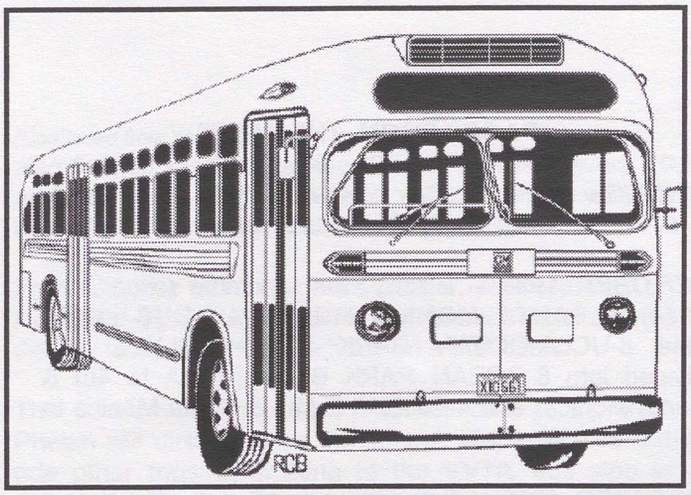
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VOL. 41, NO. 10 **October 2003**

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: On September 20th **VVTA** celebrated its tenth anniversary by offering FREE rides, giving away two bicycles (entry forms had been available on the bus) and insulated **VVTA** sports bottles. As part of the celebration, radio station Y-102's Colleen Quinn broadcast from the Victor Valley College.

ATC VANCOM, **VVTA's** largest contract operator, treated wheelchair users to a ride aboard "Serena's Song", the world's first wheelchair accessible hot-air balloon. Rides took place on September 19 and 20 at Mojave Narrows Regional Park for registered participants.

For its first nine years, **VVTA,** originally the **VICTOR VALLEY TRANSIT SERVICE AUTHORITY** *(WT 6/93),* provided service in the high desert area including Adelanto, Apple Valley, Hesperia, Victorville, Phelan, Wrightwood, Helendale and Lucerne Valley. Beginning July 15, 2002, a major milestone was reached as **VVTA** began to offer "Down The Hill" (Cajon Pass) service, *VICTOR VALLEY COMMUTER*, a weekday extended peak hours system to and from Rancho Cucamonga and San Bernardino using a fleet of five Neoplan AN345A suburban buses.

The service demonstration program on Route 23-LUCERNE VALLEY *(WT 7/03),* including lengthening the service day and establishing the TOWN CENTER CIRCULATOR, was made permanent by the Board.

Two additional NABI 40-foot, low floor, CNG buses *(WT 7/03)* are now on order with delivery expected next May. One will be a replacement bus for ADELANTO and the second is an expansion bus. VICTORVILLE is considering expansion of service in west Victorville.

The eight Econoline/Aerotechs (127-134) are now in service with seven used on Direct Access Transit (DART) and one on the extra trip added in June on the *VVC.* Five of them (130-134) have cloth seats and curtain destination signs. Occasionally, one of the cutaways is seen on fixed route service in place of either a 300-series Bluebird Transhuttle or a 500-series El Dorado National TRE-32.

Gannett Fleming, Inc., consultant for development of a new facility plan, recommended four possible sites for the future location of an administration, operations, and maintenance yard. One was located in Victorville near Nisqualli & Hesperia Road with three others in Hesperia with easy access to I Avenue. For planning purposes, it was recommended **VVTA** anticipate that all services eventually will be housed at one site.

The Victorville location would allow more options for bus deployment and was selected for acquisition by the Board. Disposal of the current Business Center Drive site could occur only after installation of a CNG fueling station at the new location.

A special one-day only route, 105-SPICE OF LIFE FREE SHUTTLE, was operated on Saturday, October 4 in connection with the City of Victorville event. The city

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Richard You dba COMPASS TRANSPORTATION for Class B Charter Party Certificate (15843-B) with home terminal in South San Francisco.

Ishmael Diaz Ruiz dba CONCOR'S EXPRESS for Class B Charter Party Certificate (16592-B) with a home terminal of Los Angeles.

BLUE & GOLD FLEET, L.P. to increase fares for service between Alameda/Oakland, San Francisco and Angel Island.

HARBOR BAY MARITIME, INC. for general fare increase for vessel service between Harbor Bay Ferry Terminals and authorized points in San Francisco.

L. A. TOP SHUTTLE, INC. to modify its PSC to permit scheduled service between hotels in Buena Park and Anaheim, on one hand, and LAX.

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

Fernando Hernandez dba THE DESERT RUBY for on-call PSC between points in Palm Springs and Coachella Valley and establish ZORF.

DECISIONS

Richard G. Sadler granted PSC between points in San Francisco and Marin Counties with ZORF.

VOS TRANSPORTATION, LLC granted authority to transfer to *J & I TRANSPORTATION, LLC* PSC-5911 (Los Angeles area airport shuttle with ZORF).

Western Transit's 40 year Article Index is now available. Over 138 pages listing all articles published between August 1963 and August 2003. Also includes a brief history of Western Transit in a 3-ring binder.

Send check or money order for $10.00 (incl. shipping) payable to **EDMUND BUCKLEY**, c/o Western Transit.

CORRECTION TO SIGNS OF THE TIMES ARTICLE
In the September 2003 issue article "The Early Signs of Vultron" the first paragraph was written a little confusing. The SCRTD 8200 series were the first buses delivered with the Transign Trans-Dot system. The first buses delivered with electronic signs were the 7500 series Grumman's that had the Luminator LIDS signs.

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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)

OCTOBER 1998 – History was recreated (circa June 1954) as **SANTA MONICA MUNICIPAL BUS LINES** Line 8-UCLA-OCEAN PARK BLVD-CARLYLE was divided into 8-OCEAN PARK BLVD (UCLA to 4th & Santa Monica) and 4-CARLYLE (4th & Santa Monica to 26th & San Vicente).

OCTOBER 1993 – Following a large reduction in Los Angeles County funding, the **INLAND EMPIRE CONNECTION** rearranged and reduced service between Los Angeles, Riverside and San Bernardino (110 and 496) while adding a second bus and alignment to 149-RIVERSIDE-DISNEYLAND.

OCTOBER 1988 – FUN BUS SYSTEMS, INC. stopped all service with **AIRPORT COACH (Ground Systems, Inc. dba)** assuming most of the airport operations and six buses and **TIFFANY TOURS** the sightseeing tours with six more buses.

OCTOBER 1983 – The County of Los Angeles Road Department started two new services – the ALTADENA SHUTTLE and a weekday peak hour only LAKE HUGHES-LANCASTER line.

OCTOBER 1978 – In Reno, Nevada, the new **REGIONAL TRANSPORTATION COMMISSION** was scheduled to inaugurate operations with 5 routes and 9 buses (GMC TDH-4517 New Looks from Hausman) after taking over the **NEVADA TRANSIT COMPANY.**

WT STAFF FOR THIS MONTH

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(Continued from page 1)
also funded the bus service. Buses operated every 10 minutes (two buses) between 1000AM and 630PM between Kings Ranch Market and Forest & 7th.

From October 6th through December, selected trips on Route 21-TRI COMMUNITY will provide bus service directly to Serrano High School, on a trial basis.

The 630AM trip to Phelan and the 300PM trip from Phelan will directly serve the school. Students can also ride other trips by walking to the **VVTA** bus stop in downtown Phelan. Due to the high speed limits along the bus route, passengers have been asked to call Customer Relations to advise they would be boarding the bus, so the bus operator could be on the look out.

Last fall, weekday bus service was extended one hour to 1000 PM *(WT 10/02)* as a one year demonstration to determine if there was sufficient demand *(Ed. Note – Unmet Needs Hearings and other forums have always included requests for later service)*. Apple Valley and Victorville voted against the program. Victorville continues to believe the service should be discontinued. While ridership did increase, actual numbers and fare revenues were low. June 2003 values for the 900-1000 PM hour — 67 system riders per day, 5.1 passengers per hour and a 6.8% ratio of fares to cost.

