

Western Transit

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www.western-transit.com

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MIDLAND-ODESSA URBAN TRANSIT DISTRICT (MOUTD)

MIDLAND & ODESSA, TX: October 20th saw **MOUTD** inaugurate transit operations in Midland and Odessa, previously among the largest cities in the Lone Star State without public transportation.

Midland last had transit between 1980 and 1986, while Odessa had not had bus service since the mid 1960s.

The former **MIDTRAN** system was a complete flex route system *(Ed. Note – quite innovative for its time)* that suffered from both relatively low ridership and little community support. Current political support appears concentrated on the south side of the city and the major goal is to connect area workers with Midland's retail epicenter on North Loop 250.

MOUTD was established in 2002 following receipt of a $500,000 grant from the State of Texas toward instituting public transit. The state funds, combined with local money, were used as a match for $1.7 million in federal funding for Fiscal Year 2003.

The EZ RIDER system operates six routes in Midland and five routes in Odessa with a fleet of nineteen 18-passenger, accessible Ford Econoline/El Dorado Aerotech model 240 cutaways. Fixed route service operates hourly between 615AM and 615PM Monday through Saturday.

Complementary paratransit service will operate with two vehicles in each city for those individuals unable to access the fixed route buses.

Fixed route fares are $1 for adults, 75 cents for students and 50 cents for seniors and the disabled. The paratransit fare is $2. Service was operated fare free through November 19th.

The administration and maintenance headquarters is located between the two cities and is an existing facility that was remodeled for transit use.

MTA LIBRARY
ONE GATEWAY PLAZA, 15th Floor
LOS ANGELES, CA 90012

No inter-city service is presently operated between Odessa and Midland, although interest has already been expressed in establishing such.

Fort Worth based *MC DONALD TRANSIT ASSOCIATES, INC.* (MCDT) implemented and will operate the new EZ RIDER system under a five year contract awarded late last year *(WT 12/02)*.

MCDT also provided consulting services during the start up period including the development of routes and schedules, a five year capital facility plan and equipment needs, vehicle specifications, fare structure recommendations, a marketing plan, five year budget and a detailed implementation plan.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: **NTS** has joined with the Gillig Corporation in a partnership to acquire and test new Hybrid bus technology intended to reduce emissions and improve performance. The California Air Resources Board has

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Innocent A Okeke dba BAY YELLOW SHUTTLE for PSC between points in Contra Costa, Alameda, San Francisco Counties and Bay Area airports and to establish a Zone Of Rate Freedom.

Datta Transport Systems LLC dba EZ RIDE to sell and *Minoo Mostamand dba CALIFORNIA SUNSHINE AIRPORT SHUTTLE* to buy PSC-7777 authorizing door to door airport shuttle service.

Daniel Romero dba TRES ESTRELLAS DE ORO to sell and *Jose Guzman dba ASTRO BUS LINES, INC.* to buy PSC-8790 (Sacramento-Los Angeles and Los Angeles-San Ysidro routes). (*Buses in the fleet already have legal lettering for Astro Bus Lines, Inc.)*

DECISIONS

Abdul Sharif granted PSC between points in Contra Costa, Alameda, San Francisco, San Mateo Counties and Bay Area airports and establish a ZORF.

AA Diversified Systems, Inc. dba PALM SPRINGS-ONTARIO-LAX AIRLINK granted PSC authority to serve points in San Bernardino, Riverside and Los Angeles Counties and Palm Springs, Ontario and LAX.

Hamidreza Tamjidi authorized to transfer control of PSC to *FIRST CLASS TRANSPORTATION LLC* (door to door airport shuttle).

WTS NEWS

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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)

DECEMBER 1998 – AMTRAK CALIFORNIA added a fifth CAPITOL and an eleventh SURFLINER round trip. Bus Route 25-CAPITOL SUPPLEMENTAL was dropped with the added train. SAN JOAQUIN service to/from Sacramento was expected to begin soon. Other minor changes were made on Bus Routes 1-LOS ANGELES BASIN, 3-STOCKTON-REDDING and 4-SANTA BARBARA-LOS ANGELES.

