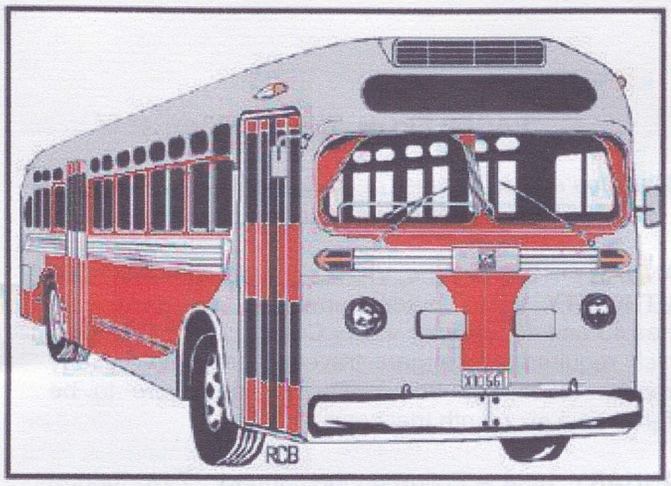


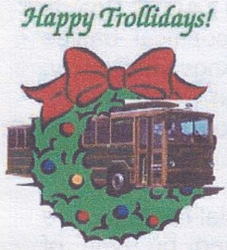
Western Transit

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VOL. 42, NO. 1 **January 2004**

2003 HOLIDAY BUSES AND SERVICES

Special holiday shuttle services, specially decorated buses and Free Rides on New Year's Eve highlighted the recent holiday season.



The **RIVERSIDE TRANSIT AGENCY** operated only one "Holiday Shopping Trolley" this year, under the joint sponsorship of Corona and Norco on December 13/14 and 20/21. Service operated hourly between 1000AM and 600PM using one of the Chance Trolleys operated by **TRANSIT WAYS.**

RTA also offered Free Rides on Christmas Eve from 600PM until the close of service that night.

OCTA offered Free Rides on New Year's Eve beginning at 600PM until 400AM on New Year's Day. **PALOS VERDES TRANSIT AUTHORITY** offered Free Rides anywhere on the Peninsula between 600PM and 300AM with advance reservations available.

Free Rides were also available from **MTA** on New Year's Eve, on the bus system between 900PM and 500AM and until 200AM on the rail system. This year, all four Metro Rail lines (BLUE, RED, GREEN, GOLD) operated all-night Owl service on New Years Eve/Day.

Decorated in holiday schemes were **SMMBL** 3829 (New Flyer D40LF) - a Winter Wonderland wrap of periwinkle blue with designs of snowmen, snowflakes and revised words to the popular holiday song Sleigh Ride - "It's lovely weather for a bus ride together with you". **NORWALK TRANSIT SYSTEM 7070** (40 foot low floor Gillig) was also painted in a holiday motif.

THOUSAND OAKS TRANSIT and **DOWNEY LINK** again each offered special fixed route service each Saturday between Thanksgiving and Christmas Day.

TORRANCE TRANSIT SYSTEM provided a free ride SHOPPERS SHUTTLE along Hawthorne Boulevard between Del Amo Center and Galleria At South Bay between 930AM and 600PM on Saturdays and Sundays making four stops – the two terminals plus Hawthorne & Del Amo and Hawthorne & Talisman (K Mart).

Midday return service on both Christmas Eve and New Year's Eve (one trip per line) were offered on **SANTA CLARITA TRANSIT** routes to and from Warner Center, Century City/UCLA and Downtown Los Angeles, on **FOOTHILL TRANSIT** Lines 493-PHILLIPS RANCH, 495-DIAMOND BAR, 498-AZUSA, 499-SAN DIMAS and 699-MONTCLAIR and on all **LADOT** downtown Los Angeles bus routes.

VICTOR VALLEY TRANSIT AUTHORITY's VICTOR VALLEY COMMUTER operated an abbreviated evening schedule on both the RANCHO CUCAMONGA and SAN BERNARDINO routes on both Christmas Eve and New Year's Eve.

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

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

SAIGON V.I.P. TRANSPORTATION, LLC for On Call PSC between points in San Diego, Orange, Los Angeles, Santa Clara, Alameda and San Francisco Counties and door-to-door shuttles.

Bart Mulvihill to sell and *WEST VALLEY AIRPORTER, INC.* to buy PSC-15710 (door-to-door airport shuttle).

CALIFORNIA SHUTTLE BUS, INC. for PSC between points in Riverside, Orange, Los Angeles, Ventura Counties and points in Santa Clara, San Mateo, San Francisco, Alameda and Contra Costa Counties.

DECISIONS

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

NEW EXPRESS TRANSPORTATION, LLC granted an extension of its PSC to serve points in San Bernardino, Riverside, San Diego and Los Angeles Counties.

XE DO HOANG TRANSPORTATION granted On Call PSC between points in San Diego, Riverside, Orange, Los Angeles, San Bernardino, Kern, Fresno, Santa Clara, Alameda, San Francisco Counties and door-to-door shuttles in Orange County.

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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)

JANUARY 1999 – The **VICTOR VALLEY TRANSIT AUTHORITY** Board made permanent the division of Lines 43 and 45 at Victor Valley College *(WT 6/98, 8/98)* which required passengers traveling past VVC in any direction to change buses. Day Passes were to be offered on a six month trial basis.

JANUARY 1994 – Following the January 17 Northridge earthquake, ten new transit services were established by six agencies, a special by-pass lane was built on the westbound Santa Monica Freeway and four new rail stations were opened.

JANUARY 1989 – Both the **SCRTD** and **LACTC** Boards voted to officially end legal and philosophical battles over the regulation of transit in Los Angeles County, upcoming Metro Rail operations, creation of **FOOTHILL TRANSIT** and disbursement of $54 million in funding for **RTD** operations.

