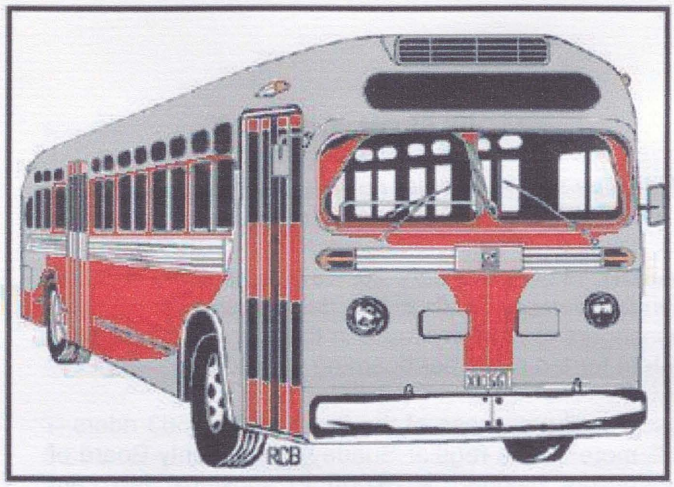


Western Transit

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VOL. 42, NO. 3 **March 2004**

METROPOLITAN TRANSIT DEVELOPMENT BOARD
METROPOLITAN TRANSIT SYSTEM
(MTS)

SAN DIEGO: On December 1st portions of the Rural Bus System were restructured to begin implementation of the transit studies, originally funded by **SAN DIEGO COUNTY TRANSIT SYSTEM** *(WT 3/02),* with the next round of changes made as part of the February 1st service change.

December brought the NEW 888-ALPINE-JACUMBA, 889-ALPINE-EL CAJON and 894-CAMPO-EL CAJON-LA MESA.

888 operates only between the Alpine Creek Shopping Center and Jacumba with two weekday and one weekend full length round trips and two daily round trips between Alpine and Pine Valley.

889 operates between the El Cajon Transit Center and Alpine Creek Shopping Center (generally along the former 888 alignment) with five weekday and three weekend round trips.

894 offers four weekday and two weekend round trips between Grossmont Center and Morena Village.

February brought more changes. Replacing former 878 and 879 are Northeast Rural routes 891, 892, 893 and NEW 867-LA MESA-RAMONA. As well, direct service to Escondido is no longer offered. Routes for Southeast Rural are 888 and 894 plus NEW 889 between Alpine and El Cajon.

867 operates between Grossmont Transit Center and Ramona via Grossmont Center Dr, I-8, Main, Marshall, Broadway, CA Highway 67 and Main St to K Mart Park & Ride (Ramona Station). Six round trips are offered on weekdays with three on weekends.

891, 891A, 892, 892A and 893 each run one day per week between Ramona **(NCTD** connections) and small communities in northeast San Diego County.

All of these lines are operated by LAIDLAW TRANSIT SERVICES – RAMONA *(WT 10/03)* with a fleet of eight 2000 model El Dorado National one door RE-32s, 201--208, and 16 passenger Econoline/Aerotechs, 209-216.

Other changes took place February 1st on **SAN DIEGO TRANSIT** and **MTDB CONTRACT SERVICES** lines —

4-LOMITA VILLAGE now operates only between Lomita Village and 12th & Imperial Station on weekends. Riders to/from downtown need to transfer there.

Daily trips after 700PM on 11-KENSINGTON-SKYLINE HILLS now operate via I-15, I-8 and Fairmount between Adams Avenue and Montezuma Road bypassing the Kensington neighborhood.

Almost all service on 34-LA JOLLA was discontinued between downtown and Old Town Transit Center. Seven days a week morning northbound trips depart 9th & C (507, 545, 615 and 656AM on weekdays and 507, 551 and 709AM on weekends) while three late evening southbound trips leave Old Town and arrive downtown at 1008PM, 1106PM and 106AM.

Midday service on 853-RANCHO SAN DIEGO SHUTTLE and the alternate route of 874-EL CAJON EASTSIDE SHUTTLE to Greenfield were discontinued.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Charles Stanley dba MORONGO BASIN AIRPORT TRANSPORT for PSC between 29 Palms Marine Base, 29 Palms, Joshua Tree, Yucca Valley, Morongo Valley, Desert Hot Springs, San Bernardino Greyhound, on one hand, and Ontario Airport, Los Angeles Union Station, Greyhound Station and LAX, on the other hand.

