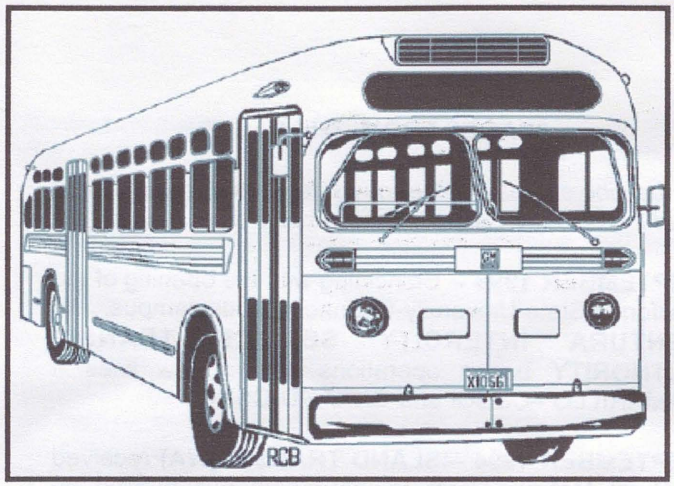


Western Transit

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VOL. 42, NO. 9 **September 2004**

PLACER COUNTY TRANSIT (PCT)

AUBURN: Placer County begins just to the east of Sacramento County (Roseville) and continues somewhat north but mostly east into the Sierras and centered along Interstate 80.

August 23rd brought the inauguration of the *PLACER COMMUTER EXPRESS,* a weekday peak hour express bus route traveling primarily along Interstate 80 between Colfax and Sacramento.

Using MCI intercity buses from its contract operator **AMADOR STAGE LINES,** *PCE* offers two morning trips (551AM and 621AM departures) picking up riders at Colfax Depot, Clipper Gap Park-N-Ride, Auburn Station, Penryn Park-N-Ride, Loomis, Rocklin and Roseville for a trip into downtown Sacramento, where buses travel along J Street, 15th Street and P Street to 5th. One way travel time is 90 minutes.

Afternoon return trips depart downtown Sacramento (J and 4th Streets) at 432PM and 515PM, traveling J, 15th and P Streets bound for Placer County destinations.

The rates for cash fares, 20-Ride and Monthly Passes are distance based. Rides from Colfax and Clipper cost $5 cash, $85 and $155. Prices from Auburn, Penryn and Loomis are $4, $70 and $125. Fares from Rocklin and Roseville are $3.50, $60 and $110.

The commute service is funded through a Federal air quality grant as well as money from Placer County, the Cities of Colfax, Auburn, Rocklin and Town of Loomis.

PCT also operates a number of local routes (AUBURN-LIGHT RAIL EXPRESS, SOUTH PLACER-LINCOLN-SIERRA COLLEGE, HIGHWAY 49-NORTH AUBURN, NORTH AUBURN LOOP, COLFAX-ALTA, TAYLOR ROAD SHUTTLE, ROSEVILLE GALLERIA) and Dial-A-Ride service areas in western Placer County.

August 1st brought changes in fares for **PCT.** Fares on Fixed Routes and Taylor Road Shuttle are $1 cash for adults, 50 cents for senior/disabled/youth. Day Passes are $2.50 and $1.25. 10-Ride, 20-Ride and 40-Ride tickets are also available. Free transfers are offered.

Highway 49, Rocklin/Loomis and Granite Bay Dial-A-Ride fares are now $2 adults, $1 senior/disabled with 20-Ride tickets available. Passengers transferring from fixed routes are charged $1.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: September 5th saw schedule revisions to almost every **RT** line as the system implemented bus schedules that will allow Operators to have time for rest and meal periods.

AB 98, signed by former Governor Gray Davis, allows California transit agencies and labor organizations to negotiate how to implement provisions that call for one unpaid 30-minute lunch period and two 10-minute rest periods during each shift.

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CALIFORNIA AIR RESOURCES BOARD

On June 24, 2004 the California Air Resources Board (CARB) unanimously passed the modifications proposed by CARB staff to the Transit Bus Fleet Rule allowing transit districts to purchase hybrid diesel electric (HEB) buses during the period between 2004 and 2007.

CARB staff had earlier removed language from previous drafts to unify the Transit Bus Fleet Rule with 2007 Environmental Protection Agency (EPA) heavy duty diesel standards for the future.

