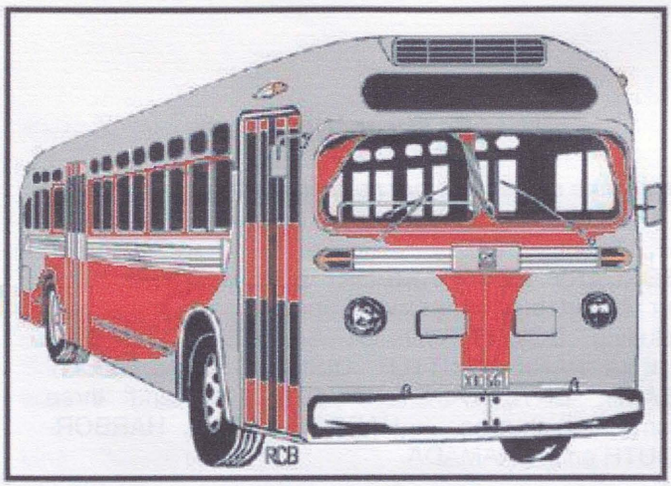


Western Transit

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VOL. 42, NO. 2 **February 2004**

**CITY OF PHOENIX TRANSIT SYSTEM/
VALLEY METRO
(COPTS/VM)**

PHOENIX, AZ: Last July 14th the first two *RAPID* routes commenced operations — I-10 EAST/AHWATUKEE FOOTHILLS and SR-51/NORTH PHOENIX while January 12th saw the start up of two more, I-10 WEST/ WEST PHOENIX and I-17/NORTHWEST PHOENIX.

I-10 WEST replaced former Express 561 while I-17 replaced former Expresses 580 and 591.



RAPID is designed as a commuter bus service to/from downtown Phoenix operating on weekdays during rush hours using a fleet of 56 45-foot NABI Compo Buses. *(Ed. Note – these are model 45C-LFW and expected to be numbered 7101-7156).* The program is funded through a 4/10ths of a cent sales tax for transit improvements, approved by Phoenix voters. While service is limited to routes within Phoenix, anyone may ride the buses.

RAPID fares are $1.75 per trip payable in cash, bus pass, tickets or tokens. Passengers transferring from local lines are charged an additional 50 cents. Service generally has a few pick up points in outlying areas, most attached to park and ride lots, the buses then travel on area freeways, including HOV lanes, and then travel through downtown Phoenix ending at 17th Avenue in the State Capitol area.

RAPID lines do not have route numbers, at least for the public. However, from the ".pdf" file names of the timetables, 400 is SR-51 RAPID, 450 is I-10 EAST, 460 is I-10 WEST and 480 is I-17.

Scheduled to begin later this year is CENTRAL-SOUTH MOUNTAIN RAPID. This will be the first line to travel exclusively on city streets operating on Central as far south as Baseline Road.

Other January changes included the discontinuation of YELLOW LINE and extending 7 LIMITED to begin/end at Van Buren and 5th Street.

Two new community circulators also started – GLENDALE URBAN SHUTTLE III (GUS III) and the SCOTTSDALE TROLLEY.

GUS III is a one directional loop operating on weekdays between 800AM and 500PM charging a 25 cent fare. *(Ed. Note – timetables do not show trip times, but this is likely on a 30 minute headway).*

With a fleet of motorized replica trolleys, ST operates a fare free service between mid November and the end of May. Service runs between 1100AM-600PM Monday through Saturday (extended to 900PM on Thursday).

GRAND AVENUE LIMITED was added operating four weekday morning Phoenix bound trips and four Glendale/Peoria bound trips in the afternoon.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

SUPERSHUTTLE SAN FRANCISCO, INC. to extend PSC-1298 to include service between Bay Area airports and point in Solano, Napa, Marin, San Mateo, Santa Clara, Santa Cruz, Monterey, Fresno Counties.

Husam M. Saadi dba SAM'S EXPRESS INC. for TCP-16780-A with home terminal in Fountain Valley.

Lola Sprowl dba GAIL'S LUCKY BUS CHARTER for TCP-16942-B with home terminal in Barstow.

