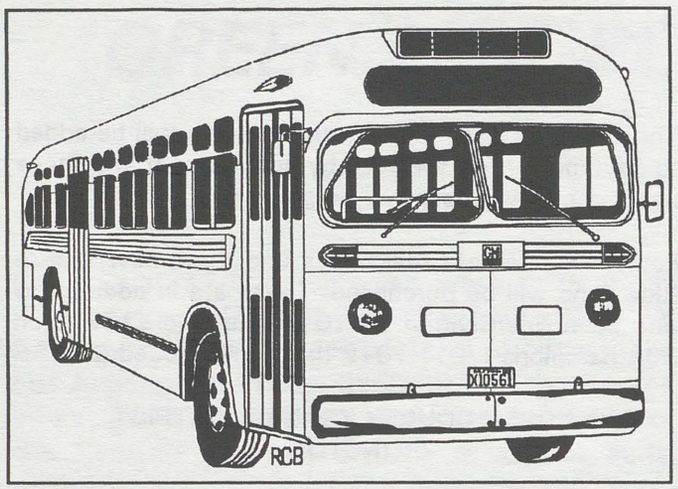


Western Transit

11112 Ivanhoe Garden Grove, CA 92640

VOL. 33, NO. 8 **August 1995**

SKAGIT TRANSIT SYSTEM (SKAT)

BURLINGTON, WA: On July 1st *SKAT* expanded service to the newly annexed communities of Sedro-Woolley, La Conner and Anacortes from its base of Mount Vernon and Burlington. The new communities elected, last September, to be included in the Public Transportation Benefit Area.

Service hours correspond to the previously existing ones, 630AM-930PM on weekdays and 930AM-730PM on weekends. In addition to the fixed route service, a Boeing Express bus now operates from a Park and Ride lot to the Boeing plant in Everett. The forty foot coach operates between Anacortes and Mount Vernon upon its return from Boeing.

Five new Gillig buses were purchased for the new lines, 951-954 which are thirty footers and 955 which is a forty foot unit.

In addition to the Gillig purchase, *SKAT* also bought four Chrysler mini-vans (601-604) for its complementary paratransit system. *SKAT* now operates all paratransit in Skagit County. In 1994 the Skagit Council On Aging (SCOA) operated the service under contract and, beginning last January 1st, *SKAT* brought over all of SCOA's employees and leased the vehicles from SCOA.

SKAT, with 68 employees, now has thirteen fixed route buses, eleven in service and two spares and ten mini-buses leased from SCOA plus the four new Chrysler vans.

As one of the nation's newest transit systems (November 1, 1993 inauguration), it is also one of the fastest growing. With the annexation, *SKAT* now provides service to more than half of the county's population with potential county wide initiatives to come in the fall elections.

There are now nine routes, all with hourly headways and all, but 300-SEDRO WOOLLEY-BURLINGTON-MOUNT VERNON (3 buses), using one bus.

The routes are 101-CHINOOK & PETERSON-ALBERTSONS TRANSFER STATION (at Skagit Valley Square) VIA BURLINGTON, 203-MOUNT VERNON-CENTENNIAL SCHOOL, 205-MOUNT VERNON-SKAGIT VALLEY COLLEGE, 207-MOUNT VERNON-S. V. HOSPITAL, 409-ANACORTES-ERIE SCHOOL, 411-ANACORTES-SKYLINE VIA FERRY, 513-ALBERTSONS TRANSFER STATION-ANACORTES and 615-ALBERTSONS TRANSFER STATION-LA CONNER.■

KING COUNTY DEPARTMENT OF METROPOLITAN SERVICES (METRO)

SEATTLE, WA: METRO has signed a contract with the Gillig Corporation for purchase of 360 clean diesel buses (345 40-foot and 15 35-foot) following resolution of the protest by NovaBus on the procurement *(WT 5/95).*

The new buses, the first since delivery of the 236 Breda dual power units in 1990-91, will be painted in new colors and will be equipped with Cummins M11 engines and five speed Allison B400R transmissions. They will replace the last of the AM General 10240B-8 buses and many of the Flyer D10240C units.

70-EASTLAKE, presently a diesel line, will be transitioned to trolley coaches by mid 1997.

Design of the electrification project is nearing completion. Once operational, the line will operate with 10 minute peak and 15 minute base headways.