DECEMBER 1993 – In Mount Vernon and Burlington, Washington, **SKAGIT TRANSIT SYSTEM** began fixed route operations (five local lines with a fleet of seven buses – five new 30-foot Gilligs and two ex **LONG BEACH TRANSIT** 35-foot RTS).

DECEMBER 1988 – VALEN TRANSPORTATION COMPANY started operations (one daily round trip with a second on weekends) between Anaheim, Laughlin and Las Vegas with a fleet of two new MCI 102C3s, 8807 and 8811.

DECEMBER 1983 – GREYHOUND LINES, INC. resumed partial service in 27 states following a nationwide strike by the Amalgamated Transit Union, the first time the company had ever operated during a work stoppage.

DECEMBER 1978 – A new six line **ORANGE COUNTY TRANSIT DISTRICT** fixed route and three area Dial-A-Ride system using Transcoach brand small buses began as a Mixed Mode operation in Anaheim.

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granted Gillig permission to sponsor performance testing of experimental Hybrid diesel-electric motor pollution control buses. **NTS** will be testing two Hybrid-electric buses during a five year experiment.

Starting this past July 1st, **NTS** is now operating the **LA MIRADA DIAL-A-RIDE** system replacing the former La Mirada city run program. **NTS** Econoline/Aerotechs operate on weekdays between 630AM and 600PM and on Saturday between 930AM and 400PM. Three types of DAR are offered – immediate scheduling, advance reservation and subscription. The system is open to all residents without restrictions.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: Revised services and new fares took effect in September and October, respectively.

Cash fares were increased while new unlimited use 30-Day Passes were instituted. Cash fares are now $1.25 (adults and youth) and 60 cents (senior and disabled). Ten Ride passes cost $10 (adults), $7.50 (youth) and $6.00 (seniors and disabled). 30-Day Passes are $41, $32 and $18, respectively.

16-CITY COLLEGE SHUTTLE and 17-WESTSIDE-SBCC LINK both now serve SBCC's west campus with service discontinued on Cabrillo Blvd and Shoreline Drive. Line 27-UCSB SHUTTLE now serves the campus from southern Isla Vista via a new gate and bus stops along Sabado Tarde.

The success of the electric buses on **MTD's** Downtown and Waterfront Shuttles sparked worldwide interest in electric buses and led to the pursuit of an aggressive electric bus technology program. Supported by both private industry and government, the program produced most of this nation's experience with bus driving, maintenance, recharge, vehicle design and propulsion configuration.

In 2000, **MTD** and the Electric Power Research Institute put together a consortium of transit systems that proposed to buy 50 electric buses, but no manufacturer offered a solid bid through two procurements.

Faced with the continuing need to replace the 30-foot Villager bus fleet (301-320), but not be the test site for new technology, **MTD** staff recommended dividing the desired 25 battery electric bus buy into 11 clean diesel and 12 electric powered buses.

On September 3rd **MTD** voted to award a contract to Gillig for 11 30-foot clean diesel buses to be purchased through lease financing, solicit proposals for at least 12 30-foot electric buses, request the City and County of Santa Barbara to extend their operating support for the planned South Coast Transit Plan and request SBCAG to approve a revised capital plan.

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS (SBCAG)

SANTA BARBARA: SBCAG currently contracts with **SANTA BARBARA AIRBUS, INC.** to operate the CLEAN AIR EXPRESS subscription commuter service between Santa Maria, Lompoc, Goleta and Santa Barbara under a contract ending next April *(WT 5/03)*.

Recently, SBCAG took delivery of 7 new 55-seat, diesel powered MCI D4500s (187-193), four to replace existing MC-9s and three for service expansion next year.

The fleet now includes the seven D4500s, four dual fuel MCI 102DL3s owned by the City of Lompoc (AIR 11–AIR 14) and three MC-9s (AIR 5, AIR 8 and AIR 9).

An RFP was recently issued for a new CAE two-year contract, with a two year option extension, for expanded service beginning next April – four Lompoc-Goleta, two Lompoc-Santa Barbara, three Santa Maria–Goleta and two Santa Maria-Santa Barbara round trips.

A contract was recently signed with Urbitran Associates to develop the proposed Lompoc-Vanderberg AFB-Santa Maria Transit Service Plan including routes, schedules and vehicle requirements. Coordination with existing agencies is important and it will serve the Town Center Mall Transit Center in Santa Maria and Mission Plaza Transit Center in Lompoc.