Application of *GREAT AMERICAN STAGELINE, INC.* to sell and *SANTA BARBARA AIRBUS* to buy operating authority of PSC-962 (Ventura County and Conejo Valley points to/from LAX).

ANTELOPE VALLEY BUS, INC and AIRPORT BUS OF BAKERSFIELD to transfer operating authority in PSCs 639 and 1166 to *CUSA CC, LLC dba ANTELOPE VALLEY BUS and AIRPORT BUS OF BAKERSFIELD.*

DECISIONS

SOGO BUS COMPANY, LLC granted PSC between points in San Diego, Orange, Los Angeles, Santa Clara, Alameda and San Francisco Counties, establish door-to-door shuttle between points in Los Angeles County and LAX, ONT, Los Angeles/Long Beach Harbors and establish a ZORF.

"PAGES FROM THE PAST"

(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)

FEBRUARY 1999 – AIRPORT BUS, in addition to its four Airport bus routes, was operating several others including DOWNTOWN LA SHUTTLE, ANAHEIM-BUENA PARK SHUTTLE, DISNEYLAND-NEWPORT BEACH, ENTERTAINMENT EXPRESS and three Disneyland shuttles — HARBOR-NORTH, HARBOR-SOUTH and R-RAMADA.

FEBRUARY 1994 – Five new **MTA** small bus lines, 545 and 621-624, developed by the Corporate Transit Partnership and operated as BDOF lines with a fleet of 17 Econoline/Aerotechs (9850-9866), began operation.

FEBRUARY 1989 – LOUNGE CAR TOURS began operating what turned out to be the short lived BUENA PARK-ANAHEIM-ORANGE COUNTY AIRPORT route after lawsuits were filed by **GROUND SYSTEMS, INC.** challenging **LCT's** operating authority.

FEBRUARY 1984 – Following the loss of suburban area service contracts to the new **CCCTA** and to DAVE operating **TRI DELTA TRANSIT** and expecting to lose the **BART** Express Bus contract, **AC TRANSIT** was deciding how best to organize and utilize resources to operate economically in outlying communities.

FEBRUARY 1979 – SAN FRANCISCO MUNICIPAL RAILWAY implemented its new "No Pay-No Move" policy to capture about $1 million in lost annual revenue as about five per cent of **MUNI** customers simply refused to pay their fares.

WTS NEWS

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Western Transit's 40 Year Article Index is *now available for $10.00 (includes shipping) — order from WT Business Address. Make checks payable to EDMUND BUCKLEY.*

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(Continued from page 1)

CITIZENS AREA TRANSIT (CAT)

LAS VEGAS, NV: The voters approval of Question 10 on the November 2002 ballot and passage of Senate Bill 237 by the Nevada legislature has given **CAT's** parent, the Regional Transportation Commission of Southern Nevada, financial resources to begin restoring some of the services reduced last year.

Line 302-STRIP EXPRESS was reinstated last September. It operates daily between 1035AM and 1155PM, every 20 minutes before noon and every 15 minutes thereafter. From the Downtown Transportation Center, buses travel Stewart, Las Vegas Blvd South (Strip), George Crockett Road and Gilespie to the new South Strip Transfer Terminal.

Changes were also made on 109-MARYLAND PKWY, 112-DESERT INN-LAMB, 212-SUNSET-BOULDER HWY, 405-NORTHWEST CIRCULATOR, 807–BRONZE LINE (FLAMINGO) and 808-CORAL LINE (CHARLESTON).

The South Strip Transfer Terminal (SSTT) opened for business last fall. The facility is capable of handling over 385 bus departures and up to 7000 passengers each day. It is a stop over point for passengers and includes a customer service counter, food, gaming, private shuttle services and charter carriers from Pahrump and Primm, Nevada.

The METROPOLITAN AREA EXPRESS (MAX), the state of the art rapid transit system using the new articulated Civis vehicle, is testing with an anticipated opening of mid March. The buses will travel in their own lane on Las Vegas Blvd North along the alignment of 113-LAS VEGAS BL. NORTH, third heaviest **CAT** line.