In some areas of the route, trolley overhead will be integrated with the streetscape through an innovative program combining art and engineering elements.

The alignment will be similar to the current route

SEATTLE METRO
(Continued)

except in downtown Seattle where the buses will run along 3rd Avenue in both directions and in the University District where the line will travel on 15th Avenue Northeast instead of University Way.■

WASHINGTON STATE NEWS BRIEFS

COMMUNITY TRANSIT is advertising for 8 body on chassis paratransit vehicles with an option for 4.

CLALLAM TRANSIT SYSTEM dedicated its new maintenance, operations and administrative complex in mid June. The 50 bus facility allows all of the agency to be under one roof, the first time since 1984.

The Everett City Council has selected a downtown site bounded by Pacific, Hill, 36th and Smith as the location of the Transportation Center to replace the current on street operations of *EVERETT TRANSIT* and *COMMUNITY TRANSIT* and include *AMTRAK*. Opening date is 1998.■

NORWALK TRANSIT SYSTEM (NTS)



NORWALK: Coinciding with the July opening of the Norwalk/Santa Fe Springs Transportation Center (aka Norwalk Metrolink Station), *NTS* started Route 4-TRANSPORTATION CENTER, a one way loop, weekday peak hour line connecting the train station and Norwalk Civic Center area.

The line operated every ten minutes at a quarter fare and ran until the opening of the METRO GREEN LINE and *NTS'* assumption of a portion of former *MTA* Line 120-IMPERIAL HIGHWAY (See **GREEN LINE** Supplement).

The Norwalk City Council recently approved several ideas aimed at reducing costs of *NTS* while maintaining current fares and service.

The biggest change will be the closing of the terminal at Norwalk Town Square Center and moving the dispatch center to the city public works yard where the system is based.

There will be adjustments to fixed route lines 1-RIO HONDO-BELLFLOWER, 2-STUDEBAKER and 3-SHOEMAKER to use fewer residential streets.

The Dial-A-Ride van used in the evening will be added to daytime service for rides by appointment and those needing evening rides will be given taxi vouchers.

Four new alternate fuel buses and three new Dial-A-Ride vans will be purchased. These are in addition to one Econoline/Civitran (7010 II) and two Chevy Van 30/Champions (7011-7012 II) recently added.■

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: For the 1995 Del Mar Race Track season, *NCTD* is operating (and the City of Del Mar is sponsoring) 301X-DEL MAR SHUTTLE.

It operates between the Solana Beach rail station, the race track and downtown Del Mar. Service begins at 1055AM connecting with both *AMTRAK* and *COASTER* trains prior to post time, then operates a 30 minute headway until 530PM and departs Del Mar at 645PM (or 15 minutes after the last race) for train connections and makes three more trips (720PM, 750PM and 840PM) not serving the track for train connections.

The regular fare is $1.10, but passengers from *NCTD* 301 and 308, *AMTRAK* and *COASTER* ride upon presentation of valid ticket or transfer.

