by Gateway Transit Plaza.

22-CENTURY CITY-BRENTWOOD was discontinued as 33/333-VENICE BLVD received added trips including Sunday hours on the 333 Limited. 333 now operates to/ from 6th & Main in downtown while 33 operates to/from Sunset & Main in Venice.

55-COMPTON AVENUE was shortened downtown and now operates to/from 5th & Beaudry while 58-LOS ANGELES ST-ALAMEDA ST and 76-VALLEY BLVD were rerouted to the Chinatown GOLD LINE Station.

60-LONG BEACH BLVD was rerouted to a new terminal downtown near Sunset & Figueroa and restructured with NEW 360-LONG BEACH BLVD LIMITED added. 66-WEST 8TH-EAST OLYMPIC had 366-WEST 8TH-EAST OLYMPIC LIMITED added.

Saturday service was extended from Sunland to Olive View Hospital on 90/91-LA-SUNLAND-SYLMAR. 93 on Allesandro was converted to Line 92 trips and replaced by a rerouted 603-RAMPART-HOOVER-COLORADO.

56-WILMINGTON AVE, 105-VERNON-LA CIENEGA east of Vernon & Santa Fe, 107-54TH-SANTA ANA east of Florence & Pacific, 112-FLORENCE-OTIS and 119-108TH STREET east of 103rd Street Station were all discontinued and replaced by NEW Lines 611–SANTA ANA-LEONIS-HOLMES and 612-FLORENCE-OTIS-IMPERIAL. These are both two way directional loops based at Division 2. Line 611's terminal is Palm Place Loop and 612's is Imperial/ Wilmington Station.

Florence & Norwalk short line trips of 111-FLORENCE AVENUE were rerouted along Florence and Studebaker to the GREEN LINE Norwalk Station to replace a portion of Line 460. 311-FLORENCE AVE LIMITED was replaced by NEW 711-FLORENCE AVE RAPID BUS.

117-CENTURY BLVD was extended east from Rancho Los Amigos via Imperial and Lakewood to Lakewood GREEN LINE Station and 120-IMPERIAL HIGHWAY was shortened and no longer runs between Aviation Station and LAX City Bus Center on 96th Street.

A number of lines were rerouted to serve new stations on the METRO GOLD LINE — 176-EL MONTE-GLASSELL PARK, 177-JPL-CITY OF HOPE, 255-ROWAN-GRIFFIN, 256-EASTERN-AVE. 64-NORTH HILL, 266-LAKEWOOD/ROSEMEAD BLVDS, 267-TEMPLE CITY-DEL MAR BL-LINCOLN and 268-BALDWIN AVE-WASHINGTON BL.

180/181-HOLLYWOOD-PASADENA now operates to and from Hollywood/Vine RED LINE Station while the east end of 181 was extended from PCC along Colorado, Rosemead and Foothill to the Sierra Madre Villa GOLD LINE Station.

188-FAIR OAKS-DUARTE was replaced on Fair Oaks by a rerouted 260-ATLANTIC BLVD-FAIR OAKS and along Duarte Road by a new daily extension of 264-ALTADENA DR-SAN GABRIEL-DUARTE ROAD. 483-LA-FAIR OAKS-ALTADENA was also replaced by the 260. The previous segment of 260 on Los Robles in South Pasadena and Pasadena was replaced by the NEW 687-LOS ROBLES SHUTTLE.

The former San Gabriel Blvd segment of Line 264 was replaced by the NEW **MONTEBELLO BUS LINES** 20-SAN GABRIEL BLVD SHUTTLE which runs every 75 minutes (1 bus) 530AM-1100PM weekdays only. This line was originally referred to as 689-MONTEBELLO TOWN CENTER-SIERRA MADRE VILLA STATION.