JANUARY 1984 – RTD adopted a special fare structure for the 1984 Summer Olympics, based on type of service – Shuttles $2, Express Bus $4 and Park/Ride Bus $6. New rectangular shaped bus stops began to replace the long standard triangle shaped signs.

JANUARY 1979 – NORTH COUNTY TRANSIT DISTRICT replaced **SAN DIEGO TRANSIT CORP.** as the contract transit operators in the La Mesa/El Cajon/ Lakeside area (Lines 46, 47, 48 and 54).

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
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(Continued from page 1)

METROLINK's HOLIDAY TOY EXPRESS visited all of the stations during November and December providing a short performance of holiday music and also collecting toys for the annual Spark Of Love Toy Drive.

METROLINK operated special train service on New Year's Day. This included one round trip on the ORANGE COUNTY LINE arriving Los Angeles 640AM and departing at 100PM and four round trips on the SAN BERNARDINO LINE, including the usual weekend extension to Riverside.

This service was designed, in part, to allow passengers to be able to travel to and from the Tournament of Roses Parade in Pasadena, transferring to and from **MTA's** GOLD LINE.

In Ukiah, the **MENDOCINO TRANSIT AUTHORITY** ran the HOLIDAY TROLLEY. HT ran Monday/Wednesday/ Friday between 300PM and 600PM, Thursday between 300PM and 800PM and on the weekends between noon and 600PM. The trolley circulated twice each hour – first along Main Street and then on South State Street.

San Diego's **METROPOLITAN TRANSIT SYSTEM** offered all (New Year's Eve) night service on 7-UNIVERSITY, 11-IMPERIAL AVE-KENSINGTON, 34-LA JOLLA and 901-CORONADO-IMPERIAL BEACH. The BLUE LINE (San Ysidro) and ORANGE LINE (El Cajon-Santee) both ran all night while the special event GREEN LINE operated every half hour until 300AM between 12th & Imperial and Qualcomm Stadium via Convention Center and Mission Valley.

The "Friends Ride Free" program was in effect on both Christmas Day and New Year's Day while Free Rides were offered on all **MTS** service beginning at 600PM New Year's Eve until the close of service.

In San Francisco, **MUNI** had several programs — rides were Free from 800PM on the 31st until 600AM the next morning and extra service was offered.

MUNI METRO subway service ran until 400AM while METRO service to 4th & King was extended to 145AM connecting with special **CALTRAIN** SERVICE. Extra Owl buses operated on 5-FULTON, 14-MISSION, 22-FILLMORE, 24-DIVISADERO, 38-GEARY, 90-OWL, 91-OWL, L-TARAVAL BUS and N-JUDAH BUS.

Line F-MARKET & WHARVES service was provided by motor coaches starting in the late afternoon and was rerouted between 3rd & Market and Fisherman's Wharf beginning at 730PM. Holiday related detours were also in place downtown, in the Castro area and North Beach.

CITY OF LOMPOC TRANSIT (COLT)

LOMPOC: On December 15th **COLT** inaugurated NEW Route 5-H STREET-OCEAN AVENUE that operates every half hour (1 bus) weekdays between 630AM and 800PM and on Saturday from 900AM until 500PM. From the Mission Plaza Transfer Center, buses travel H St, Cypress, 5th and Ocean to 7th (Community Center).

Last October 1st, the **COLT** system began offering longer hours — 630AM-800PM weekdays and 900AM-500PM on Saturday.

SANTA MARIA AREA TRANSIT (SMAT)

SANTA MARIA: **SMAT** will increase both cash fares and monthly pass prices, the first change since 1995, and add NEW Sunday service later this year. The fare changes are primarily needed to allow the system to continue to meet the 20% farebox recovery standard.

CORONA CRUISER (CC)

CORONA: **CC** made changes last July including adding 900AM-500PM Saturday hours on the RED LINE (BLUE LINE in October) and rerouting both RED and BLUE to serve North Main METROLINK Station during weekday peak hours.

RED, which runs every 38 minutes, no longer serves West Corona METROLINK, but was extended south from Wal Mart along California to Taber Park & Ride.

TRANSPORTATION AND LEGISLATION

The California Air Resources Board has set hearings to discuss broader regulations on transit bus emission standards. The rules would apply to all California transit systems including those who do not own any urban buses and are currently exempt from the fleet rules.

CARB has proposed allowing 2007 engine technology (meaning engines meeting no higher than 1.2 g/bhp-hr Nox emission standard) to be introduced before 2006.

The state's Industrial Welfare Commission held three hearings over the last two years to discuss amendments recommended by the Wage Board to mandate meal and rest breaks for public agency employees covered by Wage Order 9 (includes transit bus operators).

Last month, the IWC voted to approve the proposals to require rest and meal breaks, effective July 1, 2004 or following expiration of a valid labor agreement, but in no event later than August 1, 2005.

(Continued on page 4)

(Continued from page 3)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: **ACT** effected a nine per cent decrease in service hours on December 21st, the largest reduction in its 44-year history. This was caused primarily by the general economic downtown, which has caused a steep decline in tax-based revenues. The agency had faced a $50 million deficit in its $250 million budget.

Last month **ACT** received a $20 million loan from the Alameda County Measure B transportation funds to keep its finances in better shape until next summer.

Changes impacted 102 lines including discontinuing 43, half to be replaced with existing or rerouted lines.

In the Oakland area, discontinued lines included 1, 2, 5, 17, 44, 47, 60, 315, 352, A, HX, K, KH, LB, LC, LD, NF, NG, NH, NV, OX1, RCV, WA and Y. In the Fremont/ South County area Lines 219, 223, 231, 233, 234, 253, 258, 328, 330 and 345 were dropped. Lines 3, 4, 49, 58, 63, 66, 68, 69, 75, 78, 89 and 90 were replaced, in part.

