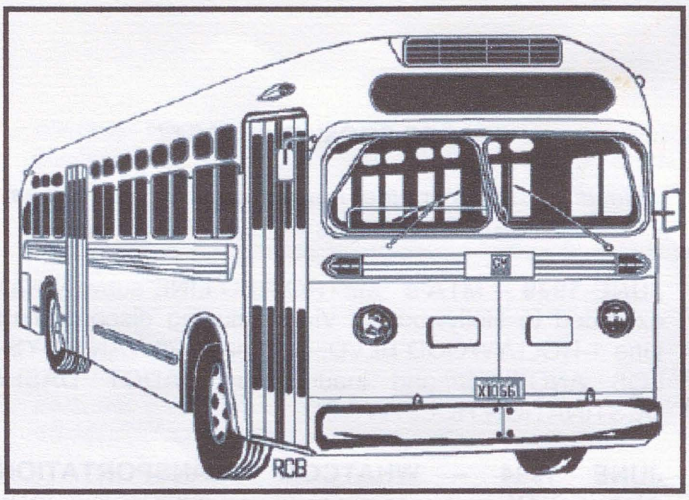


Western Transit

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VOL. 42, NO. 6 **June 2004**

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: A transit agency's Short Range Transit Plan is the document used to justify operating and capital expenditures to outside funding sources and is also normally the document that is the basis in developing each year's budget.

The **RTA** Board is expected to approve an update of their plan covering Fiscal Years 2004/05 thru 2006/07 at the June meeting.

Due to the continued uncertainty of funding at both the State and Federal levels, the proposed modifications in the Service Plan are modest.

Elements include—improve on-time operations through schedule adjustments; increase ADA Intercity service hours by fifty hours per week; reroutings on Lines 17-MORENO VALLEY, 36-BANNING-YUCAIPA, 38-NORCO-JURUPA, and 41-MEAD VALLEY; the implementation of a developer funded service in Temecula, HARVESTON SHUTTLE and restructuring of Line 3-NORCO-CORONA to operate between downtown Corona and Norco in concert with extension of **CORONA CRUISER's** RED LINE along Temescal Canyon to "The Crossings" at Cajalco Road.

Current operation of **INLAND EMPIRE CONNECTION** Line 149-RIVERSIDE-MALL OF ORANGE is part of a contract with TRANSPORTATION CONCEPTS that ends June 30th. Related to the new Memorandum of Understanding between **RTA** and ATU *(WT 5/04)*, Line 149 will become directly operated on July 1st with the same alignment, schedule and fares.

The small bus fixed route service contract, awarded to McDonald Transit Associates dba TRANSITWAYS *(WT 5/04)* now includes costs for the contractor to pay for fuel and to lease operating facilities. As this contract had not been bid for five years, there was a substantial increase in the hourly rates, along with the new costs.

Because of the uncertainty of the federal budget, transit agencies have not been permitted to submit Section 5307 grant applications and some already approved projects, such as the Automated Traveler Information System improvements at bus stops, planned for the Bus Rapid Transit (BRT) corridor have not been started.

Other improvements include maintenance equipment, facility improvements, replacement of 31 paratransit vehicles and bus stop amenities. With FTA approval, it is planned to use remaining funds from past grants to purchase three additional suburban style 32 foot buses.

Additional projects include site selection, acquisition (at Corona), design and engineering for Transit Centers. The Corona site would be adjacent to the North Main METROLINK Station while Riverside Station would likely be located on Howard between 12th and 14th, near the Riverside METROLINK Station *(WT 6/03)*.

Last December the **RTA** Board approved a Bus Rapid Transit feasibility study which recommended two bus routes starting in Fiscal Year 2005/06 on a corridor

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

ANGEL EXPRESS., INC for PSC between points in Marin, San Francisco, San Mateo, Alameda, Contra Costa Counties and Bay Area airports and ZORF.

Abbas Daryael dba AMERICAN SHUTTLE for PSC between points in Orange County and Orange County Airport and to *establish* a ZORF.

Aloysius Dimude dba TRAVELERS SHUTTLE for PSC between points in Contra Costa, Alameda, San Francisco, San Mateo Counties and Bay Area airports.

Parivash Hafezizadeh dba ATLAS TRANSPORTATION for PSC between points in Orange County and OCA.

Walter Wooden dba JIN XIN SERVICES for TCP-17636-B with home terminal in Oakland.

Hector Zepeda dba Z AND M BUS LINES for TCP-17650-B with home terminal in southeast Los Angeles.