This change avoids another diesel versus CNG battle, but gives the diesel path agencies a bus to purchase during these years.

Highlights of the modification are —

+ HEBs may be purchased by diesel path agencies in the period 2004-2007.

+ Agencies must apply to the CARB Executive Officer by January 1, 2005 if they intend to purchase HEBs and keep the EO advised of any plan changes.

Agencies buying HEBs will be required to offset Nox emission changes between the hybrid certification (1.8 grams per brake horsepower hour) and the current regulations (.5g/bhp-hr. Only surplus Nox emissions offsets are allowed. Reductions cannot come from the 1 to 1 retirement of buses.

*(WT is aware that the **SAN FRANCISCO MUNICIPAL RAILWAY** and **SANTA BARBARA METROPOLITAN TRANSIT DISTRICT** are pursuing this option. There may be other agencies doing likewise).*

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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)

SEPTEMBER 1999 – Coinciding with the opening of the California State University-Channel Islands campus, **VENTURA INTERCITY SERVICE TRANSIT AUTHORITY** began operations of two new lines – CAMARILLO –CSUCI and OXNARD-CSUCI.

SEPTEMBER 1994 –ISLAND TRANSIT (WA) received a Rural Mobility Grant to inaugurate bus service on Camano Island, either point deviation or Dial-A-Ride, and was developing plans to add feeder routes and realign Line 1 – OAK HARBOR-CLINTON FERRY.

SEPTEMBER 1989 –Superior Court Judge Eli Chernow upheld the right of the LOS ANGELES COUNTY TRANSPORTATION COMMISSION to create **FOOTHILL TRANSIT.** Plans were then activated to take over six **MTA** local lines – 178, 185, 187, 274, 276 and 280 – with a fleet of 30 new Gillig Phantoms (F600-F629) with *ATE/RYDER* as the contractor.

SEPTEMBER 1984 – SOUTH COAST PLAZA SHUTTLE began operations between the Anaheim/ Disneyland and Newport Beach/Irvine hotel areas and the Costa Mesa shopping center.

SEPTEMBER 1979 – AIRPORT SERVICE, INC. took over operations including Los Angeles, Hollywood, Beverly Hills, San Fernando Valley and LAX over bus routes once served by **AIRPORTRANSIT** and most recently served by **SCRTD** (RTD AIRPORT EXPRESS) between December 1976 and September 1979.

WT STAFF FOR THIS MONTH

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(Ed. Note – At some agencies, both sides have agreed to count existing recovery time at the end of each trip as sufficient to accomplish the intent of the law (often one period of a specified length, say 15 minutes, will be provided). One effect of adding rest and meal breaks is to lengthen the work day with no increase in pay).

RT officials said implementing the new program with no schedule changes would have cost $3 million annually, so they needed to make adjustments. Midday headways on Lines 1-GREENBACK and 50E-STOCKTON BLVD. E-BUS were shifted from 15 to 20 minutes.

Lines 2 and 6 were built on all day 35 minute headways. Lines 9, 10, 12 and 65 now operate on all day 70 or 75 minute headways.

On most other lines, trip times were shifted later by 15 minutes at certain times of the day to allow for breaks.

Line 11-TRUXEL ROAD was rerouted to serve the new North 7th Street Connector. Inbound buses travel on Richards, 7th, J, 9th, L to 3rd & J terminal. Outbound buses operate on 3rd, J, 8th, F, 7th and Richards. Saturday hours were added to 74-INTERNATIONAL. Several of the 200-series supplementary service lines *(WT 2/04)* were discontinued.

YOLO COUNTY TRANSPORTATION DISTRICT (YCTD)

WOODLAND: **YCTD** Directors recently extended *FIRST TRANSIT, INC.'s* operations contract until August 2006 *(WT 5/04)* including changes in employee benefits (such as medical insurance for full timers at an 80/20 match level after 90 days) along with contract changes for *FTI* regarding penalties and incentives.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: **GGT** implemented service changes on September 5 including reroutings on Lines 35 and 58 and creation of NEW 71-NOVATO-MARIN CITY, operating along Highway 101 as a branch of 70/80, and providing added local trips within Marin County.

Line 71 operates on a limited schedule (southbound weekday trips leave Novato 546A, 646A, 737A and 146P while northbound buses depart Marin City 631A, 701A, 1231P, 125P, 225P, 255P, 323P and 523P).