PUBLIC RURAL RIDE (PRIDE)

CARSON CITY, NV: Douglas County has joined Carson City, Carson Area Metropolitan Planning Organization and Regional Transportation Commission of Washoe County as a sponsor and funding agency of **PRIDE** and in December the **CARSON CITY-RENO** route was extended (all weekday trips) southward from the Old Wal Mart store in Carson City via Clearview, Highway 395 to Carson Valley Plaza, looping Topsy Lane, Vista Grande and Old Clear Creek Road to Highway 395.

The fares remained the same as did the weekday only service during extended peak hours (four morning and five afternoon round trips).

FOOTHILL TRANSIT (FT)

WEST COVINA: February 1st saw expansion of **FT** into Orange County, inauguration of a new express line and discontinuation of another, both related to the loss of the park and ride lot adjacent to the Puente Hills Mall.

FT Line 285-PUENTE HILLS MALL-LA HABRA is a replacement for the now discontinued **MTA** Line 471-PUENTE HILLS-BREA MALL.

From Puente Hills Mall, the bus travels via Azusa, Gale, Colima, Whittier, Beach to La Habra, looping via La Habra, Idaho, Lambert and Beach.

Hourly service (two buses) is operated between 500AM (600AM on weekends) and 1100PM and the 285 is based at Pomona Division (**FIRST TRANSIT**). First day buses were new Orion Vs F1300 and F1330.

As Line 495-DIAMOND BAR-PUENTE HILLS MALL-LA was discontinued, 493-PHILLIPS RANCH-DIAMOND BAR-LA was rerouted from Golden Springs onto Diamond Bar Blvd to serve Diamond Bar PNR.

NEW Line 497-DIAMOND BAR-INDUSTRY PNR-LA was inaugurated and serves Diamond Bar and the new City of Industry PNR at the Industry City Hall. From Diamond Bar, the 497 runs via 57 Frwy, 60 Frwy, Hacienda Blvd to Stafford (PNR) returning to 60 Frwy, 605 Frwy and 10 Frwy to downtown Los Angeles.

Both lines operate westbound in the morning and eastbound in the afternoon charging Express 5 fares

Lines 187/189-CLAREMONT-MONTCLAIR-PASADENA were both rerouted to directly serve the **MTA** GOLD LINE's Sierra Madre Villa Station by traveling along San Gabriel, Foothill and Rosemead.

FT buses have been rerouted from Cal Poly Pomona campus and now travel along Campus Drive. The school believes the buses would disrupt construction of a parking structure near the former bus terminal.

The order of 51 CNG powered Orion V buses *(WT 9/02, 12/02)* have arrived and are being placed into service from the Pomona Division. Numbered F1300-F1350, they have been observed on 285-PUENTE HILLS-LA HABRA, 486–POMONA-AMAR ROAD-EL MONTE-LA and 492-MONTCLAIR-ARROW HWY-ARCADIA-LA.

The buses have 41 dark gray Freedman fiberglass seats with padded inserts, 2 wheelchair stations, front door Lift-U wheelchair lift, Stop Requested signs and electronic headsigns.

(Continued on page 4)

(Continued from page 3)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: February 1st also brought the **MTA** Winter Shake Up (delayed from late December by the ATU work stoppage of last fall). One new *RAPID BUS* began (710-CRENSHAW) as did two new Limited Stop lines (312-LA BREA and 358-SLAUSON) while three were discontinued – 250-BOYLE AVE, 253-EUCLID-EVERGREEN and 471-PUENTE HILLS-BREA MALL.

Lines 312 and 358 operate over the same alignment as their local line equivalents while 710 operates between Vine & Hollywood and South Bay Galleria via Argyle, Selma, Vine/Rossmore, Wilshire, Crenshaw, Redondo Beach, Hawthorne Blvd and 177th.

Line 710 celebrated three firsts — first RAPID that runs weekdays only, first RAPID from Division 18 and the first RAPID to use other than NABI low floor buses.

Twenty two 5300-5522 series New Flyer C40LFs were repainted in the new silver and red RAPID colors and assigned to Line 710. These include 5301, 5302, 5303, 5305, 5306, 5365, 5366, 5385, 5386, 5502, 5503, 5504, 5513, 5514 and 5515.

Buses operating along Crenshaw will benefit from the first signal priority system implemented outside the City of Los Angeles. In addition to **MTA** and LADOT, this project includes Inglewood and Los Angeles County.