DECISIONS

Resolution TL-19042 was issued in response to request from *BLUE & GOLD FLEET, ANGEL ISLAND-TIBURON FERRY and CATALINA FREIGHT LINE* to assess a surcharge on fares to offset significant increases in fuel costs. It allows increases up to 15% for a 180-day period.

SANTA BARBARA AIRBUS, INC. has been authorized to purchase from *GREAT AMERICAN STAGELINE, INC.* its PSC-962 authorizing airport bus operations between Santa Barbara, Ventura County points, Woodland Hills and Los Angeles International Airport.

WT'S 40 YEAR ARTICLE INDEX

With over 130 pages, it lists all articles and rosters published between August 1963 and August 2003 in *THE BOOSTER* and *WESTERN TRANSIT.* Get yours for only $10.00 including shipping.

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How To Contact Us

Edmund Buckley	ebuckley@western-transit.com
Craig Barnes	cabarnes@western-transit.com

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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)

JUNE 1999 – MTA's METRO RED LINE subway was extended to Hollywood & Vine including discontinuing Line 1-HOLLYWOOD BLVD, rerouting 420-VAN NUYS-LOS ANGELES and inaugurating **LADOT** DASH/ DESTINATION HOLLYWOOD.

JUNE 1994 – WHATCOM TRANSPORTATION AUTHORITY had recently instituted NIGHTLINE (new evening service), the MERIDIAN SHUTTLE which allowed 9A-LYNDEN and 9B-FERNDALE to be streamlined and was awaiting an order of 31 Orion Vs (30, 35 and 40 footers).

JUNE 1989 – The ATU and UTU lawsuit against the LACTC and **FOOTHILL TRANSIT** over the ability of the Commission to create a regional transit agency was ongoing. Meanwhile, **FT** approved a $5 million lease with Gillig for 30 buses (F600-F629) to be delivered as **FT** was to assume operation of **RTD** Lines 178, 185, 274, 276 and 280.

JUNE 1984 – TRAILWAYS, INC. was reducing service on various routes and laying off staff if employees did not forego salary and COLA increases. The firm claimed that since the deregulation of buses in 1982 the company had lost business to low cost competitors.

JUNE 1979 – San Diego's **MTDB** was planning to buy up to 15 former **DENVER RTD** Flxible New look buses including leasing ten to the soon-to-start **NATIONAL CITY TRANSIT.**

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Hank Fung Russ Jones
REPORTERS & SOURCES:	Eddie Anthony Paul Castillo Alan Fong Alex Lock John McKane Andrew Novak Charles Powell Warren F. Quon

Don Lewis photographed VTA 4001, the hybrid low floor Gillig pictured in the May 2004 issue. His name was inadvertently left off the credits.

(Continued from page 1)
beginning at the University of California, Riverside, operating through downtown Riverside and along the Magnolia corridor as far west as downtown Corona. The second phase, planned for implementation three years later, would run on an alignment connecting Moreno Valley and Riverside with the exact routing and stops to be determined *(Ed. Note – not too surprisingly, the planned BRT corridors cover the alignments of the two heaviest bus routes in the system, 1-MAGNOLIA and 16-MORENO VALLEY-RIVERSIDE).*

The changes on Lines 36 and 41 will take place July 4th along with the discontinuation of demonstration Line 43–MADISON STREET SHUTTLE *(WT 9/03).*

RTA staff is working with the Downtown Riverside Partnership and downtown employers to design a lunch time trolley to help with congestion in that area *(Ed. Note – the Chance trolleys were originally (1995) used on the ORANGE BLOSSOM EXPRESS that ran for several years on different alignments with several fare structures until discontinuation in 2001).*

Ridership figures on the four-route *COMMUTER LINK* program *(WT 9/03)* suggest three of the lines (204-MONTCLAIR-RIVERSIDE, 206-TEMECULA-CORONA, 208-TEMECULA-PERRIS-RIVERSIDE) are successful while 202-MURRIETA-OCEANSIDE is only attracting about 1/4 the number of passengers the others are. Informal surveys and customer comments suggest the present $4 cash fare with no passes honored deters many potential customers *(Ed. Note – the other lines charge $1 and honor **RTA** fare media).*

A six month marketing promotion of Line 202 beginning June 9th with a $1 cash fare including all passes and other discounts was authorized. The Board asked for an update after three months.

Within the SRTP is a consideration to reroute Line 202 to the Escondido Transit Center *(Ed. Note – **NCTD** connections to Oceanside are available (320) along with **SDCTS** 810 to downtown San Diego. An interagency fare agreement would likely need to be developed).*

Last January, M. V. TRANSPORTATION, INC. began operating the Intercity Paratransit program from a yard in Perris. This July, M. V. will complete the transition by assuming all other Dial-A-Ride service areas as well as the reservation, scheduling and dispatching functions.