214-BROADWAY-MAIN STREET LOOP now runs only during rush hours on weekdays. 236-BALBOA BLVD was restructured and now operates along Balboa Blvd to Cascades Business Park, then via Foothill, Glenoaks and Hubbard to the Sylmar/San Fernando METROLINK Station. The Woodley Ave segment was renumbered as 237-WOODLEY-BALBOA and operates over the old 236 routing weekdays only.

Saturday service is now offered on 243-DE SOTO-WINNETKA. Line 410-GLENOAKS BLVD EXPRESS was cancelled. 418-LA-ROSCOE BLVD EXPRESS and 426-VALLEY-WILSHIRE were both shortened and now operate only as far south as the North Hollywood RED LINE Station.

(Continued on page 4)

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Two segments of the former Line 561-SAN DIEGO FWY-VAN NUYS BLVD were discontinued, between Van Nuys & San Fernando and Sylmar METROLINK and between Westwood and LAX City Bus Center. The NEW 761-VAN NUYS BLVD RAPID BUS, considered as the replacement for the 561, originates in Lakeview Terrace (as does the 233) and travels Van Nuys Blvd, Ventura, San Diego Fwy, Sepulveda, Sunset, Hilgard, Le Conte and Westwood to Wilshire & Veteran in Westwood. Except for hourly trips between Sherman Oaks and Westwood beginning about 900PM (when the 761 stops operating), 233-VAN NUYS BLVD. LOCAL buses no longer operate south of Ventura *(Ed. Note – previously, trips that began in the Valley as either a 233 or 561 might be scheduled to Westwood and/or LAX).*

251-SOTO operates as before between Ave 27 & Idell and Florence & Pacific, then travels over the former 252 routing along California Ave to GREEN LINE Long Beach Blvd Station. NEW 350-SOTO ST LIMITED was added. 252-NORTH SOTO ST was shortened and runs between Monterey & Huntington and Whittier & Soto. NEW 681-HUNTINGTON PARK-WATTS SHUTTLE is the replacement for the former Line 251 routing.

Line 460-LA-NORWALK-DISNEYLAND was rerouted between Norwalk GREEN LINE Station and downtown. 460 runs between Disneyland and Norwalk as before and then operates along the 105 and 110 Freeway HOV Lanes serving the Manchester, Slauson and 37th Stations, then via Adams, Figueroa and 6th to Main with its layover at the Maple Avenue Lot. Southbound buses travel via Maple, 5th, Flower, 11th and Figueroa to the HOV Lanes.

Line 484-LA-VALLEY BLVD-POMONA was shortened and no longer runs between downtown Pomona and Indian Hill Village, 489-LA-HASTINGS RANCH does not operate north of Huntington Drive and weekday trips on 490-LA-COVINA-DIAMOND BAR-BREA no longer operate between Brea Mall and Cal State Fullerton.

TRANSPORTATION CONCEPTS, INC operated 631-LAKEWOOD STATION SHUTTLE was discontinued without a direct replacement.

NEW Line 711-FLORENCE AVENUE RAPID BUS runs between Florence & Garfield in Bell Gardens and the new Inglewood Transit Center along Florence, La Brea and Kelso to Market.

Two more changes will take place with the opening of the GOLD LINE – discontinuation of Line 401-LA-PASADENA-NORTH ALLEN EXPRESS and the start of 686-ALLEN-RAYMOND SHUTTLE.

The Pasadena to Los Angeles segment of Line 401 will be replaced and the 686 will offer replacement local service between New York & Allen and Fillmore GOLD LINE Station via Allen, Colorado and Raymond to Glenarm. 401 and 686 both operate from Division 3.

With the discontinuation of Line 22 in Brentwood, **SANTA MONICA MUNICIPAL BUS LINES,** in concert with **MTA,** offered a five day fare-free promotion of its Line 4-CARLYLE-SAWTELLE to introduce potential customers to the "Big Blue Bus".