SOUTH AND EAST AIRPORTER for PSC between points in Alameda, Santa Clara, San Mateo Counties and Bay Area airports and to establish ZORF.

Igor Skoro dba AAA AIRPORT ONE-STOP SHUTTLE for authority to transfer PSC 14147 to *Balbir Rana dba BAYEX AIRPORTER.*

Karin Osmanyan dba BEST WAY TRANSPORTATION SERVICE for PSC between points in Ventura, Los Angeles, Orange, Riverside and San Bernardino Counties and Southern California area airports.

KING'S TOUR LLC for TCP 17225-A with home terminal in San Francisco.

GALAXY LIMOUSINE SERVICE, LLC for TCP 17242-B with home terminal in Santa Ana.

Ruben Villa Estrada dba VILLA EXPRESS for TCP 17257-B with home terminal in Fresno.

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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)

MARCH 1974 – January 20, 1974 was designated as "Sunday Sample Day", a one day experiment to allow passengers to ride anywhere in the four county **SCRTD** system for ten cents per boarding with no transfers.

Based on the success of the first day (229,563 riders – 81% more than a regular Sunday), the County Board of Supervisors pledged $575,000 to subsidize ten cent Sundays thru 06/30/74. January 27 was a repeat of the 20th. Beginning February 3, the program was to be confined to Los Angeles County unless the others chose to subsidize. Between February 10 and March 3, Orange County put up money. Subsidized fares for the Munis were also proposed.

Beginning 04/01/74, the County Board approved a three month experimental 25-cent county wide fare including a ten-cent transfer charge. For the first time, transfers were exchanged between the agencies in Los Angeles County. Funding came from $9.65 million in federal revenue sharing funds and motor vehicle (in lieu) taxes.

RTD placed back into service all remaining 2300s (GMC TDH-4801s), the 15 remaining 6500s (TDH-4801s), 2504 (TDH-3714), II 6500 (TDH-4510) and II 6599 (TDH-5103). **RTD** was also looking for additional buses. Atlanta and Fort Worth looked most promising.

(Ed. Note – 30 years ago, tax support for transit beyond limited capital funding was just starting. "Local Control" and "seamless" had not yet been created. The first fuel shortages were about to happen).

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
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REPORTERS & SOURCES:	David Davenport Alan Fong Marvin Martin Andrew Novak Scott Page Warren F. Quon Josh Wishoff

(Continued from page 1)
All weekend trips on 903-NORTH ISLAND-SAN DIEGO between 900AM and 500PM were discontinued.

The MTS Board approved a new paint scheme for the system's 889 buses, a design described by some as a bold departure from industry standards. The colors are red-on-white with an oblique, sunlike image in the middle of the bus. The 122 LRVs will remain solid red.

The new colors will first appear on the 47 NABIs (41 for **SDTC** and 6 for **MTDB CONTRACT**) programmed for delivery in spring 2005. Existing members of the fleet will remain in their current colors, but they should start sporting new **MTS** logos soon. Based on projected bus replacement schedules, one half of the fleet could be replaced within the next five years. 11 Siemens low-floor Light Rail Vehicles are also on order.

The **MTS** system has nine operating locations – two for **SAN DIEGO TRANSIT CORP** including Imperial Avenue Division at 16th & Imperial, home to the **SDT** administrative offices and 162 standard and articulated buses and Kearny Mesa Division, open on weekdays and home to 113 standard and articulated buses.

The South Bay Maintenance Facility, located on Main Street in Chula Vista, opened in 1992 is operated by ATC/VANCOM for the **MTDB CONTRACT SERVICES** routes. 126 standard and mid size buses are based here. The East County Bus Maintenance Facility on Vernon Way in El Cajon is run by LAIDLAW TRANSIT SERVICES on former **COUNTY TRANSIT SYSTEM** routes. Presently serving 61 diesel buses, plans call for 130 including paratransit and Rural buses.

The **NATIONAL CITY TRANSIT** yard is near the 8th St/ National City TROLLEY Station and is home to the **NCT** fleet of 16 diesel low floor New Flyers. **CHULA VISTA TRANSIT** recently opened the new (city) Maxwell Maintenance Facility on Maxwell Road near I-805/Otay Valley Road and is home to the **CVT** 37 vehicle fleet.