On weekends, only two southbound morning trips run, leaving Novato at 653A and 746A.

Line 35 trips now end at Kerner & Larkspur rather than Canal & Sonoma while Line 58 travels along Ignacio Blvd and Nave Drive and also no longer serves the San Rafael Transit Center.

SONOMA COUNTY TRANSIT (SCT)

SANTA ROSA: SCT operated a special summer only weekend route, 29-SANTA ROSA-RIO NIDO-SONOMA COAST, between July 10th and September 19th.

Four round trips, using two buses, were offered on this two-way loop type route. From Santa Rosa, buses traveled via CA Highway 12 to Bodega, CA Highway 1 to Jenner, CA Highway 116 to Rio Nido and then River Road and Highway 101 to Santa Rosa.

SCT fares were increased August 15th following action by the Sonoma County Board of Supervisors. Local fixed route fares were increased ten cents to $1.10 (55 cents seniors, 90 cents student). Intercity fares were increased ten cents (minimum $1.30) with zone charges increased five cents to 40 cents per zone.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: August 30th saw inauguration of Trans Bay Express Line U-BART/FREMONT-CENTERVILLE-STANFORD UNIVERSITY-PALO ALTO operating across the Dumbarton Bridge and providing three round trips during each peak period.

Regular fares are charged, but the program includes funding for two years from the previous Governor's Traffic Congestion Relief Program along with money from Stanford University (University and Hospital staff can ride for free upon presentation of a valid ID card).

Stanford University is required to implement mitigation programs tied to limiting increased vehicle use at Stanford's Industrial Park and was interested in starting the express bus program which connects with **BART, ACE, AMTRAK** and **CALTRAIN.**

Four of **AC's** 6000 series MCI Model 102DL3 intercity buses are assigned. They are part of a contract for 43 similar buses which **AC** received other TCRP funding for in 2001. The initial order was for 33 buses, with an option for 6 more, plus an order of 4 for **TRI DELTA TRANSIT.** 40 more buses were also purchased.

Last January, **AC** entered into a Memorandum of Understanding with the City of Emeryville and the Emeryville Redevelopment Agency to study the potential relocation of the Emeryville Division (D2).

Carter—Burgess Inc., a transportation facility planning consultant, was retained to perform the first phase of the relocation, an assessment of current and future **AC** operational needs and design specs for a new or consolidated facility.

(Continued on page 4)

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UNIVERSITY OF CALIFORNIA AT BERKELEY BEAR TRANSIT

BERKELEY: **BT,** the University operated campus shuttle, contracts with **AC TRANSIT** for maintenance of its fleet, originally six former **ACT** 1500-series Gillig Phantoms *(WT 03/01)*. The current fleet of nine, also former **ACT** units, includes Econoline/Aerotechs 111 and 117, New Flyer D35s 2400, 2401, 2407, 2422 and 2423 and Gillig Phantoms 2805 and 2809.

DUMBARTON BRIDGE ROUTE EXPRESS BUS (DB EXPRESS)

OAKLAND: On behalf of the DUMBARTON BRIDGE ROUTE CONSORTIUM, **AC TRANSIT** recently issued an RFP seeking proposals from firms to operate the DUMBARTON EXPRESS *(WT 4/04)* using a fleet of twelve **SAMTRANS** provided Gillig Phantoms and a suggested operations base at the City of Union City Corporation Yard on 7th Street.

TRANSPORTATION AUTHORITY OF MARIN (TAM)

SAN RAFAEL: The Marin County Board of Supervisors has placed a proposed half-cent sales tax measure on the November 2004 ballot.

The measure, if approved, would authorize a 20-year, $331 million program to fund bus service ($182 million), road and infrastructure improvements.

Two thirds of county voters would have to approve. Previous votes have failed in Marin before, the last in 1998, after initial public support.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: Two more SORRENTO VALLEY COASTER CONNECTION rail feeder lines began July 6th – 981-EXECUTIVE DRIVE-LA JOLLA VILLAGE DRIVE and 982-TOWNE CENTER DRIVE.

Similar to the other ten SVCC lines, these free fare shuttles run weekdays only connecting with COASTER trains at Sorrento Valley. These *LAIDLAW TRANSIT SERVICES* operated lines are funded through 2007 by CALTRANS as part of its obligation to mitigate traffic impacts of the I-5/I-805 widening project.

