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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The weekend of June 24/25 ushered in one of the largest set of changes in **MTA** transit history as the METRO RED LINE was extended from Hollywood to the San Fernando Valley, the new METRO RAPID BUS program started, five bus lines were replaced by others, three lines were discontinued without direct replacements and 16 bus lines were altered to serve various METRO RAIL Stations.

At the same time, six of the first 13 contractor operated large bus lines were transferred to other companies – 96 and 167 from CHARTERWAYS/LAIDLAW to COACH USA/PROGRESSIVE and 128, 177, 254 and 256 from C/L to FIRST TRANSIT, INC. (formerly ATE). A number of 2800 series Flxible Metros will replace the all white 4452 and red stripe 8200 series RTS 04s.

The third extension of the RED LINE (802-UNION STATION-WILSHIRE-NORTH HOLLYWOOD) took place as trains were extended 6.3 miles to serve the Hollywood/Highland, Universal City (Cahuenga & Lankershim) and North Hollywood (Lankershim & Chandler) Stations.

Trains on Line 802 operate on a 5/10 weekday peak headway, 6/12 midday and 20 in the evening. After 900 PM, a shuttle train operates between Wilshire/Western and Wilshire/Vermont connecting with trains running between North Hollywood and Union Station.

On weekends, trains operate every 20 minutes in the morning including the shuttle train, then every 6/12 and again every 20 in the evening with the shuttle train.

The METRO RAPID BUS program *(WT 4/99, 9/99, 2/00)* began on the first two corridors identified in previous studies – WILSHIRE/WHITTIER and VENTURA using a fleet of ninety specially painted low floor buses – 7011-7100 (NABI Model 040.08) and offering frequent service, bus stops spaced abut every half-mile, color coded buses and stops (the RAPID logo is the bus stop sign) and bus priority at intersections.

MTA officials hope to reduce travel time 25 per cent in the two corridors by allowing the buses, equipped with electronic gear, to communicate with high-tech traffic signal systems. One element allows the bus to hold traffic lights green for up to ten seconds to allow the bus to clear the intersection. Traffic engineers say the computer system will adjust the signals in subsequent cycles to try and make up for the time buses take from cross traffic or left turn movements. Presently the system is in place only in Los Angeles. Agreements with Beverly Hills, Santa Monica and Los Angeles County have yet to be completed.

In a few months RAPID bus stops will be modern shelters called stations with special canopies and electronic signs indicating when the next bus will arrive.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

DECISIONS

LEGACY TRANSPORTATION SYSTEMS, INC. given authorization to transfer its PSC to its subsidiary, *SOUTH CAL SYSTEMS, LLC*

Getachew Demeku-Ousman dba A and D AIRPORTER granted PSC between all points in San Francisco, Alameda, Contra Costa, Solano Counties and certain points in Napa and Sonoma Counties, on one hand, and Sacramento, Oakland and San Francisco International Airports, on the other

BUSES ON THE HOLLYWOOD FREEWAY

With *the recent extension of the RED LINE, MTA Lines 424, 425, 427 and 522 were taken off the Hollywood Freeway through the Cahuenga Pass, three by a shortening to Universal City and one by discontinuation.*

MTA 426 still runs between Magnolia Blvd and Odin St while LADOT 422 and 423 were not altered and continue to operate between the San Fernando Valley and downtown Los Angeles.

Freeway operations of Line 429 were discontinued last June (WT 6/99) as the line was shortened to Hollywood.

Only one MTA line continues to use the Freeway — 156 (420) between Vermont and Temple, but only during late evening and Owl hours.

Nearly fifty years ago, December 28, 1952 to be precise, PE Line 93-LOS ANGELES-VAN NUYS, predecessor of today's 156, replaced the VAN NUYS RAIL LINE and was the first bus to use the then-new Hollywood Freeway traveling between Temple St and Santa Monica Blvd. As the freeway was extended, more buses used it to and from the Valley. Over time, about a dozen different lines have used the freeway.

As history repeats itself, rail service is restored, this time under rather than through Cahuenga Pass, and bus service is reduced to one line, which happens to be the successor to the very first – and the one which has always been considered the major link between the Valley and downtown Los Angeles – 93(420)(156).

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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 1995 – AIRPORT COACH expanded service on both Airport routes, two new Disneyland area shuttles were started using newly acquired used RTS, equipped with baggage racks at the rear door, while the ENTERTAINMENT EXPRESS was operating hourly.

JULY 1990 – The METRO BLUE LINE began between the Pico and Anaheim Stations with bus connections at both ends – **RTD** 601-BLUE LINE SHUTTLE (LOS ANGELES) between Pico Sta and 7th & Flower and **LBT** 55-BLUE LINE SHUTTLE between Anaheim Station and the four station downtown loop.