LAIDLAW TRANSIT SERVICES operates the Ramona garage for the RURAL BUS program and another garage for the COASTER CONNECTION and central and north county paratransit programs. COAST YELLOW CAB operates a garage for Contract Routes 961-965 and southern and eastern area paratransit programs.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Recently, the MUNICIPAL TRANSPORTATION AGENCY transferred **MUNI's** Geneva Office Building and Powerhouse, adjacent to the former Geneva Division, to the Recreation and Parks Commission for recreational uses — to house an arts internship program for the youth of San Francisco.

Declared a city landmark in 1985 but severely damaged in the 1989 Loma Prieta earthquake, **MTA** has spent $345,000 on designs to make the buildings seismically stable, though not habitable, and to place a new roof on the office building. They will contribute another $865,000 in site-specific funding on construction issues.

In June 1997, **MUNI** approved a contract with Electric Transit, Inc. to buy 250 electric trolley coaches (220 standard and 30 articulated) with an option for up to 25 standard and 15 artics.

In January 2000, the option was exercised for 20 40-foot standard and 3 artics. A contract amendment was also needed, related to additional vehicle testing, manufacturing quality improvements and contract changes resulting in trolley bus prototype deliveries being extended to 2 years beyond the original schedule.

ETI's trolley bus production, bus deliveries, testing and acceptance have taken longer than anticipated. As of December 2003, ETI delivered 256 of the 273 buses with 249 conditionally accepted. ETI is also performing retrofits and implementing structural improvements and correcting fleet defects.

Another amendment for added funding and extension of time until December 2006 was recently authorized to allow vehicle consultants to perform inspection duties and provide technical support to resolve engineering and warranty issues.

Over the last two years, **MUNI** ridership has declined 7 percent (234 million annual trips to 216 million) and a series of changes (mostly lengthening headways) have been proposed for FY 04/05.

Lines 1-CALIFORNIA, 5-FULTON, 9-SAN BRUNO, 9X-SAN BRUNO EXPRESS, 14-MISSION, 15-THIRD, 21-HAYES, 38-GEARY, 41-UNION and F-MARKET would see reductions. *(Ed. Note – an example is Line 14 whose peak headways would change from 5 to 6 minutes while midday would slip from 6 to 7 1/2).*

Two extra buses would be added to 29-SUNSET to improve on time performance and some structural changes elsewhere in the system are proposed.

Lines 2-CLEMENT, 3-JACKSON and 4-SUTTER would be changed in some way. One proposal would combine 2 and 4 while another would shorten the 4 at Presidio and 12-FOLSOM would be extended from Jackson and Fillmore via Jackson and Presidio to Geary.

(Continued on page 4)

(Continued from page 3)

Owl service on 5-FULTON would be dropped. Some service hours currently on 7-HAIGHT would be reallocated to 71/71L-HAIGHT-NOREIGA *(Ed. Note – peak period headways would improve from 10 to 7 minutely, midday would go from 12 to 10).*

66-QUINTARA is proposed to operate between 9th/ Judah and 30th/Vicente at all hours while the Caltrain extension on 16AX/BX-NOREIGA EXPRESS would be dropped. 26-VALENCIA and 54-FELTON would be changed, 33-STANYAN would be dropped south of 16th and Potrero. Afternoon trips on Line 82X-CALTRAIN-PRESIDIO EXPRESS would be discontinued as funding from the Presidio Trust will no longer be available.

MONTEREY SALINAS TRANSIT (MST)

MONTEREY: **MST** issued an RFP for operation of any or all of two service models — Model A including **MST** RIDES ADA and Special Transport (ST) and Model B that includes 7 fixed routes and Dial-A-Rides. These are seasonal Line 22-BIG SUR and The WAVE (*WATERFRONT AREA VISITORS EXPRESS),* all year 3-SKYLINE DART, 8-SEASIDE-DEL REY OAKS DART, 24-CARMEL VALLEY-CARMEL RANCHO, 25-MONTEREY-GILROY CALTRAIN and 26-SALINAS-GILROY CALTRAIN.

The successful proposer (s) would be awarded a five year contract starting in September 2004 with two, 2-year extensions possible.