THE STAFF FOR THIS MONTHS ISSUE

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Edmund Buckley

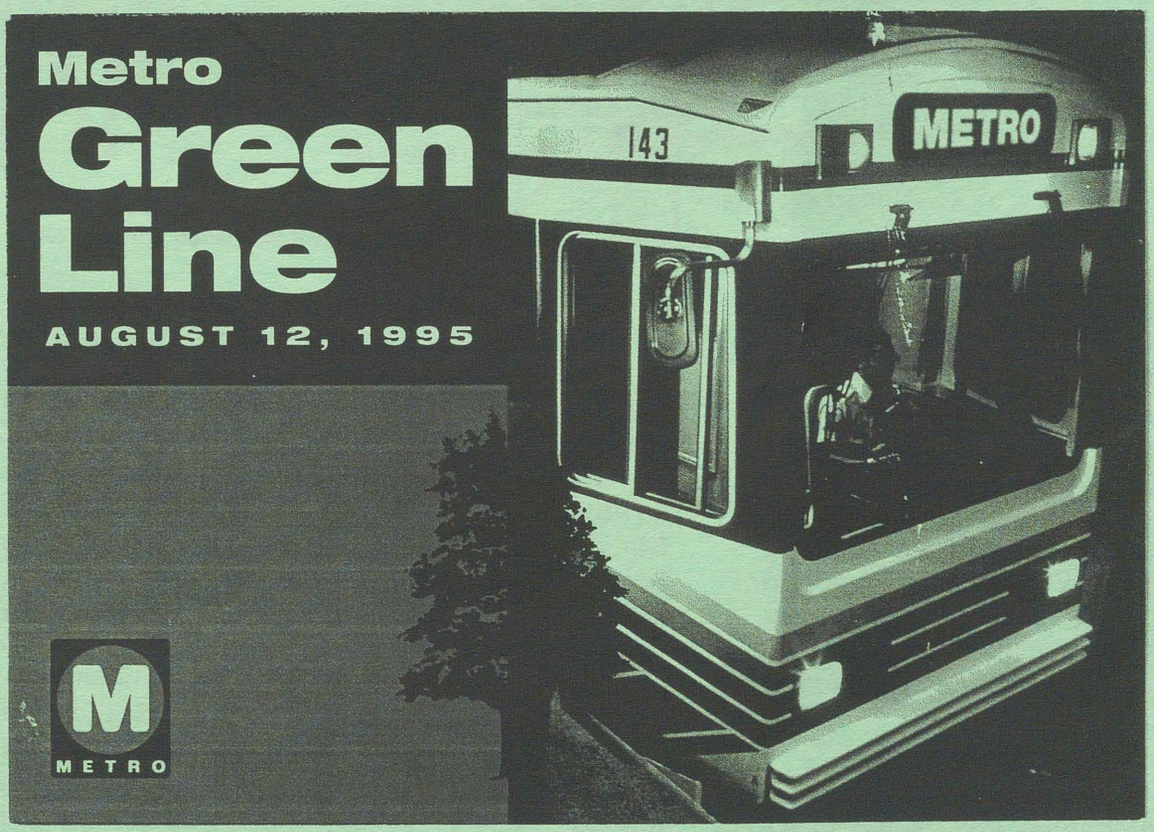
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GREEN LINE BEGINS OPERATION

On August 12th ceremonies were held at rail stations along *MTA* Line 803-CENTURY FREEWAY RAIL LINE aka **METRO GREEN LINE** introducing the Los Angeles area to its third rail line, this one on an exclusive right of way, either in the middle of the Century Freeway (I-105) or on an aerial guideway in El Segundo and Redondo Beach.



The GREEN LINE was born from the legal turmoil that halted construction of the Century Freeway during the 1970s. A 1979 consent decree that settled the lawsuit called for a transit project which would run down the center of the freeway. Planners eventually opted for a light rail line, the former *LOS ANGELES COUNTY TRANSPORTATION COMMISSION* approved the project in 1984 and construction began in January 1991.