JULY 1985 – The 3 year period of 50 cent fares in Los Angeles County ended. At that time, 35% of the sales tax revenue had to be used for the proposed rail system, 25% continued to be returned to the cities with the remaining 40% to be used as **LACTC** decided.

JULY 1980 – MONTEBELLO MUNICIPAL BUS LINES extended Line 40/45/50-BEVERLY BOULEVARD from 4th & Indiana westward to 5th & Beaudry replacing the 4th Street segment of **RTD** Line 47-WHITTIER BLVD–EAST 4TH STREET.

JULY 1975 – NORTH COUNTY TRANSIT SYSTEM/ OCEANSIDE TRANSPORTATION SYSTEM was expecting delivery of 30 new Fleetwood brand buses for service in Carlsbad, San Dieguito and Solana Beach. Discussion had began about creating a transit district and Oceanside selling **OTS** to that agency.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

Line 720-WILSHIRE-WHITTIER RAPID BUS is based at Division 7 with 65 buses (7035-7100) assigned. It runs every 3-7 minutes in peak hours, 10 minutes in the midday (and all day weekends) and 20 minutes at night.

Line 750-VENTURA BLVD RAPID BUS is garaged at Division 8 with 24 buses (7011-7034) It runs every 10 minutes in peak, 12 minutes midday, 20 at night with weekend daytime headways every 12-15 minutes. It is being touted as a bus extension of the RED LINE.

720 replaced the former 320-WILSHIRE LIMITED, 322-WILSHIRE-BRENTWOOD LIMITED and a portion of 318-WHITTIER BLVD LIMITED while 750 replaced the section of 425-VENTURA BLVD LIMITED EXPRESS between Warner Center and Lankershim.

Rides on the RED LINE were free the June 24/25 weekend while the RAPID BUS was free thru June 30.

Other bus route changes were made, many related to the RED LINE. 152, 154, 156, 183 and 426 were all slightly rerouted to serve North Hollywood while 96, 152 and 166 were rerouted to serve Universal City.

Line 420-LA-VAN NUYS-PANORAMA CITY was renumbered 156 and rerouted slightly to serve North Hollywood Station. Alternate trips now operate as far south as the station. Late night and Owl trips continue to run to and from downtown Los Angeles.

Former Ventura Boulevard lines 424, 425 and 522, which all operated to/from downtown Los Angeles, were replaced by lines which operate to/from Universal City Station. 424 was replaced over the same but shorter alignment by 150-VENTURA BLVD-WARNER CENTER while 522 was replaced by 240-RESEDA BLVD-VENTURA BLVD in similar fashion. 425 was replaced by the RAPID BUS. Selected Line 150 trips continue as Line 161 trips during weekday peak hours.

The 418A routing of reverse direction trips *(WT 7/99)* was changed to the regular 418 alignment while Lines 427 and 429 were discontinued without replacement.

18-WEST 6TH-WHITTIER BLVD was extended from Garfield to Whittwood Center via Whittier, Philadelphia, Painter and Whittier replacing another portion of former 318. Line 471-PUENTE HILLS-WHITTWOOD-BREA replaced the last segment of 318 and was extended from Whittwood to Brea Mall.

While 20-WILSHIRE and 21-WILSHIRE-UCLA stayed the same, 22-WILSHIRE-BRENTWOOD was made an independent line and now runs between Santa Monica (Ocean & Main) and Beverly Hills (Santa Monica & Canon) via Ocean, San Vicente, Wilshire, Beverly Glen, Santa Monica to Canon. Line 22 runs hourly daily and is based at D6 on weekdays and D10 on weekends.
*(Ed. Note – the original consultant plan was to either transfer the line to **SANTA MONICA MUNICIPAL BUS LINES** or discontinue service on San Vicente).*

Interlined 119-108TH STREET and 126-MANHATTAN BEACH BLVD were both adjusted to begin/end at the GREEN LINE Hawthorne Station.

Line 201-SILVERLAKE BLVD-EAST GLENOAKS was rerouted via Beverly and Vermont to serve the RED LINE Station while 206-NORMANDIE was rerouted near Sunset & Vermont.

Special Hollywood Park Race Track trips on 210-CRENSHAW were dropped as 212-LA BREA AVE was extended from Inglewood along Manchester, Prairie, Lennox and Hawthorne to GREEN LINE Hawthorne.

A NEW Hollywood Bowl service, 163-BOWL SPECIAL SHUTTLE, started between Hollywood/Vine Station and the Bowl. It operates Bowl nights only beginning three hours before performance time with 2 buses. At the conclusion of the show, buses are set to depart the Highland Avenue Loading Zone directly to the Hollywood & Vine Station.

To accommodate the stationing of all Line 720 buses at Division 7, several lines were shifted between divisions. All of 27/28/328/83/84/85-OLYMPIC-EAGLE ROCK, except the BDOF operated Line 84 Owl, was shifted to Division 3 who then sent most of Line 94-LA-SAN FERNANDO and about half of 180/181-HOLLYWOOD-PASADENA-ALTADENA to Division 15.

