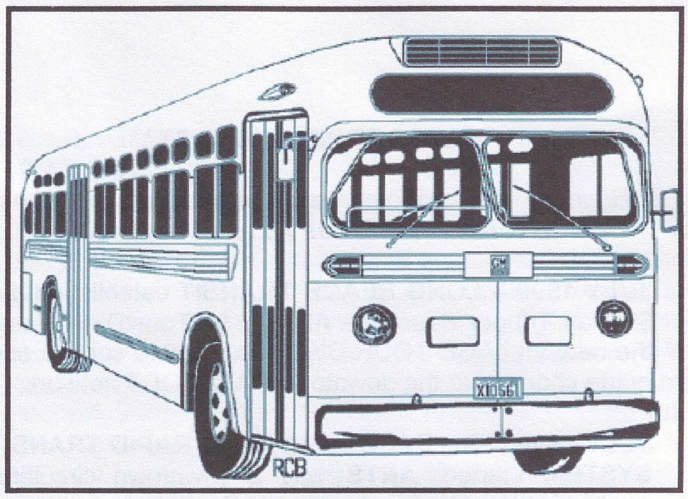


Western Transit

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VOL. 42, NO. 7 **July 2004**

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: The **MTD** is an independent public agency, created in 1965, responsible for public transit in the South Coast area of Santa Barbara County. The service area includes 52 square miles from Winchester Canyon to Carpinteria. **MTD** operates 27 fixed routes using a fleet of 93 diesel and electric buses with a staff of 200.

MTD Directors recently approved their FY 04/05 budget including new commute service to/from the Santa Ynez Valley, 31 new buses, mostly replacements, with increased revenue from last fall's fare increase, but less funding from both the federal and state governments.

Adopted last year was a five-step model for **MTD** to achieve financial stability.

The Fall 2003 fare increase was the first step. Step two, implementation of cost containment measures, begins this year. The Board has been asked to designate an Ad-Hoc Financial Stability Committee to develop a plan to achieve steps three through five – create capital reserves, create operational reserves and generate additional and new sources of operating revenue.

The **MTD** Board announced that former Manager Of Operations, and most recently Interim General Manager, Sherrie Fisher, has been appointed to the position of General Manager.

The *SANTA YNEZ VALLEY EXPRESS* will begin on September 7th and include four morning southbound and four afternoon northbound buses from Solvang, Santa Ynez and Bulleton to Goleta and Santa Barbara. The commuter will utilize a fleet of five (4 scheduled, 1 spare) MCI D4500 accessible over-the-road coaches.

Over the last few months, **MTD** accepted delivery of fifteen 40' clean diesel low floor Gilligs (an option on a **VALLEY TRANSPORTATION AUTHORITY** order) and 11 29' clean diesel low floor 26-passenger Gilligs through an **MTD** Invitation To Bid *(WT 12/03)*.

The 40-footers (600-614) allow for the replacement of 1984 Gilligs 257-276, save for a few that will be rehabbed and serve as the contingency fleet.

The 29 footers (700-710 and nicknamed "Gilligers"), will begin to replace the fleet of 1988 Villagers 301-320.

Regarding the recent fleet changes, **MTD** recently wrote the California Air Resources Board outlining their plans – by July 2004 **MTD** will have replaced 37% of its diesel fleet in the largest program in agency history. 20 of the new buses (the 40-foot Gilligs and five MCIs) will be equipped with diesel particulate filters allowing **MTD** to meet CARB's 2005-2007 PM emissions reduction targets early.

At the completion of this replacement, 88% of the diesel fleet will be 1998 or newer units. These buses allow for reductions in Nox, HC and CO emissions.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

BACK STAGE EVENT LLC applied for TCP-17609-B with home terminal in Atascadero.

BUSS CALI, INC. applied for TCP-17617-A with home terminal in Walnut.

Senaida Arely Gaitan dba G AND S TOURS for TCP-17703-B with home terminal in Los Angeles.

DECISIONS

Daniel Romero dba TRES ESTRELLAS DE ORO granted authority to transfer PSC-8790 (Los Angeles/ Huntington Park/Santa Ana/San Ysidro/Tijuana) to *Jose Guzman dba ASTRO BUS LINES, INC.* who continues to use the *TEDO* name.