Several other lines were altered — 18-WHITTIER BL-WEST 6TH was shortened and rerouted to operate via 6th, Oxford and Wilshire to Western. 26-WEST 7TH-VIRGIL-FRANKLIN was shortened to operate as far as Vine & Hollywood. 121-IMPERIAL HWY-NORWALK was discontinued east of Norwalk GREEN LINE Station to Metrolink Station while 124-EL SEGUNDO BLVD was discontinued between Imperial/Wilmington Station and Compton. 127-COMPTON BLVD was dropped west of Compton Transit Center and 207/357-WESTERN was discontinued east of Harbor/I-105 Station. 340-HAWTHORNE BLVD LIMITED was rerouted to begin/end at 7th & Maple. 720-WILSHIRE-WHITTIER RAPID was shortened from Montebello Metrolink to Whittier & Goodrich (Commerce Center).

Alternate trips on 42-LA-KING BL-WESTCHESTER-LAX were rerouted via Slauson and La Cienega bypassing La Tijera Blvd (and resident complaints). Service on 620-BOYLE HEIGHTS SHUTTLE now begins at 600AM as partial replacement for the loss of the 250 and 253.

Starting March 1st, the next phase of the RAPID BUS program, peak-period bus-only lanes, will begin for a six month demonstration on both sides of Wilshire between Federal and the Santa Monica city line at Centinela during weekday rush hours. All buses on the street will be allowed to use the lanes and autos will only be allowed to enter the lanes to make right turns at intersections or turn into off street parking lots.

The 13-block stretch of Wilshire was deemed suitable for the project as it currently has curbside parking and meters. During peak hours, cars have been parking there and traffic does not have use of the lanes. During the midday, parking will continue to be allowed.

Both bus operators (members of United Transportation Union) and the **MTA** Board approved the new 3-year operator labor contract which includes wage (2.5% on both 7/1/04 and 7/1/05) and benefit increases.

The **MTA** Board recently voted 7-2, with 1 abstention and 3 members not in attendance, to file a limited appeal to the latest order of Special Master Donald Bliss in the consent decree bus service issue.

Bliss ordered purchase of 145 new buses and addition of a certain level of added bus service. **MTA** believes that through more efficient scheduling of its buses, it can provide the service with fewer units than 145 and that new buses are not needed as the fleet is one of the youngest in this country.

In one of its other tasks, as a funding pass-through agency, the **MTA** Board recently approved submitting an application to the Federal Transit Administration for $1.9 million in federal funds for eight 2003 Job Access and Reverse Commute (JARC) Competitive Grants.

A Job Access project is directed at implementing new or expanded transportation, designed to transport welfare recipients and low income individuals to and from jobs and other employment related support services.

A Reverse Commute project is designed to expand transportation for the general public from urban, suburban and rural areas to suburban work areas.

The programs include — **LONG BEACH TRANSIT** Route 171 Villages At Cabrillo extension, **CARSON CIRCUIT** Blue Line Off Peak Shuttle, two Los Angeles County Department of Public Works programs - South Whittier Shuttle and Avocado Heights/Bassett Shuttle, **MTA/SANTA CLARITA TRANSIT** San Fernando-Santa Clarita Reverse Commute, City of Calabasas Fixed Route with Flexible Stops Shuttle, The Salvation Army's Bell Shelter Job Access Project and **SCRRA's** Hand-Throw Crossover at Lancaster Station.

(Continued on page 5)

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ANTELOPE VALLEY TRANSIT AUTHORITY (AVTA)

LANCASTER: The Palmdale Transit Facility relocated to 15th Street West near Avenue O-8 at the west side of Antelope Valley Mall on December 13th. *(Ed. Note – the transfer point had been on Trade Center Drive south of Technology, about a mile away, since last September when it was moved from inside the AV Mall at the request of mall management who did not appreciate the buses on property – WT 11/03).*

The City of Palmdale turned the street corner into a waiting area that included benches, shelters, sidewalks and landscaping.

Route 1-LANCASTER-PALMDALE was rerouted to operate along Palmdale Blvd between 10th East and 10th West and the transfer point between 1, 2-10TH EAST-EAST PALMDALE and 3-10TH EAST-AVENUE R was moved to 10th East near the Senior Center.