Numerous weekday peak hour trips were added around the system, particularly in the Westside/Central Sector, to comply with the 1.20 Loading Ratio stipulated in the Consent Decree. Many 2000-2266 and 2300-2402 series TMC RTS T80206 buses, previously in contingency, are now active at all divisions, including the **COACH USA** and **FIRST TRANSIT** contract divisions as Lines 125-ROSECRANS, 130-ARTESIA BLVD, 167-PLUMMER-COLDWATER CANYON and 266-LAKEWOOD BLVD also received added trips.

CUSA received two buses (2126 and 2167) and **FIRST TRANSIT** got eight including 2001, 2009, 2011, 2137, 2205, 2305, 2319 and 2333.

In June, **FIRST TRANSIT** sub contractor **OPERATION SHUTTLE** turned back operation of 177-JPL-CITY OF HOPE and 256-EASTERN-NORTH HILL to **FT.**

Operators, represented by the United Transportation Union, recently voted 2910-277 to authorize a strike if current talks do not produce a contract. The previous agreement expired June 30. The maintenance staff, members of Amalgamated Transit Union Local 1277, authorized a strike last January. *(Ed. Note – In 2000, a 32-day work stoppage was called by UTU whose picket lines were honored by both ATU and the Transportation Communications Union (WT 9/00, 10/00)*

Governor Gray Davis, at the request of UTU, has called for creation of a three-person panel, to be headed by UCLA law professor Benjamin Aaron, to review the issues and report back. Following the report, he can impose a 60-day cooling-off period in the negotiations.

The **MTA** Board recently authorized a change in the fare structure beginning January 1, 2004. It includes a lowering of the cash fare to $1.25, reduction of fare zones from 4 to 2, implementation of a $3 Day Pass and replacing transfers, tokens would continue to be discounted but cost $1.10, regular monthly passes would increase by $10, semi-monthly passes $6 and weekly passes $3. Senior, disabled and student pass prices will remain unchanged.

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LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: On June 30th DASH/PUEBLO DEL RIO was extended, rescheduled and the standard 25-Cent DASH fare instituted *(Ed. Note – D/PDR had been FREE since its inauguration in 1994).*

Trips now operate every 20 minutes (was 10) with 1 bus between 630AM and 630PM weekdays and 1000AM to 500PM on Saturday.

From Vernon & Long Beach Ave. West, PDR travels Long Beach, 55th, Holmes, looping Gage, Wilmington, 63rd to Holmes, 52nd, Long Beach Ave. East and Vernon to Long Beach Ave. West.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: Originally included in the FY 02/03 budget, **VVTA** soon will purchase two more NABI 40-foot, low floor, CNG buses by exercising another option from the **LACMTA** 370 bus order *(WT 7/02).* One bus is expected to be assigned to 40-APPLE VALLEY NORTH while the assignment for the other is not yet decided.

Both of **VVTA's** city contractors, VICTORVILLE and ADELANTO, have approved a five percent increase in operating costs this year for their **VVTA** interagency agreements. The **ATC/VANCOM** operating cost per revenue hour is $47.00.

VICTOR VALLEY COMMUTER ridership for March was 1,134 and, since the May 5th fare reduction, ridership has increased 50 percent. The VVC system has official, but unpublished, route numbers – 201-VICTORVILLE-SAN BERNARDINO and 202-VICTORVILLE-RANCHO CUCAMONGA.

A public hearing is scheduled for July 21st to receive testimony on the six month demonstration project for Route 23-LUCERNE VALLEY including lengthening the service day and establishing the TOWN CENTER CIRCULATOR *(WT 3/03).*

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: **MTDB** conducted a public hearing in June on plans to reduce approximately $200,000 worth of service as part of a larger plan to close a projected $32 million budget deficit in FY 03/04. Approved changes would be phased in between September and January.

Changes include — on weekends only, operate Line 4-LOMITA VILLAGE only between Lomita Village and 12th & Imperial Station, with a transfer required to and from downtown; shift the segment of 11-SDSU-SOUTH SPRING VALLEY between Paradise Valley & Deep Dell and Oroville & Brucker in Spring Valley and La Presa to 961-PLAZA BONITA-SPRING VALLEY and discontinue the segment of Line 34-LA JOLLA between Old Town Transit Center and 10th & Broadway downtown.

