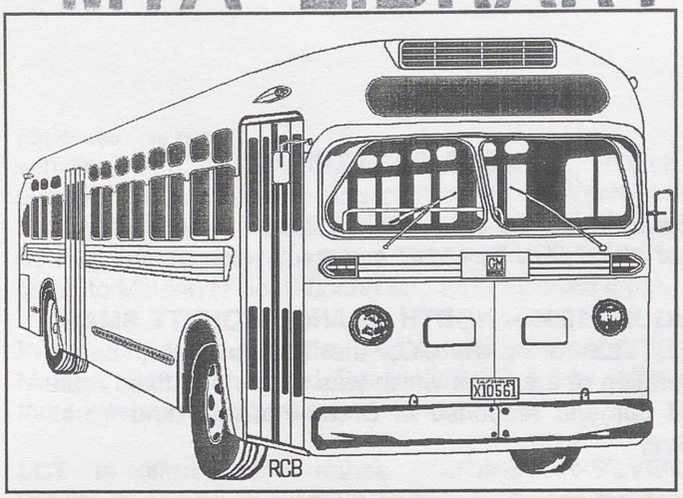
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VOL. 39, NO. 8 **August 2001**

PUBLIC RURAL RIDE (PRIDE)
DOUGLAS AREA RAPID TRANSIT (DART)
LYON COUNTY TRANSIT (LCT)

CARSON CITY, NV: A major expansion of **PRIDE** along with new start up services of **DART** and **LCT** took place in June. FREE rides were offered through July 31.

The Northwest Transit Advisory Coalition, made up of county transit representatives from Carson City, rural Washoe, Douglas, Lyon, Storey, Churchill and Pershing Counties, created last year to help the rural western counties administer the program, will be responsible for the estimated $250,000 federally funded Highway 50 Program plus the Fernley and Yerington connector routes to/from Silver Springs.

NTAC will functional similarly to the Carson City-Reno **PRIDE** *(WT 9/00, 4/01)* sponsor, Washoe County's Regional Transportation Commission.

In 1999, the State of Nevada received $840,000 federal money as part of a welfare-to-work program. The transit program, guaranteed funding for two years regardless of ridership, is open to everyone although the main objective is to help those without transportation get to areas where the employment is.

Another route, along Interstate 80 between Reno and Fernley, is in the final planning stages.

June 4th saw the second round of **PRIDE** operations begin. Three routes started – FALLON-CARSON CITY VIA HWY 50 (connects with RENO route), FALLON-SILVER SPRINGS CONNECTOR (midday short turns on Carson City route) and FALLON-FERNLEY VIA HWY 50 ALT.

COACH USA/ALL WEST COACHLINES was awarded a three year contract to operate this system including a 5 bus fleet (all MCI 102D3s, 4 scheduled, 1 spare) and a maintenance facility in Fallon.
PRIDE's FALLON-FERNLEY route will operate seven days a week while the other two plus **DART** and **LCT** are offered Monday through Friday only.

Fares are distance based – such as Fallon-Carson City $5, Fallon-Silver Springs $2 and Silver Springs-Carson City is $3. Discounted fares are available for seniors, disabled and youth.

FALLON-CARSON CITY provides four westbound trips (departing Fallon at 525AM, 625AM, 900AM, 300PM and five eastbound trips (leaving Carson Wal Mart at 715AM, 815AM, 105PM, 405PM and 505PM). Running time is about 90 minutes.

FALLON-FERNLEY departs Fallon at 420AM, 520AM, 620AM, 420PM, 520PM and 620PM departing from Fernley 70 minutes later.

FALLON-SILVER SPRINGS buses leave Fallon at 1000AM, 1130AM, 300PM and depart Silver Springs at 1035AM and 1205PM.
DART, which has been operating one fixed route and demand-response service in the Lake Tahoe Basin of Douglas County, runs two new lines with 15-passenger

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

VOS TRANSPORTATION, LLC for on-call, door-to-door PSC between points in Los Angeles and Orange Counties and area airports, Los Angeles and Long Beach Harbors and union Station and establish ZORF.

WHEEL OF FORTUNE for TCP-14308-A with a terminal in Chino.

Juan Talavera and Ruben Vega dba V & T EXPRESS for TCP-14309-A, terminal in Pittsburg.

MICHAELS TRANSPORTATION SERVICE for TCP-14331-B, terminal in Vallejo.

NEWTOWN TRAVEL, INC. for TCP-14335-A with a terminal in Arcadia.

RIDESHARE PORT MANAGEMENT LLC and *AMRAT, INC. dba PRIME TIME SHUTTLE* both applied to add points in Riverside and San Bernardino Counties to on-call airport shuttle PSCs.

YUCAIPA BUS SERVICE, INC. for TCP-14377-B with home terminal in Yucaipa *(on Bryant Street where the original YBS did business).*

Mario Caceres dba MARIOS TOURS of Rosemead for TCP-14379-B.

Malo Ta'afua dba STOCKTON AIRPORT SHUTTLE COMPANY for authority as both scheduled and on-call shuttle between Stockton Airport and all hotels in the Valley and establish a ZORF.