Salinas based **PRO TRANSPORTATION SERVICES, INC.** has operated RIDES since 1996 using 24 **MST** owned accessible cutaways and vans. They also subcontract with five locally owned taxi companies to provide curb to curb paratransit. ST is non-ADA locally funded transportation serving limited areas within unincorporated regions of Monterey County.

From a Seaside yard, **LAIDLAW TRANSIT SERVICES** operates the fixed routes – 3, 8, 22 and 24 since 1999, 25 and 26 since their start up in 2001 and the WAVE starting last year. 11 **MST** owned Ford/Aerotechs and 4 Optima (Chance) trolleys are utilized.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)

SANTA CRUZ: **METRO** is coordinating efforts by **CAPITOL CORRIDOR JOINT POWERS AUTHORITY, VALLEY TRANSPORTATION AUTHORITY,** CALTRANS and themselves to execute a Memorandum Of Understanding to allow the consolidation of the **VTA/ METRO** HIGHWAY 17 EXPRESS and **AMBUS** Route 22-SAN JOSE-SANTA CRUZ.

Current plans call for an April 26th inauguration of the consolidated service, to be operated all day every day by **METRO** using a fleet of 11 new Orion V buses with suburban style interiors, charging a $4 one way fare. All current fare media would continue to be honored.

The program will eliminate current service duplication, yet offer all day service between San Jose and downtown Santa Cruz and on six major holidays in a manner affordable to the sponsoring agencies.

The 1989 Loma Prieta earthquake destroyed **METRO's** state of the art maintenance and operations facility in Watsonville and the agency has been struggling ever since. Operations were scattered to seven different locations, the major one at a converted food processing plant in Harvey West Park, and the search for funding and a new location began.

The proposed MetroBase facility underwent an extensive site selection process completed in 1995 and determined the preferred site should be a Westside location. However, the project's neighbors voiced their concerns at public hearings in 2000 and the **METRO** Board re-examined the location and decided not to locate there. Since then, it was decided to develop the site at Harvey West. Construction will soon begin.

The Americans With Disabilities Act (ADA) requires that complementary paratransit be available for those who cannot access fixed route buses. **METRO** contracts with local social service provider **COMMUNITY BRIDGES** for its "PARACRUZ" service in a contract extending through June 2005. Last November, **CB** requested an additional $450,000 in revenue from **METRO** for this contract due to unseen increases in costs – primarily workers compensation and insurance costs.

The **METRO** Board then directed staff to investigate options for direct operation, continued contracting (perhaps with another provider) and blended (or (brokerage) option where the agency performs the call center/reservations and customer service components and contracts for service delivery and maintenance.

United Transportation Union Local 23 (one of **METRO's** two unions, Service Employees International Union the other) also represents **CB** van operators, schedulers and call center employees. Both unions support the transition to **METRO.** Staff identified several cost and operational issues that would need to be addressed, in particular, fringe benefits and pension costs.

The Board authorized the General Manager to contact **CB** regarding potential contract modifications including possible termination, request expressions of interest

(Continued on page 5)

(Continued from page 4)
from potential vendors, enter into negotiations with UTU Local 23 and authorize staff to continue to develop a plan to provide the co-mingling of trips compliant with ADA requirements.

ELK GROVE TRANSIT (EGT)

ELK GROVE: Four private firms expressed interest in the RFP to provide local and commute service for **EGT** *(WT 2/04).* City officials have narrowed the competition to two (unnamed) companies.

Current provider **REGIONAL TRANSIT** did not bid. **RT** General Manager Beverly Scott commented, "I would never recommend to my board that we get into bidding for what I call core service. Our business is to make sure the transit system all knits together".

RT and city officials had been meeting for several weeks to discuss their often tense relations. Mid month, they announced a six month extension (to January 1, 2005) to the current service agreement and that the city will be the first in the region to participate in an expanded partnership and an alternative business model for transit in the region.

The accord covers four issues – the city acknowledges **RT's** role in providing regional service while continuing to fund its share of regional costs, Elk Grove will retain responsibility for local service, Elk Grove will become a member of **RT** and the two entities will cooperate through transfer and operational agreements to provide seamless transit services.

Sacramento Area Council of Governments Executive Director Martin Tuttle had pressed not only for an extension, but an agreement to keep **RT** buses in Elk Grove as adding another transit provider will make it more difficult to plan trips as riders face different phone numbers, schedules and web sites. *(Ed. Note – this issue has arisen in several communities in the past few years as desire for local control often overshadows the regional nature of public transit).*

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: The **RT** Board voted 5-2 to extend the service contract with Elk Grove until the end of the year, when the city will switch to a private contractor.