The proposed fleet will likely include four 35-foot low floor transit buses.

A three year budget will be prepared including capital, operating and maintenance costs and revenue sources to include TDA, CMAQ and local funds.

Also to be decided is which jurisdiction would serve as transit administrator or if a new regional agency would be created through a joint powers agreement.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY (SLORTA)

SAN LUIS OBISPO: SOUTHLAND TRANSIT, INC. took over as the operator of **RTA** (formerly **CENTRAL COAST AREA TRANSIT (CCAT))** fixed route and **RTA RUNABOUT** paratransit services July 1 *(WT 5/03)* and

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following a somewhat difficult transition, operations have settled down and are now fairly routine.

In late August, **RTA** took delivery of seven new diesel Gillig Phantoms (including B160-B162) that replaced older buses. The Phantoms are painted in the new **RTA** design and are possibly the only buses with both front and rear bicycle racks, both the very popular style from Sportsworks. *(Ed. Note – in the early days of bike racks in San Diego, racks that could hold up to five bikes were installed on the backs of both **SDTC** and **CIRCLES** buses, but that area was out of sight of the bus operator and proved difficult to administer).*

Also in August, former Routes 7 and 8 were merged into and replaced by revised Routes 11-LOS OSOS-MORRO BAY and 12-SAN LUIS OBISPO-MORRO BAY-CAMBRIA-SAN SIMEON. Ten round trips on 12 are operated between Morro Bay and SLO on weekdays with three round trips between San Simeon and SLO. Route 11 operates generally on a two hour headway in Los Osos (1 bus) with one peak hour trip to/from SLO.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: One of the two fare reduction grants from the Mojave Desert Air Quality Management District (half price fares on the VICTOR VALLEY COMMUTER *(WT 5/03)* will continue for another six months from November 3rd while the other (reduced fares on County Routes 21-TRI COMMUNITY, 22-HELENDALE and 23-LUCERNE VALLEY) will end as planned on January 1st.

Regular County fares will apply – $2 cash, $5 Day Pass and $70 Monthly Pass (adults) with reduced prices for students, seniors and disabled persons.

Another one day route – 106-BARSTOW COLLEGE – will operate Saturday January 31 in conjunction with the second annual Homeless Care Faire "Caring & Sharing 2004", offered by The High Desert Homeless Coalition.

The City of Barstow and **BARSTOW AREA TRANSIT** requested that **VVTA** provide transportation for persons living in their service area wishing to attend the event.

Route 106 will have four trips each way and the fare will be FREE. ATC/VANCOM will operate this as part of their eight service hours per month for marketing.

Northbound buses will leave the Victor Valley Transportation Center at 645AM, 845AM, 1230PM and 230PM while southbound trips will leave Barstow College at 745AM, 945AM, 130PM and 330PM.

SUNLINE TRANSIT AGENCY (STA)

THOUSAND PALMS: **STA,** its non-transit affiliate SUNLINE SERVICE GROUP and the Amalgamated Transit Union Local 1277 recently signed a new three year contract calling for wage increases for maintenance staff, bus operators and SSG employees.

At the end of the contract, fixed route Operators will earn a top rate of $16.63, Sun Dial Operators $12.87 and top mechanics will make $21.86 an hour.

STA has recently been shaken by allegations of financial mismanagement and until a special audit is completed, the Riverside County Transportation Commission has suspended the SRTP, leaving **STA** at last year's funding levels. As well, the Coachella Valley Association of Governments is requiring SSG to compete for the regional street sweeping contract it has held since 1996. Former **STA** employees who switched to SSG would be allowed to come back to **STA** and retain their seniority, if their SSG jobs disappear.

Related to a combination of relatively low ridership and high overhead of operating the Super Bus tractor/trailer units on the Palm Desert-Palm Springs-Banning-Riverside SUNLINK program *(WT 3/00),* the fleet was recently changed over to small buses.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** also recently signed a new labor contract with ATU Local 1277 covering bus operators and maintenance staff.