ALL WEST COACHLINES, INC.
CUSA AWC, LLC dba ALL WEST COACH LINES (AWC)

SACRAMENTO: Beginning with December 15th, **AWC** changed schedules on its SACRAMENTO-RENO route to offer three schedules Sunday thru Thursday with four schedules on Friday and Saturday with no Sunday evening schedule after December 14.

In Sacramento, the Downtown Vagabond at 3rd & J was replaced by Eppies Restaurant – Midtown at 30th & N (one block from **RT** headquarters) as the pick up point.

The cost of a trip will remain at $24.00 this year.

REGIONAL TRANSIT (RT)

SACRAMENTO: Changes, in addition to new 50E, took place on January 4 including NEW Neighborhood Ride Route 47–MEADOWVIEW-FLORIN MALL and 53-ELK GROVE LOCAL and peak hour 89-GATEWAY OAKS-SACRAMENTO.

Route 7–MEADOWVIEW EXPRESS (MACK) was rerouted onto Florin, South Land Park, 43rd Ave and I-5 (formerly served by Route 65).

Route 47 travels from 25th & Florin via 25th, 24th, Meadowview, Brookfield, Franklin, El Mango, G Parkway, Casseli, Franklin, Florin and 65th. Weekday buses operate hourly 600AM-630PM while Saturday trips run hourly 800AM-600PM.

The NEW 53 travels between Elk Grove and Laguna on Scholl St, Locust, Derr, Elk Grove Blvd, Elk Grove-Florin, Bond, Laguna Blvd, Haussman, Vaux, Peets, Renwick, Laguna Main St, Laguna Blvd, Harbor Point and Maritime Dr. Service operates hourly leaving Laguna and Elk Grove hourly between 600AM-600PM.

Selected trips on Route 88 no longer travel on West El Camino, Gateway Oaks and Weald to Gateway Oaks and were replaced by NEW Route 89 running between downtown (9th & K) and Gateway Oaks & Weald Way.

A number of NEW routes numbered in the 200 series were started, designed to alleviate overcrowding on portions of **RT** lines and replace the former school trippers, which had been determined by the FTA to be more like school bus routes and less like transit routes.

ELK GROVE TRANSIT (EGT)

ELK GROVE: Elk Grove is a small city in southern Sacramento County, incorporated in July 2000, whose transit service has been provided by **RT** through an intercity service agreement that expires this June.

The city issued an RFP to select a contract operator to provide transit, the initial system to replicate the current **RT** system with a series of three local routes (**RT** 53, 56 and 65 using 5 buses) and five peak hour commute routes (**RT** 52, 57, 59, 60 and 66 with 15 buses).

The contractor is to provide the operating site and fleet of buses. The city intends to purchase the vehicles from the vendor or owner during the life of the five year contract, subject to funding availability.

Local service buses should be new, between 22 and 30 feet in length, accessible and outfitted with electronic headsigns and mechanical fareboxes.

Commute buses can be new or refurbished, at least 35 feet in length and may be transit style, suburban or intercity, also with lifts, electronic headsigns and mechanical farebox.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: **GGT** Special Event bus and ferry fares were increased February 1st as part of the program to reduce costs and increase revenues.

Larkspur-Candlestick Park Bus is now $16. Santa Rosa-Candlestick Bus is $20 while Sonoma-Candlestick Bus is now $22. Ferry service between Larkspur and SBC Park (Baseball) is now $13. Only round trip fares are sold.

(Continued on page 6)

(Continued from page 5)

NEW FLYER INDUSTRIES, LTD.

KPS Special Situations Fund recently announced the sale of NFIL Holdings, Inc. to Transit Holdings, Inc., a company formed by Harvest Partners Fund, a leading New York based multinational private equity firm specializing in middle market investments.

In March 2002, KPS invested $28 million of equity in New Flyer for a controlling interest in the firm. This investment was the catalyst for a financial and operating restructuring that involved the support of the company's banks, the Province of Manitoba, the Communications Workers of America, the Canadian Autoworkers Union and the company's key suppliers.