Other changes include — discontinuing two of the four round trips on Saturday night Owl service on **SAN DIEGO TROLLEY's** BLUE LINE, operating a Sunday level of service on Presidents Day and discontinuing proposed Park And Ride bus service (effective in April 2004) to the soon-to-open PETCO San Diego Padres Ballpark downtown. **SAN DIEGO TROLLEY** service on three corridors would provide alternate transportation.

CHULA VISTA TRANSIT is getting more involved in development and testing of a hydrogen (H2) fuel cell bus in a program that dates back to 1996 when the city was awarded $500,000 from the state to implement the project. In 1999, the city teamed with **SUNLINE TRANSIT AGENCY** to refine a multiphase project for the fuel cell bus and fleet vehicle deployment.

In February 2001, Chula Vista was awarded a second $500,000 grant and that August CV and **STA** signed a full funding agreement with the California Energy Commission to execute Phase I of the demonstration.

The CEC grant requires both agencies to operate a hydrogen fueled transit bus in revenue service. They have partnered with ISE Research and El Dorado National, manufacturer of the EZ Rider II 30-foot low floor bus. **STA** completed its testing in January and **CVT** is finalizing an agreement to test the bus on 706-DOWNTOWN SHUTTLE and 709-H STREET-EASTLAKE for up to two months.

Sometime this winter, Chula Vista staff will report on lessons learned from the demonstration and analysis of vehicle performance data will be released. Future plans are to purchase a small number of these buses with an option to buy a hybrid version.

SAN DIEGO TRANSIT SYSTEM METROPOLITAN TRANSIT SYSTEM (SDTS/MTS)

SAN DIEGO: June 29th brought a number of route and service changes.

Midday service (900AM-300PM) on 853-RANCHO SAN DIEGO SHUTTLE and 874-EL CAJON EASTSIDE SHUTTLE was discontinued as summer service levels were doubled on 904-CORONADO SHUTTLE.

(Continued on page 6)

(Continued from page 5)

LA MESA DIAL-A-RIDE was discontinued and replaced by NEW Line 876-WESTSIDE LA MESA that operates every 40 minutes between 600AM and 700PM (1 bus) weekdays only between Lemon Grove Trolley Station and 70th & El Cajon via Massachusetts and 70th. The 876 has been designated as a local route ($1.75 fare).

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: On July 1st **TTS** reduced its basic fare from 75 to 50 cents while increasing its interagency transfer fee to 40 cents. Senior and disabled fares remained at a quarter and the 25 cent zone fare to downtown Los Angeles also remained in place.

*(Ed. Note – it is believed the price change is an attempt by **TTS** to mitigate the impact of **MTA's** fare decrease beginning next January on the Formula Allocation Procedure. California law (AB 1755 (1996) states:: "... operator's share of the funds available for allocation shall be calculated as follows: 50 percent of the operator's vehicle service miles and 50 percent of the operator's passenger revenues divided by its base fare."*

At issue is the number resulting from dividing revenues by the base fare. A lower base fare (the numerator) makes the number produced by the math larger. To some degree, the higher transfer price offsets the revenue loss from lowering the base fare).

LONG BEACH TRANSIT (LBT)

LONG BEACH: June 15th brought two NEW lines and daily water taxi service on both the AQUABUS and AQUALINK.

NEW is 66-ZAP ATLANTIC, a weekday, limited stop, peak hour line on the same routing as 61-ATLANTIC-ARTESIA STATION.

The original ZAP line along 7th Street is now numbered 96-ZAP 7TH STREET, but still operates on weekdays during extended peak hours between the Downtown Transit Mall and Stearns & Bellflower, primarily along 7th and Bellflower.