Rail Division 22 in Hawthorne was opened to operate Line 803-CENTURY FREEWAY RAIL LINE (GREEN LINE) with a mix of Siemens P-2000 cars (201-250 and 301-302) and Sumitomo cars (154-168). When more Siemens cars are operational, the Sumitomo's will return to Division 11 for the three car trains to be operated on 801-LONG BEACH-LOS ANGELES.

The first 101 (of 215) NABIs are on the property painted in three different colors — 7000-7002 are gold and white and used in regular service, 7003-7010 are all white and are considered floaters to be used as extra RAPIDS or on regular lines, 7011-7100 are Rapid Red and White. It is understood that 7101-7214 should be gold and white.

(Continued on page 4)

(Continued from page 3)

LACMTA LABOR ISSUES

Contracts with the United Transportation Union (bus operators), Amalgamated Transit Union (maintenance) and Transportation Communications Union (clerical) all expired on June 30. Negotiations had been ongoing for several months.

Late in June both UTU and ATU members voted overwhelmingly to authorize a work stoppage if needed. When UTU indicated they might walkout on July 1, **MTA** requested Governor Davis to intervene. On June 30, Davis ordered a seven-day extension of the existing contracts and appointed a fact finding board to study the situation. On July 6, Superior Court Judge Janavs issued a temporary restraining order barring action until a hearing set for July 25 when the judge is expected to extend the "cooling off" period until September 3.

The last transit strike occurred in the summer of 1994 *(WT 7/94)* and **MTA** supervisors (now members of AFSCME) and other staff drove buses with added service provided using contractors and their buses.

MTA SPONSORED SHUTTLES

As part of its county wide planning program, **MTA** funds a number of community based transportation programs. Some are funded through the annual Call for Projects and treated as demonstration programs that require local (city, county) funding for continuation. Others (such as Lines 625, 631 and 646) have been funded in the **MTA** budget and, yet others have been included in the Consent Decree new services program.

In 1997 standards were adopted for continued shuttle subsidies – for fixed routes the subsidy per passenger could not exceed $5 and for demand response the subsidy could not be greater than $12 per rider. Those services that failed the targets were given six months to improve with cancellation the ultimate alternative.

Four **MTA** shuttles (625-WESTCHESTER SHUTTLE, 626/627-EL SEGUNDO SHUTTLE, 631-LAKEWOOD STATION SHUTTLE and 646-NIGHTLINE SHUTTLE) meet the standards and have been funded for Fiscal Year 2000/01. All are contractor operated and a procurement process will soon begin for new three year operational contracts.

LADOT has had Smart Shuttle routes operating in four areas of the city (Westlake/MacArthur Park, South Los Angeles, West San Fernando Valley and East Valley) for the last several years.

The Smart Shuttle program originally included a goal that these technologically advanced demand-response systems would be fully funded from the fare box by the end of three years. This goal has not been achieved due to several factors, including **MTA's** inability to cancel low productivity segments for substitution by SS and lack of consensus on a fare coordination process.

Previously **MTA** pass holders could use SS buses with payment of a fare differential. Last fall a pilot program started in the East San Fernando Valley to determine viability of using SS to enhance capacity on fixed route segments, eliminating the need to add more **MTA** service to meet load factor requirements. A crucial element of the plan was adoption of the **MTA** fare and acceptance of all **MTA** passes. Successful, the overlay and pass acceptance has been (or will be) expanded to all SS areas.

SS is now performing two types of transit, fixed route overlay with potential for minor route deviation and demand response. The fixed route overlay is the most successful. East Valley and Westlake area SS services have been realigned to cover significant portions of major lines (Western, Normandie, Vermont, Alvarado, Olympic, Victory, Sherman Way, Sepulveda, Van Nuys)

The 12 overlay routes operate half hourly and provide flexible destination options along the line. They are attracting 10,000 riders per weekday or 25 boardings per hour while Demand Response has 4 riders an hour.

A review of point check data collected on Van Nuys Blvd (Line 233/561) shows ridership has decreased by 200 riders a day at the check location reducing the number of bus trips with over a 1.25 passenger load factor from 13% to 6% of total trips. This suggests there is no need to provide the two additional buses originally scheduled for June.

LADOT will work with **MTA** to further refine this service by adjusting routes and frequencies. Other opportunities could include providing local service with these community based providers while **MTA** focuses on the regional, longer distance trips by operating only limited stop service on these streets.

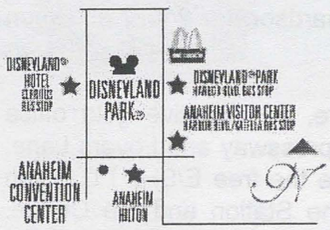
Funding was approved for ten of twelve **LADOT** SS. The City Council then approved discontinuing NORDHOFF/PARTHENIA and SHERMAN WAY/ VICTORY (WEST VALLEY) on July 1. Interestingly, Nordhoff/Parthenia will soon see a new DASH route.