Board Member and County Supervisor Roger Dickinson was the most vocal over the city dropping **RT**. He noted that one condition of Elk Grove incorporating was that the city would join **RT.**

History was made on March 18 as 1990 model diesel powered Gillig Phantom 9045 was assigned to Block 3602. Following its pull in, except for cutaways 2101-2107 (diesel) and 2201-2210 (gasoline), **RT** became an all alternative fuel (CNG) bus fleet.

The FOLSOM LIGHT RAIL LINE will be extended east from Mather Field Road to Rancho Cordova this June 13th, providing service to the Sunrise Boulevard, Olson Drive and Zinfandel Drive stations.

Construction of the extension of the line to the City of Folsom has begun and revenue operations are expected to begin in about another year.

RT is currently negotiating with Amalgamated Transit Union Local 256, representing bus and light rail operators, to replace an agreement that expired February 29th, but has been temporarily extended.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Public hearings have been conducted on changes proposed for Lines 36-BANNING-YUCAIPA and 41 – MEAD VALLEY LOCAL.

The 36 would run between Beaumont and Calimesa as now and then travel to Redlands over one of two routings – County Line Rd, Interstate 10 and Orange St to the Redlands Mall or via 5th, Yucaipa Blvd, I-10 and Orange. Line 41 would change from a community circulator into a Mead Valley-Perris bus — Community Center via Rider, Clark, Cajalco Road/Expressway/ Ramona Expressway, Evans Road and Lasselle to JFK Drive passing the RCC Moreno Valley campus.

RTA recently issued an RFP for proposals to manage and operate most of the current small bus, fixed route service as a turnkey operation. A single contract is to be awarded for an initial term of two years, beginning July 1, 2004, with three one-year options.

Bus routes included are 3-CORONA-NORCO, 7-LAKE ELSINORE EAST, 8-LAKE ELSINORE WEST, 23-TEMECULA-MURRIETA, 24-TEMECULA LOCAL, 30-PERRIS LOCAL, 31-HEMET-BANNING, 32-HEMET-SAN JACINTO, 33-HEMET LADYBUG SHUTTLE, 35-MORENO VALLEY-MALL-BANNING, 36-BANNING-YUCAIPA, 38-PEDLEY-RCC/NORCO, 40-MENIFEE-LAKE ELSINORE, 41-MEAD VALLEY, 42-ESTUDILLO EXPRESS, 43-MADISON STREET SHUTTLE and 50-JURY TROLLEY SERVICE.

While **RTA** will provide the fleet of 34 cutaways and 3 motorized trolleys, the successful contractor will need to provide the operating facility.

(Continued on page 6)

(Continued from page 5)
Today, McDonald Transit dba TRANSITWAYS operates Lines 3, 38, 43 and 50 with a fleet of 5 cutaways (545 and 22-09—22-12) and 6 trolleys (No. 10 – No. 15) from the **CORONA CRUISER** yard. TRANSPORTATION CONCEPTS, INC. operates the rest of the service with a fleet of 29 cutaways from **RTA's** Hemet Division, which location will no longer be available.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: **VVTA** General Manager Kevin Kane was recently promoted to a Senior Vice President position with McDonald Transit Associates, responsible for MDT contracts in this area (**VVTA,** TRANSITWAYS at **RTA** and **NATIONAL CITY TRANSIT)** and for business development in California. He will continue to serve at **VVTA.**

Route 106-BARSTOW COLLEGE operated January 31 in conjunction with the Homeless Care Faire "Caring & Sharing 2004" *(WT 12/03).* ATC/VANCOM operated the line using Neoplan AN-345A 1003 and transported 83 passengers on two northbound from Victorville trips (645AM and 845AM) and two southbound from Barstow trips at 1100AM and 100PM.

Despite continuing increases in ridership and a 6 month extension of reduced fares because of the Mojave Desert Air Quality District grant *(WT 12/03)*, there are concerns over the financial viability of the *VICTOR VALLEY COMMUTER* as the program recently passed the half-way point of its 3-year CMAQ grant while expending two-thirds of the allocated funding.