NEW 41-CALVERT-HAMPTON replaced former 3 and 4 operating during weekday peak hours while 46-DIMOND HEIGHTS now operates between BART/ Coliseum and Keller & Mountain and 48-HIGH ST operates between BART/Fruitvale and MacArthur Blvd.

Line 50 now operates between BART/Fruitvale and BART/Bayfair via South Shore area, Oakland Airport, 73rd Ave, MacArthur and Foothill. 57-MAC ARTHUR is now routed in Emeryville via 40th and Shellmound to AMTRAK Station.

Line 63-ALAMEDA-OAKLAND was restructured and now operates between BART/Fruitvale and BART/12th Street via Fruitvale, Fernside, High, Encinal, Broadway, thru Alameda, Posey and Webster Tubes, Harrison, 9th, Franklin and 12th to Broadway.

N-MAC ARTHUR-SAN FRANCISCO was revised to operate Owl service via the discontinued Line A from SF to downtown Oakland, then via new Line NL along Mac Arthur to Eastmont Transit Center, then via 73rd, Hegenberger, Airport Drive and Airport Way to the Oakland Airport. NL operates limited stop between Eastmont Transit Center and San Francisco via Mac Arthur, Grand, 20th, San Pablo and West Grand.

Numerous other changes were made throughout the system and there was one positive change – new midday and weekend service was added on recently inaugurated Line M-CASTRO VALLEY-FOSTER CITY VIA SAN MATEO BRIDGE *(WT 5/03).*

M. V. TRANSPORTATION, INC. (MVT)

FAIRFIELD, CA: This relatively fast growing contract management company has been awarded several new contracts including **BARSTOW AREA TRANSIT, COMPTON RENAISSANCE TRANSIT** and **VISALIA CITY COACH.** The firm replaced FIRST TRANSIT at Compton and LAIDLAW at the other sites.

MV recently started operating from a new garage, the former **SUNFLOWER** yard on Washington Blvd near Alameda, just south of downtown Los Angeles. It is home to **MTA** Line 58-ALAMEDA STREET and the fleet of six Bluebirds (9970-9975) and the **LADOT** DASH contract for PICO/UNION-ECHO PARK, EL SERENO-CITY TERRACE and EAST LA/BOYLE HEIGHTS with its fleet of 23 El Do/National EZ Riders (02045-02067).

TRANSIT OPERATIONS IN NEVADA COUNTY

Nevada County is an area of small towns and rural areas in the Sierra Mountains of eastern California, generally north of Interstate 80 and stretching from Grass Valley to the Nevada state line.

In western Nevada County, **GOLD COUNTRY STAGE** operates nine fixed routes while **GOLD COUNTRY TELECARE, INC.** provides paratransit, including subscription rides, for the elderly and disabled.

GCS Routes 1-MAIN STREET, 2-RIDGE ROAD-GV-NC, 3-GRASS VALLEY LOOP, 4-BRUNSWICK BASIN-GV-NC, 8-MIDDAY BRUNSWICK CIRCULATOR and 9-EVENING SERVICE serve the Nevada City and Grass Valley urbanized area while 5-AUBURN EXPRESS, 6-OUTLYING AREA LOOP, 7-BITNEY SPRINGS, 10-NORTH SAN JUAN-LOMA RICA INDUSTRIAL PARK and 12-COLFAX CONNECTION are rural services.

With a fleet of 17 accessible vans, **GCT** paid staff operates within western Nevada County and, for out of county medical trips, volunteer drivers with their autos are utilized. They also provide Sunday service.

Due to budget shortfalls, beginning October 1, the **GCT** program was reduced to transporting only those who are ADA certified and whose trips are within the "ADA Corridor" including Grass Valley, Nevada City, Penn Valley, Lake Wildwood and Cedar Ridge.

Three programs operate in eastern Nevada County, all provided by the Town Of Truckee, **TRUCKEE DIAL-A-RIDE, TRUCKEE TROLLEY** and **"THE BUS".**

(Continued on page 5)

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DAR is offered to the elderly and disabled and, as an extension of **TROLLEY,** to the general public in outlying areas. **DAR** has a fleet of three vans and uses two 700AM to 700PM on weekdays and one on Saturday 900AM-500PM. There is a daily lunch break between noon and 100PM.

TROLLEY operates a fleet of two 1994 Boyertown 27 seat motorized trolleys over 3 routes — A-TRUCKEE DONNER PASS ROAD-SUGAR BOWL SKI AREA, B-TRUCKEE-HWY 267-NORTHSTAR VILLAGE and C-TAHOE VISTA-NORTHSTAR VILLAGE, including one morning and one evening trip to Cal-Neva Lodge in Crystal Bay, Nevada.

TAHOE AREA REGIONAL TRANSIT (THE BUS) operates the TRUCKEE-TAHOE CITY route along Highway 89. As the bus serves two different counties, the Town of Truckee provides the vehicle while Placer County funds the operating costs. Placer County Department of Public Works operates **TART** which runs daily every two hours between 830AM and 530PM. From mid-December until mid-April, additional trips are offered at 630AM and 730AM. **THE BUS** connects with the **TROLLEY** and **TART's** route serving Tahoma on the West Shore to Incline Village on the North Shore.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: On January 4th **RT** launched NEW 50E-BUS-STOCKTON BLVD replacing the former 50-STOCKTON LIMITED, using a fleet of eight Orion VII buses (2401-2408) in a special paint scheme equipped with transmitters that allow the buses to electronically control selected traffic signals along the route.

50E operates on weekdays every 15 minutes between 530AM and 700PM between Florin Mall and downtown Sacramento. Buses will travel along 65th, Stockton, T St, 30th/29th, P/Q Streets, 15th/16th, L Street and 7th to Capital Mall.