(Continued on page 5)

(Continued from page 4)

THE ORANGE TROLLEY (TOT)

ORANGE: Sponsored by the Orange Chamber of Commerce and the Downtown Business & Professional Association to promote the shops, restaurants and attractions in the City of Orange to Disneyland visitors and METROLINK riders, **TOT** started June 3rd.



Operated by ROYAL SAFARI, INC. using a Supreme brand motorized street-car painted green over red, the FREE-fare **TOT** runs between stops in the Disneyland area, The Block At Orange, Metrolink Station and Old Towne Orange hourly 1000AM -1000PM daily.

SAN DIEGO COUNTY TRANSIT SYSTEM METROPOLITAN TRANSIT DEVELOPMENT BOARD (CTS/MTDB)

SAN DIEGO: On April 24th 853-RANCHO SAN DIEGO SHUTTLE (which had been a peak hour Flex Route) was expanded to operate midday on a circular route in the Rancho San Diego area along Avocado, Del Rio Rd, Fury Lane, Jamacha Road and Hilton Head Road, also serving Cuyamaca College and Rancho San Diego Town Center. Midday service is also Flex Route, which allows the bus to deviate up to 1/2 mile from the route.

On June 8 **MTDB** held a public hearing to receive testimony on four fare policies — Buses – reduce transfer expiration time from two hours to 90 minutes; Trolley – eliminate round trip travel with single Quick Tripper ticket (would still apply on buses); Both – modify the Family Weekend promotion to restrict free rides to 2 children under 13 traveling with fare paying passenger over 17; Trolley – maintain existing fares when Fenton Parkway Station opens on BLUE LINE by not considering this an additional station for fare purposes.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: Operating from early in June until Labor Day is the weekend only FIELD TRIP, a 1000AM-500PM service connecting city tourist attractions. Using a battery powered APS midsize bus, FT connects Stearns Wharf, downtown, SB Historical Museum, SB Old Mission, Museum of Natural History and SB Botanic Gardens. Rides are $1 with a $3 Day Pass valid on FT and the DOWNTOWN-WATERFRONT SHUTTLE.

A possible strike by **MTD** bus operators, members of Teamsters Union Local 186, has been delayed for at least two weeks from June 30 when **MTD** and TU 186 signed a letter to extend the existing contract.

Employees voted overwhelming to authorize a walkout. In 1997, after the last contract expired, the operators walked out for two days before then-Governor Pete Wilson invoked a section of the State Labor Code which required a return to work *(WT 9/97)*.

CALIFORNIA NEWS BRIEFS

GLENDALE BEELINE has ordered eight 35-foot low floor New Flyer CNG buses with an option for six more.

M V TRANSPORTATION, INC. was awarded the contract to operate both the fixed routes and demand response services of **UNION CITY TRANSIT.**

Los Angeles World Airports (LAX) is considering some restrictions on rental car, hotel and parking garage shuttles to ease congestion on LAX roadways. Options include limiting daily shuttle trips and charging for excess trips, an across-the-board reduction in trips, serving all hotels with a single shuttle or handful of buses, dedicating curb space to rental car shuttles, raising parking rates in the Central Terminal area.

CITY OF LOMPOC TRANSIT participated in the annual Lompoc Valley Flower Festival by operating a Free Shuttle linking Ryon Park with the Veteran Memorial Building and Museum and also offering Free rides on COLT fixed routes and Dial-A-Ride June 23 and 24.

LONG BEACH TRANSIT will buy 30 Chance Coach vehicles to replace the fleet of Orion IIs (unknown to *WT* if these will be small buses or trolleys). The latest order of New Flyers *(WT 5/00)* should arrive soon.

CITY OF BURBANK TRANSPORTATION started a summer youth transit program, GOT WHEELS, June 19 with a two-route circulator (930AM-630PM) making 30 stops throughout town at schools, parks, Valley Park skate park, libraries and Media Center Mall.

METROLINK fares increased 4 per cent on July 1st, the second of three fare adjustments, the first occurring in 1998 and the next in July 2002.

(Continued on page 6)

(Continued from page 5)

MONTEBELLO BUS LINES fares also rose July 1. The adult fare is now 90c, youth 45c, elderly/disabled 45c, Express $1.10 and local transfers are 5c. Daily Passes were introduced — Adult $3, Youth $2 and Senior/ Disabled $1.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT** and Amalgamated Transit Union Local 256 officials announced tentative agreement on a new contract to replace one that expired in February.

In March, Operators rejected a proposed agreement which reduced the number of sign-ups per year from 4 to 3. During June, Operators began refusing to work overtime (trippers and day off work), allowed in the labor agreement, to show their displeasure with ongoing negotiations. Between 60 and 150 individual trips were cancelled, depending on the day, during this period.