A number of options have been considered – using some of the federal money from Section 5307 grants, looking for non fare revenue sources, reducing service levels or discontinuing the program. For political reasons, use of local funds for *VVC* is not expected.

VVTA has worked with employers in San Bernardino on the employer subsidy program without much success (a majority of Rancho Cucamonga riders transfer to/from **METROLINK** for Los Angeles area destinations).

Certain trips carry most of the riders and requests to serve Cal State-San Bernardino continue. Current plans presume reductions, likely in July, keeping one morning and two afternoon round trips on both the RANCHO CUCAMONGA and SAN BERNARDINO routes. This would require using four of the five Neoplans. Reverse Commute trips would continue (also serving Bear Valley Park & Ride per the January changes) and the SAN BERNARDINO route would stop at Cal State.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: **FIRST TRANSIT, INC.** was awarded new contracts for DASH packages 1 (Mid City areas), 2 (Hollywood and Northeast) and 3 (San Fernando Valley) *(WT 10/03, 2/04)* to become effective March 26.

On January 3rd peak hour Line 575-SIMI VALLEY-WARNER CENTER was rerouted in several places and now operates from Sinaloa and Los Angeles via Los Angeles, 1st, Cochran, Stearns, Highway 118, De Soto, Vanowen, Owensmouth, Victory, Canoga Burbank, De Soto and Warner Center to Burbank.

DASH/SOUTHEAST was extended slightly in the vicinity of the Harbor Transitway 37th Street Station via Hope, 35th, Grand and 37th (new terminal) February 4. DASH-KING EAST was also rescheduled to have its terminals at 37th and Grand.



LADOT is temporarily postponing proposed cancellation of Line 430-PACIFIC PALISADES-SUNSET BLVD-LOS ANGELES as the Department revises its public hearing process to be used for major service reductions. There will be a future hearing to consider dropping the line.

An RFP has been issued for continued operation of the CITYRIDE (Dial-A-Ride) program which includes three DAR service areas (1-SAN FERNANDO VALLEY, 2-CENTRAL, 3-SOUTHWEST/SOUTHEAST/HARBOR) and two semi fixed routes in Area 2– PARK LA BREA CIRCULATOR and VIA MIRASOL CONNECTOR.

A fleet of 73 cutaways, Econoline/Aerotechs 01001-01015 and 58 new (2004) model Econoline/Aerotechs, all powered by gasoline, will comprise the fleet.

Current contracts are held by **CONNEX WEST** for Areas 1 and 2 from their Van Nuys yard on Sepulveda and by **WATTS LABOR COMMUNITY ACTION COMMITTEE** for Area 3 from their yard on East 111th.

SIGNS OF THE TIMES "Luminator's MAX"



Have you met "MAX"?

In 1984 Luminator introduced the MAX sign system. The MAX's were larger and brighter offering better readability both day and night. Some of the MAX's features were:

- Improved sign lighting and advanced electronic technology.

(Continued on page 7)

SAN DIEGO RURAL BUS SYSTEM
El Cajon/Ramona/Julian, California

LINE	WEEKDAY		SATURDAY		SUNDAY	
	ROUND TRIPS	# OF BUSES	ROUND TRIPS	# OF BUSES	ROUND TRIPS	# OF BUSES
867 RAMONA-EL CAJON-LA MESA	6	2	3	1		
888 JACUMBA-ALPINE	6	2	3	1	3	1
889 ALPINE-EL CAJON	5	1	3	1	3	1
891 BORREGO-JULIAN-RAMONA	4	2				
891A VIA CUYAMACA-JULIAN	2	1				
892 VIA RANCHITA-LAKE HENSHAW	4	2				
892A VIA RANCHITA-OAK GROVE	2	1				
893 VIA OCOTILLO WELLS-SHELTER			2	1		
894 CAMPO-EL CAJON-LA MESA	4	1	2	1	2	1
TOTALS		**6, 8, 9**		**5**		**3**

Lines 891, 891A, 892, 892A and 893 all operate between Borrego Springs and Ramona, each on its own alignment and only one day per week.

891 operates on Thursday, 891A operates on Wednesday, 892 operates on Tuesday, 892A operates on Friday and 893 operates on Saturday using the same one or two buses.

SAN DIEGO RURAL BUS is operated by LAIDLAW TRANSIT SERVICES –RAMONA DIVISION.