In October, the **RTA** Board held public hearings on a proposal, which was approved, to discontinue Line 99-MORENO VALLEY-RIVERSIDE METROLINK *(WT 4/02, 6/02)* as of December 31st. Operated by TRANSPORTATION CONCEPTS using cutaways, the line had relatively low ridership and was funded by the RCTC and AQMD using now depleted Mobile Source Review Committee funds. Line 16X-MORENO VALLEY-RIVERSIDE will continue to run.

RTA is now operating JS-JURUPA SHUTTLE, a route deviation service in the Jurupa-Norco-Rubidoux area.

Using a cutaway, the weekday only hourly route offers a one-way loop beginning in Norco at Swan Lake Mobile Home Park via Hamner, Bellegrave, Etiwanda, San Sevaine, Country Village, Mission Bl to Old Plantation MHP returning to Limonite/Riverview, then Limonite and Hamner to Swan Lake MHP.

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Service operates 900AM-200PM and will deviate up to 1/2 mile off the regular route with advance reservations.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

Metro

LOS ANGELES: The contract lines service change program *(WT 10/03),* originally planned for October 26, was implemented on December 21.

646-NIGHT LINE SHUTTLE was discontinued without replacement, segments of 58-ALAMEDA ST, 130-ARTESIA BL, 177-JPL-CITY OF HOPE, 225-AVIATION BLVD-PALOS VERDES and 625-WESTCHESTER SHUTTLE were discontinued and/or combined. Line 58 lost all weekend service while new 225 and 608-CRENSHAW CONNECTION lost Saturday and 254–WILLOWBROOK-GAGE-LORENA and 270–MONROVIA-NORWALK lost Sunday service.

Line 58 now operates from Gateway Plaza via Vignes, Main, College, Alameda, 6th, Mateo, 7th, Alameda, looping Newton, Long Beach, Washington & Alameda.

The segment of Line 130 between Cerritos Center and Fullerton Park And Ride, primarily along Artesia, was discontinued. 275-PICO RIVERA-CERRITOS was rerouted to cover a portion of this area — Valley View, Artesia and Gridley to 183rd (Cerritos Center). New 625 begins at LAX City Bus Center and operates via 96th, Aviation, Century, La Cienega (Superior Court House), Imperial, Aviation (Aviation Station), Imperial, Pershing and World Way West.

Sundays on 96–LA-RIVERSIDE DR-SHERMAN OAKS was reduced to hourly by removing the Burbank short line trips. The weekend headway on 218–CEDARS SINAI-STUDIO CITY was lengthened to 40 minutely.

At the direction of the Joint Legislative Audit Committee, the California State Auditor reviewed the **MTA** system since the summer 2002 decentralization of its bus service into five service sectors and recently announced its findings — although it is too soon to predict the success or failure of the service sector approach, five issues are noteworthy.

MTA did not perform a cost-benefit analysis or fiscal projections, nor consider alternatives to sectors before implementation; despite the limited analysis, there seem to be few negative effects associated; **MTA** lacks a way to determine cost savings and ridership data accurately at the sector level; **MTA** provided Sector Councils some training for their jobs. but still needs to offer instruction about the Consent Decree and labor agreements; weaknesses in advertising Sector Council meetings may cause missed opportunities to use the meetings to improve community input into operations.

Numbered 8000, the 45-foot NABI 45C/LFW Compo Bus painted in METRO RAPID red and silver was introduced December 19th. The 46-passenger low floor bus has mostly forward facing seats, two wheelchair



stations, front door ramp, wider rear exit doors and full color LED headsigns. The bus has a contoured design and is of light weight, high strength composite construction with stainless steel sides. It has a DDC CNG engine with catalytic converter and disc brakes.

This unit is the first of an order of 100 with 30 due this summer and the remainder next year. *(Ed. Note – **MTA** staff indicated all 100 buses will be RAPIDs and assigned around the system.)*

MTA and the United Transportation Union (operators) announced a tentative contract with both employees and the **MTA** Board to vote next month.

Starting January 1st, the **MTA** fare structure will change substantially – including reducing the regular cash fare to $1.25, introducing a new Day Pass and discontinuing the **MTA** to **MTA** 25-cent transfer (transfers to/from the municipal systems continue). The maximum number of Freeway Express fare zones will drop to two. Pass prices will rise – Weekly $14, Semi Monthly $27 and Monthly $52. Tokens will be sold in bags of ten for $11.