The buses can electronically control traffic signals on Stockton at Broadway, 21st Avenue, Fruitridge Road and 47th Avenue. At Fruitridge Road, lights in all directions will be turned red, except for a green arrow for the right turn lane ahead of the bus. The bus will then use the vacated lane to cross the intersection.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: January 1st brought a ten per cent increase in fares and February 9th will bring schedule and service configuration changes in San Mateo County.

The last increase was five per cent, one year ago. Both increases were necessary to offset significant operating deficits **BART** faces, caused by declines in patronage and less than anticipated sales tax receipts.

The minimum fare is $1.25, the same or comparable to base fares of **MUNI, SAMTRANS** and **AC TRANSIT.**

On February 9 the PITTSBURG/BAY POINT line, which currently operates directly to Millbrae, will go to SFO and (during peak hours) then continue to Millbrae. During peak hours RICHMOND-DALY CITY trains will be extended to Millbrae, returning via SFO.

DUBLIN/PLEASANTON and FREMONT trains will now turn back at Daly City.

These changes will yield a savings to **SAMTRANS** as it pays the incremental operating deficit for the SFO Line.

MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY (MARTA)

BIG BEAR LAKE: Based on data collected from recent market research activities, **MARTA** made changes to its "Off The Mountain" services to accommodate requests for longer time in San Bernardino or more direct service into Victor Valley starting December 1st.

The recently started BIG BEAR-VICTOR VALLEY route *(WT 7/03)* now serves the Mitsubishi Plant and Crossroads Market in Lucerne Valley, including the area in between, then to Victor Valley College and was extended to the Desert Valley Hospital near Bear Valley & Hesperia Roads and the Transit Center. Victor Valley Hospital and St. Mary's are now served on request only.

The morning trip departs Big Bear (Rite Aid) at 755AM arriving/departing the Transit Center at 915AM and arriving back in Big Bear at 1030AM. The afternoon trip leaves Big Bear at 210PM, goes to VVC, then Desert Valley Hospital, Transit Center at 330PM, Crossroads Market, Mitsubishi Plant and arrives Big Bear 445PM.

Service continues on Tuesday, Thursday and Saturday.

The local fare in the Lucerne Valley area is $1 and no local riding is permitted beyond Crossroads Market *(VVTA Route 23 operates in town).* **VVTA** transfers are good for a discount on the **MARTA** bus and **MARTA** transfers are good for a **VVTA** discount.

Weekday BIG BEAR-SAN BERNARDINO and Saturday LAKE ARROWHEAD-CRESTLINE-SAN BERNARDINO schedules were modified to leave the mountains earlier and depart San Bernardino later in the afternoon.

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ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The **OCTA** Board recently approved a Ten Year Fleet Plan for fixed route buses and selected an alignment for CenterLine light rail project to be studied.

The FEIS/FEIR will be used by federal, state, regional and local agencies to make a number of decisions regarding CenterLine, including those prerequisite to receiving approval for funding and construction. Current estimates are for an opening in 2009.

The 9.3 mile line would extend between The Depot At Santa Ana and Orange County Airport, with a branch to and from Santa Ana College along Bristol between 17th Street and Santa Ana Blvd.

The main alignment would generally travel from TDASA along Santiago, Civic Center to Ross (west)/ Santa Ana Blvd/ 5th (east), Santa Ana, Bristol, Sunflower, Avenue Of Arts, Anton, Main and MacArthur to the Airport.

The 16 station alignment is 60% street level, 40% elevated with an 1100 foot underground segment along Avenue of the Arts. The proposed technology envisions a dual mode vehicle capable of using an overhead contact system at street level and third rail operations on elevated sections. The Rail operating division would be located on 15 acres in Santa Ana near TDASA.

The Fleet Plan establishes a replacement schedule for the existing bus fleet and programs expansion buses.

In 1999 **OCTA** received two hybrid electric buses (New Flyer model H40LF – 5419 and 5420). Both units were recently upgraded with a parallel drive system.

Experience with the 232 LNG bus fleet (NABI model 040.09 – 2101-2161, 2201-2299 and 2301-2372) has shown that LNG technology is still developmental and lacks industry support.

The **OCTA** fleet now includes 107 active buses due for surplus with the number increasing to 165 by 2006. Because of emissions regulations, purchases must be powered by alternative fuel engines. Regulations will tighten through 2010 when CARB will require 15% of bus purchases be zero emissions vehicles (ZEV), likely all electric or fuel cell buses. However, zero emission technology does not exist in a production bus today.

OMNITRANS is currently testing three buses (New Flyer model H40LF – 0045—0047) using hybrid electric drive systems powered by a Ford gasoline V10 engine *(WT 11/02).* The bus is CARB certified and meets AQMD requirements for alternate fuel. **LONG BEACH TRANSIT** has ordered 27 gasoline hybrid buses (New Flyer H40LF) for delivery later this year.

OCTA staff believes gasoline hybrid technology using off-the-shelf components with proven technology merits testing as a potential platform for future bus purchases.

The adopted plan allows immediate purchase of up to ten hybrid electric buses and 425 new (325 replacement and 100 expansion) buses by 2010. They would include 10 hybrids, 25 mid size, 46 intercity, a large number of standard 40-footers and possibly articulated buses.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: January 4th brought both service and fare changes to the "Mile High City".



Discount Cash, 10-Ride Ticketbook and Monthly Pass prices were established for seniors, disabled and students — generally half of the regular fares.

Regular Cash fares on Local and Limited, call-n-Ride, Circulators and Longmont local are $1.25, Express is $2.75 and Regional is $3.75.

The City of Lone Tree voted to join the **RTD** service area last November and three fixed routes, along with LONE TREE call-n-RIDE, were established.

Line 26X is new and travels between I-25 & Broadway Station and Skyridge Medical Center in Ridgegate via I-25, Orchard, Yosemite, Caley, Yosemite, Arapahoe, I-25, County Line Rd, Yosemite and Park Meadows to Skyridge Medical Center. Weekday service will operate 15 minutely in rush hours, half hourly at other times. Saturday will be half hourly and Sunday hourly.