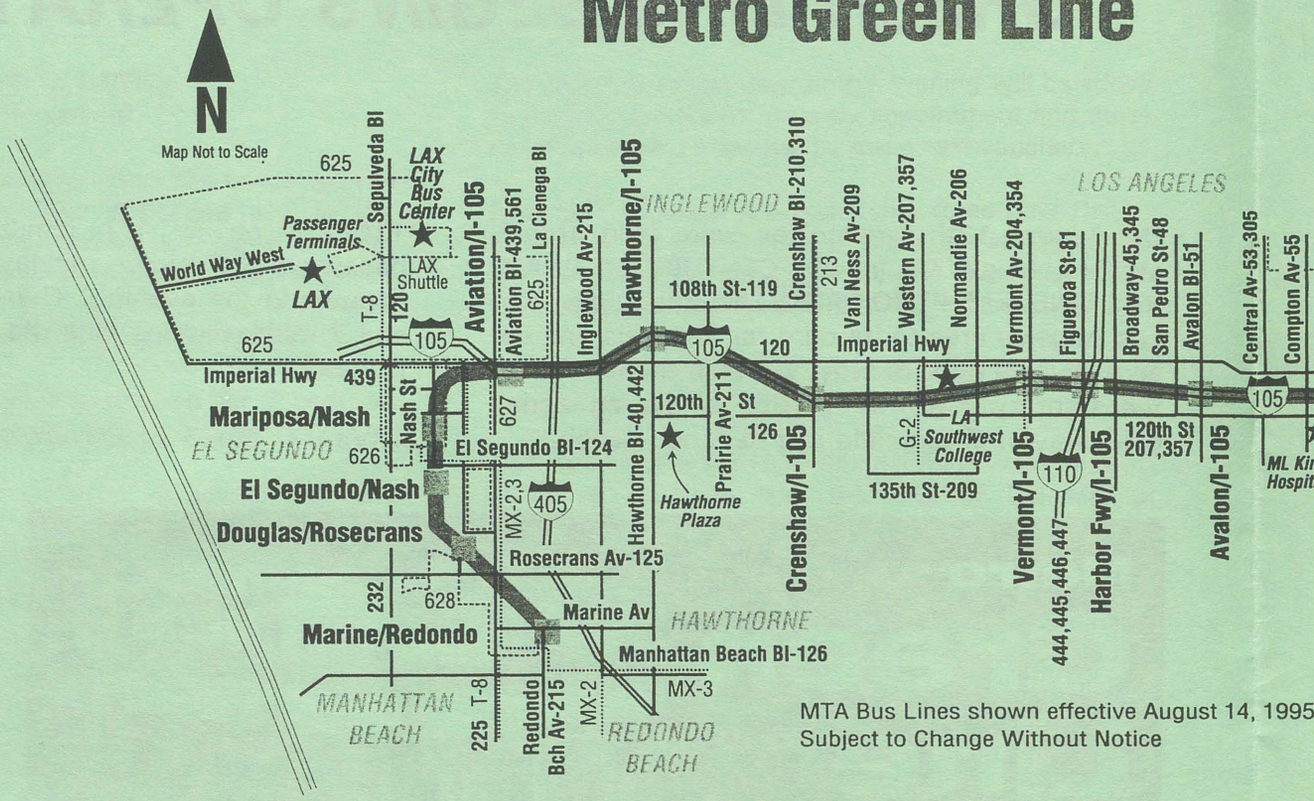
With fourteen stations along the 20 mile long route, trains will operate between 400AM and 1100PM on 7 1/2 minute weekday peak headways, 12 minute midday headways and 20 minutes in the evening. There are 13 peak hour and 7 midday trains plus the gap train stored at Norwalk.

LRVs 100-101, 136 and new cars 154-168, based at Division 11 (North Long Beach), are assigned to Line 803. These cars are identical to the rest except for a new digital dual display speedometer replacing the analog needle, a new radio/public address system, a drip rail extending over doors, two additional amber lights above the passenger doors which flash just before the doors close and some varying exterior paint schemes. The Line 803 cars have a small fleet number at each end just below the operator's window on the outside of the car.

Car 161 received an all-over shrink wrap decal which reads "Metro Green Line Opens Summer 1995" in white on a green background. The car body is white with the "M" logo at each end of the car below the front window.

The 15 new LRVs have all been named after cities and communities along the route including Redondo Beach, El Segundo, Hawthorne, Inglewood, Gardena, Lynwood, Paramount, Downey, South Gate, Bellflower, Norwalk, Watts,

Metro Green Line



MTA Bus Lines shown effective August 14, 1995
Subject to Change Without Notice

Westchester, Willowbrook and Athens. Plaques are now being placed. 158 is City of Bellflower and 161 is City of El Segundo.

The GREEN LINE did not replace any existing bus line, but caused many reroutings *(WT 7/95)* and the establishment of nine NEW lines including seven shuttles operated by others but subsidized by *MTA* through $5 million in CMAQ funds over the next two years. These lines represent the Intermediate Access level of *MTA's* GREEN LINE Bus/Rail Interface Plan.

The only bus line which duplicated the GREEN LINE was 120-LAX-IMPERIAL HWY-BREA MALL and it was segmented into four lines to serve local trips and to encourage people making longer trips to use the rail line.