TRANSPORTATION CONCEPTS, INC. has been the DAR provider while in-house **RTA** staff in Hemet handled the reservation and dispatch activities.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: **VVTA** evaluated its current and future facility needs as part of the planning process. Gannett Fleming, Inc., consultant for development of a facility plan, proposed possible sites *(WT 10/03)* and property in Victorville's Foxborough Redevelopment Area was selected. **VVTA** is in process of securing this site.

Currently, **VVTA** operations are divided between three locations. Administrative offices and the ATC/VANCOM garage are located in Hesperia on Santa Fe Avenue while VICTORVILLE operations are located at the city's Public Works yard on Mc Art Street and ADELANTO offices are located on Air Expressway.

CNG fueling facilities for the buses are located at the Victorville Transportation Center downtown and at the Business Center Drive facility *(Ed. Note – once expected to become the ultimate **VVTA** location).*

VVTA will not need to retain the Business Center Drive site once it relocates. However, the agency still needs to use the CNG fueling station at that site, until the new Foxborough facility is constructed.

For procedural reasons, the **VVTA** Board declared the property as surplus and no longer needed to carry out its originally intended purpose. Staff will now proceed to dispose of the property.

The proposed FY 04/05 budget will total $6,517,355, an increase of $478,232 (8%) over the current one.

Among the eight major cost centers, Yard, Fixed Route, County and Commuter are actually lower next year. The Administration cost will increase for a new staff person and the local match needed for the $112,500 SANBAG is awarding for a new productivity study. The cost split among the jurisdictions will change from 14% County and Adelanto / 24% Apple Valley, Hesperia, Victorville each to 17% / 22%.

ADA, Adelanto and Capital costs will increase. As Federal Section 5307 capital funds are expected to remain unchanged, the number of planned replacement buses (for TRE-32s 501-508) was reduced from 8 to 7.

Funds for two additional buses were redirected to ITS technology development to further the implementation of premium paratransit service as recommended in the 2001 Comprehensive Operational Analysis *(WT 6/01).*

Due to funding and ridership issues, the Victor Valley Commuter service will be reducing its schedules effective July 1, 2004. In the morning there will be only

(Continued on page 4)

(Continued from page 3)
one trip each departing the Victorville Transit Center to Rancho Cucamonga (4:38 AM) and San Bernardino (5:40 AM), each with a return trip to Victor Valley College. The afternoon trips will be adjusted to two trips each to Rancho Cucamonga and San Bernardino. One trip to Rancho Cucamonga will be departing the Park & Ride at Bear Valley & Armargosa at 3:50 PM, the other from Victor Valley College at 4:38 PM. The first to San Bernardino will be leaving Victor Valley College at 4:05 PM. The second trip to San Bernardino will be leaving the Victorville Transit Center at 6:00 PM. The afternoon schedule will be using three buses, the 3:50 PM trip to Rancho Cucamonga will turn around at the Victorville Transit Center to become the 6:00 PM trip to San Bernardino.

NORTH SAN DIEGO COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: **NCTD** held two public hearings May 20, one for comments on proposals to increase **COASTER** fares and pass prices and the other for comments on proposed August bus service changes.

Train cash fares would increase between 7 and 13% while monthly passes would rise between 10 and 12%, based on travel zone.

On the **BREEZE** bus system, Line 310-OCEANSIDE-UTC EXPRESS would include only 2 trips – 600AM SB and 400PM NB while 320-OCEANSIDE-ESCONDIDO EXPRESS would be rerouted to again serve Palomar College and be extended to North County Fair off peak and on weekends. 325 would be extended on College Blvd to Town Center North and 348/349 would be split into two 30 minute one-way loops and Brotherton area loop discontinued. 353-MISSION-BROADWAY would be extended to Rincon Road while 365 would be extended to Garden View Dr and Senior Care Center. SAN MARCOS FAST would be dropped.

Sunday headway on 313-MESA DRIVE would become every two hours, hourly service would be added to 336-VISTA CIRCULATOR and 318-OCEANSIDE BLVD improved from 90 minutes to hourly. 321-CARLSBAD LOCAL would be reduced to two hourly.

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

SAN DIEGO: **MTDB** reorganization *(WT 10/03)* is still ongoing. SANDAG is responsible for long term planning and development, but much of the planning effort is local and operationally focused and needs to be carried out by **MTDB.** CEO Paul Jablonski recently advised the Board he is discussing transfer of planners back from SANDAG. He also indicated the importance of maintaining good working relationships between the two agencies to ensure continued funding.