Line 402Ltd was extended from Littleton/Mineral Station on Santa Fe, Highlands Ranch, University to Quebec/ Lincoln and then east to the Meridian Business Park.

NEW Line 473 operates from Denver Tech Center Transfer Station along Ulster, Prentice, DTC Blvd, Yosemite, Caley, Yosemite, Alton Court, Chester and Park Meadows to Skyridge Medical Center.

The Nine Mile park-n-Ride branch of Line 153 was discontinued and the southern terminal moved farther south via Chambers Rd, Parker Road and Arapahoe to Arapahoe Crossing Shopping Center. In addition, several rush hour trips were extended to offer service between Arapahoe Crossing and the Town of Parker.

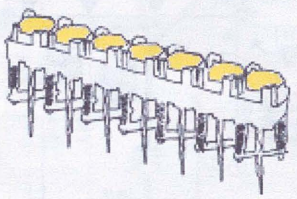
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SIGNS OF THE TIMES
"How The Flip-Dot Technology Works"

The dot is made up of a plastic disc with yellow fluorescent tape on one side and dull black on the other side. The plastic disc has two shanks that stick into a plastic frame so that the disc can be turned freely 180°. Inside the plastic disc there is a small permanent magnet. Using the magnet, it is possible to turn the dot and to get it to remain in the correct position.

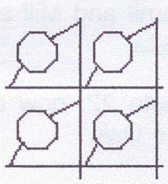
To turn the dot and hold it in position, an electromagnet is used. The electromagnet consists of a U-shaped iron core and a wound copper wire. Two properties are utilized. First, the direction of the magnetic field is changed by sending a short current pulse (350 mA for 1 ms) through the electromagnet. This turns the dot. Next, the iron core's residual magnetization allows it to retain its magnetism without current. This keeps the dot in the correct position.



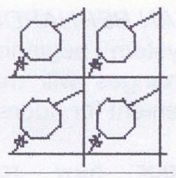
The electromagnet is fixed in a plastic frame and both ends of the copper wire are joined to two legs, the tops of which are fixed to the plastic frame and the bottoms of which can be fixed to a PCB. There is a permanent magnet on the bottom of the plastic frame, under the actual dot. This magnet controls the electromagnet's magnetic field. The dots are fitted seven in a row - in a so-called "strip".

The strip is fitted together in a matrix by soldering it onto a PCB. Each dot can be turned individually. For this reason there are traces leading to each individual dot (actually through each individual electromagnet). On the PCB, there are traces for each row and column. There are also electronic switches that turn the current on and off for each row and column. They are grouped together in capsules, which each contain 28 switches. One such capsule constitutes an electronic circuit and is called a drive circuit.

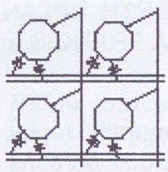
However, selecting the row and column that the current is to flow through is not enough, you must also ensure that the current only flows through those dots that shall turn over and does not take unsuitable routes and travel all over the PCB.



If you have connected the current now to one of the columns and one of the rows, the current would still be capable of making its way through each of the dots. The direction of the current must be limited, so that it cannot go backwards through the dots. This is done with diodes. (Note! Vertical and horizontal traces are on different levels.)



Now you will be able to turn just one dot, but only in one direction. In order for the current to also run in the other direction through the dot, there must be one more diode per dot as well as the relevant wiring route (see picture).



In other words, each dot has two diodes that are also soldered to the PCB.

Since the height of the sign never exceeds 28 dots, two drive circuits are sufficient for all rows. Longitudinally, there is one drive circuit for each group of 28 columns that is started. For this reason, the PCBs are not longer than 28 dots. Longer signs consist of several cards that are held together electrically and mechanically.

A circuit board, called a drive card, is fitted in each sign. The drive card is a simple computer that computes which dots that are to be turned and, with that, the switches that are to be turned on and off. The drive card receives information from the control unit about what is to be displayed on the sign and where it is to be placed. The drive card contains a memory circuit where the fonts are stored. The small, simple computer compiles the information, makes sure that enough current is generated, and forwards the information to the matrix card and the electronic switches (drive circuits) that are located there.

Signs do not always look the same, nor do they give the same information. Therefore each drive card is assigned its own address so that it only listens to the information being sent to the sign in question.

The fluorescent tape makes the dots very easy to see in daylight. But in the dark they must be illuminated from the front. For this reason, they are lit by fluorescent tubes at the bottom or the newer ones with light emitting diodes (LEDs) in each dot.

The control unit contains the information that the driver can choose to display on the signs. It is a simple computer that contains a memory circuit with the messages that the driver can choose from, and a processor in which the computer program that controls the control unit is stored.

On the display, the driver can see the information that will be displayed on the signs. Once the driver has made a selection, the information will be sent to the signs via the voltage/signal cables.

(Continued on page 8)

(Continued from page 7)

OMNITRANS
(OT)

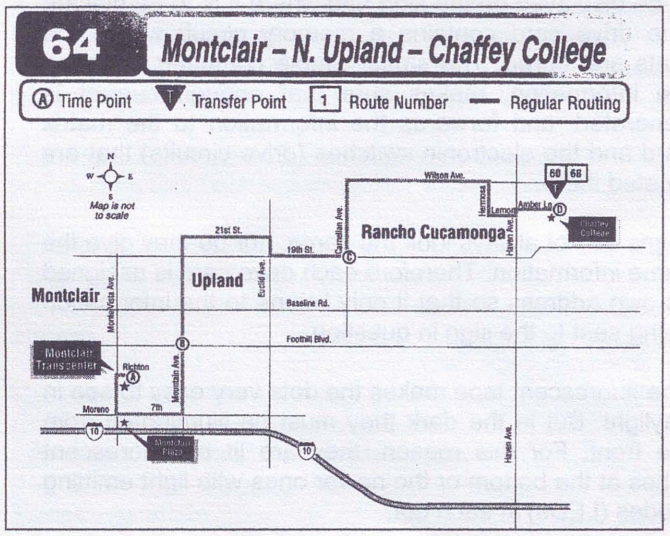
SAN BERNARDINO: OT made significant changes to its system beginning Monday, January 5, 2004. The changes will make service more effective and convenient for riders. .