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

Balwinder Patrola dba ROYAL SHUTTLE to transfer PSC 10568 to *Gurpreet Kaur dba ROYAL SHUTTLE.*

Karine Osmanyan dba BEST WAY TRANSPORTATION SERVICE granted PSC between points in Ventura, Los Angeles, Orange, Riverside, San Bernardino Counties and Southern California airports and to establish Zone Of Rate Freedom.

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

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WT'S 40 YEAR ARTICLE INDEX

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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"PAGES FROM THE PAST"

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

JULY 1999 – LONG BEACH TRANSIT established the $5 Day Tripper Pass, the All Day $1 Tour D'Art Pass, the new VILLAGE TOUR D'ART fixed route service and made changes to the downtown PASSPORT network.

JULY 1994 – The **PASADENA AREA RAPID TRANSIT SYSTEM** started. **ARTS** was a downtown circulator connecting the Old Pasadena and South Lake shopping districts with a fleet of six Bluebird Q buses, operated by MAYFLOWER CONTRACT SERVICES.

JULY 1989 – STANISLUS COUNTY TRANSIT began – a two route county system operating MODESTO-TURLOCK and MODESTO-RIVERBANK-OAKDALE routes with STORER TRANSPORTATION SERVICE as the contract operator.

JULY 1984 – The 1984 Summer Olympics bus service program ran between July 28 and August 13. **SCRTD** ran 24 bus routes (Park/Ride, Express and Shuttles) with a bus fleet numbering 550. **ORANGE COUNTY TRANSIT, SANTA MONICA** and **TORRANCE** also ran special services.

JULY 1979 – AC TRANSIT voted not to buy Advance Design buses ($140,000 each) and sought bids for 200 "New Look" style buses ($115,000 each), still available from GM Canada and Flyer Industries. (*They bought 170 40-foot (1000-1169) and 20 35-foot Flyers (2000-2019).*

WT STAFF FOR THIS MONTH

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(Continued from page 1)

MTD stated its commitment to clean diesel and diesel electric hybrid technologies in future bus procurements.

MTD has requested a revision of its recent CMAQ grant to include 1) capital for the 29 foot Gilligs, 2) operating money for Santa Ynez regional service, 3) replacement of X-Town and Downtown electric shuttle buses and 4) operating and capital for shuttles in Goleta to Fairview Center, Santa Barbara downtown Anapamu to Gutierrez and Santa Barbara County from UCSB to Elwood. Shuttle operations depend upon partner agency agreements to fund operating costs beyond year 3.

On May 14, the Downtown Transit Center (center of the **MTD** world) celebrated its 30th anniversary with ceremonies including a demonstration of Santa Barbara Bank & Trust's newest All Time Banker ATM, Hot Spot's representatives were there to demo their new public information kiosk and Rocket Vending offered samples of the tasty treats it now sells at the Center.

Fall service changes *(WT 5/04)* were recently approved by the Board. These include discontinuation of the peak hour 26X-NORTH FAIRVIEW EXPRESS and eliminating midday service on Line 10-CATHEDRAL OAKS. The most controversial issue was the discontinuation of the Sunday level of service on New Year's Day, which generates only 25 percent of Sunday ridership. *(Ed. Note – the **MTD** Board voted 2-2 with one absence to discontinue, so service will continue).*

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS (SBCAG)

SANTA BARBARA: With adoption of the Transit Needs Assessment 2003, the Board approved development of a three year pilot program for North County providing intercommunity transit service between Santa Maria, Vandenberg AFB, Vandenberg Village and Lompoc with implementation originally set for July 2004 *(WT 12/03)*.

SBCAG will be fully addressing the terms of the settlement agreement between itself, David Pierce and the Coalition for Sustainable Transportation (COAST) on North County service implementation.

The service plan calls for seven round trips on weekdays between 545AM and 645PM with three buses plus one spare. Four 35-foot urban transit buses will be leased for the program to expedite implementation. The start up is tentatively scheduled for this fall. Plans call for connections with **SANTA MARIA AREA TRANSIT** and **CITY OF LOMPOC TRANSIT SYSTEM.**

SMAT will operate the new system under a joint powers agreement including the other jurisdictions.