Operated by *COACH USA/GOODALLS,* NEW Line 830-SAN DIEGO-POWAY EXPRESS started September 7th offering three reverse direction peak trips from downtown San Diego along I-15 to the Poway Industrial Park via the Mid City area.

From Broadway & Kettner, buses travel Broadway, 12th Avenue (Park Blvd), Hwy 94, Interstate 15, Poway Rd, Pomerado Rd, Stowe Drive, looping via Kirkham Way, Danielson, First American Way, Scripps Poway Pkwy and Stowe to Kirkham.

This demonstration service is funded by grants from both the federal jobs Access Reverse Commute (JARC) and the San Diego Air Pollution Control District.

Eleven new Siemens model SD70 low floor LRVs, for use on **SAN DIEGO TROLLEY's** MISSION VALLEY EAST extension, should be arriving from Sacramento soon. MVE start up is about one year away.

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS (SBCCOG)

REDONDO BEACH: **SBCCOG** is a Joint Powers Authority comprised of 16 cities in the southwest portion of Los Angeles County, from just south of the Los Angeles International Airport east to the Harbor Freeway and south to the Palos Verdes Peninsula.

The COG has several committees including the Transit Working Group, whose membership includes all transit agencies and cities operating fixed route and demand response transit in the area.

Under development at this time is the **BEACH CITIES TRANSIT SYSTEM**, expected to have seven fixed routes including two community shuttles, initially designed to serve Redondo Beach, Hermosa Beach and Manhattan Beach.

BCTS would operate between 600AM and Midnight with service pulse scheduled at the Hermosa Beach Pier. The system would take over MANHATTAN BEACH DIAL-A-RIDE and has plans to implement a Coastal Commuter bus and vanpools. The fleet is expected to include a mix of 30 foot buses and 15 passenger vans.

*(Ed. Note – it is presently not clear if **BCTS** would replace current services, overlay its buses, or do both).*

The City of Redondo Beach, an included municipal operator, will likely serve as lead agency although governance issues are still under development.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: Starting August 21st for a period of about two months, **SCRRA** has been replacing ties, on weekends, in the median of the San Bernardino Freeway with new concrete ties.

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During the construction, trains only operated between San Bernardino and El Monte with replacement bus service provided between Los Angeles Union Station and El Monte, serving Cal State – LA on westbound trips only, and between Riverside and San Bernardino. Special operating schedules were developed.

INLAND EMPIRE STAGES was the principal operator assisted by *SUN PAC TRAVEL*. Both firms used a variety of models of MCI intercity coaches.

LOS ANGELES-EL MONTE operated from the Union Station bus area (now located in the northwest corner of the property close to the one-time **LATL/MTA/RTD** bus loop) via Alameda, Aliso, San Bernardino Fwy, Santa Anita Ave, Valley Blvd and Center to El Monte.

Buses departing San Bernardino traveled via 3rd, I St, 2nd, 215 Fwy, Mission Inn and Vine to Riverside Station

SCRRA has leased, for up to three years, 8 passenger cars (210, 213, 231, 232, 237-240), 4 cab cars (104, 106-108) and one engine (901) from the **PUGET SOUND REGIONAL TRANSIT AUTHORITY** in Seattle, Washington to help ease crowded conditions on some **METROLINK** trains. **METROLINK** has added a 2 in front of the passenger car numbers and a 6 in front of the cab car numbers. **METROLINK** logos have also been added over the **SOUNDER** names.

On September 20, two sets of six cars were placed in service on the SAN BERNARDINO LINE to replace coaches being redistributed to other system trains. Train 322, departing Union Station at 550PM received the first set and Train 320, the 532PM departure was to receive the second set.

METROLINK SAN BERNARDINO LINE trains stopped at the special Los Angeles County Fair stop Thursday thru Sunday during the recent Fair season. *(Ed. Note – **ML** was the only provider of service to the fair as **FOOTHILL TRANSIT** did not operate any special buses although they did until last year following a tradition that dates to **PACIFIC ELECTRIC**).*

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Recently, the **MTA** Board approved various real estate related actions to continue a program of rehabbing or replacing operating facilities.