Four new routes were inaugurated — 28-SOUTHRIDGE-SLOVER AVE, 64-MONTCLAIR-NORTH UPLAND-CHAFFEY COLLEGE, 75-ONTARIO VIA FRANCIS and 140-FONTANA-CHAFFEY.

Portions of 28 were formerly part of 71 while 140 generally replaced the former 67. New service areas include portions of south Ontario and Baseline between Cherry and Euclid.

Route 28: Connects Kaiser Hospital to South Fontana on Slover and Mulberry on weekdays only.

Route 64 serves the growing communities of northwest Upland and Rancho Cucamonga, Route 64 will operate hourly, providing a link between Chaffey College and Upland commuters and shoppers with commute times in the morning and afternoon.



Route 75 serves areas south of the Ontario Airport, between the Ontario TransCenter and Ontario Mills, and operates on weekdays during peak commute times in the morning and afternoon.

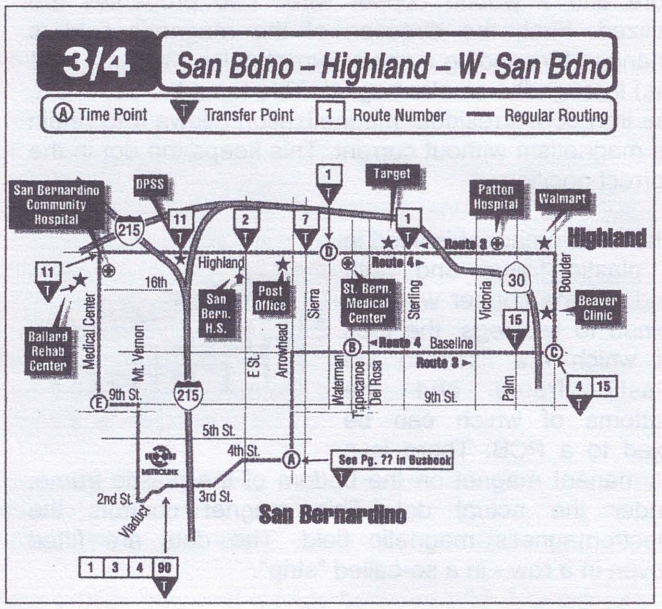
Route 140 was developed specifically for students and offers direct "study service" between the Fontana Meltrolink station and Chaffey College once each morning and again in the afternoon.

The following routes were not affected by the service changes - but schedule times may have been slightly modified: 2, 7, 9, 10, 14, 19, 20, 61, 66, 90 and 202.

Two lines were discontinued (72-CHINO HILLS and 200-GRAND TERRACE-LOMA LINDA along with the Cedar segment of the 29. The 6 and 11 were merged as were the 12 and 15.

Route 1 now operates 15-minute service between the Arrowhead Medical Center and downtown San Bernardino, then continue north half-hourly to Del Rosa.

Routes 3 and 4 now travel the same route in two directions; Route 3 will operate counter-clockwise, and Route 4 will operate in a clockwise direction (see map).



Route 5: Has been adjusted to serve Cal State via Gilbert, Pacific and Del Rosa; 3'd St. now will be served by Route 8.

Route 8 was adjusted between the San Bernardino TransCenter and Mentone, with service added to include Pharaoh's Amusement Park and Citrus Plaza north of 1-10.

Route 11 was modified to cover a portion of old Route 6 between Highland & California and Cal State. Route 11's terminal loop also has been adjusted.

Route 15 was upgraded to provide half-hourly service, and will operate in Route 12's service area between San Bernardino and Redlands. The route no longer serves Eucalyptus and Rancho, but continues straight along Merrill and Mill and was also extended to serve Citrus Plaza.

Route 22: now offers service every fifteen minutes to Live Oak.

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Route 29 was condensed and re-routed to serve Bloomington and Kaiser Hospital traveling on Valley to Cedar, serving a loop that includes Slover, Locust and Spruce before returning to Cedar. The City of Rialto no longer will be serviced and the 71 will now serve Jurupa and Sierra.

Route 60 was rerouted to link the Ontario Convention Center with Chaffey College, the new Rancho Cucamonga Town Center, and Ontario Mills. This route also provides service to the Rancho Cucamonga Metrolink Station and runs hourly seven days a week.

Route 62 provides service between Montclair and Ontario hourly, and between Ontario and Chino half - hourly. Service on Euclid has been extended to Chino; the north Euclid portion of the route will be served by Routes 64 & 67.

Route 63 was adjusted at its southern end to serve the Chino Civic Center via Mountain and Walnut.

Route 65 still divides at Central and Chino, with Route 65A operating along the existing route and completing a loop between Ramona and Chino Hills Parkway along Los Serranos and Soquel Canyon. Route 65B will continue south on Central to Edison, ending with a loop between Chino Hills Parkway and Ramona along Peyton and Valle Vista to serve a portion of the former Route 72's service area. Routes combined provide half-hourly service to the Chino Hills Marketplace.

Route 67 was rerouted from Arrow to serve Baseline between the Ontario and Fontana TransCenters hourly; the route no longer will serve Chaffey College (see the NEW Route 140 for service to Chaffey).

Route 68 was extended south to the Chino Civic Center on Ramona, Riverside and Central and no longer travels to the Indian Hill Blvd area.