VVTA late evening ridership provided a greater percentage toward the total weekday patronage than comparable service has done for **OMNITRANS. S**taff considered dropping 21, 23, 40 and 45F and perhaps 42, 43F, 43V, 44 and 45V which would have left 31/32, 41, 51 and 52. Interestingly, all serve Victorville and one (31/32) also serves Adelanto. At its September meeting, the **VVTA** Board voted to halt all 900-1000PM service at the end of the Victor Valley College semester in December, with the understanding each jurisdiction could continue to fund additional service hours.

METROPOLITAN TRANSIT DEVELOPMENT BOARD METROPOLITAN TRANSIT SYSTEM (MTDB/MTS)

SAN DIEGO: On July 7th the planning functions of the **MTDB** and **NORTH COUNTY TRANSIT DISTRICT** and associated funding, were transferred to SAN DIEGO ASSOCIATED GOVERNMENTS (SANDAG). Later this year, engineering and construction functions will shift.

Although **MTDB** is legally the name of the agency, it will now be called **METROPOLITAN TRANSIT SYSTEM (MTS),** the name that been used on all buses for quite some time.

Earlier this year, **MTDB** consolidated the Boards of the **SAN DIEGO TRANSIT CORPORATION** and **SAN DIEGO TROLLEY, INC.** into **MTDB.** With emphasis on operations after consolidation, it was felt the **MTDB** Board should sit as the combined board.

During June, the Board extended agreements of the NORTHEAST RURAL BUS SYSTEM and SOUTHEAST SAN DIEGO SENIOR CITIZENS PROGRAM BOARD to operate rural bus services in their areas pending execution of an overall agreement with LAIDLAW TRANSIT SERVICES, INC. to provide all of the Rural Bus services (Lines 878, 879, 888, 894).

Fall service changes took place on September 2nd and included ending weekday Line 11-SDSU-SOUTH SPRING VALLEY trips at Deep Dell & Paradise Valley and extending 961-PLAZA BONITA-SPRING VALLEY, reducing service levels on 904-CORONADO SHUTTLE for the winter and rerouting northbound Line 908–OLD TOWN-UNIVERSITY AVENUE buses along Pacific Highway, Enterprise and Midway Drive.

NORTH SAN DIEGO COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Service changes, a number of them reductions, were made August 17th and fare changes were approved for implementation on November 1st.

August changes included the reduction of Saturday headway on 347-ESCONDIDO-PALOMAR COLLEGE to two hourly, addition of hourly weekday peak hour buses and a Saturday headway reduction to two hourly on 386-ESCONDIDO-RAMONA and discontinuation of three lines — 387-RAMONA CIRCULATOR, 413–MESA MARGARITA-CAMP PENDLETON MORNING TRIP and 420-VISTA TC-PALOMAR COLLEGE.

Fare changes will include an increase from $1.50 to $1.75 in adult cash fares (no changes to the 75 cent senior/disabled fare) and implementation of a $3.50 ($1.50 S/D) **NCTD** Day Pass and elimination of paper transfers. Monthly Pass prices will rise and Lift (ADA) fares will increase to $3.50 during all hours.

A public hearing was conducted during September on plans for January 2004 that include several weekday early morning trip additions funded by an Air Pollution Control District grant and extensions of 306–VISTA-FALLBROOK and 397–OCEANSIDE-FALLBROOK to serve the new Fallbrook transfer point at Fallbrook Road and South Main. Sunday service (six round trips) would be added to 388-ESCONDIDO-PALA.

(Continued on page 4)

(Continued from page 3)

SPANISH LANGUAGE BUS COMPANIES UPDATE

TRES ESTRELLAS DE ORO is now affiliated with **ASTRO BUS LINES, INC.** and the fleet now includes at least three MC-8s (101-103) and one MC-9 (104), currently painted all white.

TEDO is now advertising hourly LOS ANGELES-SAN YSIDRO-TIJUANA trips between 400AM and 900P ($15 one way, $22 round trip), two FRESNO departures at 300PM and 700PM and two EL PASO buses at 500PM and 600PM.

AUTOBUSES AMERICANOS (LOS ANGELES-EL PASO) is now serving both the **CRUCERO USA** station (605 South Maple) and the former **TURISMO RAPIDOS** station at 649 South Wall as its downtown terminals.

FRONTERAS DEL NORTE is now advertising hourly service 500AM-800PM between Huntington Park (2521 East Florence) and San Ysidro (660 San Ysidro Blvd, near Burger King) with a daily trip to Pasco and Yakima, WA departing Huntington Park at 800PM, also serving Bakersfield, Fresno, Sacramento and Medford, OR.

A NEW company in the area is **AUTO TRANSPORTES DEL SUR** of Lynwood.

They advertise daily departures from their 10417 Long Beach Blvd terminal to Pasco and Yakima, WA, also serving Los Angeles, Fresno, Sacramento, Weed, Williams, CA; Medford, Salem and Portland, OR; Herminston and Wenatchee, WA.

They are also promoting tourist travels to casinos in Las Vegas and California — Wednesday to Fantasy Springs Casino in Indio and, on Saturday, a free departure from Las Vegas at 600PM.

To introduce the new service, **ATDS** is offering a 40% discount when travelers present the coupon from their newspaper advertisements.

FOOTHILL TRANSIT (FT)

WEST COVINA: The **FT** Board approved several items over the summer including assignment of the Irwindale Division operations contract from Progressive Transportation Services, Inc dba COACH USA TRANSIT SERVICES to FIRST TRANSIT, INC. and to buy 75 buses for delivery in FY 04/05 to replace 68 diesel buses and acquire 7 expansion buses. The buses will be 75 CNG powered, low floor NABIs on assignment from the **LACMTA** 370 bus order of 2001.

They also approved an extension of the agreement to manage the MONROVIA DIAL-A-RIDE and to issue an RFP for technical assistance as a natural gas fueling facility is installed in Irwindale.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The City Council approved a further extension of the FIRST TRANSIT, INC. contract *(WT 5/03)*, on a month to month basis for a maximum of six months beginning October 1, 2003, to operate DASH/ DOWNTOWN LOS ANGELES, CITY HALL SHUTTLE, BUNKER HILL TROLLEY and DASH/VENICE

They also approved month to month extensions of the FIRST TRANSIT, INC. contract for DASH Package 2 covering the Hollywood and Northeast areas and with COACH USA TRANSIT SERVICES for DASH Package 3 covering the San Fernando Valley.

DASH/HIGHLAND PARK-EAGLE ROCK has been rerouted to serve GREEN LINE/Avenue 57 Station.

Beginning August 30th Saturday hours were expanded to 900AM-700PM on DASH/SOUTHEAST, WILSHIRE CENTER/KOREATOWN and LEIMERT/SLAUSON.

Ninth District Council Member Jan Perry introduced a recent motion directing **DOT** include consideration of a DASH route with stops in the Skid Row area as part of an upcoming evaluation of the system. The areas just east and south of downtown have become home to many low income families who would find service to the County Hospital and the Claude Hudson Medical Clinic at 26th and Grand useful.

LADOT, with CONNECT WEST LLC, acting as project manager, has awarded Complete Coach Works two bus rehabilitation contracts – one for 38 Neoplan AN340A (92001-92038) and the other for 17 Stewart & Stevenson Apollo T-40s (members of 91002-91003 and 92039-92058).

The Neoplans will receive Cummins ISN engines while the S & S will be repowered with Detroit Diesel S50 EGR engines. The buses will receive new upholstery, new flooring, new Twin Vision LED destination signs, new Operator's seats and upgrading of the dashboard, particulate traps and fire suppression systems.

CCW is now leasing CONNEX ten Gillig Phantoms with suburban interiors *(Ed. Note – so far, WT has reported 8 former **FOOTHILL TRANSIT** 200 series buses in service. It is presumed he six former **DENVER RTD** Neoplans were returned to their lessor, also CCW).*

(Continued on page 5)

Los Angeles County Metropolitan Transportation Authority 2003 Annual Survey



12549, a Ford Econoline/El Dorado Aerotech, owned and operated by Transportation Concepts, Inc. Andrew Novak photo



12563, an El Dorado National E-Z Rider II, owned and operated by Transportation Concepts, Inc. Russ Jones photo.