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: Fares changes were scheduled July 1 including institution of a Daily Pass ($1.75 Regular and 85 cents Senior/Disabled) with the use of paper transfers discontinued and replacing the various rider groups ten-ride punch passes with Monthly Passes.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The proof-of-payment system, in place on N-JUDAH since August 1998, was expanded to include all of J-CHURCH, K-INGLESIDE, L-TARAVAL and M-OCEAN VIEW. Passengers can board trains through any door, but those without valid passes or transfers will be expected to board at the first car's front door and pay their fare. Only the first car of a multi-car train will have an Operator, freeing up operators so **MUNI** can add more trains. While the Transport Workers Union initially objected to the plan, they agreed to allow one man trains after September.

The SoMa expansion plan *(WT 4/00)* was approved by the Municipal Transportation Agency board (**MUNI's** Board of Directors) and will be in place next January.

DALLAS AREA RAPID TRANSIT (DART)

DALLAS, TX: The new 326 car Rowlett Park & Ride in Garland opened this spring. Route 207 between Rowlett and Dallas and NEW 412 between Lake Ray Hubbard Transit Center and Garland along Highways 78 and 190 serve the Park & Ride. In addition, DAR On-Call debuted in east Rowlett. With On-Call, area residents call a **DART** van operator for transportation between their home and the Park & Ride in rush hours and other local destinations in the midday. Trips are scheduled at least one hour in advance and fares are $2.

Construction continues on two rail lines – extending the BLUE LINE from Mockingbird Station to Garland, also serving White Rock, LBJ/Skillman and Forest/Jupiter Stations. The second is the RED LINE extension from Lovers Lane Station to Richardson (in 2002) and then Plano (in 2003).

DART and Campbell Centre, a distinctive gold office complex at North Central Expressway and Lovers Lane, have joined forces to provide the free E/SHUTTLE van service between Lovers Lane Station and the Centre. **DART** provided the Dodge Ram 350 and CC operates the program which runs during weekday rush hours.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: July 14 brought the opening of the SOUTHWEST LIGHT RAIL, an 8.7 mile extension of the previous line from I-25 and Broadway to Littleton on an alignment paralleling Santa Fe Drive serving five new stations: Evans, Englewood, Oxford, Littleton/Downtown and Littleton/Mineral.

Call-n-Ride, a curb to curb service for all passengers, debuted in Superior and Brighton this spring and will be expanded this winter to Louisville and Broomfield. The service is local in nature within a defined service area and prospective riders can call the buses directly (C-n-R drivers have cell phones) to arrange pick ups. Fares are $1.25 in peak hours, 75 cents and seniors are 25 cents during off peak times.

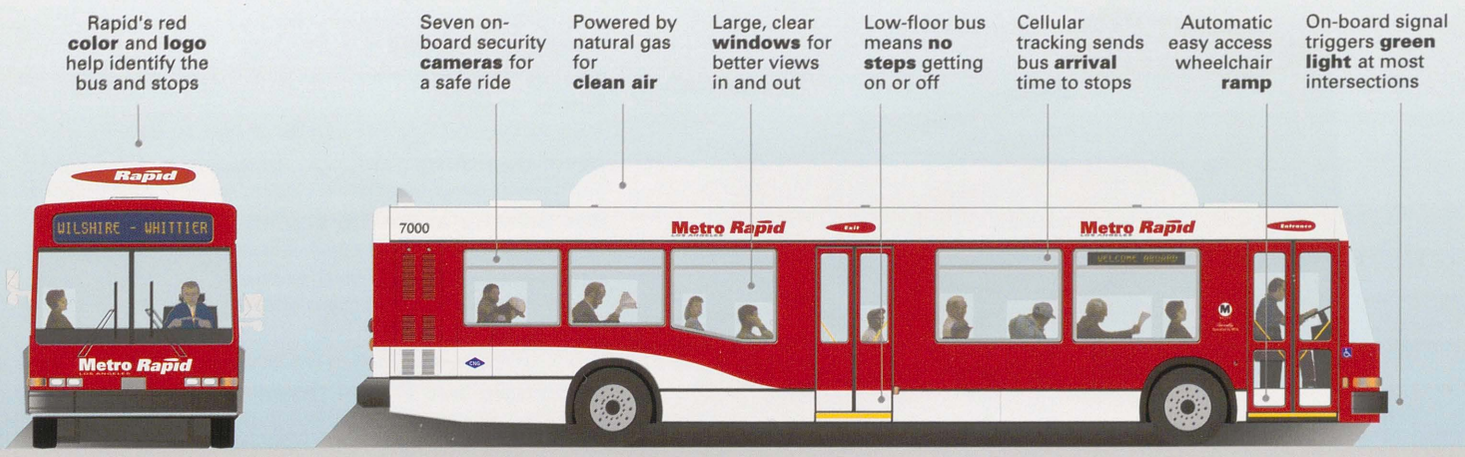
Local fixed route service in Brighton was replaced with C-n-R. It is the only public transit in Superior.