Also under study is combining **MTDB, SAN DIEGO TRANSIT CORP.** and **SAN DIEGO TROLLEY** into one. There are two major obstacles – the varying pension plans and the impact of Federal Railroad Regulations. There may be ways to deal with the federal issues and a definitive answer on the pension issue (can different pension plans coexist) is expected soon.

In mid May, the **MTDB** Board authorized the **SDTC** Interim General Manager to ratify a four year labor contract with ATU Local 1309 (bus operators).

BUENA PARK SHOPPER SHUTTLE (BPSS)

BUENA PARK: A "new" **BPSS** began operation earlier this spring connecting the Disneyland/Anaheim Resort District with Buena Park Downtown, formerly known as the Buena Park Mall.

A & B ENTERPRISES operates **BPSS** with a fleet of two one-door Goshen Sentry ML 2000 buses, one the former WESTERN TRANSIT SYSTEMS 160 and the other, a former Holiday Inn bus.

Pick ups are made at 14 Disneyland area hotels beginning with Sheraton Anaheim at 1020AM, 1120AM, 120PM, 320PM and 520PM. Return buses leave BPD at 100PM, 300PM, 500PM and 900PM on weekdays and at 100PM, 300PM and 600PM on weekends.

Only round trip fares are sold – $6 adults, $4 children and those under 3 ride free.

GATEWAY TO LOS ANGELES PROPERTY BASED IMPROVEMENT DISTRICT (PBID)

LOS ANGELES AIRPORT AREA: The LAX area PBID is operating two free shuttles for the many hotel patrons and business people in the area – HOLLYWOOD PARK/INGLEWOOD and OCEAN EXPRESS.

HOLLYWOOD PARK connects the Century Boulevard hotel row with Hollywood Park Casino and Race Track while the OCEAN EXPRESS makes three stops along Century and operates to Manhattan Beach serving the Manhattan Village Shopping Center and the MB Pier.

Daily, except federal holidays, service is offered on hourly headways between noon and 800PM.

(Continued on page 5)

VICTOR VALLEY TRANSIT AUTHORITY
RIDERS ALERT 14 – 04

MORNINGS

VICTOR VALLEY COMMUTER
A.M. TIMEPOINT CHANGES
Effective Thursday, July 1, 2004

Due to Funding and Ridership issues the Victor Valley Commuter will reduce its operation schedule to the following:

Victor Valley to Rancho Cucamonga/Ontario

Morning Depart — Morning Arrive

Transit Center D St./7th	Amargosa/ Bear Valley Applebee's	Joshua/ Hwy. 395	Rancho Metrolink Station	Ontario Mills Omnitrans Transfer Point	Train Departure Time
4:38	4:50	5:04	5:44	5:54	5:53

Reverse Commute – Rancho Cucamonga/Ontario to Victor Valley

Morning Depart — Morning Arrive

Rancho Metrolink Station	Ontario Mills Omnitrans Transfer Point	*Joshua/ Hwy. 395	Amargosa/ Bear Valley Applebee's	Victor Valley College
5:44	5:54	*6:34	6:46	7:00

*This stop available by request only.

Victor Valley to San Bernardino

Morning Depart — Morning Arrive

Transit Center D St./7th	Amrgosa/ Bear Valley Applebee's	Joshua/ Hwy. 395	6th/G St. Greyhound	SB Library	4th/ Mtn. View	5th/ Mtn. View	Arrowhead/ 5th	4th/ E St.	SB Metrolink Station	Train Departure Time
5:40	5:52	6:06	6:42	6:45	6:49	6:52	6:53	6:56	7:02	7:14

Reverse Commute – San Bernardino to Victor Valley

Morning Depart — Morning Arrive

6th/G St. Greyhound	SB. Library	4th/ Mtn. View	5th/ Mtn. View	Arrowhead/ 5th	4th/ E St.	SB Metrolink Station	Cal State SB	*Joshua/ Hwy. 395	Amargosa/ Bear Valley Applebee's	Victor Valley Collage
6:42	6:45	6:49	6:52	6:53	6:56	7:02	7:12	*7:28	7:40	7:50

*This stop available by request only.

If you have any questions please call our Routing and Scheduling Department at 760-948-3030.