Supplement to the October 2003 issue of Western Transit. © 2003

LIN NO.	NAME	DIV	PEAK HDWY	MONDAY - FRIDAY AM	MONDAY - FRIDAY PM	MONDAY - FRIDAY BASE	MONDAY - FRIDAY RQMT	SATURDAY BASE	SATURDAY RQMT	SUNDAY BASE	SUNDAY RQMT
2	+ SUNSET BOULEVARD	7	8	12	11	10/40	10	12/36	5	15/45	4
		10		11	20		9		15		10
4	+ SANTA MONICA BLVD	6	5	26	27	8/15	12	7/14	18	8/15	18
		7		21	16		13				
		10		12	8		6		20		15
10	+ MELROSE AVENUE	2	10	14	17	30	7	20	10	14/28	8
		7		12	13		5		8		3
11	TEMPLE STREET - LACC		10	B		30	B	30	B		
14	+ BEVERLY BOULEVARD	7	6	32	29	12/24	17	12/24	17	15/30	14
16	WEST THIRD STREET	1	5/10	22	29	6	14	7	10	10	5
		7		20	18		11		12		12
18	+ WEST 6TH-WHITTIER BLVD	1	4	20	22	10/30	19	10/30	21	10	16
		2		4	6		1				
20	+ WILSHIRE BOULEVARD	6	10	11	12	20	5	20		10/20	
		10		25	25	20	13	20	18		18
21	WILSHIRE BLVD-UCLA		10	C		20	C	20	C		
26	7TH-VIRGIL-FRANKLIN	2	10/20	42	39	24/48	19	22/45	28	20/40	21
28	WEST OLYMPIC BLVD	3	10	57	51	8/16	27	8/16	28	9/18	23
30	+ WEST PICO-EAST 1ST	7/10	5	38	39	8	21	8	23	8	18
31	W. PICO-E 1ST-FLORAL		10	E		30	E	24	E	24	E
33	+ VENICE BOULEVARD	6	5	22	22	10/20	4	8		8	
		10		31	24		17		26		22
37	+ ADAMS BOULEVARD		5	F		12/24	F	12	F	15	F
38	+ JEFFERSON BOULEVARD	7/10	15	19	20	18	11	20	10	30	6
40	+ HAWTHORNE-UNION STATION	10	6/12	13	18	12	6	10	11	12	7
		18		28	22		14		20		12
42	LA-KING BL-WESTCHESTER-LAX	10/18	20	11	7	30	6	30	6	60	3
45	+ BROADWAY-MERCURY AVE	1/2	8	38	36	10/20	18	9/18/36	26	9/18/36	20
46	BROADWAY-GRIFFIN AVE		30	G		30	G				
48	MAPLE AVE-SOUTH MAIN		10	B		30	B	20	B	28	B
51	+ W 7TH-SAN PEDRO STREET		5/10	HH		24	HH	15	HH	20	HH
52	+ WEST 7TH-AVALON-ARTESIA TC					24	HH	15	HH	20	HH
53	+ CENTRAL AVENUE	18	6	24	15/30	11	15/30	15/30	12	15/30	9
55	+ LA-COMPTON AVE-WILLOWBRK	2	7/14	3	7	15	3	10/20	2	15/30	4
		18		9	10		5		6		3
58	ALAMEDA-LOS ANGELES	V	24	5	5	24	5	30	4	30	4
60	+ LA-LONG BEACH BOULEVARD	2	4	13	20	8/16/32	4	6/12/24	6	10/20	4
		18		29	26		19		23		16
65	WASHINGTON-INDIANA-GAGE	1/2	20	7	5	45	3	60	2	60	2
66	EAST OLYMPIC BLVD-WEST 8TH	1	3/6	16	9	9/18	1	8/15	8	8/15	7
		2		30	21		14		12		7
68	W. WASHINGTON-BROOKLYN	7/10	7/15	30	29	10/20	17	10/30	20	15	12
70	+ LA-EL MONTE VIA GARVEY	3/9	7	22	21	14	15	14	15	14	14
71	LA-CITY TERRACE-CSULA		15	J		18	J	20/40	J	30	J
76	+ LA-EL MONTE VIA VALLEY	9	10	16	16	15	13	15	12	20	9
78	LA-LAS TUNAS-S. ARCADIA	3/9	12	25	21	30	13	30	12	40	9
79	LA-ARCADIA VIA HUNTINGTON		12	K		30	K	30	K	40	K

LIN NO.	NAME	DIV	PEAK HDWY	MONDAY - FRIDAY AM	PM	BASE	RQMT	SATURDAY BASE	RQMT	SUNDAY BASE	RQMT
81	FIGUEROA STREET	3	8	26	26	12/24	13	12/24	15	12/24	12
		18		4	9		4		5		4
83	+ PASADENA AVE-YORK BLVD		10	D		16	D	16	D	16	D
84	+ LA-CYPRESS AVE-EAGLE ROCK		18	D		32	D	18	D	18	D
85	LA-VERDUGO RD-GLENDALE		18	D		32	D				
90	LA-SYLMAR VIA PENNSYLVANIA	15	40	16	14	60	8	60	7	90	5
91	LA-SYLMAR VIA LA CRESENTA		40	M		60	M	60	M	90	M
92	+ LA-BURBANK-SAN FERNANDO	15	10/20	21	19	20/40	11	15/30	14	20/40	10
94	LA-SAN FERNANDO RD-SYLMAR	15	12	27	35	16/32	18	12/36	20	15/45	15
96	LA-RIVERSIDE DR-SHERMAN	A	20/40	11	10	30/60	7	30/60	7	30/60	6
102	E. JEFFERSON-COLISEUM	2	40	3	3	50	2	45	2	45	2
105	+ VERNON-LA CIENEGA	2	10	14	16	15/60	8	15	7	20	4
		7		9	10		7		7		5
107	FAIRVIEW-54TH-SANTA ANA	5	60	4	4	60	4	60	3	60	3
108	SLAUSON AVENUE	5/18	12/60	24	24	20/60	15	15/60	14	20/60	10
110	GAGE-CENTINELA-FOX HILLS	5	20	16	23	20	9	17/34	9	30	6
111	+ LAX-FLORENCE-WHITTIER	5/18	10/60	24	25	10/30	16	15/45	19	15/45	16
115	MANCHESTER/FIRESTONE	5/18	12/36	28	25	15/30	14	15/60	13	20/60	9
117	CENTURY BOULEVARD	5/18	15	10	13	20	9	15	12	20	8
119	108TH-FERNWOOD AVENUE	5/18	60	4	4	60	4				
120	IMPERIAL HIGHWAY	5/18	20	11	12	30	8	30	9	30	7
121	IMPERIAL HIGHWAY-NORWALK		20	V		30	V	30/60	V	30/60	V
124	EL SEGUNDO BOULEVARD	18	40	4	3	60	3	60	2	60	2
125	ROSECRANS AVENUE	A	10/20	14	14	20-30	10	25	10	30	7
126	YUKON AVE-MANHATTAN BEACH		60	P		60	P				
127	COMPTON BLVD-BELLFLOWER	18	60	3	3	60	3				
128	ALONDRA BOULEVARD	A	45	4	3	45	3				
130	ARTESIA BOULEVARD	A	30	10	10	50	5	60	4	60	4
150	+ VENTURA BLVD-WARNER	8	16	22	25	24	16	24	12	24	12
152	FALLBROOK-ROSCOE-VINELAND	8	20/60	11	13	20/60	5	30/60	6	30/60	5
		15		10	8		4		5		5
154	TAMPA-OXNARD-BURBANK	8	60	3	3	60	2	60	2		
		15		5	5		4		2		
156	LA-VAN NUYS-PANORAMA CITY	15	5/10	20	20	12/24	11	12/24	9	12/24	9
158	DEVONSHIRE-WOODMAN	8	30	4	4	60	2	45	2	45	2
		15		2	1		1		1		1
161	WESTLAKE-CANOGA PARK	8	40	8	6	60	3	60	3	60	2
163	SHERMAN WAY-HOLLYWOOD	8	20/40	8	8	20/40	5	25/50	5	25/50	5
		15		7	8		6		6		4
164	VICTORY BOULEVARD		20	Q		20	Q	25	Q	30	Q
165	VANOWEN STREET	8	20	18	17	20	8	25	8	30	7
		15		14	15		12		8		6
166	NORDHOFF-LANKERSHIM	8	20	6	7	15/30	4	30	4	30	4
		15		14	13		7		4		4
167	PLUMMER-COLDWATER CANYON	A	20-30	8	7	45	4	60	3	60	3
168	LASSEN STREET-PAXTON	8	60	2	2	60	2	60	2		
169	SATICOY STREET-SUNLAND	8	60	3	2	60	2	30	M	30	M
		15		2	2		2				
170	HELLMAN AVENUE-EL MONTE	9	60	4	3	60	3				