DECISIONS

Peter Grabovcic dba ALPHA TRANS AIRPORTER granted PSC between points in Alameda, San Francisco, San Mateo, Santa Clara Counties and Bay Area airports and establish Zone Of Rate Freedom.

LION AIRPORT SHUTTLE & LIMOUSINE SERVICE granted PSC between points in several counties in Central California.

Abdisamad Deria dba COMFORT EXPRESS SHUTTLE SERVICE granted PSC between Bay Area airports and points in Contra Costa, Alameda, Santa Clara and San Francisco Counties and establish a ZORF.

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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)

AUGUST 1996 – NORTH ORANGE COUNTY SMART SHUTTLE or **VAN GO,** the Pickup Artist, began operation of a system which was a hybrid of fixed route and demand response in Brea, Placentia and Yorba Linda.

AUGUST 1991 – An all Dial-A-Ride system in the city became **BARSTOW AREA TRANSIT (**three fixed routes using three buses) with Dial-A-Ride continuing in the county areas of Hinckley and Yermo/Daggett.

AUGUST 1986 – Two new Proposition A shuttles, **MONTEREY PARK TROLLEY COMPANY** (five lines and five Specialty Vehicle motorized trolley vehicles) and **ROSEMEAD SHOPPERS EXPRESS** (one two-way loop with a fleet of Econoline/Aerotechs) started up.

AUGUST 1981 – The **SAN DIEGO TROLLEY** began operation of its SAN DIEGO-SAN YSIDRO line with five two-car train sets and four spare cars, operating on a 15 minute headway daily between 530AM and 830PM with evening bus operation (**SAN DIEGO TRANSIT CORP.** 51-TROLLEY SUPPLEMENTAL SERVICE) between Downtown San Diego and National City/24th Station.

AUGUST 1976 – Operation of all local systems in San Mateo County, except for independently owned **NORTH GATE TRANSIT, INC.** in Daly City, came under the administrative control of **SAMTRANS** on July 1st although existing contracts between certain cities and private firms continued until that October.

WT STAFF FOR THIS MONTH

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(Continued from page 1)
vehicles, one linking Topaz Ranch Estates, Topaz, Gardnerville and Minden and connecting at Westwood Park with **PRIDE's** CARSON CITY-MINDEN bus which now operates along Highway 395 from Carson City south to Minden (7 southbound and 8 northbound trips).

In addition, a circulator deviated fixed-route connecting Minden, Gardnerville and Gardnerville Ranchos, offers three weekday round trips.

LCT is offering two routes (YERINGTON-SILVER SPRINGS and SILVER SPRINGS-FERNLEY) operating three morning and three afternoon round trips meeting **PRIDE's** FALLON-CARSON CITY route. These are operated by **FERNLEY TAXI** using a van.

As this program was designed and funded primarily for job access, **LCT** vehicles will deviate and pick up workers at home with prior arrangements.

The FALLON-CARSON CITY route had 80 passengers the first week and, by the last week in June (4th week of the program), there were 319 passengers.

KING COUNTY METRO TRANSIT DIVISION (METRO)

SEATTLE, WA: **METRO** fares increased July 1st. Off Peak one-zone and two-zone fares went from $1.00 to $1.25 while Peak Hour one-zone and two-zone fares also rose a quarter, to $1.50 and $2.00, respectively. Youth fares dropped to 50 cents at all hours while senior and disabled Peak hour rates rose to 50 cents.

There were also changes in ticket book and monthly pass prices.

The fare changes, originally to be a 25 cent across-the-board increase *(WT 5/01),* were part of the 0.2 per cent sales tax increase approved by voters last year.

ELLIOTT BAY WATER TAXI

WEST SEATTLE, WA: **EBWT** returned to service May 26th after a one-year hiatus (*Ed. Note – related to I-695 funding cuts).* The water taxi runs between Seacrest Marina Park in West Seattle and Pier 54 downtown.

On weekdays, service begins at 645AM with half hourly peak and hourly midday service. On weekends, hourly boats operate begin at 830AM.

Service was suspended last year, in part because of a lack of funds and because municipal laws required park property such as Seacrest Marina Park to be used for recreational purposes.

This year, King County and **SOUND TRANSIT** agreed to fund $650,000 of the boat's operating costs. With the earthquake related closures on the Alaskan Way Viaduct, Seattle's Parks and Recreation Department has allowed use of the park for one year. The federal government has authorized $750,000 to help establish a permanent docking site in West Seattle, once a suitable location is found.

WASHINGTON STATE INITIATIVE I-745

OLYMPIA, WA: Last November, Washington state voters defeated I-745, which would have required the state to spend 90 percent of transportation money on road projects (*WT 11/00).*

The Public Disclosure Commission, the state's campaign watchdog agency, has agreed with Kennewick initiative peddler Monte Benham, co-sponsor of both Initiative I-745 and I-695 *(WT 11/99, 1/00)*, that King County transit employees had their pay illegally docked to fight Initiative 745. He filed a complaint in March which led to the PDC investigation.