AUTHORIZED BY:

Kevin Kane, General Manager

VICTOR VALLEY TRANSIT AUTHORITY
RIDERS ALERT 15 – 04 Revised

EVENINGS

VICTOR VALLEY COMMUTER
P.M. TIMEPOINT CHANGES
Effective Thursday, July 1, 2004

Due to Funding and Ridership issues the Victor Valley Commuter will reduce its operation schedule to the following:

Reverse Commute – Victor Valley to Rancho Cucamonga/Ontario

Evening Depart — Evening Arrive

Joshua/ Hwy. 395	Amargosa/ Bear Valley Park & Ride	Transit Center D St./7th	Amargosa/ Bear Valley Applebee's	Victor Valley College	Ontario Mills Omnitrans Transfer Point	Rancho Metrolink Station
--	--	--	3:50	--	4:46	4:56
--	--	--	--	4:38	5:38	5:48

Rancho Cucamonga/Ontario to Victor Valley

Evening Depart — Evening Arrive

Train Arrival Time	Ontario Mill Omnitrans Transfer Point	Rancho Metrolink Station	Joshua/ Hwy. 395	Amargosa/ Bear Valley Park & Ride	Transit Center D St./7th
4:54	4:46	4:56	5:36	5:48	6:00
5:44	5:38	5:48	6:28	6:40	6:52

Reverse Commute – Victor Valley to San Bernardino

Evening Depart — Evening Arrive

Joshua/ Hwy. 395	Amargosa/ Bear Valley Park & Ride	Transit Center D St./7th	Victor Valley College	Cal State SB	6th/G St. Greyhound	SB Library	4th/ Mtn. View	5th/ Mtn. View	Arrowhead/ 5th	4th/ E St.	SB Metrolink Station
--	--	--	4:05	4:50	5:10	5:13	5:17	5:19	5:20	5:23	5:29
5:36	5:48	6:00	--	6:50	7:20	7:23	7:27	7:29	7:30	7:33	7:39

San Bernardino to Victor Valley

Evening Depart — Evening Arrive

Train Arrival Time	6th/G St. Greyhound	SB Library	4th/ Mtn. View	5th/ Mtn. View	Arrowhead/ 5th	4th/ E St.	SB Metrolink Station	Joshua/ Hwy. 395	Amargosa/ Bear Valley Park & Ride	Transit Center D St./7th
5:22	5:10	5:13	5:17	5:19	5:20	5:23	5:29	6:05	6:19	6:31
7:19	7:20	7:23	7:27	7:29	7:30	7:33	7:39	8:15	8:30	8:41

If you have any questions please call our Routing and Scheduling Department at 760-948-3030.

AUTHORIZED BY:
Kevin Kane, General Manager

(Continued from page 4)

L A DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: Recently DASH/WARNER CENTER was rerouted onto Topanga Canyon from Owensmouth Avenue between Oxnard and Victory, related to the construction of the new Warner Center Transit Center.

The PORT OF LOS ANGELES WATERFRONT RED CAR LINE now operates Friday thru Monday every 20 minutes between 1000AM and 600PM and on select other days when cruise ships are in the Port.

The CITYRIDE Program contracts, with CONNEX WEST LLC for Areas 1 and 2 and with WATTS LABOR COMMUNITY ACTION COMMITTEE for Area 3 *(WT 3/04),* have been extended until September 14.

LADOT recently sent the City Council Transportation Committee a report on the feasibility of establishing a new weekend DASH line connecting the **MTA** RED LINE Wilshire/Western Station on a loop serving both the Larchmont and La Brea Commercial Districts.

VENTURA INTERCITY SERVICE TRANSIT AUTHORITY (VISTA)

VENTURA: **VISTA** will celebrate its tenth anniversary *(WT 8/94)* by offering FREE rides on all buses July 6th.

VISTA's funding agent, Ventura County Transportation Commission, recently approved extending the MOU with Santa Barbara County Association of Governments to continue the **VISTA** operated intercounty COASTAL EXPRESS between Ventura and Santa Barbara.

VCTC Commissioners Parks and Scott have requested an analysis about consolidating all transit service in the county under one provider. Currently, **VISTA, SOUTH COAST AREA TRANSIT, CAMARILLO AREA TRANSIT, THOUSAND OAKS TRANSIT, SIMI VALLEY TRANSIT, FILLMORE TRANSIT** and **OJAI TROLLEY** operate within selected cities or areas.

PENINSULA CORRIDOR JOINT POWERS BOARD dba CALTRAIN

SAN CARLOS: Following completion of the North CTX construction project, "Baby Bullet" train service was inaugurated and weekend train service resumed over the weekend of June 5-6.