CITY OF LOMPOC TRANSIT SYSTEM (COLTS)

LOMPOC: Following the City Council's 4-1 vote to allow everyone to ride the LOMPOC-SANTA BARBARA bus and continue to charge $4 for each one-way ride, as of July 1 the route will operate on Tuesday and Thursday departing Mission Plaza on H Street at 900AM destined the **MTD** Transit Center on Chapala Street.

The returning bus will depart Santa Barbara at 330PM.

Originally designed to transport people from Lompoc to medical appointments in Santa Barbara, the bus will continue to offer this service and arrival and departure times will be flexible as **COLT** will continue to go to the homes of those riders, as needed.

In other **COLT** news, ridership over the last year has increased over 22 percent. *(Ed. Note – across the state and country, most systems have experienced declines in patronage recently).* Patronage for the first half of 2004 totaled about 175,000, which approximated the annual ridership in 1999.

Last December, new Route 5 serving Mission Plaza, Lompoc Community Center and the Civic Center was started, the span of service was expanded and evening service was added to Allan Hancock College. **COLT** is discussing plans with Santa Barbara County staff to serve Ocean Avenue, east of the Santa Ynez River. Other plans include addition of bi-directional service on existing routes.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The federal government awarded **MTA** $490.7 million to extend the GOLD LINE from Union Station six miles east in the First Street corridor to Pomona & Atlantic Blvds in East Los Angeles.

A groundbreaking will be held soon for the line which will have eight stations and twin 1.8 mile long tunnels.

Current California Air Resources Board regulations will require procurement of Ultra Low Emission Vehicles beginning in 2007 and Zero Emission Vehicles starting in 2010. Vehicle and Systems Technology Staff recently updated the **MTA** Board on Advanced Electric Trolley Bus applications, one technology that can meet the CARB requirements. New designs include "off-wire" capabilities for limited distances (such as traveling to and from garages) and improved catenary systems that are less visibly intrusive as older systems.

(Continued on page 4)

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The Summer Shake Up took place on June 27 with five NEW lines including 376-VALLEY BLVD. LIMITED, discontinuation of Line 107- 54TH – SANTA ANA STS. and changes to others.

Line 607-INGLEWOOD SHUTTLE is a two directional loop (begins/ends at Inglewood Transit Center) via La Brea, Regent, Eucalyptus, Beach, 64th, La Tijera, Slauson, Buckler, Fairview, Wexham, Hargrave, Marlborough, Hyde Park, Centinela, Florence, Locust, Manchester and La Brea. TRANSPORTATION CONCEPTS operates it weekday peak hours. First day buses were Econoline/Aerotechs 12549 and 12555.

684-POMONA-BREA MALL is a combination of the former easternmost segments of Lines 484 and 490. From Brea Mall it travels State College, Lambert, Orange 57 Freeway, Diamond Bar, Temple, Valley/Holt Blvd, Garey, Thomas and Monterey to Pomona Transit Center. NABIs 7800 and 7833 were the first day buses.

Two more *METRO RAPID* lines began – 705-VERNON-LA CIENEGA RAPID and 751-SOTO STREET RAPID.

Line 705 operates weekdays only from Divisions 1 and 7 on an alignment that begins at Vernon Yard and travels via Vernon, Crenshaw, King Blvd, Rodeo, La Cienega, Fairfax, Venice, Cadillac, La Cienega and San Vicente to Santa Monica.

Line 751 operates daily except Sunday from Division 3, the first *RAPID* there. From the GREEN LINE Station, the 751 operates along Long Beach Blvd/Pacific Blvd, Slauson, Soto, Marengo/Daly, Avenue 26, Figueroa, Cypress and Avenue 28 to Idell (adjacent to D3). Line 751 replaced 350-SOTO STREET LIMITED.

48-MAPLE-SAN PEDRO now operates on Main instead of Maple between 8th and Adams, 251-SOTO ST-AVE. 26 was rerouted along Marengo and Daly instead of going thru County Hospital, 252-SOTO ST extended from 4th to Olympic and 305-CITY CONNECTOR was shortened in Westwood to UCLA Ackerman Loop.

446/447-SAN PEDRO-CARSON-LA was rerouted from Avalon Blvd along Albertoni/182nd to Artesia Transit Center, entering the Harbor Transitway at ATC. 681-HUNTINGTON PARK-WATTS was extended from Florence & Pacific along Pacific, 55th, Holmes and Slauson to Slauson Station.