For Division 9 (El Monte), the Board considered the Initial Study/Mitigated Negative Declaration. The D9 Master plan includes demolishing the Transportation Building and Sector offices, constructing a replacement 3-story transportation building, improvements at El Monte Station and expansion of the parking area to accommodate 100 more buses (total of 300) including 22 60-foot articulateds during FY 07/08. Phase II would include a new maintenance building.

A public hearing was held on the Division 10 Bus Facility Expansion Project to discuss the proposed Resolution of Necessity and authorize an eminent domain action. Several parcels, adjacent to and south of current D10 fronting on Mission, Gallardo and Cesar Chavez, are proposed to be acquired. The single property owner rejected **MTA's** offer in July. Staff felt negotiation of an acceptable agreement was unlikely.

The expansion is related to storage and operation of new 60-foot articulated buses for Line 720, along with system increases in bus service, some at D10.

The pilot NABI 60-foot articulated bus (9200) arrived on September 7th and is now undergoing inspection and review. To be nicknamed "Metro Liner", the three-door bus is gray and silver. Expected first use will be on the San Fernando Valley Busway (ORANGE LINE).

Earlier this summer, some shifts of contractor operated buses occurred. 9970-9975, Bluebird CSRE3904s on the *M. V. TRANSPORTATION, INC.* contract for Line 58-ALAMEDA, were shifted to *FIRST TRANSIT, INC.* where they have generally been seen on 130-ARTESIA BLVD. and 205-WILLOWBROOK-SAN PEDRO. *FTI* Econoline/Aerotech cutaways 12530-12535 and 0025 were traded to *M.V.* for the lightly patronized Line 58. These buses had been assigned to 214-BROADWAY-MAIN ST. LOOP which now uses four of the 12500-12527 series El Dorado/National MST II, made surplus by reductions on Lines 225/226.

LOS ANGELES WORLD AIRPORTS VAN NUYS FLYAWAY BUS (VNF)

LOS ANGELES: Construction of a two-story new terminal building and a four-story parking structure with five tiers for parking on four covered levels (2800 vehicles) is underway on the site of the existing **FLYAWAY** operation at Saticoy and Woodley, near the Van Nuys Airport.

The 24-hour-per-day bus operation recently received a fleet of new buses – eleven 2004 model MCI D4500s numbered 6470-6480 with 55 forwarding facing seats and two wheelchair stations, but without restrooms. The buses are painted an all over medium blue with the word "FLYAWAY" in white and "VAN NUYS — LAX" in green on the sides of the coaches. *COACH USA* subsidiary ***CALIFORNIA CHARTERS*** continues to operate the route from ***CC's*** Long Beach garage. ***CC*** 66401-66409, accessible MCI 102C3s, were extensively rehabbed a few years ago for continued operations.

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OMNITRANS (OT)

SAN BERNARDINO: In July 2001, the **OT** Board authorized awarding New Flyer of America a contract for purchase of up to 45 low-floor, CNG buses, an option under a contract between NF and **PIERCE TRANSIT** of Tacoma, Washington.

The first 22, **OT** 0151-0172, arrived in late 2003 and the next 23 (16 replacement and 7 expansion buses) were originally due by the end of this year.

While there is sufficient capital money to buy the buses, the operating budget for the next two years does not guarantee sufficient funds to operate all of them and the order was recently reduced to cover only the 16 replacement buses.

OT recently adopted the E Street Transit Corridor Project – System Wide Corridor Plan as the first step to identify transit corridors within their service area with the potential for major fixed route transit investments.

Seven corridors were identified – E Street, Foothill East, Foothill West, Mountain-Euclid, San Bernardino Ave., Holt-4th and Grand-Edison – with E Street selected as the first corridor to conduct an Alternative Analysis to determine the best transit service strategy.

September 7th brought the Fall service change with the biggest change, the introduction of Sunday service on 67-ONTARIO-FONTANA.

LAS VEGAS RESORT CORRIDOR MONORAIL (RCM)

LAS VEGAS, NV. The recently opened *RESORT CORRIDOR MONORAIL (WT 8/04)* has been temporarily closed as efforts continue to determine why two different parts fell from the trains within a matter of four days. Also on hold is the proposed 2.25 mile long downtown extension of the system.

The $650 million, four mile system closed September 8th after a metal part connected to a drive shaft fell from the train. Several days earlier, a wheel fell from a train and a two day shutdown ensued.