Also NEW is the MUSEUM EXPRESS which operates Wednesday thru Sunday and offers trips from Long Beach to cultural centers — the Getty Center on Wednesday and Saturday, the Los Angeles County Museum of Art on Thursday and Sunday. Friday is the "wild card" day with a different destination each week.

The $5.00 per round trip, reserved seat service utilizes **LBT** 2000, their 45 foot Prevost intercity coach.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Following over 15 years of planning and 4 years of construction, **BART** trains arrived at San Francisco International Airport (SFO) on June 22nd.

The **BART** extension from Colma serves four new San Mateo County stations (South San Francisco, San Bruno, SFO and Millbrae) ending at a joint **BART/ CALTRAIN/SAMTRANS** Intermodal terminal.

The SFO Station is located at the International Terminal where passengers can transfer to SFO's free Air Train which travels to terminals throughout the airport.

The PITTSBURG/BAY POINT line travels directly to Millbrae bypassing SFO while DUBLIN/PLEASANTON serves the airport. A Shuttle Train also operates between Millbrae and SFO.

The extension concludes a program started in 1988 when the Metropolitan Transportation Commission established the New Rail Starts Program and the **BART** SFO extension was rated the first priority.

In 1992 San Mateo County voters passed Measure B 75-25% advising the Board of Supervisors to negotiate a contract for service or a contract to join **BART.**

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: **SAMTRANS** instituted a number of changes affecting 21 bus routes on June 22, co-incident with the **BART** extension, including discontinuation of Lines BX-SAN FRANCISCO AIRPORT-COLMA BART and 193-SFO-DALY CITY BART-STONESTOWN.

32-SOUTH SAN FRANCISCO LOCAL and 131-TANFORAN-COLMA BART were combined into new 132-SOUTH SAN FRANCISCO connecting SSF BART with downtown SSF via Hillside Blvd or Orange Drive.

34-BRISBANE-SOUTH SF-TANFORAN serves South San Francisco BART while 140 and 141 (former 40 and 41) were both rerouted to San Bruno BART. 122-SOUTH SF-COLMA BART-STONESTOWN was extended from Arroyo Drive and El Camino Real to South San Francisco BART via ECR.

130-SOUTH SF-DALY CITY BART was rerouted to South San Francisco BART and 242-MILLBRAE-MILLBRAE CALTRAIN was renumbered 342 and extended to Millbrae BART.

133-TANFORAN-SERRAMONTE-COLMA BART was

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extended from San Bruno BART through downtown South SF via Spruce, Grand and Linden to Airport Blvd.

390-PALO ALTO-DALY CITY BART, 391-PALO ALTO-COLMA BART-DALY CITY and 397-SAN FRANCISCO-PALO ALTO OWL were all rerouted to Millbrae BART.

Weekend only **CALTRAIN** Bus Route RRX-SAN FRANCISCO-SAN JOSE *(WT 7/02)* was also rerouted into Millbrae BART.

CALIFORNIA NEWS BRIEFS

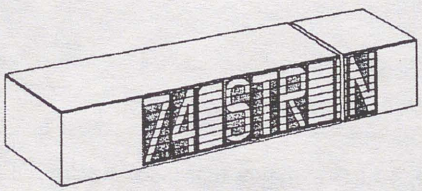
The MAIN PLACE SHOPPERS SHUTTLE, operated for over 20 years, was discontinued March 1st because of reduced patronage from the decline in area tourism.

Both **CALAVERAS TRANSIT** and **MERCED TRANSIT SYSTEM** selected MV TRANSPORTATION as their new fixed route and paratransit contractor as of July 1.

The MONTEREY PARK CORPORATE CENTER LINK is now offering new commute hour service between Cal State LA Metrolink Station and the business park.