The Board recently authorized exercising an option in its NABI 40-foot bus contract *(WT 5/00)* to purchase 75 additional buses with delivery before June 2005.

The "Memorandum Decision II and Final Order" issued in the Consent Decree calls for **MTA** to purchase the equivalent of 145 new buses by next June and another 381 by June 30, 2007. The Special Master's ruling allows credit for the additional capacity provided by 45-foot and articulated buses. Based on the number of seats placed into service, the 205 new buses (30 60-foot, 100 45-foot and 75 40-foot) expected in service over the next year will equal 233 additional 40-footers.

Staff plans to recommend a purchase of at least 36 additional articulated buses for delivery by mid-2007.

A public hearing was recently held on expansion plans for Division 4 in Downey. Due to the planned closure of Location 14 (South Park) and the desire to centralize non-revenue maintenance at one location, the current facilities need to be expanded by purchase of adjacent property to allow construction of a new repair building to provide additional bays and a new car wash. Parking for an additional 200 vehicles would also be provided.

HUNTINGTON PARK LOCAL TRANSIT (HPLT)

HUNTINGTON PARK: With a fleet of 5 accessible Econoline/Aerotechs operated by the OLDTIMERS FOUNDATION, the two-route **HPLT** commenced operations on April 19. Service operates on weekdays 700AM-900PM and on weekends 800AM-900PM.

The PACIFIC BOULEVARD SHUTTLE operates along Pacific between Slauson and Florence.

COMBI BUS is a two way loop beginning at Gage and California via Gage, Bissell, Bell, California, Santa Ana, State, Gage, Miles, Florence, Alameda, Gage, Santa Fe, Slauson, Gifford, Randolph, Maywood and Gage.

Reflecting the area's large Latino population, the name COMBI (Community Bus) was selected. This term is used in Monterrey and Mexico City.

HPLT charges 50 cents per adult rider with seniors, the disabled and children under 5 free.

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: The City of Chula Vista has issued a Request For Technical Proposal and Price Bids for management and operation of the Chula Vista DIRECT EXPRESS and DIRECT SHUTTLE BUS services.

This no-cost-to-the-passenger service will run weekdays between September 7, 2004 and June 30, 2006. The selected contractor (you can bid on either or both) would operate their own buses from their own facility.

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DIRECT EXPRESS would have two peak hour trips in the morning (with afternoon returns) from East Chula Vista to downtown San Diego via Eastlake, Olympic, Heritage, H Street, I-805, Hwy 94, F St, 11th Ave, C St, 4th Ave and Cedar to Harbor Drive with two accessible over-the-road buses.

DIRECT SHUTTLE would operate two peak hour trips between East Chula Vista and H Street Trolley Station using two small buses seating a minimum of 16.

While no fares would be charged, the city will require a proof of ridership system (providing receipts) for passengers so they can be reimbursed for their rides. The city will pay passengers $2 per day to use these services. The contractor is expected to propose methods of administering the process including checks to ensure that receipts are handled properly.

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

SAN DIEGO: Three contract extensions/expansions were recently authorized – with LAIDLAW to operate two new *CALTRANS* funded routes (981 and 982), part of SORRENTO VALLEY COASTER CONNECTION, - with COACH USA/GOODALL'S to provide reverse commute service between San Diego and Poway and a 48-month contract extension (to June 2008) with LAIDLAW for operation of **POWAY TRANSIT SYSTEM**

The consolidation of **MTDB** and SANDAG and impacts on staffing continue as issues. There is a fundamental difference of opinion within the two bodies on the types of planning activities (generally short term service planning and scheduling) that **MTDB/NCTD** should retain versus the kind (long term issues) that SANDAG should handle. The short term planning staff was transferred to SANDAG and this has already started to hamper efficient management of the system.

CEO Paul Jablonski has stated his belief **MTDB** needs the service planning group in the same organization as the people who manage and operate the service.

The **MTDB** Executive Committee has directed staff to complete an analysis of the consolidation legislation, give the Board a clear statement of the issue, make a recommendation, explain how it is in the best interest of the system and present that information to the Board.



GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Started June 13th on a six-month demonstration, Route 10-STRAWBERRY-MILL VALLEY-MARIN CITY-SAN FRANCISCO was shortened to operate only between San Francisco (via Geary Street), Sausalito and Marin City while Route 15-TIBURON-MARIN CITY was extended from Tiburon to Mill Valley via Miller, Sunnyside and East Blithdale Avenues, continuing to Marin City. It no longer serves the Seminary Drive stops on Highway 101.

Evening service (generally after 700PM) was dropped on several Local Marin routes because of continued low patronage – 15-MILL VALLEY-TIBURON, 29-SAN RAFAEL-LARKSPUR FERRY TERMINAL-SAN ANSELMO, 53-NOVATO-SAN MARIN and 55-NOVATO-COLLEGE OF MARIN-IGNACIO.

July 1st brought a ten percent increase in all Bus, Ferry and Intercounty paratransit fares *(WT 5/04)*. Local fares in Marin County were also increased by **MARIN COUNTY TRANSIT DISTRICT**.

Two additional public hearings have been scheduled, one to discuss changes on 58-NOVATO-IGNACIO-SF to shift the Commute route buses from Alameda De La Loma and Alameda Del Prado to Sunset Pkwy, Ignacio Blvd and Nave Drive, no longer serving the San Rafael Transit Center. The second hearing is on a proposal to add a 50 cent surcharge for paratransit trips that begin or end beyond 3/4 mile in Marin County on either side of a non commute fixed route or that is outside of comparable fixed route bus service hours. This would be consistent with a recent **MCTD** policy change.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: June 13th brought a three station extension of the 514-FOLSOM LIGHT RAIL LINE from Mather Field/Mills Station to Sunrise Station also serving Zinfandel and Cordova Town Center (at Olson).

Several bus routes were modified including dividing 1-GREENBACK into 1 and new 21-SUNRISE. 1 serves Sunrise Mall to Watt/I-80 including an extension to McClellan Business Park on weekdays. 21 operates between Sunrise Mall and Mather Field/Mills Station along Sunrise Blvd and Coloma Road.

50E-STOCKTON BLVD E BUS was extended from 7th & Capitol to 5th & J along L St, 5th and J St.

The segment of 72-ROSEMONT-LINCOLN VILLAGE on Mayhew and Goethe was discontinued with buses staying on Kiefer and Branch Center. Segments of 73-

(Continued on page 6)

(Continued from page 5)

WHITE ROCK, 74-INTERNATIONAL and 75-MATHER FIELD were shifted between the routes while 91-SUNRISE-CITRUS HEIGHTS was extended south from the Sunrise Mall to Sunrise rail station.

KING COUNTY METRO – TRANSIT DIVISION (METRO)

SEATTLE, WA: The first of 235 diesel hybrid electric buses (213 for **KCM** and 22 for **SOUND TRANSIT)** was delivered on May 27th in a ceremony at Seahawks Stadium in Seattle (see Equipment Report). The 60-foot, low floor, articulated buses manufactured by New Flyer, are powered by the Allison Electric Drive system utilizing technology developed by General Motors Powertrain division. They are all expected to be in service by the end of the year.

The hybrid system combines an 8.9-liter Caterpillar diesel engine with two 100 kW electric motors and can deliver up to 60 percent better fuel economy than a traditional diesel bus.

The buses will also produce much lower hydrocarbon and carbon monoxide emissions than conventional diesel buses.

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: **GLI** has announced schedule and route changes including the closure of several bus stations throughout the west and the northern tier of the country, beginning August 18th. *(Ed. Note – the route adjustments have yet to be announced, but the **GLI** web site has listings of the communities that will no longer have buses and the closest station location).*

In northern California, service at Dunsmuir and Mount Shasta will be replaced by Weed. Five cities on I-80 in northern Nevada (Fernley, Valmy, Lovelock, Carlin and Wells) will lose their bus service. Oregon and Washington will see considerable reductions.