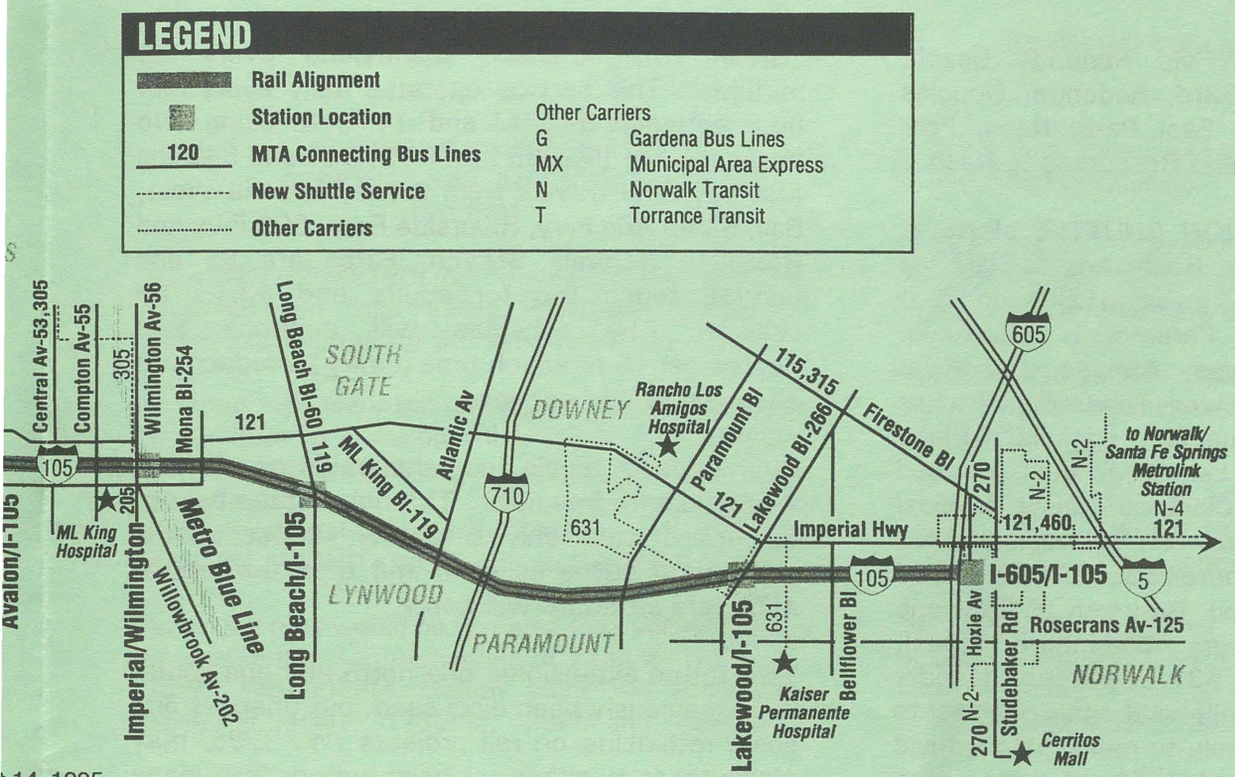
The replacement buses include *MTA* 120-LAX-IMPERIAL HWY, 121-IMPERIAL HWY-WILMINGTON STATION-NORWALK METROLINK, *NORWALK TRANSIT SYSTEM* 4-IMPERIAL HWY-LA HABRA and *ORANGE COUNTY TRANSPORTATION AUTHORITY* 120-IMPERIAL HWY TEMPORARY SHUTTLE.

Line 120 operates between LAX City Bus Center and the Imperial/Wilmington Station via 96th, Vicksburg, Century, Sepulveda and Imperial to Wilmington diverting to serve the Aviation and Harbor Freeway Transitway GREEN LINE rail stations. 3300 series Neoplans are used and 120 is based at Division 18. Line 121 begins at the Imperial/Wilmington Station via Willowbrook, 119th, Mona, Imperial, Hoxie (into Norwalk Station) and Imperial to the Norwalk Santa Fe Springs Transportation Center aka Norwalk *METROLINK* Station. 4400 series 35 foot RTS buses are assigned from Division 18.

NTS Line 4 begins at the Norwalk Station via Hoxie and Imperial (diverting into Norwalk *METROLINK*) to Idaho in La Habra (La Habra Market Place). Weekday midday and weekend service is half hourly using 2 buses while weekday peak is 20 minutely using 4 buses. 7011-7012, new Chevy Van 30/Champions, serve base hours with two Orion T-30s as peak hour additions.