Route 70 has been condensed, rerouted and now offers hourly service between the Ontario TransCenter and Ontario Mills. It also serves the Ontario Colony High School, but no longer serves Montclair Plaza or the area north of the Mills; see Routes 60, 62, and 71, respectively, for service to those areas.

Route 71 was condensed and re-routed to serve both Jurupa east of Cherry and Sierra to the Fontana TransCenter with service on Slover covered by 28.

REDLANDS TROLLEY—BLUE LINE now travels north on Orange to Brockton, then east to the University.

The introductory TROLLEY fare was set to expire o January 1st and the regular $1.15 fare applied. The staff recommended increasing the intro fare to 50 cents now and to the full fare next September.

Also on January 1st, a one year pilot project was started that will allow Day and Monthly Passes to be used on OMNI LINK service in Chino Hills, Grand Terrace/South Colton and Yucaipa to help develop and increase patronage.

Schedule Changes at a Glance

Please use the following chart as a quick guide to significant schedule changes in the new Omnitrans Bus Book. Schedule changes effective Monday 1/5/04.

Route	Schedule Change	Map
1	All	Yes
3/4	All	Yes
5	All	Yes
6	- Eliminated See Route 11	
8	All	Yes
11	All	Yes
12	- Eliminated See Route 15	
15	All	Yes
22	All	Yes
28	NEW	
29	All	Yes
60	All	Yes
62	All	Yes
63	All	Yes
64	NEW	
65	All	Yes
67	All	Yes
68	All	Yes
70	All	Yes
71	All	Yes
72	- Eliminated See Route 65	
75	NEW	
140	NEW	
200	- Eliminated	
Trolley Lines	All	Yes

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STUDY: OMNITRANS FUELING STATIONS SAFE

OT began using cleaner burning compressed natural gas (CNG) to fuel its buses in 1997 in an effort to improve air quality. In 1998, they installed a CNG fueling station at the San Bernardino operations and maintenance facility.

Subsequent health concerns from the neighbors prompted legislation (SB 197) requiring **OT** conduct and fund a health assessment study on all of the fueling facilities (a new odorless liquefied CNG fueling station became operational in San Bernardino in 2002).

Komex H20 Science conducted the study; below is a summary of the results. For further information, or to read the full report, please visit www.omnitrans.org.

KEY FINDINGS:

- Self-reported health status in each community has not been adversely impacted by the presence of Omnitrans fueling facilities.
- Actual emissions from the Omnitrans facilities are well within risk management guidelines set by regulatory agencies such as EPA, Cal-EPA, California Department of Toxic Substances Control and the South Coast Air Quality Management District.
- Mobile emission sources (local vehicular traffic) beyond the fueling station pose a greater health risk to community members than fueling station emissions.
- Health symptoms reported at Ramona-Alessandro Elementary School (located adjacent to the Fifth St. fueling station) cannot be attributed to fueling station emissions. A comparison of school nurse logs from Ramona-Alessandro Elementary and John Thompson Elementary School (located 6 miles away from the station) showed comparable incidence of health symptoms associated with poor air quality (headaches, nausea, spontaneous vomiting). Incidents of bloody noses were slightly higher at RamonaAlessandro.
- Multiple air samplings by multiple organizations have failed to confirm continuing releases of natural gas or identify anything outside the normal range for air quality in the Los Angeles basin.
- Odor complaints generated after removal of the odorized system in April 2002 appear to be related to quarterly pump outs of waste water sumps at the Omnitrans facility.

Over the last two months, **OT** placed 22 new New Flyer C40LF buses (0151-0172) into service, based at West Valley Division and primarily assigned to 61-POMONA-FONTANA VIA HOLT and 66-MONTCLAIR-FONTANA VIA FOOTHILL.

These buses are the first 22 of an order of 45 buses purchased under an existing contract between NFI and **PIERCE TRANSIT** in Tacoma, Washington. The other order is due at the end of this year.

An equal number of 1639-1683 series TMC T80206 diesel buses were retired.

GOVERNOR'S PROPOSED FY 04/05 BUDGET AND ITS IMPACT ON TRANSPORTATION

Governor Schwarzengger's proposed FY 04/05 budget, if passed in its current format, contains significant cutbacks to California's transportation infrastructure.

The $1.127 billion Proposition 42 transfer from the General Fund to the state Traffic Congestion Relief Program (TCRP) would be suspended amid plans to eliminate TCRP. This would impact up to 181 projects throughout the state originally guaranteed through 2008.

Proposition 42, approved by voters in 2002, was designed to use dedicated funds from the sales tax on gasoline, approximately $ 1 billion annually, to improve highways, local roads and mass transit.

The Los Angeles Metropolitan area and San Francisco Bay areas (most people, most congestion, most projects) would be the most heavily impacted.

Impacted projects could include **CALTRAIN's** Baby Bullet trains between San Jose and San Francisco, **MUNI's** Third Street light rail extension to the Bayview area, the extension of **BART** to San Jose, widening of Highway 101 in Marin County including HOV lanes and the San Fernando Valley Rapidway.

The Governor is asking the Legislature to vote to postpone indefinitely the $9.95 billion bond measure to build a high speed rail line between San Francisco and Los Angeles. The bond would also affect about $1 billion for local transit service.

The proposal would divert $143 million from the Public Transportation Account which provides vital operating and capital funding to local transit agencies.

The proposed funding for State Transit Assistance is $101.42 million, a decrease of $56.8 million.

The Southern California region is working toward a goal of reducing air pollution by 2010. The region has been gradually getting off track from that plan as the budget cuts of the last year hit and will be considered in a state of "non conformity" by this June if nothing changes.