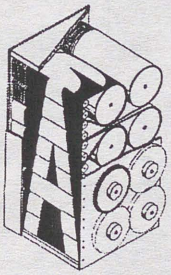
SIGNS OF THE TIMES

One of the first electronic signs appeared in 1977 by Transign. It was called the Translator. It was advertised as "An electric system with virtually unlimited destination data, present and future."



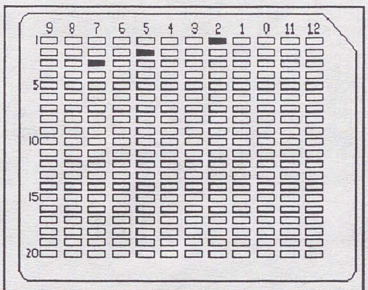
There were two basic systems, a 3-number route sign and a 16-character destination sign.

Here is how the Translator works. Individual modules—one for each letter or digit—are activated electromechanically by a coded signal to produce the desired wording or number.

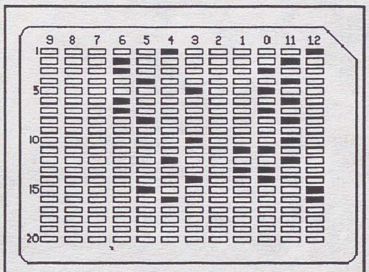


There are 4 rolls of partial characters, one for the top and bottom of each quarter. *(Look at them as four mini roll signs.)*

When it is desired to display a new message, a punch card with the desired display is inserted into the card reader. The system is activated and all rolls are returned to the home (beginning) position. They are then rolled to the appropriate position for the desired characters.



Punch card to display 257 on a 3-digit sign.



Punch card to display DOWN-TOWN LIMITED.

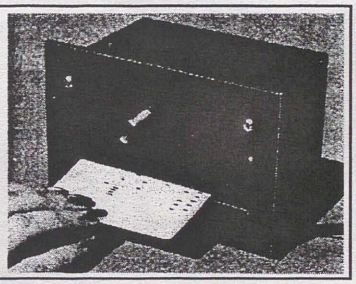
Punch cards were used on the original design. Transign later used a 3-digit thumbwheel controller.

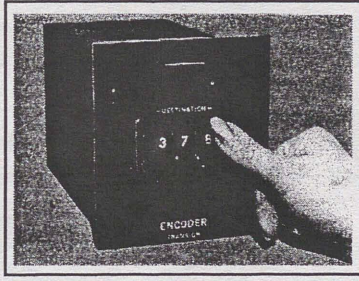
Letters were 6" high, white on black background. The signs were front lighted by fluorescent tubes.

Seattle ordered 600 route number signs for use on their buses. *(Believed to be on the 900-1009, 1100-1349, 1600-1884 series buses.)*

The MAN consortium buses were delivered with these route signs on the front with the 3-digit thumbwheel controllers.

The original design was programmed by inserting a punch card punched with the desired reading.





Input was later changed to use thumbwheels to enter the code for new reading.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