OCTA Line 120 begins at Beach and Imperial via Beach, Lambert, Idaho, Imperial and State College to Brea Mall. The line has a 50 minute weekday peak hour headway using one 8700 series Econoline/Champion operated by *DAVE TRANSPORTATION SERVICES.*

MTA 439-L.A.-LAX-REDONDO BEACH EXPRESS was rerouted via 96th, Airport Blvd, Century, Aviation to the Aviation Station, then via Imperial



t 14, 1995

to Sepulveda rejoining the regular route. 561-VAN NUYS BLVD LIMITED-SAN DIEGO FREEWAY was extended from the City Bus Center to Aviation Station via 96th, Airport Blvd, Century and Aviation.

Seven NEW shuttles, all identified as a "METRO GREEN LINE CONNECTION", are operated by five different entities from different rail stations, some all day everyday and others only during weekday rush hours.

213-CRENSHAW STATION SHUTTLE runs between the Crenshaw Station and downtown Inglewood via Crenshaw, Century, Hollywood Park roadways, Hardy, Myrtle, Arbor Vitae, Prairie, Manchester, La Brea, Florence, Prairie and Grace to Hillcrest (Daniel Freeman Hospital). The line runs 600AM-1000PM daily using four buses in the peaks and two midday and nights. Line 213 is operated by *METRO RIDE* (of Santa Clarita) in cooperation with the City of Inglewood with a fleet of five kelly green Econoline/Aerotechs, presently unlettered and unnumbered, which are members of the fleet of 17 such vehicles *(MTA* 9850-9866) which they operated on the recently discontinued Business Development Operating Facility lines.

625-WESTCHESTER SHUTTLE circulates in two directions from the Aviation Station to the World Way West industrial portion of LAX and the Westchester business district. This two direction loop line runs via Aviation, Imperial, Pershing, World Way West, Pershing, Westchester Parkway, Airport Blvd, 96th, City Bus Center, 96th, Airport, Century, La Cienega, Imperial and Aviation. Two buses operate in each direction every 22/23 minutes between 430AM-830AM and 200PM-600PM. This line is operated by *ATE MANAGEMENT & SERVICE COMPANY* with a fleet of five all white Econoline/Aerotechs, also former *MTA* buses. 0026 was 9851, 0027 was 9850, 0028 was 9852, 0030 was 9854. Line 625 replaced a major portion of the recently discontinued 623-WESTCHESTER RABBIT TRANSIT.

626-EL SEGUNDO SHUTTLE, 627-AVIATION BLVD SHUTTLE and 628-MARINE/REDONDO STATION SHUTTLE are all operated during weekday peak hours only by *MUNICIPAL AREA EXPRESS (MAX)* with some of its fleet of Gillig Spirits. 626 runs clockwise from the Mariposa/Nash Station via Nash, Grand, Continental, El Segundo, Sepulveda, Imperial and Nash. From the Aviation Station Line 627 runs via Aviation Blvd, 120th, Northrup roadway, 124th, Aviation, Hawaii, Alaska, Douglas, El Segundo and Aviation to the station. 628 begins at

Marine/Redondo Station via Redondo Beach, Space Park, Aviation, 33rd, Redondo, Douglas (Douglas/Redondo Sta), East Park, Nash, Park Way, Parkview, Village and Rosecrans to Nash.

631-LAKEWOOD STATION SHUTTLE starts at Kaiser Medical Center at Rosecrans & Clark via Clark, Imperial, Lakewood (passing Lakewood Blvd Station). Gardendale, Paramount, Consuelo, Dahlia, Golondrina, Rives, Amigos, Old River School Road, Imperial, Rives, Leeds (Rancho Los Amigos Center), Imperial, Garfield, Main, Paramount, Gardendale, Lakewood and Lakewood Station, Imperial and Clark to Kaiser Medical Center. Weekday service runs between 600AM and 700PM every 15 minutes 600AM-930AM and 330PM-700PM (2 buses). Between 930AM and 330PM service runs every 40 minutes (1 bus). During this period Line 631 operates in a route deviation format which allows the bus operator to go off route up to 1/4 mile to make unscheduled stops. This is the first such *MTA* operation which they call a flexible destination type service. Weekend service runs between 700AM and 430PM including route deviation from 930AM to 330PM. 631 is operated by *TRANSPORTATION CONCEPTS, INC.* with a fleet of three all white Econoline/Aerotechs, also former *MTA* units. 2-11 was 9855, 2-12 is not known.