LIN NO.	NAME	DIV	PEAK HDWY	MONDAY - FRIDAY AM	PM	BASE	RQMT	SATURDAY BASE	RQMT	SUNDAY BASE	RQMT
175	FOUNTAIN-TALMADGE-HYPERION	3	30	4	2	60	1				
176	GLASSELL PARK-EL MONTE	3/9	60	3	3	60	3				
177	JPL-PASADENA-DUARTE	A	40	4	3	60	3				
180	+ HOLLYWOOD-PASADENA-NO.	3	20	22	26	24	19	24	20	24	16
181	HOLLYWOOD-EAST PASADENA		20	S		24	S	24	S	24	S
183	MAGNOLIA-KENNETH-		30/60	KK		30/60	KK	30/60	KK	30/60	KK
200	ALVARADO-ECHO PARK AVENUE	2	10	13	16	10	9	10	10	10	8
201	SILVERLAKE-EAST GLENOAKS	3	35	4	3	45	3	60	2	60	2
202	+ WILLOWBRK-COMPTON-	18	30/60	4	4	30/60	4	40	2	40	2
204	+ VERMONT AVENUE	5	6	14	23	8	9	6/12	13	8/24	10
205	WLLWBRK-HARBR CTY-SN PEDRO	A	20	11	9	40	6	60	4	60	4
206	NORMANDIE AVENUE	3	12	8	10	17	3	20	3	20	3
		5		9	13		7		6		5
207	+ WESTERN AVENUE	5	8	29	25	12	14	12/48	21	12/48	17
		18		10	14		10		4		1
209	VAN NESS AVENUE-ARLINGTON	5	30	4	4	45	3	60	2		
210	VINE STREET-CRENSHAW BLVD.	18	15	28	32	16	18	16/32	15	16/32	12
211	PRAIRIE AVENUE	18	30	6	4	60	3				
212	LA BREA AVENUE	5/18	10	19	20	20	12	20	10	30	6
214	BROADWAY-MAIN STREET LOOP	A	20	4	4						
215	INGLEWOOD AVENUE		60	U		60	U				
217	+ FAIRFAX AVENUE-HOLLYWOOD	7	8/15	19	19	10/20	11	10/20	13	15/30	8
218	CEDARS SINAI-STUDIO CITY	T	15	6	6	30	3	30	3	30	3
220	ROBRTSN BLVD-CULVER CITY-	7	60	3	3	60	3	60	3	60	3
225	AVIATION BL-PALOS VERDES	A	60	5	4	60	4	60	5		
226	AVIATION BLVD-PALOS VERDES	A	60	1	1	60	1	60	1		
230	LAUREL CANYON BOULEVARD	15	20	13	10	30	6	30	6	30	6
232	LONG BEACH-LAX VIA COAST	A	20	13	15	30	8	30	7	30	7
233	VAN NUYS BOULEVARD		20	M		20	M	20	M	20	M
234	SEPULVEDA BLVD-SYLMAR	15	20	20	18	20	14	30	9	30	9
236	BALBOA-GLENOAKS	8	60	5	5	60	3	60	1	60	1
239	WHITE OAK-RINALDI		40	W		60	W	60	W	60	W
240	VENTURA BLVD-RESEDA BLVD		16	JJ		12/24	JJ	24	JJ	24	JJ
243	DE SOTO-WINNETKA	8	15/30	9	6	60	3	60	3		
245	TOPANGA CANYON-VALLEY CIR.	8	35	4	4	45	3	60	2	60	2
250	BOYLE AVENUE-STATE STREET	3	40	2	2	40	2				
251	+ SOTO STREET-AVE 26	3/18	10	24	22	24	14	24	11	20	9
252	+ SOTO STREET-HUNTINGTON	3	15	4	3	25	3	24	3	24	3
253	EUCLID-EVERGREEN		40	Y		40	Y	40	1	40	1
254	WILLOWBROOK-GAGE-LORENA	A	40	4	4	60	3	60	3	60	3
255	GRIFFIN AVENUE-ROWAN	3	45	2	2	50	2	45	2	45	2
256	EASTERN-AVE 64-NORTH HILL	A	40	6	5	50	5	60	3	60	3
258	ARIZONA AVENUE-ALHAMBRA		60	Z		60	Z				
259	SO. GATE-ARIZONA AV-EMERY	9	60	5	5	60	4				
260	ATLANTIC BL-FAIR OAKS	9	15/30	15	16	15/30	10	15/30	6	15/30	4
		18		9	8		7		6		7
264	DUARTE ROAD-ALTADENA	9	30	GG		40	GG	60	I	60	I
265	PARAMOUNT BLVD-WHITTIER	18	60	4	5	60	5				
266	LAKEWOOD/ROSEMEAD BLVD.	A	30	7	5	40	5	40	5	40	5
267	TEMPLE CITY BLVD-LINCOLN	9	30	4	4	60	2	60	3	60	3