MTA's $2.8 billion budget for FY 03/04 includes $1.4 billion for bus operations (49.1%) and $497.3 million (17.9%) for rail operations. While the rail money is just for the METRO RAIL system (BLUE, RED, GREEN and GOLD LINE), the bus money includes directly operated and contract operated **MTA** buses, bus purchases, new operating facilities, municipal bus operator subsidies and ACCESS paratransit service.

$482.3 million (17.3%) is earmarked for highway and other regional transportation programs including carpool lanes, freeway sound walls, street widening, signal coordination and grade separations. $41.3 million (1.3%) will be spent on METROLINK subsidies.

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KERN REGIONAL TRANSIT (KRT)

BAKERSFIELD: September 8th saw the combination of HIGHWAY 58 EXPRESS and EAST KERN into the new EAST KERN EXPRESS offering one-bus trips between Bakersfield and Lancaster *(Ed. Note – A transfer was previously required in Mojave).* A two hour headway is offered on weekdays between 400AM and 900PM (3 buses) with four round trips on Saturday (2 buses). The routing in Lancaster was revised to use the Wal Mart as the terminal. Buses from Bakersfield serve only the Wal Mart, but they stop at AV College, AV Medical Center, Metrolink and Senior Center on Bakersfield bound trips.

MONTEREY SALINAS TRANSIT (MST)

MONTEREY: The **MST** Board has approved amending purchase agreements to purchase 40 low floor Gillig buses and six AH-28 model replica trolleys from Optima (formerly Chance) Corporation. Part of the purchase of the trolleys was spare exterior wood trim kits. The exterior wood must be replaced every 3 to 5 years.

The Board also approved execution of a Memorandum of Understanding with PRO TRANSPORTATION SERVICES to continue operating **MST's** Special Transport and ADA Paratransit services through September 9, 2004.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: The City of Lompoc is considering operating the recently discontinued 17B-SANTA YNEZ VALLEY-SURF route *(WT 10/03).* The Buellton-Solvang segment would provide an intercity connection between Lompoc and the Santa Ynez Valley.

Current California law limits **AMTRAK** Thruway buses to transporting passengers holding AMTRAK tickets. Travelers must be using the bus in combination with the train. Public transit does not have these restrictions.

In October, 12-BAKERSFIELD-VICTORVILLE received a second round trip while service on 20A-SIERRA FOOTHILLS and 22-SANTA CRUZ was reduced.

Last May, **CAL COAST CHARTER** defaulted on its contract for Route 10-BAKERSFIELD-SANTA BARBARA. **COACH USA/ANTELOPE VALLEY BUS** is operating the service on a temporary contract.

On May 11, **SFO AIRPORTER** took over operation of 22-SAN JOSE-SANTA CRUZ as **FRONTIER TOURS** did not extend their contract. CALTRANS, AMTRAK and CCJPA are currently negotiating with **SANTA CRUZ METRO TRANSIT DISTRICT** and **VTA** to combine **AMBUS** 22 with the HIGHWAY 17 EXPRESS and turn over operations to **SCMTD.** This would result in more frequent service, a new stop in Scotts Valley and the ability to carry local passengers who are not connecting to/from a train. Route 22 previously offered 15 round trips, but now has ten.

Route 27-TRINITY COUNTY, actually operated by buses on **GREYHOUND LINES** Eureka-Redding route *(WT 2/02)*, was discontinued July 1st when **GLI** stopped operating its service.

PUBLIC RURAL RIDE (PRIDE)

CARSON CITY, NV: The RENO-CARSON CITY route *(WT 5/02, 6/03, 9/03)* is now operated by **CITIFARE** with a fleet of four former **GOLDEN GATE TRANSIT** RTS buses with suburban interiors. Former contractor **FRONTIER TOURS** had a fleet of five MCI 102DL3s.

PRIDE's CARSON CITY-MINDEN route *(WT 9/03)* has been replaced by an expanded TOPAZ-MINDEN-CARSON CITY route of **DOUGLAS AREA RURAL TRANSIT.** On weekdays, **DART** operates seven round trips between 600AM and 700PM with 2 small buses.