New Flyer is headquartered in Winnipeg, Manitoba and has two additional production facilities in Crookston and St. Cloud, Minnesota. It is the largest manufacturer of transit buses in North America.

Late in 2003, NFI announced two large orders – 235 New Flyer DE60LFs (diesel-electric hybrids) in a combined order from **KING COUNTY METRO** (213) and **SOUND TRANSIT** (22) in Washington and 228 trolley buses for **GREATER VANCOUVER TRANSPORTATION AUTHORITY (TRANSLINK)** in British Columbia. The order includes 188 40-foot and 40 60-foot buses.

The **KING COUNTY METRO** units will replace the large fleet of Breda dual mode buses.

MILLENNIUM TRANSIT SERVICES, LLC

ROSWELL, NM: Following months of planning, negotiations and even a failed contract, MTS is now open for business.

Final papers for sale of the former NovaBUS plant from the Volvo Bus Corporation were signed January 26th.

Located in the Roswell Industrial Air Center, sale of the plant was expected several weeks earlier. However, when a contract to build buses for a property in Puerto Rico was cancelled, MTS' financial investors – City of Roswell, State of New Mexico and Pioneer Bank – said they needed more security that the company would be a success before committing money.

MTS' three business partners started talking with former NovaBUS customers about giving them repeat business and several indicated definite interest. The interest was such that the New Mexico investors felt comfortable with their participation. Now that the firm actually owns a plant, they can begin to manufacture. The first buses are scheduled for late spring and early summer.

GREATER VANCOUVER TRANSPORTATION AUTHORITY (TRANSLINK)

VANCOUVER, BC: Following three years of planning, a $119 million (Canadian) contract was awarded by **GVTA** to a consortium made up of New Flyer Industries of Winnipeg and Kiepe Elektrik of Germany.

Contract award followed an intensive evaluation process in which the New Flyer/Kiepe proposal was judged against an offer from Neoplan Corporation of Colorado and Skoda Electric of the Czech Republic.

The proposals were rated on product acceptability (technical performance, quality assurance, product support), price (total cost), schedule credibility (management, assumptions, past performance) and financial stability/risks/price (total life cycle costs, technical reputation, risk mitigation).

New Flyer/Kiepe received 65 points of a possible 100 while Neoplan/Skoda received 47 points.

The buses to be purchased include 188 standard 40-foot low floor and 40 articulated 60-foot low floor buses. Deliveries of the buses, which will replace the current fleet of Flyer standard floor 40-foot trolley coaches, will begin in 2005 and conclude in 2007.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The City Council has authorized awarding **FIRST TRANSIT, INC.** a new 5-year contract for continuing operation of DASH/DOWNTOWN LOS ANGELES, CITY HALL SHUTTLE, BUNKER HILL TROLLEY and DASH/VENICE *(WT 5/03, 10/03).*

They also approved further extension (to 03/26/04) of the **CONNEX TCT** contract for DASH Package 1 covering the Mid City area, the **FIRST TRANSIT, INC.** contract for DASH Package 2 in the Hollywood and Northeast areas and with **COACH USA TRANSIT SERVICES** for DASH Package 3 covering the San Fernando Valley.

An RFP has been issued for continued operation of the CITYRIDE (Dial-A-Ride) program that is divided into three service areas which cover the entire City of Los Angeles. CITYRIDE includes demand response curb-to-curb service and two semi fixed routes (service routes) for eligible seniors and persons with disabilities.

(Continued on page 7)

SOUNDTRANSIT

Seattle, Washington



FLEET NOS.	BUILDER	MODEL	VIN NOS.	YEAR	NOTES
801-827	Orion	05.501	R6031981-2081 mixed	1994	1
5019-5021	Breda	ADPB350	JPBCF020-022	1990	2
5194-5210	Breda	ADPB350	JPBCF195-211	1991	2
9000-9069	Gillig	C21D102N4	—	1999	
9070-9089	Gillig	C21D102N4	—	2001	
9400-9419	New Flyer	C40LF	1U022720-739	2001	
9500-9524	New Flyer	D60LF	XU019629-653	1999	
9525-9536	New Flyer	D60LF	YU021470-481	2000	
901-906	EMD	F59PH-I	986902-01—06	12/99	
907-911	EMD	F59PH-I	006200-01—06	12/01	

-NOTES-

1) Ex Pierce Transit, same numbers. 2) Ex King County Metro, same numbers.