LIN NO.	NAME	DIV	PEAK HDWY	MONDAY - FRIDAY				SATURDAY		SUNDAY	
				AM	PM	BASE	RQMT	BASE	RQMT	BASE	RQMT
268	BALDWIN AVE-WASHINGTON	9	40	9	4	40	4	60	3	60	3
270	MONROVIA-EL MONTE-NORWALK	A	45	5	6	60	4	60	4	60	4
275	PICO RIVERA-CERRITOS		60	T		60	T				
302	SUNSET BOULEVARD LIMITED		12	A							
304	SANTA MONICA BOULEVARD LTD		10	CC							
305	CITY CONNECTOR	7/18	20	11	11	30	8	30	8	30	8
310	CRENSHAW BOULEVARD		12	DD							
315	MANCHESTER/FIRESTONE BLVD		15	K							
316	THIRD STREET LIMITED		8/16	L							
328	OLYMPIC BOULEVARD LIMITED		10	D							
333	VENICE BOULEVARD LIMITED		10	FF							
340	BROADWAY-HAWTHORNE		15	LL							
350	SOTO STREET LIMITED		10	X							
352	AVALON BLVD LIMITED		12	HH							
357	WESTERN AVENUE LIMITED		8	AA		12	AA	12	AA		
360	LONG BEACH BLVD LIMITED			N							
361	ATLANTIC BLVD LIMITED		8	AA				12	AA		
362	LA-NORWALK-HAWAIIAN	1	20	9	8	60	4	60	4	60	4
366	WEST 8TH-EAST OLYMPIC		3	O							
380	HOLLYWOOD-PASADENA		15	S							
381	FIGUEROA STREET LIMITED		12	MM							
394	SAN FERNANDO ROAD LIMITED		14	R							
418	CANOGA PARK-NO. HOLLYWOOD	8	20	6	7						
426	WEST VALLEY-NO. HOLLYWOOD	8	10	5	4						
434	LA-SANTA MONICA-MALIBU EXP	6	20	8	4	60	1	60		60	
		10		11	10		4		5		5
439	REDONDO BEACH-LAX-LA EXP	8	40	9	11	60	5	60	5	60	5
442	HAWTHORNE BOULEVARD EXP		25	LL							
444	LA-ROLLING HILLS-PALOS	18	30	13	8	60	6	60	4	60	4
445	SAN PEDRO PARK & RIDE	18	30	4	5	60	3	60	3	60	3
446	+ LA-CARSON-SAN PEDRO	10/18	40	3	3	60	3	60	4	60	5
447	LA-SAN PEDRO-7TH STREET		40	EE		60	EE	60	EE	60	EE
460	LA-NORWALK-DISNEYLAND	1/2	20	14	15	30	10	35	11	35	8
471	BREA-WHITTIER-PUENTE HILLS	9	60	3	4	60	3	60	2	60	2
484	LA-VALLEY BLVD-POMONA	9	15	19	16	30	10	30/60	8	30/.60	8
485	LA-NORTH LAKE-ALTADENA	3/9	15/30	6	8	30	4	30	5	30	5
487	LA-SAN GABRIEL-SIERRA MADRE	3/9	20	16	16	45	7	45	4	60	4
489	LA-ROSEMEAD BLVD-HASTINGS	9	20	6	7						
490	LA-COVINA-BREA	9	20	11	16	30/60	9	60	5	60	3
491	LA-EL MONTE-SIERRA MADRE		20	GG		60	GG	60	GG	60	GG
550	WEST HOLLYWOOD-SAN PEDRO	7/18	15	10	10	40	5	30	8	30	8
576	SOUTH LA-PAC PALISADES EXP	1	25	5	5						
603	RAMPART-HOOVER-COLORADO	T	15	9	9	20	7	20	7	20	7
605	LORENA-COUNTY HOSPITAL	T	15	5	5	30	3	30	2	30	2
608	CRENSHAW CONNECTION	T	30	2	2	30	2	30	2		
611	SANTA ANA-LEONIS-HOLMES	2	30	5	7	30	5	30	5	30	5
612	FLORENCE-OTIS-IMPERIAL	2	30	6	6	30	6	30	6	30	5
620	BOYLE HEIGHTS SHUTTLE	3	12	1	3	15	3				
625	WESTCHESTER SHUTTLE	T	22/45	5	5	30/60	4				
626	MARIPOSA/NASH SHUTTLE	S	12	2	2						

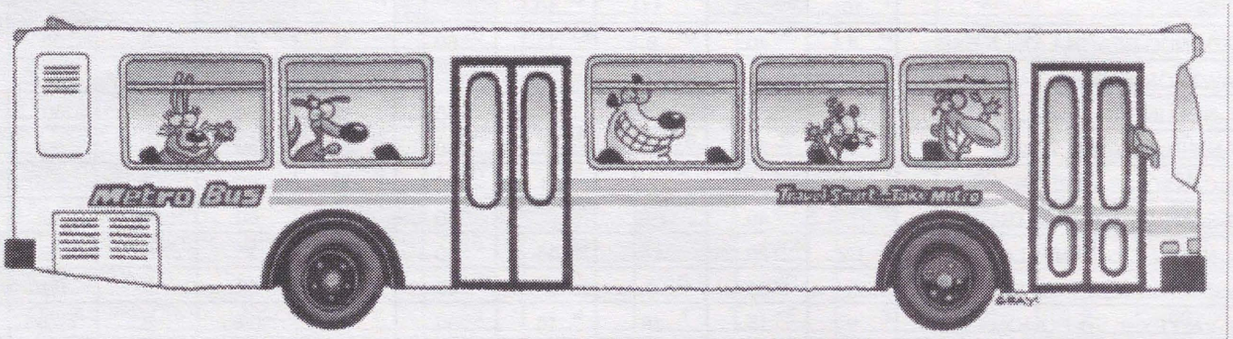
LIN NO.	NAME	DIV	PEAK HDWY	MONDAY - FRIDAY AM	MONDAY - FRIDAY PM	MONDAY - FRIDAY BASE	MONDAY - FRIDAY RQMT	SATURDAY BASE	SATURDAY RQMT	SUNDAY BASE	SUNDAY RQMT
646	+ NIGHT LINE SHUTTLE	S				60	1	60	1	60	1
681	HUNTINGTON PK-WATTS	18	15	3	4	30	2	30	2	30	2
686	ALLEN-RAYMOND SHUTTLE	3	15	4	5	30	2	30	2	30	2
687	LOS ROBLES SHUTTLE	9	15	5	5	30	3	30	5	30	5
711	FLORENCE AVENUE RAPID	5	10	12	11	20	6	15	7	20	6
720	WILSHIRE-WHITTIER RAPID	1/7/10	3-4	81	81	8	47	10	46	10	42
745	SOUTH BROADWAY RAPID	1	5	18	17	15	8	15	8	15	7
750	VENTURA BLVD RAPID	8	10	21	18	12	11	12	11	12	11
754	VERMONT AVENUE RAPID	5	4	32	31	8	17	8	16	12	11
761	SAN DIEGO FWY-VAN NUYS	15	8	18	16	15	13	20	9	30	6
801	LONG BEACH-LA RAIL (BLUE	11	6/12	19	19	12	10	12	10	12	10
802	UNION STA-WILSHIRE RAIL (RED)	20	5/10	11	11	6/12	9	6/12	9	6/12	9
803	CENTURY FREEWAY RAIL	22	7-8	10	10	15	5	15	5	15	5
804	PASADENA-LA RAIL (GOLD)	21	10	9	9	10	7	12	6	12	6
	TOTALS			**2136**	**2179**		**1186**		**1261**		**1011**

REFERENCE NOTES:

A – See Line 2
B – See Line 10
C – See Line 20
D – See Line 28
E – See Line 30
F – See Line 14
G – See Line 45
H – See Line 236
I – See Line 267
J – See Line 38
K – See Line 115
L – See Line 16
M – See Line 561
N – See Line 60
O – See Line 66
P – See Line 119
Q – See Line 165
R – See Line 94
S – See Line 180
T – See Line 265
U – See Line 211
V – See Line 120
W – See Line 230
X – See Line 251
Y – See Line 250
Z – See Line 259
AA – See Line 207
BB – See Line 260
CC – See Line 4
DD – See Line 210
EE – See Line 446
FF – See Line 33
GG – See Line 487
HH – See Line 26
JJ – See Line 150
KK – See Line 234
LL – See Line 40
MM – See Line 81

+ - Owl Service provided

A – Operated by First Transit, Inc.
S – Operated by Operation Shuttle
T – Operated by Transp.Concepts
V – Operated by M V Transportation, Inc.



RAIL ROSTER

CAR #'S	BUILDER	MODEL	SERIAL #'S	SEATS	YEAR	QTY
100-138	Sumitomo/Nippon Sharyo	LRV	Unknown	76	1989	39
139-153	Sumitomo/Nippon Sharyo	LRV	Unknown	76	1990	15
154-168	Sumitomo/Nippon Sharyo	LRV	Unknown	76	1994	15
201-250	Siemens USA	SD460	Unknown		1996-1999	50
301-302	Siemens USA	SD460	Unknown		1996	2
501-604	Breda		Unknown	65	1992,1998	104

NOTES:
100's operate on the Blue Line.
200's operate on the Green and Gold Lines.
300's are same as 200's, but are fully automated.
500/600's operate on the Red Line.