WHATCOM TRANSPORTATION AUTHORITY (WTA)

BELLINGHAM, WA: Limited evening and Sunday service was introduced on September 21st – 60-BELLIS FAIR-WWU and 61-FAIRHAVEN-DOWNTOWN in the evening and slightly different 65-BELLIS FAIR-WWU and 66-FAIRHAVEN-DOWNTOWN on Sunday.

These lines (one bus each) operate hourly and are designed to connect neighborhoods with existing strong ridership and high population density and connect them with retail areas.

The new bus routes connect with existing services and included an expansion of **WTA** paratransit service.

WTA is currently working on a long range Strategic Plan that will explore other possible service enhancements.

Earlier this year, **WTA** purchased two used buses from nearby **SKAGIT TRANSIT SYSTEM,** their 983 and 991, which are 1998 and 1999 model 40-foot low floor Gilligs. The purchase will allow for a fleet expansion to accommodate proposed service expansion.

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UTAH TRANSIT AUTHORITY
Salt Lake City, Utah

FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR	NOTES
8801-8815	Orion	02.501	I6005190-222 mixed	1988	
8951-8952	Orion	02.501	K6005425-426	1990	
8953-8986	Orion	02.501	L6005427-460	1990	
9001-9037	MCI	TC40102N	L30000136-152, 168-187	1990	
9038-9046	MCI	TC40102N	L30000224-232	1990	
9047-9066	MCI	TC40102N	L30000233-252	1990	Express Bus
9101-9109	Orion	01.505	M6002933, 943-945, 947-951	1991	
9201-9276	Orion	05.501	M6030801-961 mixed	1992	
9281-9285	Orion	05.501	N6030973, 1080, 082, 084, 085	1992	CNG
9301-9347	Orion	05.501	P6031407-464, 880-885 mixed	1993	
9491-9499	ElDo Natl	RE-29	RC084113-118, 044, 120, 119	1994	
9501-9561	Gillig	S50T40102	S1086224-253, 262-292	03/95	
9601-9615	Gillig	S50T40102	S1086254-261, 293-299	05/95	
9631-9637	ElDo Natl	RE-29	TC084079, 078, 077, 080-083	1996	
9651-9665	Gillig	S50T3596	T1087263-277	08/96	
9681-9699	Orion	02.501	T6005929-948 (Mixed)	06/96	A
9701-9720	Gillig	C20B096N4	V1087278-297	09/97	Ski Bus
9731-9741	Gillig	S50T40102	V1087745-755	04/97	
9801-9812	New Flyer	D60LF	XU019446-457	1998	
9891-9894	Orion	02.501	W6006042, 041, 039, 040	05/98	B
9901-9928	Gillig	G22B102N4	X1070772-799	07/99	
9931-9997	Gillig	G18D102N4	X1070700-766	1999	
0101-0151	Gillig	G22D102N4	11071621-666, 2138-2142	2001	
0161-0171	Gillig	G22B102N4	11072127-137	2001	
0201-0213	MCI	D4500	3P055550, 562-573	2002	
0251-0253	New Flyer	D40LF	2U024547-549	2002	Hybrids

NOTES:
A - Ex BC Transit (BC) 5117, 5118, 5119, 5107, 5110, 5116, 5113, 5104, 5101, 5103, 5102, 5112, 5115, 5111, 5105, 5106, 5114, 5108, 5109. In order.
B - Ex Long Beach Transit (CA) 128, 127, 125, 126.

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SIGNS OF THE TIMES
"Luminator Signs—Part 2"

Luminator pursued opportunities to test the signs on buses in cities in the United States and Canada, where climate conditions ranged from hot and humid to bitter cold. The Atlanta study obviously influenced that city's decision-making, because Luminator received their first order from MARTA for rail cars. As a result, the sign was referred to as the MARTA sign. Other orders started to pour in, establishing the age of electronic signs for mass transit use.

Since Luminator introduced the MARTA sign, several generations of signs have come down the pike. The first series was known as LIDS (Luminator Information Display System), followed by the popular MAX signs introduced in 1984 and the SUPER MAX signs in 1985. Each generation offered new and improved features such as variable fonts, larger characters, increased memory capacity, and easier programming using an IBM compatible computer, to name a few.