(Continued from page 6)

- The 6"+ letters were easier to see and read—because the yellow surface area was up to 81% greater than the former round dots.
- Each letter was comprised of flat rectangular discs which were lighted from the bottom.
- The messages could be read at wide angles from both the street and curb sides.
- Variable width fonts were also now available to automatically adjust the spacing between the characters in accordance with both the character represented and their sequence within the display.



With MAX Luminator also introduced easier programming with the Message Transfer Unit (MTU). To program the former signs, a set of EPROMs would have to be made for each bus. The MAX signs could use either EPROMs or EEPROMs. EEPROMs are erased and rewritten on the bus...no longer was there a need to replace all of the EPROMs.

A Master Set of PROMs were programmed with the Luminator program on a computer, then inserted into the MTU. The MTU was then plugged into the control console, and the memory would be transferred in less than two minutes.

Also available were three different types of control console, a Membrane Switch console, a Thumbwheel Switch console, or a Pushbutton Switch console. All three featured a green vacuum fluorescent monitor, two destination memories, and a public relations memory. Each individual sign could display different information than the others. Memory options were 1000, 2000, 4000 or 8000 lines of memory.



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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-					
Chico Area Trnst System	031-036	Gillig	C20B102N4/31112244-249	08/03	
	101, 201, 301	Gillig	C20B102N4/11111311-313	12/01	
Dumbarton Express	160-165	Gillig	C27D102N4/21111720-725	2002	
WestCat (Pinole)	112-117	Gillig	C21D102N4/21111974-979	08/02	
South County Area Trnst	201-204	Gillig	C20B096N4/31112329, 339 ,332, 331	2003	
Yolo Transit System	724-728	Orion	07.501/26700406-410	2003	
	729-733	Orion	07.501/36700418-422	2003	
Unitrans (U. C. Davis)	4064-4067	Orion	07.501/—	2003	
-USED-					
First Transit (MTA)	9985	Gillig	4096TB6V92/K1083107	10/89	1
-DISPOSITIONS-					
America West Airlines	6-7	Flxible	45102-8-1/57611, 616	1973	2
Citizens Area Transit (NV)	251, 260	Flxible	40102-6T/CD094485, 492	1982	3
Valley Transp. Authority	8687	Flxible	40102-6C/GDO97619	1986	4
Santa Cruz MTD	8053, 57, 63	Gillig	3596TB6V92T/C1080038, 042, 048	1982	4
	8912	Gillig	4096TB6V92T/K1083070	1989	5
Santa Clarita Transit	136	GMC	T80204/DV821608	1983	3
Azteca De Oro	778-803	Van Hool	T-800, T-800-45/—	——	6

-NOTES-

1. Ex Foothill Transit F736 – leased by FIRST TRANSIT as replacement bus while engine work performed on other buses.
2. 6 (OCTD 1508) to private party in Albuquerque, 7 (OCTD 1513) to Josh Wishoff of Cathedral City.
3. To Transit Sales International in Temecula.
4. To private party in Weed, CA.
5. Originally Foothill Transit F627 – to private party in Weed, CA.
6. To ABC Bus Sales in Garden Grove, CA – buses include 778, 779, 781, 783, 786, 789, 798, 800, 801 and 803.

Optima Bus Corporation (Chance) recently delivered four 30-foot Opus buses to **CITIFARE** for Reno's "SIERRA SPIRIT".

VALLEY TRANSPORTATION AUTHORITY (San Jose) is leasing 29 used LRVs (801-850 series) to **UTAH TRANSIT AUTHORITY** and the remaining 21 units to Sacramento's **REGIONAL TRANSIT.**

THE BUS in Honolulu, HI, operated by OAHU TRANSIT SERVICES, has retired the following 700-series TMC T80206 RTS buses, related to the purchase of Gillig Phantoms 854-868 *(WT 01/04)* - 701, 704, 706, 711, 718, 725 and 726.





Top Left: SamTrans 120, a NABI 416 at the Daly City BART Station in October 2003.

Bottom Left: Golden Gate Transit 516, a New Flyer D60 in San Rafael in November 2003. Ex SamTrans 516.

Top Right: SF MUNI 5403, a Skoda/ETI 40' electric trolley bus at Phelan Loop in July 2003.

Bottom Right: SF MUNI 7103, a Skoda/ETI 60' electric trolley bus at Phelan Loop in August 2003.

All photos by Harry Peat