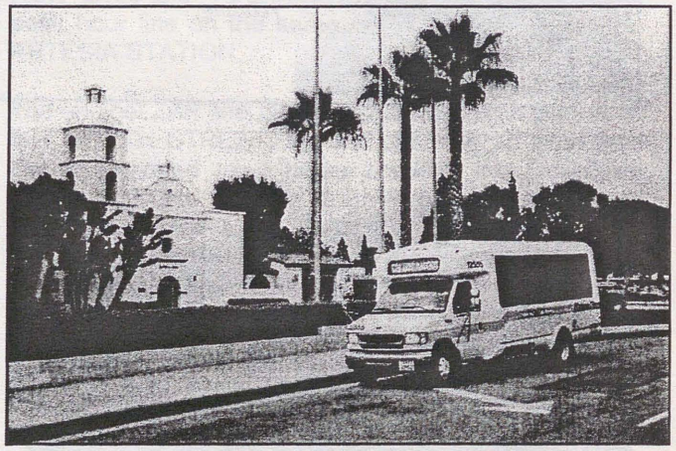
PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
LADOT (First Transit)	03001-03007	ElDo Natl	EZ Rider/3C084125, 126 , -,127, -, -, -	2003	
Victor Valley Transit Auth	114-117	Ford/ElDo	Econ/Aerotech/2HA07915-918	2001	
	118-119	Ford/ElDo	Econ/Aerotech/2HB03326-327	2001	
	120-125	Ford/ElDo	Econ/Aerotech/2HA82013-018	2002	
	126	Ford/ElDo	Econ/Aerotech/2HA23985	2002	
San Luis Obispo Transit	2151-2153	Gillig	G18D102N4/11070768-770	2001	
Utah Transit Auth (UT)	0201	MCI	D4500/3P055560	2002	
	0202-0213	MCI	D4500/3P055562-573	2002	
	0251-0253	New Flyer	D40LF/2U024547-549	2002	Hybrids
AC Transit	6045-6069	MCI	D4500/3P055645-669	12/02-01/03	
-USED-					
Greyhound Lines, Inc.	52644, 52653	MCI	102DL3/XP052644, 653	1999	1
	52656, 52659, 52669	MCI	102DL3/XP052656, 659, 669	1999	1
LADOT (Connex TCT)	219 -221	Gillig	4096TB6V92T/J1082313-315	06/88	2
	230	Gillig	4096TB6V92T/J1082324	06/88	2
	231-232	Gillig	4096TB6V92T/J1082421, 423	06/88	2
-DISPOSITIONS-					
San Francisco MUNI	(A)	Flyer	D902-10240/3033-3202	1984	3
	5059,5082,5161	Flyer	E10240/0700, 0723, 0802	1977	3
Orange County TA	8117, 8208	Ford/ElDo	Econ/Aerotech/VHB83010, 90873	1997	4
Omnitrans	1649	TMC	T80206/NR828946	1992	4
-DEMONSTRATORS-					
Neoplan	unnumbered	Neoplan	AN516-3/2L013194	2002	5

-NOTES-

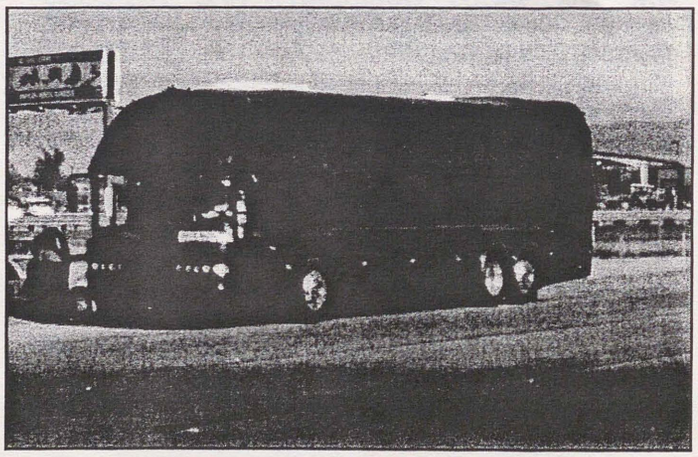
(A) - 4507, 4511, 4539, 4552, 4616, 4625, 4642, 4656, 4661, 4669, 4674, 4676

1. Ex Golden State Transportation Company, same numbers.
2. Ex Foothill Transit, same numbers.
3. For sale at Nationwide Auction Systems in June.
4. Authorized for disposition.
5. Operating for VVTA during June and July 2003.

The Neoplan Starliner demo has 50 blue seats, one TV monitor above the front windshield, 4 LCD monitors that flip down from the overhead baggage compartment, sunshades, foot rests, tray tables, magazine nets, restroom, interior is gray on ceiling and walls.



TCI 12555 on line 631 in front of Rancho Los Amigos. Andrew Novak photo



Neoplan Starliner demonstrator on the Victor Valley Commuter letting off passengers at the Bear Valley Park & Ride lot. Craig Barnes photo