In 1990, Luminator introduced a large format matrix sign at the APTA Annual EXPO '90 which put the company right on target with a sign that would be in place when the Americans with Disabilities Act (ADA) became law in 1992. A part of ADA focuses on the needs of disabled individuals that use public transit vehicles and has specific criteria that must be met to accommodate these people. One such criteria is that signs on public transportation vehicles have specific height versus width ratio to make them more legible.

The Act impacted sign manufacturers who found it necessary to phase out of the U.S. market existing systems that did not comply with the mandates of the Act. Luminator replaced the MAX and SUPER MAX with a line of ADA compliant visual and audio products including MATRIX:MAX, SUPER MATRIX:MAX,

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EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Baldwin Park Transit	5821-5826	Bluebird	XCEL102 2910/—	2003	1
Monterey Salinas Transit	1701-1712	Gillig	G21D102N4/21073429-440	2002	
	1801-1804	Gillig	C21D102N4/21111705-708	2002	
	1901-1906	Chance	AH-28/—	2003	
Vallejo Transit Lines	BL7-BL38	MCI	D4500/—	2003	
Clean Air Express	187-193	MCI	D4500/—	2003	
The Bus (HI)	116-131	New Flyer	D60LF/3U025775-790	2003	
Thousand Oaks Transit	unnumbered (2)	Thomas Dennis	SLF232G/3JA43887, ——	06/03	
-DISPOSITIONS-					
Omnitrans	602-632	TMC	T70206/see below	1989	2
	1651, 1653	TMC	T80206/NR828948, 950	1992	2
Golden Gate Transit	1108	TMC	T80206/KR826822	1989	3
North County Transit Dist	801	GMC	T70604/CV821026	1982	4
Montebello Municipal Lns	8846	GMC	T8J206/GV824972	06/87	4

-NOTES-

1. 5823 is VIN 3F216423.
2. Buses 602, 603, 606, 609, 613, 615, 616, 619, 622, 623, 628, 632 – VINs KR826744 ,745, 748, 751, 755, 757, 758, 761, 764, 765, 770, 774. To be auctioned at Nationwide Auction Services.
3. Was for sale on E-Bay as a test.
4. To Transit Sales International in Murrieta.

NORTH COUNTY TRANSIT DISTRICT issued an RFP to buy 23 40-foot low floor CNG buses with an option for 45 additional buses.

San Diego's METROPOLITAN TRANSIT SYSTEM (formerly MTDB) has placed an order with NABI for 47 CNG powered, 40-foot low floor buses with delivery scheduled in the first half of 2005.

ORANGE COUNTY TRANSPORTATION AUTHORITY has issued an Invitation For Bid to repaint New Flyer D40LFs 5301-5397 and 5401-5420, the last of the fleet in the three-stripe (blue/maroon/orange) design.

(Continued from page 7)

MEGA:MAX, and MINI MEGA:MAX signs and the AUDIO MAX voice announciators system for interior and exterior use. The sign and audio systems are controlled by Luminator's Global Transit Information (GTI) system. GTI technology, also controls other domestic manufacturer's signs on new and existing vehicles and links all aspects of vehicle communication.

The plan to produce a liquid crystal display sign was never abandoned, and in 1989 Luminator introduced the solid state LCD:MAX sign. The New York City Transit Authority (NYCTA) was looking for an innovative high tech sign for their R-46 railcars that were in the process of being refurbished. Luminator approached them with the idea of using the LCD:MAX sign. After the sign was successfully tested on a railcar in revenue service, the NYCTA ordered over 1,000 systems. The NYCTA also tested and LCD:MAX sign on a bus in revenue service. Luminator also had an LED sign for use inside railcars to display information such as "next stop" to passengers.

Luminator later introduced the MAX 2000 and MAX 3000 signs systems. Similar to the MEGA:MAX signs, except each individual flip-dot was lit by it's own LED. The next generation was the Horizon signs, which are 100% LED. At the APTA show in Las Vegas in October 2002, Luminator introduced the GEN 4, full color all LED sign.



Luminator LCD:MAX display shown being tested on NYCTA bus as a side sign.

Next month the individual systems will be explained.