COACH #'S	BUILDER	MODEL	SERIAL #'S	YEAR	QTY	NOTES
1100-1189	Neoplan	AN440A/3	HL013294, HL013321-409	1987	4	1, 2
1200-1201	TMC	T80206	NR828577, NR828617	1992	2	
1202-1221	TMC	T80206	NR828635-653, NR828657	1992	20	
1222-1316	TMC	T80206	NR828663-749, NR828752-759	1992	95	
1317-1366	TMC	T80206	NR828795-833, NR828839-849	1992	50	
1367-1391	TMC	T80206	NR828852-876	1992	25	
1392-1453	TMC	T80206	NR828981-992, NR828997-046	1992	62	
1454-1492	TMC	T80206	NR829067-097, NR829099-106	1992	39	
1493-1502	TMC	T80206	NR829108-117	1992	10	
1970-1999	TMC	T8J206	KR825873, KR826045-073	1989	30	
2000-2266	TMC	T8J206	JR825321, JR825373-638	1988	219	2
2300-2402	TMC	T8J206	KR826637-739	1989	71	2
2800-2870	Flxible	40102-6TL	LD101609-679	1990	18	2
2900-2932	Flxible	40102-6TL	ND102703-735	1992	31	2
3000-3019	New Flyer	D40LF	WU018382-401	1998	20	3
4400-4434	GMC	T7J604	CV821129-163	1982	30	2
4500-4550	Neoplan	AN440A	SL013069, SL013097-146	1995	51	
4551-4600	Neoplan	AN440A	SL013173-222	1995	50	
4601-4695	Neoplan	AN440A	SL013233-327	1995	95	
4696	Neoplan	AN440A	TL013183	1996	1	
4697-4718	Neoplan	AN440A	VL013014-035	1996	22	
4719-4746	Neoplan	AN440A	VL013036-063	1997	28	
4747-4793	Neoplan	AN440A	VL013146-192	1997	47	
5000	New Flyer	C40	WU019297	1998	1	
5001-5010	New Flyer	C40	XU020050-059	1999	10	
5011-5012	New Flyer	C40	XU020101-102	1999	2	
5013-5052	New Flyer	C40	XU020060-100	1999	40	
5053-5163	New Flyer	C40	XU020103-211	1999	110	
5164-5210	New Flyer	C40	XU020213-259	1999	47	
5211-5222	New Flyer	C40	YU020260-271	2000	12	
5300	New Flyer	C40LF	XU020635	1999	1	
5301-5414	New Flyer	C40LF	YU021710-823	2000	114	
5415-5522	New Flyer	C40LF	1U022260-367	2001	108	
6301	Neoplan	AN440A	VL013198	1997	1	
6302-6550	Neoplan	AN440A	VL013266-514	1997	249	
6551-6600	Neoplan	AN440A	WL013071-120	1998	50	
6700-6799	Neoplan	AN440A	XL013258-357	1999	100	
7000	NABI	040.08	XA140439	1999	1	
7001	NABI	040.08	YA140115	2000	1	
7002-7214	NABI	040.08	Y1140116-328	2000	213	
7300-7514	NABI	040.08	1A140018-232	2001	215	
7600-7617	NABI	040.08	1A140554, 528-544	2001	18	
7618-7949	NABI	040.08	1A140555-886	2001	332	
7980-7999	NABI	40C.02	2A140145-164	2002	20	4
9950-9969	Thomas	TL 960	11101891-910 (mixed)	2000	20	
9970-9975	Bluebird	CSRE3904	2F202401-406 (Mixed)	2001	6	
11001-11067	Orion	06.501	Y6600429, Y6600495-560	2000	67	
12500-12527	El Dorado/National	MST II	1CH89443-470 (Mixed)	2001	28	5
12530-12534	Ford/El Dorado	Econoline/Aerotech	1HA06456-460	2001	4	6
12535-12536	Ford/El Dorado	Econoline/Aerotech	——	2002	2	7
12537-12555	Ford/El Dorado	Econoline/Aerotech	——	2003	19	
12556-12570	El Dorado National	E-Z Rider II	3C084085-099	2003	15	
				TOTAL —	2820	

NOTES:

1. 1113, 1128, 1155 and 1188 leased to LADOT.
2. Some buses in this group are off roster.
3. Cancelled ATC/Nevada order
4. Compo Buses.
5. Originally 11500-1127, not renumbered in order.
6. Originally 8064-8068, 12532 off roster.
7. Ex Pasadena ARTS 1764-1765.

DIVISION 1 — 6th & CENTRAL

Coach #'s	Qty		Lines Used On
1200	25	&	16
2000/2300	11	&	10, 18
5300	62	&	18, 26, 66, 362, 460
7000	89	&	45, 60, 105, 576, 720, 745

DIVISION 2 — 16th & SAN PEDRO

Coach #'s	Qty		Lines Used On
1200	25	&	10, 16, 18
2000	06	&	55, 66
5300	39	&	45, 66, 102
7000	115	&	26, 60, 65, 105, 200, 460, 611, 612

DIVISION 3 — AVENUE 27 & IDELL

Coach #'s	Qty		Lines Used On
1200	21	&	81
2000/2300	08	&	81, 686
4400	21	&	175, 176, 201, 250, 255
5000	25	&	70, 180, 620
5300	40	&	78, 81, 180, 251, 252, 260, 485
6700	100		28, 206, 251

DIVISION 5 — 54th & ARLINGTON

Coach #'s	Qty		Lines Used On
1200	20	&	40, 42, 107, 209, 212
2000/2300	11	&	110
5000	135	&	108, 110, 111, 115, 207
7000	96	&	204, 206, 212, 711, 754

DIVISION 6 — OCEAN PARK

Coach #'s	Qty		Lines Used On
1200/1900	59	&	20, 30, 33, 434
2000	02	&	20, 68
3000	20		4, 434

DIVISION 7 — WEST HOLLYWOOD

Coach #'s	Qty		Lines Used On
1200	33	&	2, 105, 305
2000	14	&	2, 33
5000	62	&	4, 10, 16, 38
7000	162	&	10, 14, 20, 68, 217, 305, 550, 720

DIVISION 8 — CHATSWORTH

Coach #'s	Qty		Lines Used On
1200	30	&	158, 161, 165, 243
2000	11	&	156, 158
4500	94	&	150, 152, 166, 168, 169, 418, 426
7000	52	&	154, 165, 236, 243, 750

DIVISION 9 — EL MONTE

Coach #'s	Qty		Lines Used On
1200/1900	30	&	76, 268, 471
2000	06	&	170, 490
2900	31		76, 170
4400	01		176
7000	118	&	70, 259, 260, 267, 484, 487, 490, 687

DIVISION 10 — GATEWAY

Coach #'s	Qty		Lines Used On
1200/1900	27	&	30, 42, 68, 217, 446
2000/2300	08	&	434
5300	35	&	33, 40, 446
6300	171	&	4, 14, 16, 20, 30, 33, 38, 40, 68
7000	37	&	720

DIVISION 11/22 — LIGHT RAIL

Car #'s	Qty	Lines Used On
100-168	69	801
201-226	26	803
301-302	02	803

DIVISION 15 — SUN VALLEY

Coach #'s	Qty		Lines Used On
1200	33	&	90, 92, 94
2000	20	&	90, 92, 158, 234
4500	100	&	94, 154, 156, 165, 233
7000	109	&	94. 163, 166, 169, 230, 233, 750, 761

DIVISION 18 — CARSON

Coach #'s	Qty		Lines Used On
1200/1900	24	&	40
2000	09	&	53, 212
4600	96	&	53, 119, 120, 124, 127, 204, 207, 439
5300	46	&	210, 657
6300	130	&	55, 60, 81,117,202,444, 445, 446, 681

DIVISION 20 — HEAVY RAIL

Car #'s	Qty	Lines Used On
501-604	104	802

DIVISION 21 – GOLD LINE

Car #'s	Qty	Lines Used On
227-252	26	804

DIVISION 91 — FIRST TRANSIT INC – COMPTON

Coach #'s	Qty	Lines Used On
11001-11067	67	125, 128, 130, 205, 232, 266, 270
12500-12527	28	177, 225, 226, 254, 256
12530-12536	06	214

DIVISION 93 — TRANSP. CONCEPTS – GARDENA
DIVISION 94 — TRANSP. CONCEPTS – LOS ANGELES

Coach #'s	Qty	Lines Used On
12537-12555	19	218, 608, 625, 626, 646
12556-12570	15	603, 605

DIVISION 97 – MV TRANSPORTATION, INC.

Coach #'s	Qty	Lines Used On
9970-9975	06	58

DIVISION 98 — FIRST TRANSIT, INC – LINCOLN HGTS

Coach #'s	Qty	Lines Used On
9950-9969	20	96, 167

& - Interspersed numbers

(Continued from page 4)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: A revised **MTA** Transit Service Policy was recently adopted by the Board.