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SIGNS OF THE TIMES—"Luminator's L.I.D.S."

The Information Display System With Touch Control

For half a century, the Luminator Division of Gulton Industries, Inc. has led the way in the specialized field of transportation lighting. The introduction of L.I.D.S. (Luminator Information Display System) was a major breakthrough in destination sign technology.



Luminator's L.I.D.S. control console incorporated highly reliable pressure sensitive membrane switches, with a vacuum fluorescent readout on the console for verifying entry. The control console contained no moving parts...thumbwheels were eliminated. Driver's could pre-select two separate destinations which could be independently activated by simply touching a button.

The control console was available with memory capacities of 1,000, 2,000, 4,000 or 8,000 lines. The system would accept 16k, 32k, 64k or 128k EPROMS.

All of the major electronics, including the EPROMS, were easily accessible in the control console. There were also fewer components. Only seven wire-board assemblies were required for front and side sign systems. The power supply was designed to operate on both 12 and 24 volt electrical systems, thus eliminating the need for separate power supplies.



The sign dots were biased toward the curb and upward to catch the maximum amount of ambient light, thus creating a higher contrast ratio and increasing legibility up close and at a distance. The writing speed of 0.2 seconds average provided more time for reading. Front and rear characters were 4.1" high, side sign characters were 2.7" high.



As many as eight different signs could be controlled simultaneously from a single control console. Public Relations messages were selected and displayed at the touch of a button.



Rear route number signs were also available in three or four alphanumeric characters.

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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-					
LADOT	02045-02067	ElDo Natl	EZ Rider/—	2002	1
CitiFare (NV)	605	Neoplan	AN460LF/2L013213	06/02	
Omnitrans	0151-0172	New Flyer	C40LF/3U025791-812	2003	
Sacramento RT	2401-2404	Orion	07.501/26700177-178, 183-184	04/03	2
	2405-2408	Orion	07.501/26700193-196	04/03	2
-USED-					
CosmoStar (San Francisco)	4701	MCI	102D3/SP047174	02/95	3
All City Lines	439-440	Gillig	40102TB6V92T/K1082577-578	1989	4
	1826	New Flyer	D60/KU013376	06/89	
	9501	New Flyer	D60/LU013612	1990	6
-DISPOSITIONS-					
Omnitrans	601	TMC	T70206/KR826743	1989	7
	1644-1680	TMC	T80206/see below	1992	8

-NOTES-

1. Assigned to MV Transportation for DASH/Pico Union-Echo Park, El Sereno-City Terrace and Boyle Heights.
2. Special livery for Route 50E (E=Enhanced Bus Service)
3. Ex Charter One Service (San Francisco) 7858.
4. Ex Torrance Transit System, same numbers.
5. Ex AC Transit, same number.
6. Ex SAMTRANS, same number.
7. For auction at Nationwide Auction Systems – was the last 35 foot bus on the property, last used on IEC contract.
8. Buses 1644-1646, 1648, 1650, 1652, 1654-1659, 1661-1663, 1665, 1667-1669, 1671-1672, 1676-1677, 1679-1680 — VINs NR828941-943, 945, 947, 949, 951-956, 958-960, 962, 964-966, 968-969, 973-974, 976-977. At Nationwide for auction.

The Regional Transportation Authority of Southern Nevada has issued two RFPs – one for 30 40-foot, diesel powered, low floor, double deck transit buses and the second for 15 60-foot, low floor articulated transit buses with an option for an additional 15.

MERCED COUNTY TRANSIT is advertising for one, 35-foot low floor CNG powered bus with options for up to 49 more over 5 years.

LADOT is soliciting interest from manufacturers for an upcoming RFP for 30-foot, low floor, alternative fueled transit buses.



MTA 9985 (former Foothill F736) at Terminal 28. It is being leased by First Transit as a replacement as engines are being changed out on other buses.



LADOT EZ-Rider 99053 near Hollywood and Vine in a special "Trolley" wrap.

Both photos by Andrew Novak