Also serving the Aviation Station is *LAX SHUTTLE* route AVIATION STATION-LAX (also known as 630-LAX COLLECTOR LOOP) which operates during GREEN LINE operating hours via Aviation Blvd, Century Blvd, LAX lower level loop roadway, Century and Aviation. Selected 35 foot Gilligs, including 24, 26, 40, 54, 57 and 67, have received GREEN LINE CONNECTION decals.

Two Orange County carriers serve the Norwalk Station, *OCTA* and *AIRPORT COACH.*

All trips of *OCTA* Line 701-HUNTINGTON BEACH-LOS ANGELES were rerouted off the 605 Freeway at Imperial to serve the Norwalk Station. Passengers are discharged on northbound trips and picked up on southbound trips. *(Ed. Note - in the original Bus/Rail Interface Plan an express feeder route (S-5) between Huntington Beach and Norwalk was envisioned, but OCTA agreed to reroute its downtown express line to serve the station instead).*

AIRPORT COACH began a NEW route - GLAD 30-NORWALK-DISNEYLAND - which stands for "Green Line Anaheim Disneyland every 30 minutes". This service operates daily every half hour between 545AM and 1115PM using two buses (two of their 35 foot RTS, 841 and 843 the first day) and travels from Disneyland via West, Ball, Santa Ana Fwy, Riverside Fwy, 605 Fwy and Hoxie to Norwalk Station. Fares are $5 one way/$8 round trip for adults and $3/$5 for children. The schedule will continue thru September 15 at which time it may be reduced to a winter level of service.

Over 63,000 people rode the trains on opening weekend with free rides. Through September 4th the trains cost only a quarter (most of the connecting buses as well) and then the regular *MTA* fare structure will apply.

Two future extensions, one north and one south, have previously been discussed, but finances and some rethinking on rail projects *(WT 2/95)* may cause these to either not been built or built many years in the future. The northern extension, called NORTH COAST LINE, would travel past LAX, thru Westchester and end in the Marina Del Rey area. The southward extension would likely follow an alignment paralleling Hawthorne Boulevard to Torrance.

Supplement to the August 1995 WESTERN TRANSIT c1995

Contributors: Scott Page, Marvin Martin and Warren F. Quon.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: METROLINK operated special weekend trains between Simi Valley, Moorpark, Camarillo, Oxnard and Ventura for the Ventura County Fair.

Six round trips were run on August 19-20 and 26-27 (two train sets) charging either $4 or $6 round trip fares, depending upon origin.

A nine month trial operation of Saturday service on the SAN BERNARDINO LINE begins on September 9.

Four round trips would be operated (one train set) with trains departing San Bernardino at 725AM, 1050AM, 245PM and 605PM. Return trains will leave Los Angeles at 910AM, 1230PM, 425PM and 745PM.

SCRRA has reviewed the need for shuttle services at all *METROLINK* stations so those needs could be met through the Air Quality Management District's AB 2766 Discretionary Fund application process. Certain stations in Los Angeles County were identified as having insufficient service.

SCRRA has notified the AQMD of the findings and that they will work to find agencies, organizations or companies to submit applications for funding.

The three stations identified are Commerce, Union Station and Northridge. At Commerce there is need for a connection to the employment areas of Vernon and South Gate which should be served by a two year rail feeder set to begin in 1996. At Northridge the only service is the 648-METROLINK FEEDER, designed for the staff and students at Cal State Northridge and implemented after the Northridge earthquake *(WT 2/94)*. From Union Station, the service need is to the employment center west of the Harbor Freeway. In last year's AB 2766 process a project was recommended, but agreement with all parties was not reached.■

CALIFORNIA STATE NEWS BRIEFS

THE TIDE SHUTTLE, a two route free circulator in the downtown Santa Monica area, returned for its third summer. MAIN STREET operates daily on a 15 minute headway (2 buses) while MGM PLAZA/WATER GARDEN runs every 20 minutes on weekdays between 1100AM and 300PM. *DIVERSIFIED PARATRANSIT, INC.* is the provider.

The Los Angeles County Department Of Public Works is providing the summer only ALTADENA-SANTA MONICA beach bus service (one trip daily except Sunday and Wednesday).