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: On August 18th **GLI** trimmed 287 stations from its operations in the West and Midwest as part of a plan to reduce costs.

The segment of the SAN FRANCISCO-PORTLAND,OR VIA HIGHWAY 101 route north of Crescent City, CA (the entire Oregon portion) was discontinued. The YAKIMA, WA-PORTLAND,OR VIA HIGHWAY 14 route was discontinued.

Oregon's Public Transportation Advisory Committee is working with legislators to secure state funding to keep some intercity service. The Committee will also write to cities, towns and transportation providers to ask their plans to fill gaps and how soon they may take over.

Local firm **VALLEY RETRIEVER** assumed the route between Albany, Ashland, Bend and Redmond that included an **AMTRAK** Thruway ticketing agreement.

In Northern Nevada, service to Fernley, Lovelock, Valmy, Carlin and Wells (the smaller cities along Interstate 80) was dropped although SAN FRANCISCO-SALT LAKE CITY buses continue serving Reno, Sparks, Winnemucca, Battle Mountain and Elko.

GREATER VANCOUVER TRANSPORTATION AUTHORITY (TRANS LINK)

VANCOUVER, B. C.: The **TRANS LINK** Board voted 8-4 to approve an action to proceed with the Northeast Sector rapid transit line project (Coquitlam) by 2010 and directed staff to secure funding with the Province for a grant of $170 million in a contractual agreement prior to entering into any Concession Agreement for the RICHMOND-AIRPORT-VANCOUVER rapid transit line. *(Ed. Note – the rapid transit program has been very politically charged. The AIRPORT line was originally expected to be started ahead of any other).*

Construction work on the UBC campus has required trolley bus routes 4–POWELL and 17–DOWNTOWN to stop at Blanca Loop with a diesel shuttle now operating between Blanca Loop and UBC.

Additional summer tourist season service for Stanley Park users was provided on Saturday between 600PM and 1000PM and all day Sunday. Downtown Stanley Park trips alternated with Metrotown Stanley Park trips offering a combined ten minute headway.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: To ease the expected traffic congestion during the Interstate 15 Devore Project, CALTRANS will team with **VVTA** to provide added VICTOR VALLEY COMMUTER bus service at no cost to the passengers.

During the period October 3-31, there will be scheduled lane closures on I-15 between I-215 and Sierra Avenue

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as the freeway is totally resurfaced. Tremendous traffic congestion is expected during this time.

Two additional morning and afternoon round trips will be added on both the SAN BERNARDINO and RANCHO CUCAMONGA routes *(WT 06/04)*.

Although the trips have been scheduled and advertised, **VVTA** staff expects conditions will be ever changing and that they may need to make schedule adjustments and use many methods of communication to alert riders and potential riders.



L705 at the Rancho Cucamonga Metrolink station on the first day of service. Craig Barnes photo.

VVTA has arranged to lease four Neoplan AN340As, L701, L703, L704 & L705 (which were in contingency) from **ANTELOPE VALLEY TRANSIT AUTHORITY** to meet equipment needs for the expanded service. The ANTELOPE name has been replaced in the same style of lettering by VICTOR so that the buses say VICTOR VALLEY TRANSIT AUTHORITY.

SIGNS OF THE TIMES
"Message Writer 620"

Luminator's first DOS program was the Message Writer 610. In 1988 Luminator introduced the Message Writer 620. This was not un upgrade of the 610, but a new program with many new features capable of supporting the following Destination Sign Systems:

- LIDS I
- LIDS II and III
- LIDS IV and MAX

Some of the new features included:

- Textual search within the message editor.
- The capability to define a range of messages for the message print function.
- The capability to define a format for the message print function.
- The capability to print a message listing to a disk file instead of the printer.
- Search and replace function which allowed the user to enter text or signs and automatically replace the text or signs with confirm or deny keystrokes.

This program was capable of supporting up to 8 different signs, each display a different message. Either 2716, 2732A, 2764 or 27128 EPROMs could be used. Blanking after the last line of a multi-line message was optional, and the timing for the blanking and the display times for LIDS IV or MAX systems were both user configurable.