RTD Route 228 was expanded from a weekday peak hour only line and now runs daily between Louisville and Broomfield Park-N-Ride – half hourly 600AM-1000PM weekdays and 800AM-1000PM on weekends.

(Continued on page 7)

Rapid

The bus.



The stop.



Flagpole & Kiosk (most stops) **Umbrella Gate** (where space permits) **Bollard Gate**





Metro Rapid is a partnership of the Los Angeles County Metropolitan Transportation Authority and the City of Los Angeles Department of Transportation

METRO

LADOT

Prime Contractor

TRANSPORTATION MANAGEMENT & DESIGN, INC.

Architecture / Graphic Design

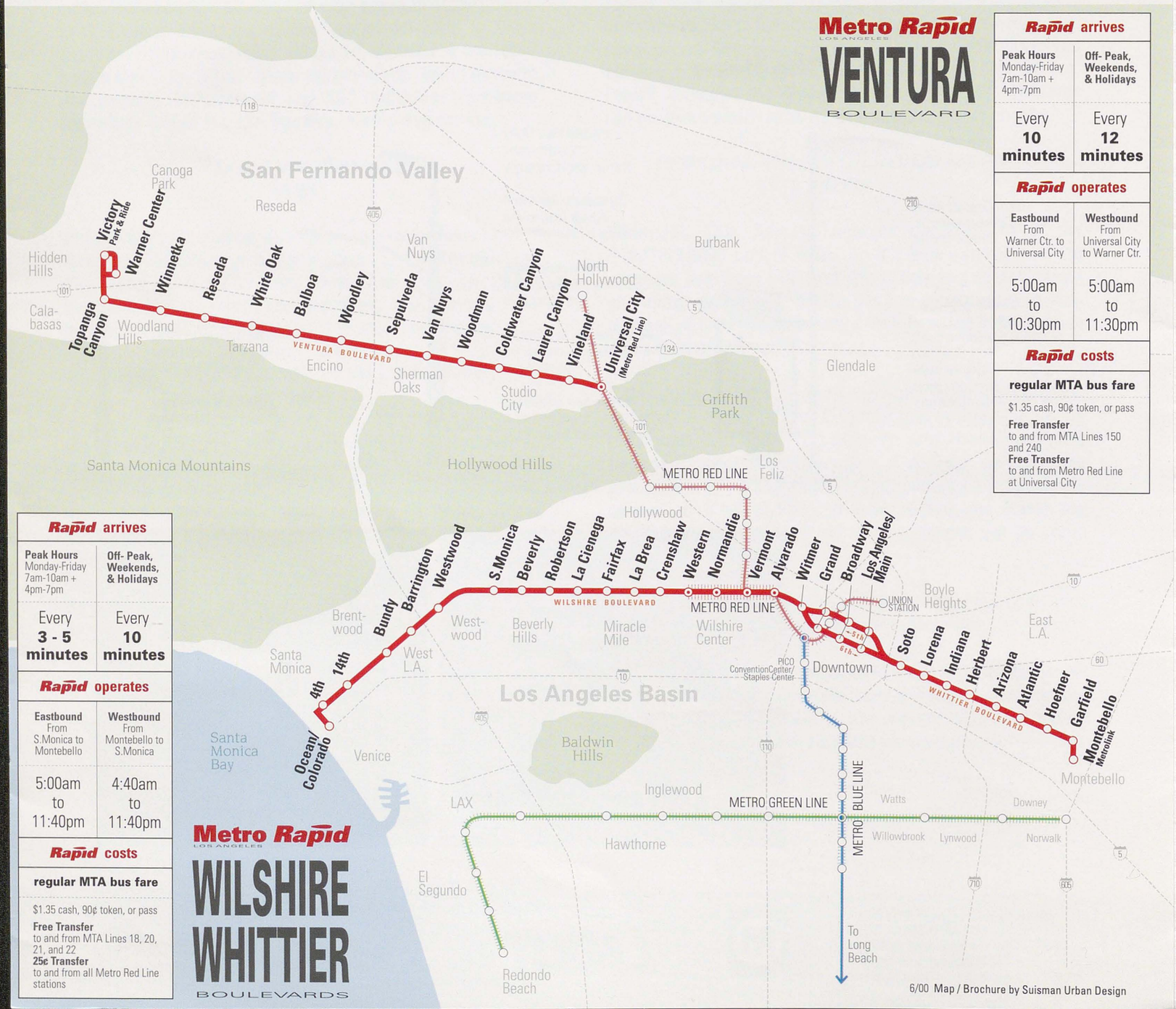
suisman urban design

Metro Rapid
LOS ANGELES



It's a new MTA bus service designed to provide faster travel in the Los Angeles region...for the regular fare. The first two routes are along Ventura Boulevard and Wilshire/Whittier Boulevards. Metro Rapid is easy to use and conveniently connects to the Metro Rail system.