As part of the cost reduction programs the company has instituted, many **GLI** schedules on the LOS ANGELES-SAN YSIDRO route were transferred to **CRUCERO USA** on June 28th. There are now 16 **CRUCERO** and 9 **GLI** daily schedules in the corridor and **CRUCERO** now serves San Diego and Oceanside. Previously, they stopped only in Los Angeles, East Los Angeles, Santa Ana and San Ysidro *(Ed. Note – these cities, plus Huntington Park, have been the traditional Spanish language bus company stops).*

SIGNS OF THE TIMES
"Message Writer Model 300"

The Message Writer 300 was an improvement on the Model 200A. The Message Writer 300 consisted of the EPROM programming console and the keyboard console. The EPROM programming console contained 16 sockets, eight COPY PROM sockets and eight MASTER PROM sockets. The keyboard console contained 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 LED display was also used to communicate with the operator by means of displaying operator oriented questions which had to be answered with the keyboard. The thermal printer supplied the operator with a printed copy of all the messages written or listed by the Message Writer.

The Message Writer 300 had eight modes of operation, as opposed to the five modes of the Model 200A. The modes of operation included *write, list, edit, resume, convert, duplicate, verify, and self test.* (The Model 200A did not have resume, convert or self test.) The write mode allowed the operator to write emergency, P/R and destination messages into an EPROM set. The list mode allowed the operator to list out the messages stored in an EPROM set. The edit mode allowed the operator to edit an EPROM set by means of inserting, deleting or correcting the messages contained in an EPROM. The resume mode allowed the operator to add additional messages to an existing EPROM set. The convert mode allowed the operator to convert from 2764 type to 2732A or from 2732A type to 2764 EPROMs. The duplicate mode allowed the operator to duplicate a complete EPROM set on an empty EPROM set. The verify mode allowed the operator to verify a master EPROM set with a duplicated EPROM set. The self test mode allowed the operator to self test the Message Writer.

The 300 was capable of programming 2732A or 2764 EPROMs. The Emergency message did not have a code number assigned to it. The P/R and Destination messages were unlimited, with the highest number available being 9999. A complete set consisted of up to eight EPROMs. When a 2764 EPROM was used, up to 4,000 lines containing 15 characters could be written to an EPROM set. If using a 2732A EPROM, up to 2,000 lines of 15 characters could be written.

The configuration for writing all messages was accomplished in s Standard mode. In this mode, all messages were displayed on both the front and side

(Continued on page 7)

PACIFIC COAST SIGHTSEEING TOURS
CUSA dba PCSTC, LLC
Anaheim, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	EX COMPANY
66501	Dodge	Ram 350	LK760924	1990	PC 1501
61502-61503	Dodge	Ram 350	SK556672-673	1995	PC 1502-3
62515-62518	Ford/Turtle Top	Econ/Terra	—	2001	
63059	Freightliner	Trly Bus 31	XCF56553	1999	PC 30T9
63510-63512	Freightliner	Trly Bus 31	XCF56555-557	1999	PC30T10-12
63513-63516	Freightliner	Trly Bus 35	—	1999	PC35T13-16
63517-63522	Freightliner	Trly Bus 35	— 22 is YC438080	2000	
63529-63538	E-Bus	Trolley	—	2001	Electric
63539-63543	Molly	Trolley	—	2001	
66352-66354	Freightliner	Trly Bus 36	WC926095, 094, 097	1998	PC 35T2-4
66355-66356	Freightliner	Trly Bus 36	XCB42990, 68963	1998	PC 35T5-6
66358-66359	Freightliner	Trly Bus 36	XCF56554, 552	1999	PC 30T8, 7
63106-63107	MCI	102D3	SP047029, 032	1995	AVBI
63110-63112	MCI	102D3	SP047117-119	1995	AVBI
63129, 63131	MCI	102D3	TP048186, 48681	1996	Cal Charter
63133-63134	MCI	102D3	TP048693, 695	1996	Cal Charter
63137	MCI	102D3	VP049245	1997	Cal Charter
65549-65551	MCI	102DL3	PP045226, 228, 45418	03/93	PC 5549-51
64752-64753	TMC	102C3	LR007723-724	1990	PC 4752-3
65654-65655	Prevost	H3-45	R1001084-085	1994	PC 5654-5
65556-65557	MCI	102DL3	SP046884-885	1995	PC 5556-7
64758-64759	MCI	102C3	PP045529-530	08/93	PC 4758-9
65770-65771	MCI	102DL3	VP049502-503	1997	PC 5770-1
65772-65777	MCI	102DL3	VP049589-594	1997	PC 5772-5777
65578-65579	MCI	102DL3	XP052091, 065	04/99	CUSA-Dallas
6985	MCI	102EL3	—	1998	Valen 985
6996	MCI	102EL3	—	1999	Valen 996

All Trolleys plus 66501 and 65776-65777 are lift equipped.
AVBI – Antelope Valley Bus, Inc. and Cal Charter – California Charters buses, all use former numbers.
PC – Pacific Coast and VALEN – Valen Transportation, Inc. buses' former numbers shown.