Weekend only **SAMTRANS** Bus Route RRX-SAN FRANCISCO-SAN JOSE *(WT 7/02),* serving San Jose, Palo Alto, Hillsdale, Millbrae and San Francisco, operated for the last time on Memorial Day.

Ten Baby Bullet trains were added to the weekday commute hour schedule (departing San Jose 545AM, 645AM, 745AM and San Francisco 611AM and 711AM with afternoon trains departing San Jose 445PM and 545PM and San Francisco at 413PM, 513PM and 613PM) bringing the total number of trains to 86.

To add the new service, trains are turned faster at the terminals and weekday hourly Limited trains replaced all-stop local service. Locals now also run hourly.

Bullets are scheduled for 57 minutes, Limiteds for 1 hour, 22 minutes and Locals at 1 hour, 36 minutes.

On weekends, hourly local service is offered all day between San Jose and San Francisco. A special shuttle bus operates between downtown San Jose and Tamien Station. **CALTRAIN** fare policies apply on the bus.

This program has been described as the most significant modernization in the commuter railroad's 140-year history.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: **AC** implemented changes April 26th, mostly on the AMBUS system, but including a weekend only stop at San Diego's Old Town on three southbound morning and three afternoon north bound trips of the PACIFIC SURFLINER (Los Angeles-San Diego).

All Route 6, 21 and 22 bus service between San Jose and Santa Cruz was transferred to NEW Route 35-SAN JOSE-SANTA CRUZ, a joint venture of **SANTA CRUZ METRO, VALLEY TRANSPORTATION AUTHORITY, AMTRAK, CAPITOL CORRIDOR JPA** and CALTRANS *(WT 3/04).*

Two new round trips were added between San Pedro, Long Beach and Los Angeles on Route 1-L.A. BASIN while operation of Route 10-BAKERSFIELD-SANTA BARBARA was assumed by **SILVERADO STAGES** of San Luis Obispo.

On Route 21-MONTEREY BAY/CENTRAL COAST's Monterey Bay Branch, with the transfer of all Santa Cruz service to Route 35, the Monterey buses were rerouted via Gilroy and Salinas, assuming these stops from the Central Coast Branch buses.

TRANSPORTATION AND LEGISLATION

AB 2737 (Dutra, D-Fremont) failed in the Assembly Judiciary Committee on May 4. The bill would have overturned the California Supreme Court's decision in Bonanno v. CENTRAL CONTRA COSTA TRANSIT

(Continued on page 6)

(Continued from page 5)
AUTHORITY that held a public transit agency liable for road conditions leading to a bus stop *(WT 5/04).*

SR 33 (Murray, D-Culver City) was introduced and states **LACMTA** should abandon its current challenge of the consent decree and requests the agency take all necessary action to implement the terms of the decree.

AB 1409 (Wolk) passed and became law – allows 45' buses to be equipped with bicycle racks.

SB 158 (Alarcon, D-Van Nuys) became law in January - requires a 10% bid preference be granted to successor transit services contractor that agrees to retain employees of former contractor for at least 90 days.

M. V. TRANSPORTATION, INC. (MVT)

FAIRFIELD, CA: **MVT** continues to be awarded new or continuing contracts, including nine over the last year. These include **GRAPE LINE** in Lodi, **TUOLUMNE COUNTY TRANSIT,** City of Fremont, City of Hayward, **SANTA YNEZ VALLEY TRANSIT, KINGS AREA RURAL TRANSIT, SAMTRANS Coastside Paratransit, BELL GARDENS TOWN TROLLEY** and **THOUSAND OAKS TRANSIT.**

PIERCE TRANSIT (PT)

TACOMA, WA: **PT** has awarded LAIDLAW TRANSIT SERVICES a second five-year contract to operate its paratransit component, SHUTTLE. Under the contract, **PT** provides the vehicles, the facility and dispatch while LTS provides drivers, vehicle maintenance and administrative oversight.



On the Key Peninsula area of western Pierce County, **PT** now offers BusPLUS, a demand response free bus in rural areas that picks up at specific locations at published times, connecting with other **PT** bus routes.

SPOKANE TRANSIT AUTHORITY (STA)

SPOKANE, WA: Spokane area voters recently approved a 3/10 of one percent sales tax increase to support local transit, both fixed route and paratransit, through June 2009.

STA had warned that the system would have to reduce fixed route service by 40 percent and paratransit by 17 percent without the additional tax support.