- **Simple route layout**
  Makes it easy to find, use, and remember
- **Frequent service**
  Buses arrive as often as every 3 minutes during peak commuting times
- **Fewer stops**
  Stops are spaced about a mile apart like rail lines, for faster travel
- **Level boarding**
  New low-floor buses speed up boarding and exiting - no more steps to climb
- **Bus priority at traffic signals**
  New technology gives Rapid a green light at most intersections
- **Color-coded buses and stops**
  Rapid's distinctive red makes it easy to identify Rapid stops and buses
- **Enhanced stops**
  New Rapid station stops (opening Fall 2000) provide lighting, maps, and shelter
- **Electronic bus arrival times**
  Many stops will have digital signs letting you know when the next bus arrives



Rapid arrives	
Peak Hours Monday-Friday 7am-10am + 4pm-7pm	**Off- Peak, Weekends, & Holidays**
Every **10 minutes**	Every **12 minutes**

Rapid operates	
Eastbound From Warner Ctr. to Universal City	**Westbound** From Universal City to Warner Ctr.
5:00am to 10:30pm	5:00am to 11:30pm

Rapid costs

regular MTA bus fare

$1.35 cash, 90¢ token, or pass

Free Transfer
to and from MTA Lines 150 and 240

Free Transfer
to and from Metro Red Line at Universal City

Rapid arrives	
Peak Hours Monday-Friday 7am-10am + 4pm-7pm	**Off- Peak, Weekends, & Holidays**
Every **3 - 5 minutes**	Every **10 minutes**

Rapid operates	
Eastbound From S.Monica to Montebello	**Westbound** From Montebello to S.Monica
5:00am to 11:40pm	4:40am to 11:40pm

Rapid costs

regular MTA bus fare

$1.35 cash, 90¢ token, or pass

Free Transfer
to and from MTA Lines 18, 20, 21, and 22

25¢ Transfer
to and from all Metro Red Line stations

6/00 Map / Brochure by Suisman Urban Design

SOUTH COAST AREA TRANSIT

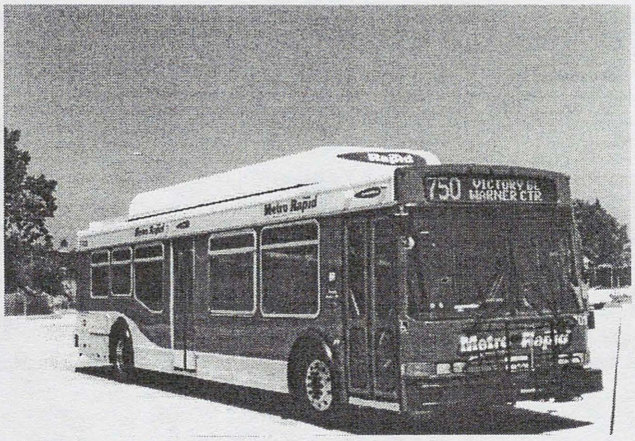
Oxnard, California

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
3000-3001	Flxible	30096-6T	LD101028-029	04/90	Diesel
3100-3108	Orion	05.503	V6032964-972	1997	CNG
3500-3517	Flxible	35102-4D	SD106083-100	1995	CNG
4000-4007	Flxible	40102-4D	SD106075-082	08/95	CNG
4528	Grumman	870/35096-6	CD094202	2-3/82	Diesel
4531	Grumman	870/35096-6	CD094205	2-3/82	Diesel
4532	Grumman	870/35096-6	CD094206	2-3/82	Diesel
4539 (7539)	Grumman	870/35096-6	CD094213	2-3/82	Diesel
4541 (7541)	Grumman	870/35096-6	CD094215	2-3/82	Diesel
4542	Grumman	870/35096-6	CD094216	2-3/82	Diesel

4539 and 4541 were leased to **LACMTA** during 1996-1997 as fleet replacements when the CNG fleet was sidelined. As **MTA** had buses with the same numbers, they were renumbered and currently operate as 7539 and 7541.

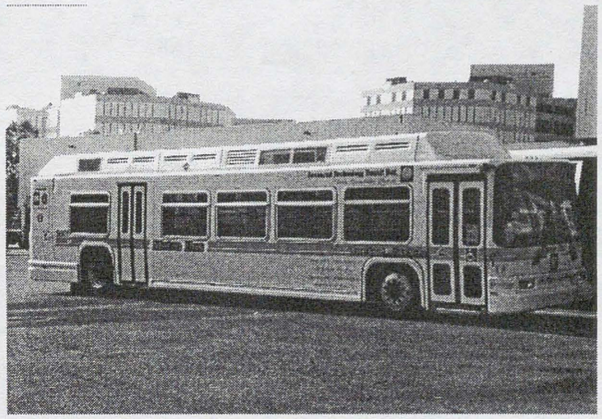
As the diesel fleet is now down to eight, the 3000s and 4500s, these buses are fueled off property as the **SCAT** yard has been retrofitted for CNG.