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NORWALK TRANSIT SYSTEM

Norwalk, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
7036	Orion	01.502	D6459598	1983	
7041	Orion	01.502	D6754815	1984	
7043-7051	Nova Bus	T70606	VR832613-621	1997	
7052	Gillig	G18D102N4	T1070000	1996	Ex demonstrator
7053-7056	Gillig	G18D102N4	W1070356-359	1998	
7057-7064	Gillig	G18D102N4	X1070982-989	1999	
7065-7066	Gillig	G18B102N4	11072765, 764	2001	
7067-7070	Gillig	G18D102N4	21073564-567	2002	

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If the region gets out of conformity, nearly $8 billion in federal funds for transportation funding over the next six years would stop. At that time, only those projects which most directly improve air quality would be funded and then for only one more year.

Although some of the projects may be able to be funded through other sources, representatives of the Governor defended the budget as necessary to turn around the state's economic crisis.

WESTERN CONTRA COSTA TRANSIT AUTHORITY (WEST CAT)

PINOLE: January 15th brought changes to the Saturday schedule on Route 15 as the service in the Viewpointe and Coral neighborhood was discontinued affecting nine bus stops. The revised Route 15 alignment now travels along Willow Avenue from Willow & Interstate 80 to Willow & Viewpointe.

General Public DIAL-A-RIDE is still available on Saturday.

Earlier this month a public hearing was held to receive testimony on plans to expand current Express Bus service. The new service, to be called JPX/30Z would provide greater regional accessibility for current users of Routes JX and 30Z-MARTINEZ LINK, but it would require some changes to the current alignment of the 30Z within the City of Martinez.

REGIONAL MEASURE 2 ON MARCH 2004 BALLOT

Bay Area voters will decide in March whether they want to authorize the largest investment in regional transportation in over 15 years that would help pay for, among other projects, seismic retrofitting of **BART's** Transbay tube, a new Transbay Terminal, a downtown San Francisco extension of **CALTRAIN,** new ferry service from the East Bay and Peninsula and a fourth bore for the Caldecott Tunnel (Highway 24 to Contra Costa County).

A positive vote would increase state owned toll bridge (all but the independently owned and operated Golden Gate Bridge) fees by one dollar to $3.00 beginning this July 1.

Regional Measure 2 needs only to be approved by a simple majority of voters in Alameda, Contra Costa, Solano, Marin, San Francisco, San Mateo and Santa Clara Counties to become effective.

Unlike its predecessor, Measure 2 devotes most of its money to transit projects, which its critics call an unfair cash grab that takes money from motorists. 12 percent of Bay Area residents use transit for commuting purposes.

In addition to the projects already mentioned, $135 million would go to pay for track and station improvements to allow commuter rail over the Dumbarton Bridge and an automated rail connection between the Oakland Airport and BART/Coliseum Station. Regional express bus services would be implemented or expanded on the Bay, San Mateo, Dumbarton, Richmond-San Rafael, Carquinez, Benicia-Martinez and Antioch Bridge corridors. This would include purchase of buses, improved access to bus lanes and expansion of area park and ride lots.

BART would be extended from the Pittsburg/Bay Point Station to Byron, in eastern Contra Costa County.

MTA LIBRARY

ONE GATEWAY PLAZA
15TH FLOOR
LOS ANGELES, CA 90012

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Regional Transit	2101-2105	Ford/ElDo	Econ/Aerotech/YHB93123, 20, 11, 19, 24	2001	
	2106-2107	Ford/ElDo	Econ/Aerotech/YHB68691, 88799	2001	
	2201-2205	Ford/Goshen	Econ/Coach/2HB76049, 58, 45, 61, 53	2002	
	2206-2210	Ford/Goshen	Econ/Coach/2HB76044, 42, 43, 50, 59	2002	
The Bus (HI)	854-868	Gillig	C29D102N4/31111693, 679-692	2003	
Vallejo Transit Lines	BL7-BL37	MCI	D4500/3P055607-637	10/02	
	BL38	MCI	D4500/3P055639	10/02	
Los Angeles County MTA	8000	NABI	45C.03/3A140718	2003	
-USED-					
All City Charter	unnumb	New Flyer	D60/KU013375	04/89	1
	9501	New Flyer	D60/LU013612	1990	2
	439-440	Gillig	401026V92T/K1082577-578	02/89	3
Goodall's Chtr Bus (SDCTS)	6915	MCI	102C3/PP045505	07/93	4
-DISPOSITIONS-					
Capital Metro (TX)	1105, 1120	Gillig	40102TB6V92/G1081337, 352	05/86	5
	1619-1620	Gillig	3096TB6V92/G1081531-532	11/86	5
	1703-1776	Gillig	35102TB6V92/see below	1989	6

-NOTES-

1. Ex AC Transit 1825.
2. Ex SAMTRANS, same number.
3. Ex Torrance Transit System, same numbers.
4. Ex AVBI/VISTA, same number.
5. To Kent State University Campus Bus Service (OH) 9647, 9747, 8829, 8929.
6. Buses 1703, 1704, 1711, 1717, 1735, 1736, 1738, 1747, 1750, 1752, 1753, 1765, 1766, 1775, 1776.
   VINs K1082913, 914, 921, 927, 945, 946, 948, 957, 960, 962, 963, 975, 976, 985, 986.
   Kent State 7339, 7439, 7139, 7539, 7639, 7039, 7739, 7839, 7239, 7939, 6039, 6339, 6939, 6539, 6639.

SAN BENITO COUNTY TRANSIT recently took delivery of two new Bluebird XCEL 102s, likely Model 2910.

ISLAND TRANSIT, on Whidbey Island in Washington, has issued an RFP to purchase eight, wheelchair accessible cutaways.

LINK TRANSIT, of Wenatchee, WA, is the lead agency in a consortium planning to purchase seventy 30-foot, low floor diesel buses.



Santa Monica's 3829, a New Flyer D40LF, was painted up for Christmas. The theme was "It's lovely weather for a bus ride together with you!" Russ Jones photo



Sacramento RT's 2404 is one of eight buses specially painted for Route 50E. Alan Fong photo