(Continued from page 6)



signs. The route number would be displayed on the rear sign at all times or until a new destination message with a route number was selected. The Non-Standard mode (which was not used with the 300, but intended for future use) would be capable of writing message on different destination signs in any sign configuration on up to eight different signs.

The standard time display was 1.6 seconds per line and 0.3 seconds for a blank (no display between changes of messages or message lines). The timing could be changed from 0 to 4 seconds in .10 second increments.

The standard Emergency message was "EMERGENCY PLEASE CALL POLICE" displayed on outside signs. The standard dummy message "NEW YORK ST" was displayed inside. Either of these could be changed.

The 300 was also capable of using either upper and/or lower case lettering.

SIGNS OF THE TIMES CORRECTIONS

MAY 2004 Issue: The second paragraph on Page 11 that reads *"These signs consist of a single RGB LED for each pixel."* should be *"These signs consist of three LEDs, one each of red, green and blue in an upside-down triangle with the top two blue and red and the bottom one being green."*

JUNE 2004 Issue: The last line was inadvertently cutoff. The last line should be *"By design the LIDS I system could only contain up to 9 P/R messages. The LIDS II system could contain up to 15 P/R messages."*

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Los Angeles County MTA	8002, 8004	NABI	45C.03/4A140001, 003	06/04	
San Diego Transit Corp	1801-1822	New Flyer	C40LF/1U023146-167	2001	
Tri Met (OR)	2601-2655	New Flyer	D40LF/2U024375-429	2002	
Culver City Bus	7092-7097	New Flyer	C30LF/3U024870-875	2003	
King County Metro -					
Transit Div (WA)	3600	New Flyer	D40LF/3U024876	2003	
	3601-3699	New Flyer	D40LF/3U025658-756	2003	
	2600	New Flyer	DE60LF/4U026466	2004	0
	2601-2631	New Flyer	DE60LF/4U026493-523	2004	0
Unitrans - U.C. Davis	2062	Ford ElDorado	Econ/Aerotech/2HA90631	2002	
	4063-4067	Orion	07.501/36700440-444	2003	
Yolo Transit System	734-736	Orion	07.501/36700429-431	2003	
Sonoma County Transit	201-203	Orion	06.501/26600648, 650-651	2002	
	324-331	Orion	05.501/26501648-655	2002	
Fresno Area Express	0301	Orion	05.501/36501916	2003	
	0302-0305	Orion	05.501/36501928-931	2003	
	0306-0321	Orion	05.501/36501933-948	2003	
	0322-0325	Orion	05.501/36501950-953	2003	
Sound Transit (WA)	9300	New Flyer	DE40LF/3U024980	2003	
-USED-					
Pac Coast Sightseeing	65579	MCI	102DL3/XP052065	04/99	1
Sunline Transit Agency	H1	MCI	TC40102N/R3000265	1994	2
	H2	MCI	TC40102N/R3000411	1994	2
-DISPOSITIONS-					
Santa Cruz Metro	8087, 8089	New Flyer	D35/JL013229, 231	1988	3
	8096, 8098-8099	New Flyer	D35/JL013238, 240-241	1988	3
Calif. Parlor Car Tours	73	Van Hool	T-835/S2018562	1995	4
	unnumb	Van Hool	T-835/T2018570	1996	4
First Class Charter	26	Van Hool	T-2145/W2043025	1998	4
Gold Coast Tours	555	Van Hool	T-945/R2024822	1994	4

-NOTES-

0. Diesel Hybrid Electric buses, first of order of 235.
1. Ex Coach USA Dallas, unknown number.
2. Ex ——
3. For sale at Santa Cruz Metropolitan Transit District.
4. Available for sale at ABC Garden Grove (CA).



Santa Barbara MTD - Russ Jones photo



VCC 6245 - John McKane photo