SCAT is a joint powers agency providing fixed route and demand response service throughout western Ventura County in the cities of Ojai, Oxnard, Port Hueneme, Ventura and unincorporated areas in the county. **SCAT** employees provide the fixed route service while LAIDLAW TRANSIT SERVICES, INC. has the paratransit contract.



MTA 7018, a NABI 040.08, at Universal City Station on opening day, June 24th, of the Metro Rapid Bus program.

Patrick Hardie photo



MTA 9801, an ATTB at Regional Rebuild Center (CMF) last month.

Russ Jones photo

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Routes 29-SAN RAFAEL-LARKSPUR FERRY and 93-TOLL PLAZA-SAN FRANCISCO were adjusted June 11. 29, the Free Bus-To-Ferry shuttle now serves the Andersen Drive Park & Ride Lot. The last six morning southbound trips on 93 were extended to begin at Manzanita Park & Ride and serve the Spencer Ave. bus pad before arriving at the Toll Plaza.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Autobuses Crucero	60208	Dina	Viaggio 1000/WS001735	1997	
LADOT	98006-98008	El Do/National	RE-32/WC084092, 091, 095	1998	
	98017	El Do/National	EZ Rider/WC084106	01/98	
	98031-98033	El Do/National	RE-32/WC084216-218	1998	
	99057-99067	El Do/National	EZ Rider/	1999-2000	
Humboldt Transit Auth	841	Gillig	C20D102N4/W1088159	1998	
	860	Gillig	C20B102N4/X1089990	08/99	
Regional Transit	2001	Orion	05.501/X6500651	11/99	
	2002-2006	Orion	05.501/Y6500751-755	01/00	
	2007-2010	Orion	05.501/Y6500757-760	01/00	
	2011-2012	Orion	05.501/Y6500764, 766	01/00	
	2051-2054	Chance	AH-28/YW535102-105	2000	
San Pedro Trolley (DWP)	E2	E-Bus	Trolley Replica/XC248002	10/99	
	X00501	E-Bus	Bus/XC248005	10/99	
-USED-					
International Express	3	Gillig	4096TA6V92/C1080309	1982	1
Moreno Express	M-1	Gillig	4096TA6V92/C1080382	1982	2
Montebello Bus Lines	774, 776, —	GMC	T8J204/BV810691, 693, —	1980	3
Transportes InterCalif	51-52	MCI	MC-9/-,-		4
	53	TMC	102A3/GR005489	07/86	5
-DISPOSITIONS-					
Via Charter Lines	104	Van Hool	T-815/L2019635	1990	A
Greyhound Lines, Inc.	8933,9027	TMC	MC-9/ER004210, 4569	1984	A

-NOTES-

1. Ex AC Transit 1314.
2. Ex AC Transit 1387.
3. Ex Gardena Municipal Bus Lines, same numbers.
4. Ex Gray Line/Southern Nevada 4768, 476-.
5. Ex —, originally LTR 412, then TJ Bus Line 1008.

A. To ABC Bus Sales in Garden Grove.

DEPARTMENT OF CORRECTIONS

The **OMNITRANS** Marketing Department provided the photos of the New Flyer bus and Econoline/Goshen cutaway featured on Page 7 of the May 2000 issue and we did not properly credit them.

E-Bus, Inc., a recently formed electric bus manufacturer in Downey, CA, won a contract from the Los Angeles Department of Water & Power (DWP) for 18 electric vehicles including 15 transit buses and 3 trolley replicas. Both models seat 22 on longitudinal facing seats, are accessible, have a top speed of 40 MPH and a range of 50-60 miles.

The fleet was purchased to help the City of Los Angeles meet its transportation commitments to host the 1999 National League of Cities Convention and the 2000 Democratic National Convention next month. After the Convention, the 15 buses will be deployed in area cities, on college campuses and at transit agencies. The trolleys are destined for the SAN PEDRO TROLLEY replacing three Specialty Vehicle brand units. Both models are already operating on SPT. The trolleys are red and green with "SAN PEDRO ELECTRIC TROLLEY" in yellow. The buses have white bodies and shrink wrap designs depicting scenes of Los Angeles.

The **REGIONAL TRANSPORTATION DISTRICT** (Denver, Colorado) has purchased 85 45-foot Neoplan Metroliner suburban style buses for use on their Sky-Ride airport services.

INLAND EMPIRE CONNECTION 10TH ANNIVERSARY TRIP

The joint WTS/Southern California Transit Advocates "Inland Empire Trip" is set for Saturday September 23, 2000. An all day event, it will cover **FOOTHILL** 480, **IEC** 110, 100 and 149, **OCTA** 50 and **MTA** 460. Trip time details next month.