The message editor had three fields per message line: 1) Text, 2) Operator, and 3) Signs. The text field contained the message text which would appear on the signs, and was restricted to 15 characters. In the case where a "%" appeared in the message text, 16 characters were allowed. The "%" character was used as a special operator used in the Luminator sign system to left justify portions of the message text on the 15 character signs and to create an output line for partial signs (partial signs are the 3 or 4 character route number signs). For example, if the user were to enter 123%CENTER ST as the message text, "123" would be left justified on the 15 character signs, and "CENTER ST" would be centered in the remaining characters on the sign. If there were partial signs in the sign configuration, a message line to write "123" to the partial signs would automatically be created.

The Operator field could contain only 3 characters, "<", ">", and "^". The "<" character signified a single line message. The ">" character signified a line which was part of a multi-line message. The "^" character signified the last line of a multi-line message.

The Sign field could contain up to 8 digits, one for each sign in the system. The signs were designated 0-7. For example a three sign system, a front, side and rear route, would be configured as:

1st 15 character sign (front) - 0
2nd 15 character sign (side) -1
1st 3 character sign (rear) - 2

Sign 7 was usually the Control Console.

For the LIDS I, II, III systems, only the test field was editable. That was because the LIDS I, II, III systems had a fixed configuration.

The 620 used the decimal system for coding (1-10,11-19, 20-29, etc). The Emergency Message was known as Table A. The Public Relations messages were Table B, and the destination codes were Table C. You could have unlimited (only limited by the EPROM size) number of PR messages and destination messages.

The 620 did not have a graphic display of what the signs would look like on screen.

MTA LIBRARY
ONE GATEWAY PLAZA
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LOS ANGELES, CA 90012

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Redding Area Bus Auth	34-37	Gillig	C20B102N4/Y1089537-540	05/99	
	38-44	Gillig	C20B102N4/Y1089396-402	10/99	
	45-47	Gillig	C20D102N4/31111750-752	07/03	
Antelope Valley TA	315-323	Gillig	G22D102N4/11071675-683	01/01	
	324-330	Gillig	G22D102N4/11071684-690	07/01	
Monterey-Salinas Transit	unknown	Gillig	C20B102N4/31112087-094	2003	
South County Area Trnst	201-204	Gillig	C20B102N4/31112329-332	07/03	1
Central Coast Area Trnst	B159-B165	Gillig	C20D102N4/31112333-339	07/03	
Norwalk Transit System	7071-7072	Gillig	G19D102N4/31073944-945	12/03	
Dallas Area Reg Trns (TX)	5700-5779	NABI	416.1S/3A140279-358	2003	2
Culver City Bus	7098-7105	New Flyer	C40LF/4U027006-013	2004	
Van Nuys Flyaway	6470-6480	MCI	D4500/—	06/04	3
-USED-					
Marin Airporter	unkn	MCI	102C3/RP045784	1994	4
-DISPOSITIONS-					
Van Nuys Flyaway	66407	MCI	102C3/PP045634	1993	5
Antelope Valley TA	202, 204	Gillig	40TB966V92/J1082499, 501	10/88	6
	209-211	Gillig	40TB966V92/J1082520-522	10/88	6
	212-214	Gillig	4096TB6V92/L1083567-569	06/90	6
	301-302	Gillig	40102TB6V92/N1084563-564	1992	6
	306, 310	Gillig	40102TB6V92/N1084569, 572	1992	6
	19118	Gillig	40TB1026V92/J1082484	10/88	6
-LEASED-					
Victor Valley TA	L701,	Neoplan	AN340A/NL013017	10/91	7
	L703-L705	Neoplan	AN340A/NL013019-021	10/91	7

-NOTES-

1. Correction.
2. One door suburbans with forward facing, reclining seats.
3. 6474's VIN is 4P056384, built 06/04.
4. Ex Autobus Viens (PQ) 557.
5. To private party in Garden Grove.
6. Sold through Ken Porter Auctions.
7. Leased from Antelope Valley Transit Authority for the month of October 2004

LOS ANGELES COUNTY MTA received the pilot bus of its order for 200 60-foot, three door articulated NABI buses early this month. The accessible, low floor bus seats 58 and is silver and gray with two wheelchair securement areas and three bicycle racks positioned among the seats. 9200 is VIN 1N960B01X/4A140295, built 08/04.





9200 on display in front of MTA building. The bus has three doors, the front being a single door, with full-color Luminator LED signs on the front, side and rear. Left photo by Craig Barnes. Right photo by Scott Page.