Twelve guiding principles were used to develop the new policy — 1) Focus service investment on providing high quality service to major markets, 2) Allocate resources that balance customer needs with agency financial responsibilities, 3) Conduct field reviews to assess customer satisfaction and service delivery, 4) Corridors served by bus routes with frequent service would be candidates for Rapid Bus, high capacity buses and bus preferential treatment, 5) All bus routes shall offer at least 30-minute peak hour headways. Those that cannot support this level would be modified, cancelled or operated by other means. 6) Sufficient seating capacity will be offered to maintain passenger loads below the following ratios – bus 1.20, light rail 1.90 and heavy rail 2.27, 7) When resources are constrained, service will be reallocated from poorly performing lines to those where passenger loading standards show need for more service, 8) **MTA** would provide neighborhood services only when there is demonstrated need with no other entity available, 9) Special event service will be provided on a full-cost recovery basis, 10) Bus route performance to be evaluated annually and bus lines in the bottom quartile modified. Those at the bottom quartile over 18 months will be cancelled, 11) New service would be considered when there are available resources and if ridership projections suggest ability to achieve 30 passengers per service hour after one year and 12) **MTA** will review its service and work with other transit systems to reduce service duplication.

To implement aspects of the Transit Service Policy, **MTA** staff is developing a "Hub and Spoke" bus system. The heart of that system is the creation of 19 transit centers, or Hubs, throughout the county. Bus lines would be of two kinds – "Spokes" would be relatively short (3-4 miles long) and feed riders into the transit Hubs and longer routes that would run between Hubs. The first Hub And Spoke is expected to start next June.

The **MTA** Board approved entering into an agreement with developer RAD Jefferson, LLC for a land exchange of current Division 6 (Ocean Park) for a larger (157 bus) location near Jefferson and La Cienega *(WT 5/03).*

Last month, the Service Sector Governing Council's held hearings on proposed changes on both contract and directly operated bus lines (58, 96, 119, 125, 126, 128, 130, 167, 177, 218, 225, 226, 250, 253, 254, 256, 270, 471, 608, 620, 625, 626, 646 and 751). Some changes were originally planned for October 26, while others likely would begin in December or January. Testimony modified some proposals and the Council's have been discussing these pending approvals.

At 1201AM, October 14th, Amalgamated Transit Union (maintenance staff) struck **MTA** following rejection of a proposed contract. Other unions on the property, who have yet to reach their own new agreements, are honoring the ATU picket lines.

The key issue is the status of the ATU health fund, administered by a six person panel, five ATU, one **MTA.** A recent independent audit faulted the union on fund management. MTA stated it would give the union enough money to keep the fund solvent, but wants temporary control of the program. ATU officials said they might agree to 3 representatives from each side.

On the first day all 23 **MTA** contract lines ran, but on October 15th, Teamsters Union Local 572 at FIRST TRANSIT – Compton, in a separate dispute, placed their own pickets and all FTI operated lines stopped.

Other agencies have added service on selected lines and all transit systems are honoring **MTA** fare media as negotiations continue.

SANTA MONICA added buses on Line 10, **FOOTHILL TRANSIT** is providing extra buses on 486 and 492, **LONG BEACH** on 5-LONG BEACH, **MONTEBELLO** on Lines 10 and 40. **GARDENA** is operating 1-L.A.-GARDENA as a local and added 3 buses while **REDONDO BEACH WAVE** is operating between the Redondo Pier and GREEN LINE Marine Station.

The County of Los Angeles is sponsoring two new services – **EL SOL SHUTTLE** added non-stop buses between East Los Angeles Civic Center and Gateway Plaza with PARKING COMPANY OF AMERICA using three accessible Econoline/Startrans cutaways (69-71).

Initially, the County ran a 68/70 combination line from Atlantic via Riggin/Chavez, Soto, Marengo, Mission, Chavez and Vignes to Gateway Transit Plaza. On October 17th, this was changed into EL MONTE-UNION STATION LOCAL generally over the route of **MTA** 70, looping in El Monte via Santa Anita, Valley, Tyler and Ramona, then Santa Anita, Garvey, Ramona, Eastern, City Terrace, Marengo, Mission, Chavez and Vignes to Gateway (Dock 9). This is a joint contract by ORTLEY TRANSPORTATION, WEST COAST CHARTER, BRAZIER TOURS, RED CARPET LINES, SHALIMAR TOURS and ALL CITIES CHARTER (a variety of school, transit and parlor buses).

LADOT added Sunday hours and extended weekday operating spans on many DASH lines and added stops

(Continued on page 6)

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along Olympic on Line 534. Lines 438 and 448 now serve the station stops along the Harbor Transitway.

Similar to 2000 *(WT 9/00)*, **METROLINK** is sponsoring Line 888-RED LINE SPECIAL operating between Union Station and (A) Wilshire & Alvarado or (B) 9th & Hill. Line 888 is operated by TRANSIT SYSTEMS, INC and runs on weekdays between 530AM and 830PM.

The 888A was extended, as of October 20, west on 7th from Alvarado to Vermont while the 888B enlarged its loop via Hill, 5th, Flower, 9th and Hill.

October 20th brought three NEW services – VENTURA FREEWAY SHUTTLE with PRIME TIME SHUTTLE vans between Warner Center and Union Station every 5-10 minutes between 600AM and 800PM weekdays. The HARBOR FREEWAY SHUTTLE runs between Artesia Transit Center and Gateway Plaza, also with PTS vans. The METRO GREEN LINE SHUTTLE runs between Norwalk Station and Aviation Station along the Century (105) Freeway every 15-20 minutes between 600A and 700PM on weekdays.

On October 22, Line 630-PICO BLVD SHUTTLE began, offering weekday peak hour service between Union Station and Pico & Rimpau.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: Two AMBUS bus routes, 17B-SURF-SOLVANG and 33-FRESNO-VISALIA-PORTERVILLE *(WT 4/02)*, were discontinued September 3rd. These routes averaged fewer than two passengers per trip.

The savings from these changes will be used to finance a second round trip on 17A-CENTRAL COAST between Santa Barbara and San Francisco. The start date of this bus is not yet known.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: **ACT** fares were generally increased as of September 1st including price increases for 10-Ride and 31-Day tickets (formerly called Passes), increases in the price of senior/disabled sticker, Trans Bay fares charged on local express Lines 35X and 36X, transfers valid for 90 minutes and one use, elimination of Day Passes and BART Plus tickets no longer valid on **ACT.**

ACT bus operators, members of ATU Local 192, opted not to stage a one-day walkout to protest service cuts (and job eliminations) originally planned for December after **ACT** announced the idea of essentially refinancing its pension plan by selling bonds to reduce its $17 million annual contribution. The agency also offered an early retirement incentive for operators over 60 matching the money retirees receive from the trust fund covering their health costs until Medicare kicks in.

Service on 47-MAXWELL PARK, 68-BARRETT-GARVIN and 72-MC DONALD will not be discontinued and service will be added to 57-MAC ARTHUR and 92-BART/HAYWARD-PALMA CEIA.

Most of the 134 forty-foot model A330 and 57 sixty-foot articulated model AG300 Van Hool low-floor buses are now in service, on Line 72R-SAN PABLO RAPID and five other heavily patronized lines. They replace a like number of Gillig Phantoms.

Three of the A330 model buses will be repowered with hydrogen fuel-cell, electric hybrid systems, built by ISE Research and UTC Fuel Cells. Delivery to **ACT** is expected in mid-2004.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: September 28th saw the opening of the brand new LIGHT RAIL SOUTH LINE, between downtown (7th and K) and Meadowview Road, adjacent to UNION PACIFIC trackage and paralleling Franklin Boulevard. Seven new stations opened – Broadway, 4th Avenue/Wayne Hultgren, City College, Fruitridge, 47th Avenue, Florin and Meadowview.