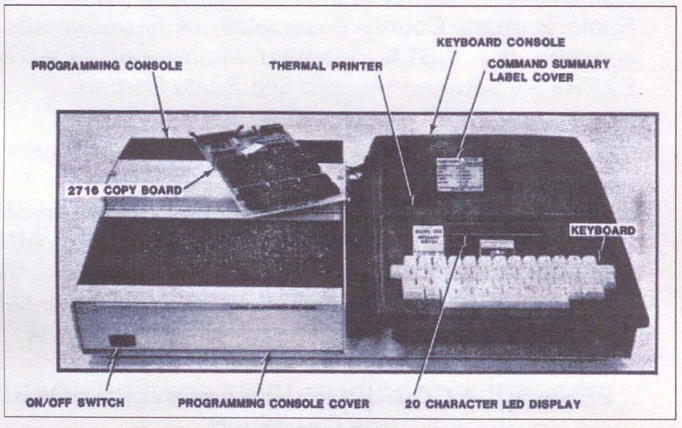
SEATTLE MONORAIL SYSTEM (SMS)

SEATTLE: Fire struck one of the two monorail trains (Blue Train) near the Seattle Center terminal on Memorial Day. About 100 people were on board the train and nine of them were taken to Harborview Medical Center for observation. None of the injuries was considered serious.

Both trains (Blue and Red) were taken out of service for an undetermined time to determine what repairs might be required. The system was originally built for the 1962 World's Fair in Seattle.

SIGNS OF THE TIMES "Message Writer Model 200A"

The original Luminator LIDS I and II signs were programmed by the Message Writer 200A. It consisted of an EPROM programming console and a keyboard console. The EPROM programming console contained a master board assembly with 15 PROM sockets and a copy board with 15 sockets for 2716 or 2732/2732A EPROMs. The keyboard console had a 54 character keyboard, 20 character LED display, and a 20 character thermal printer. The keyboard was used to enter and execute message related instructions during different modes of operation. The LED display allowed the operator to visually check all the messages before they were entered into the Message Writer system. The thermal printer printed a copy of all the messages written or listed by the Message Writer.



The Message Writer had five modes of operation: write, list, edit, duplicate, and verify. The write mode allowed the operator to write the emergency, P/R and destination messages into an EPROM set. The list mode allowed the operator to list the messages stored in an EPROM set. The edit mode was used for inserting or deleting messages. The duplicate mode was used for making duplicate sets of EPROMs. The verify mode was used to verify the copied EPROMs with the master set.

(Continued on page 7)

RIVERSIDE TRANSIT AGENCY

Riverside, California



FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR
No. 10-13	Chance	CNG-28	RW535005, 003, 002, 004	1994
No. 14	Chance	AN-28	RW535007	1994
No. 15	Chance	CNG-28	TW535016	03/96
201-202	Ford/El Dorado	Econoline/Aerotech	YHB62840-841	2000
214	Ford/El Dorado	Econoline/Aerotech	YHB97897	2000
230-235	Ford/El Dorado	Econoline/Areotech	YHB98980,976,995,986,975,—	2000
236-238	Ford/El Dorado	Econoline/Areotech	YHB98977,997,9000	2000
545	Ford/Goshen	Econoline/GC II	SHB44891	1995
547	Ford/Goshen	Econoline/GC II	SHB44880	1995
548	Ford/Collins	Econoline/Diplomat	SHB17449	1995
760	Ford/WorldTrans	Econoline/Commuter	WHA14462	1996
941-943	Ford/El Dorado	Econoline/Aerotech	XHB56522-524	1999
970-972	Ford/El Dorado	Econoline/Areotech	XHB84067-069	1999
22-01 - 22-10	Ford/El Dorado	Econoline/Aerotech	2HB30788-797	2002
22-11 - 22-12	Ford/El Dorado	Econoline/Aerotech	2HB11399-400	2002
22-13 - 22-17	Ford/El Dorado	Econoline/Aerotech	—	2002
24-01 - 24-02	Ford/El Dorado	Econoline/Aerotech	2HA45133-134	2002
24-03 - 24-04	Ford/El Dorado	Econoline/Aerotech	2HA45136-137	2002
24-05	Ford/El Dorado	Econoline/Aerotech	2HA82022	2002
2101-2147	NABI	040.15	1A140233-279	04/01
2201-2247	NABI	040.15	—	2002
3001-3010	Thomas Dennis	SLF232G	3JA37381-390	2003
9501-9517	Flxible	40102-6C	SD106228-244	06/95
9701-9703	New Flyer	C40LF	VU017635-637	1997
9901-9903	ElDo Natl	EZ Rider	WC084026-028	02/99

No. 14 and 9901-9903 are diesel, all other buses are CNG

(Continued from page 6)

The 200A system was capable of programming either 2716 or 2732/2732A EPROMs. The Emergency message was always assigned code 0. The P/R messages were assigned letters, A-R (excluding I, O and Q). The destination messages were assigned numbers, with the highest available number being 9999.