GOLDEN GATE TRANSIT is now advertising for between 30 and 34 45-foot diesel intercity- commute configuration lift equipped buses.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT is seeking bids for purchase of 132 standard, diesel motor coaches.■

AMADOR STAGE LINES SIERRA TRAILWAYS (ASL/ST)

SACRAMENTO: Beginning August 7th *ASL/ST* began stopping at the new Silver Legacy Hotel Casino (5th & Virginia) in Reno in addition to Harrah's and the Nugget on its SAN FRANCISCO-SACRAMENTO-RENO route.

The order of drop offs in Reno is now Silver Legacy, Harrah's, Nugget. On westbound trips the pick up order will be Nugget, Silver Legacy and Harrah's.

The Berry Hotel in Sacramento was added as a stop earlier this year and there are five daily round trips San Francisco-Reno with an additional weekend schedule and one daily Sacramento-Reno round trip.■

PENINSULA CORRIDOR JOINT POWERS BOARD

SAN CARLOS: July 30th brought changes in both schedules and fares on *CALTRAIN*.

Saturday trains now operate hourly northbound from San Jose between 800AM and 400PM, the San Jose Arena post event train was discontinued and other minor time adjustments were made. All trains are now equipped for bicycle access.

There was an across-the-board 5% fare increase, a new 25 per cent discount one way weekday midday ticket was introduced and the weekly ticket was dropped. Ten ride tickets are now valid for 60 days and there was a $1 increase (to $5) for the monthly parking permit and bike locker rental charge.■



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Norwalk Transit System	7010 II	Ford Coll	Civitran/-	1995	
	7011 II-7012 II	Chevy Van	Champion/S3309729-730	1995	
Riverside Transit Agency	9501-9517	Flxible	40102-6C/SD106228-244	6/95	CNG
Skagit Transit (WA)	601-604	Dodge	Grand Caravan SE/SX650517-520	1995	
	951-954	Gillig	6CT3096/S1086131-134	1995	
	955	Gillig	---4096/S1086149	1995	
Whatcom Trnsp Auth (WA)	801-803	Orion	05.501/R6032047,050-051	11/94	30 foot
	811-813	Orion	05.501/R6032044-045,048	12/94	35 foot
	814-816	Orion	05.501/R6032052,054-055	12/94	35 foot
	817-819	Orion	05.501/S6032058-059,061	1/95	35 foot
	820-822	Orion	05.501/S6032063,065-066	1/95	35 foot
	823-825	Orion	05.501/S6032068-070	1/95	35 foot
	831	Orion	05.501/R6031869	7/94	40 foot
	832-834	Orion	05.501/R6031980,2014,017	9/94	40 foot
	835-837	Orion	05.501/R6032019,021,024	9/94	40 foot
	838-840	Orion	05.501/R6032036-038	9/94	40 foot
	841-842	Orion	05.501/R6032040-041	9/94	40 foot
	843	Orion	05.501/S6032211	4/95	40 foot
-USED-					
LADOT	80	National	T-26/JLZ16770	1988	1
Classic Tours and Trans portation (AZ)	477	GMC	TDH-5303/4497	1966	2
	1477	GMC	T8H-5308A/182	1974	3
Trans Nevada Stages (NV)	unkn	GMC	T8H-5305A/207	10/71	4
Peninsula Charter Lines	331	GMC	T80204/BV812502	1981	5
	332	GMC	T80204/CV821126	1982	5
	333	GMC	T80204/EV823984	1985	5
Frontier Tours (NV)	63526	GMC	TH8201/380	1978	6
	94712	TMC	MC-9/BROO2603	3/81	7
Sierra Pacific Tours	705	MCI	96A3/FPO40244	5/85	8
Discovery Luxury Motor Coach Charters	D-10	MCI	102C3/KPO42510	1/89	9
-DISPOSITIONS-					
SCRTD	4310	Flxible	111DD-D06-1/57166	1973	10

-NOTES-

1. Ex -, owned by ATE.
2. Ex Dallas Transit System 477.
3. Ex Phoenix Transit System 1477.
4. Ex Golden Gate Transit 807.
5. Correction to fleet numbers.
6. Ex Santa Clara County Transit 1021.
7. Ex Greyhound Lines-West 8579.
8. Ex Kerrville Bus Co (TX) V-744.
9. Ex Custom Coach Corp. (OH) 34--.
10. To private party in Riverside.

IN MEMORIAM

Richard Petzoldt, Western Transit Member #4 and a contributor, passed away at his home in Hawthorne, California during the month.