Three NEW bus lines (4-MEADOWVIEW-GERBER, 37-TAHOE PARK SHUTTLE and 65-FRANKLIN SOUTH) began as two express were discontinued – 58-CENTER PARKWAY EXPRESS and 65-FLORIN EXPRESS.

SOUTH LINE trains operate daily 500AM-Midnight, with 15 minute headways at all hours, except half hourly on weekends before 800AM and after 800PM daily.

From Meadowview Station, Line 4 travels Brookfield, Franklin, Mack Road, Valley Hi, Bruceville, Alta Valley, Elsie, Power Inn and Gerber to the EGUSD Student Support Center. It operates hourly on weekdays 600AM-700PM (1 bus).

Line 37 starts at the 39th Street Station via T St, 59th, Broadway, 53rd, 14th Ave, 62nd, 21st Ave, Bradford, Vanderburg, 79th to Sim Park at Logan. Line 37 runs hourly 600AM-600PM weekdays and 800AM-500PM on Saturday (1 bus).

Line 65 begins at Florin Station and operates via Florin, Franklin and Laguna Blvd to Laguna Town Hall in Laguna Creek. The 65 operates hourly 600AM-800PM on weekdays and 800AM-500PM on Saturday (1 bus).

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KITSAP TRANSIT (KT)

BREMERTON: By early summer, the first five clean diesel, particulate trap Gillig Phantoms arrived and were placed in service in North Kitsap. The buses, part of a two-year order, will replace the fleet of worker/driver buses (GMC T8H-5307As from **GOLDEN GATE TRANSIT**), for which parts are now hard to locate.

KT currently runs passenger-only ferry boats between Port Orchard and Bremerton and is now is pursuing a plan to take over the **WASHINGTON STATE FERRIES** routes between Seattle and Kingston, Bremerton and Southworth. A local sales tax increase, likely on next November's ballot, would be needed to fund the publicly managed and privately operated venture.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT)

OLYMPIA: **WSDOT** recently announced four grants for public transit – **KING COUNTY METRO TRANSIT DIVISION** and **SKAGIT TRANSIT SYSTEM** each received funds for special needs transportation, **ISLAND TRANSIT** received money for eight mid-size buses and for improved rural transit while **COMMUNITY TRANSIT** and **EVERETT TRANSIT SYSTEM** obtained funds for both rural projects and special needs transit.

SIGNS OF THE TIMES "Luminator Signs—Part 1"

In 1974, Luminator, a major supplier of lighting fixtures for mass transit applications, embarked on the development of a product that would revolutionize destination signs on public transportation vehicles in North America. The company decided to venture into the sign business when it had an opportunity to install some curtain signs on several Long Island Railroad trains.

People involved in the project discovered first hand that installing curtain signs presented some logistical problems and that the system had limitations. They reported their findings to George Lively, president of Luminator. A decision was made to develop an electronic sign that would have capabilities and advantages that curtain signs lacked.

The plan was to introduce the new technology at the American Public Transit Association (APTA) Conference in October 1975. The first experiment was with a 6– or 8-inch high 12 character Liquid Crystal Display (LCD) sign. Unfortunately, project engineers encountered a major problem. If the sign was taken out of a room temperature environment, the message would fade and become illegible. It was a frustrating time, and there was a possibility that the project would be abandoned.

By a stroke of luck, a salesman from Ferranti-Packard of Canada showed up at Luminator one day to see if he could show someone in engineering his company's product — a magnetic "flip-dot," which had the potential to resolve the problems Luminator was experiencing with the LCDs *(WT 07/03)*. Modifications were made to the original design of the sign to accommodate the flip dots, a prototype was built, and when testing was completed, Luminator was ready to introduce the first electronic sign in North America at the APTA Conference.

The design of the sign was based on a microprocessor system. Microprocessors and solid state memory were little known technologies at the time, so the components were expensive. Electronic signs that were around then were used for static purposes only. As the product was to be used on vehicles, special housing was needed so the signs could withstand the harsh environment of public transit vehicles.

To program the sign, Luminator used a Texas Instrument Silent 700 Terminal with a keyboard and a Motorola 6800 Exorcizor to load the messages into on EPROM, which was then inserted into the sign processor board. The driver had a control box and, using a thumb wheel, entered a message number from his route listing and the message would appear on the sign. The control box did not yet have a display screen to visually confirm to the driver that was on the sign. Memory capacity was for 2,000 lines.

The idea of an electronic sign for use on a public transit vehicle created quite a stir at that APTA Conference, and the seed was planted that there was an alternative to curtains. The initial outlay to buy the electronic sign was quite a bit higher than to purchase a curtain sign, so transit authorities had to be convinced that the long term benefits outweighed the higher cost.

What was somewhat helpful to Luminator in marketing the new concept was a very sophisticated study done by Atlanta's transit authority, which was widely read by various transit authorities. Atlanta had between 600 and 700 buses, and their study showed that the price Luminator was charging for an electronic sign system (front sign and control box) could be repaid back in two years by the savings realized in maintenance costs, and operational costs. The process of loading and changing messages on Luminator's electronic sign was nowhere near as time consuming or as complicated as it would be on a curtain sign. Plus, the life of an electronic sign was substantially longer than that of a curtain sign.

Next month "Part 2—The Signs".

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Compton Renaissance Transit	21365-21370	ElDo Natl	TRE-32/—	2003	
San Joaquin Regional	2029-2033	MCI	D4500/2P054386-390	2001	
Transit District	2034-2045	MCI	D4500/2P054850-861	2002	
SUNTRAN (AZ)	2026-2045	Nova Bus	40102CNG/1R835362-381	09-10/01	
Dallas Area Rapid Trnst	5600	Nova Bus	40x102/1R835462	10/02	
(TX)	5601-5644	Nova Bus	82VN/2R835489-532	03-04/02	
Springs Transit (CO)	0201-0203	Nova Bus	82VN/2R835573-575	06/02	
Billings Transit (MO)	1828-1833	Nova Bus	72VN/2R835597-602	06/02	
Beaumont Trnst Sys (TX)	0217-0218	Nova Bus	RT72VW/2R885603-604	07/02	
-USED-					
LADOT (Connex TCT)	229	Gillig	4096TB6V92T/J1082323	06/88	1
Pacific Coast Sightseeing	63131	MCI	102D3/TP048681	1996	2
-DISPOSITIONS-					
Pierce Transit (WA)	211, 216, 219	Gillig	4096TB6V92/F1081106, 114, 118	1985	3
	223, 236, 238	Gillig	4096TB6V92/F1081111, 233, 235	1985	4
	207, 228	Gillig	4096TB6V92/F1081102, 123	1985	5
Valen Transportation, Inc.	933	MCI	102DL3/PP045115	01/93	6
Tres Estrellas De Oro	230	MCI	102DL3/SP047060	01/95	6
	240	MCI	102DL3/SP047061	01/95	6

-NOTES-

1. Ex Foothill Transit, same number.
2. Ex California Charters, same number.
3. To Centre Are Transp Authority (PA) 26, 29, 27.
4. To Centre Area Transp Authority (PA) 29, 31, 30.
5. To Minnesota Valley Transp Authority (MN) 0015-0016.
6. To Hausman in Los Alamitos, CA.

ANTELOPE VALLEY TRANSIT AUTHORITY has placed three orders for new buses — six NABI 40-foot CompoBuses, 13 MCI D4500 buses (to replace Neoplans L201-L211 plus two expansion buses) and two 25-foot buses from Overland Custom Coach.

YOLO COUNTY TRANSPORTATION DISTRICT is in the process of purchasing 13 new CNG buses (expected to replace the 780-793 series Gillig Phantoms).



Top Left: Tres Estrellas De Oro 101, a TMC MC-8 in San Ysidro. Andrew Novak photo.



Top Right: Transportes Intercalifornias 57, a Prevost H3-45 also in San Ysidro. Andrew Novak photo.



Bottom Left: Fronteras Del Norte 563, a MCI 102C3ss in Klamath Falls (OR). Andrew Novak photo.



Bottom Right: Azteca De Oro 868, a TMC 102A3 in Santa Ana. Mario Martinez photo.