A complete set of EPROMs could contain up to 15 EPROMs. When using the 2732/2732A EPROMs, up to 3840 lines containing 15 characters could be written into an EPROM set. When the 2716 EPROM was used, only 1920 lines of 15 characters could be written to a set.

A complete set would have to be made for each sign system in a vehicle.

The same information was displayed on both the front and side signs.. The route number would be displayed on the rear route number sign at all times.

The standard display timing was 1.76 seconds with a blank of .64 seconds between the first and last lines of a message. The timings could be changed in the programming. The route numbers were always left justified with the "%" character (and this is the part displayed on the rear sign). The balance of the message would automatically be centered in the remaining space. The standard Emergency message was "EMERGENCY PLEASE CALL POLICE".

By design the LIDS I system could only contain up to 9 P/R messages. The LIDS II system could contain up to

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
King County Metro -	4100	Gillig	Trolley Bus/11110958	2001	
Transit Div (WA)	4101-4199	Gillig	CD102N4/11110959-1057	01-02	
Yolobus	777	MCI	102D3 (D4000)/YP053021	2000	1
Arrow Stage Lines (AZ)	64116	Prevost	H3-41/V1011909	03/97	
All West Coachlines	68163-68166	Prevost	H3-45/41014893, 896, 897, 899	03/04	
California Chtrs-AMBUS	63189	Van Hool	C2045L/20245333	09/01	
-USED-					
Pacific Coast Sightseeing	65578	MCI	102DL3/XP052091	04/99	2
Commerce MBL	313	TMC	T80606/LR827713	1991	3
Inland Empire Connection	1670, 1674	TMC	T80206/NR828967, 971	1992	4
	1678	TMC	T80206/NR828975	1992	4
-DISPOSITIONS-					
Azteca De Oro	778	Van Hool	T945/U2029114	1997	9
	781	Van Hool	T945L/U2029485	1998	5,9
	784	Van Hool	T940/W2029195	1998	6,9
	785	Van Hool	T945/W2029456	1998	9
	786	Van Hool	T945/W2029497	1998	9
	790	Van Hool	T940/U2029113	1997	9
	798	Van Hool	T945/U2029315	1997	9
	800	Van Hool	T945L/W2029488	1998	7,9
	801	Van Hool	T945L/W2029486	1998	8,9
	803	Van Hool	T800/45/T2028553	1996	9
Kern Regional Transit	B-153	ElDo Natl	RE-26/RC084081	1994	10
	B-155	ElDo Natl	RE-26/SC084090	1995	10
North County Trns Dist	747, 752	Grumman	40102-6T (870)/CD094156, 161	1982	10
	755-756	Grumman	40102-6T (870)/CD094164-165	1982	10
	778	Flxible	40102-6TL/ND102790	1991	10
Santa Monica MBL	5157-5160	GMD	T8H-5307A/G3500156-159	03/86	10
	5163, 5174	GMD	T8H-5307A/G3500162, 173	03/86	
	5177-5179	GMD	T8H-5307A/G3500176-178	03/86	10
Long Beach Transit	9001, 9007	TMC	T80606/LR827701, 707	1991	10
Orange County TA	see below	GMC	T8H203/see below	1980	10

OCTA 3002-3003, 3006, 3018, 3026, 3029-3030. 3034, 3040, 3042, 3045, 3049, 3058, 3062-3063, 3067-3068, 3072-3073, 3078-3080, 3082, 3085, 3087-3089, 3092-3093, 3097, 3102-3104, 3109, 3115-3117, 3120-3121, 3128, 3133, 3135, 3137-3141, 3147-3148, 3151-3156, 3159, 3161-3162, 3164 and 3167-3174. These were from an order of 175 buses — T8H203/A1196-A1370.

-NOTES-

1. CNG powered, wheelchair lift equipped.
2. Ex Coach USA Dallas, unknown number.
3. Ex Long Beach Transit 9013.
4. Ex Omnitrans, same numbers.
5. Ex Paul Revere Transportation (MA) 2009.
6. Ex Dunbar Bus Company (MA) VN-2.
7. Ex Paul Revere Transportation (MA) 2012
8. Ex Paul Revere Transportation (MA) 2010.
9. Available for sale at ABC Garden Grove (CA).
10. Sold through Ken Porter Auctions in April 2004.







Azteca De Oro Van Hools 778 (left), 798 (center) and 800 (right). ABC photos.