Transit backers, including Amalgamated Transit Union Local 587, heavily opposed and successfully defeated the initiative. In doing so, ATU members voted to assess themselves $50 over the course of five pay periods to raise money for the fight.

KING COUNTY METRO withheld some $156,000 from about 3000 employees, but did not obtain individual signatures as required by state law.

The Commission, which can levy fines no higher than $2500, sent the matter to the Attorney General's Office. The AG has yet to consider the matter.

Benham, having a tougher time than ever before collecting signatures for this year's Initiative 747 which would limit property tax increases to 1 percent per year, said that he wants to send a message to opponents he accuses of trying to illegally thwart his efforts.

CALIFORNIA NEWS BRIEFS

ANTELOPE VALLEY TRANSIT AUTHORITY will soon receive seven new low floor Gilligs and will be placing orders for 11 over-the-road buses (likely to replace Neoplan AN-340As L700-L710) and 11 paratransit vans.

Fresno based **ABBEY CHARTER AND TOURS** folded about the first of May.

SIMI VALLEY TRANSIT recently placed five new CNG powered New Flyer C35LF buses, into service May 15.

(Continued on page 4)

(Continued from page 3)

These buses complete a purchase of nine which have replaced **SVT's** diesel powered Gillig Phantoms.

Summer Beach Buses are operating this year from Moorpark and Calabasas. **MOORPARK SUMMER BEACH BUS** operates one round trip ($1 one way) on Tuesday and Thursday from four pick points in the city to Zuma Beach. **CITY OF CALABASAS** operates four weekday round trips between five pick up points and Zuma Beach charging a $2 round trip fare.

METROLINK stations in downtown Pomona, adjacent to **FOOTHILL TRANSIT's** Pomona Transit Center on the RIVERSIDE-ONTARIO-LOS ANGELES LINE, and in Sun Valley on the ANTELOPE VALLEY LINE have opened within the last few months.

Thor Industries will soon be moving the El Dorado National Corporation, its bus making subsidiary, from its current Chino plant to a new 214,000 square foot facility at Galena and Felspar in Mira Loma.

ALTAMONT COMMUTER EXPRESS commuter train fares will be increased ten percent on November 1st, the first change since service began in the fall of 1998.

YOSEMITE AREA REGIONAL TRANSIT SYSTEM fares rose in May. The Merced-Yosemite round trip fare is $20 including admission to the park. The HIGHWAY 140 route is offering four full round trips daily and two Mariposa-Yosemite round trips.

LOS NIETOS AREA FREE SHUTTLE (LNS)

LOS NIETOS: This southeastern Los Angeles County area (between Santa Fe Springs and Whittier) now has its own FREE fare shuttle — operating on weekdays between 230PM and 630PM.

Funded by County Supervisorial 1st District (Gloria Molina) money, this community circulator is operated by the OLDTIMERS FOUNDATION using a white with black window effect International 3400/Aerotech cutaway with 18 forward facing blue leatherette seats, Ricon lift in the rear and one wheelchair station.

Beginning at Sorenson Park, the **LNS** operates a one-way loop along Rosehedge, Broadway, Washington Blvd, Danby, Benavan, Millergrove, Rivera, Alburtis, Slauson, Sorenson, Burke, Dice, Slauson, Norwalk, Broadway and Rosehedge.



LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The BUNKER HILL TROLLEY started operations on July 2 as a replacement for the currently "under repair" Angeles Flight funicular railway.

AF's two cars were involved in an accident last February. All reports indicate the system will return to operation, but no known timelines have been set.

BUNKER HILL TROLLEY operates much like a DASH line, charging 25 cents and honoring **LADOT** passes.

Service, operated by **FIRST TRANSIT, INC.** from its Lincoln Heights garage on Avenue 21, runs every 8 minutes on weekdays between 630AM and 630PM and on weekends between 1000AM and 500PM.

The BHT (**LADOT** 01001) is a Supreme brand motorized trolley, painted all red with black lettering, has one door, seats 28 on wooden forward facing seats, has a Braun lift in the rear with one wheelchair station.



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Duarte Councilman John Fasana became the new **MTA** Board Chair on July 1st succeeding County Supervisor Yvonne Burke. A Board

(Continued on page 5)

HWY 50 Fare Information

Rides on PRIDE are paid in cash or with tickets only. Drivers Cannot make change. Please have exact change available at time of boarding.

One-Way Fares

Destination	Fare A	Fare B
Fallon ➡ Carson	$5.00	$2.50
Fallon ➡ Fernley	$2.00	$1.00
Fallon ➡ Silver Spr.	$2.00	$1.00
Silver Spr. ➡ Stagecoach	$1.00	.50
Stagecoach ➡ Dayton	$1.00	.50
Stagecoach ➡ Carson	$2.00	$1.00
Silver Spr. ➡ Carson	$3.00	$1.50
Dayton ➡ Carson	$1.00	.50

Fare A: Adult (Children 11 & under free w/adult)
Fare B:.Senior (60+), Disabled, & Medicare

Fares are the same for reverse destinations

PRIDE CENTRAL DISPATCH 866-575-0252

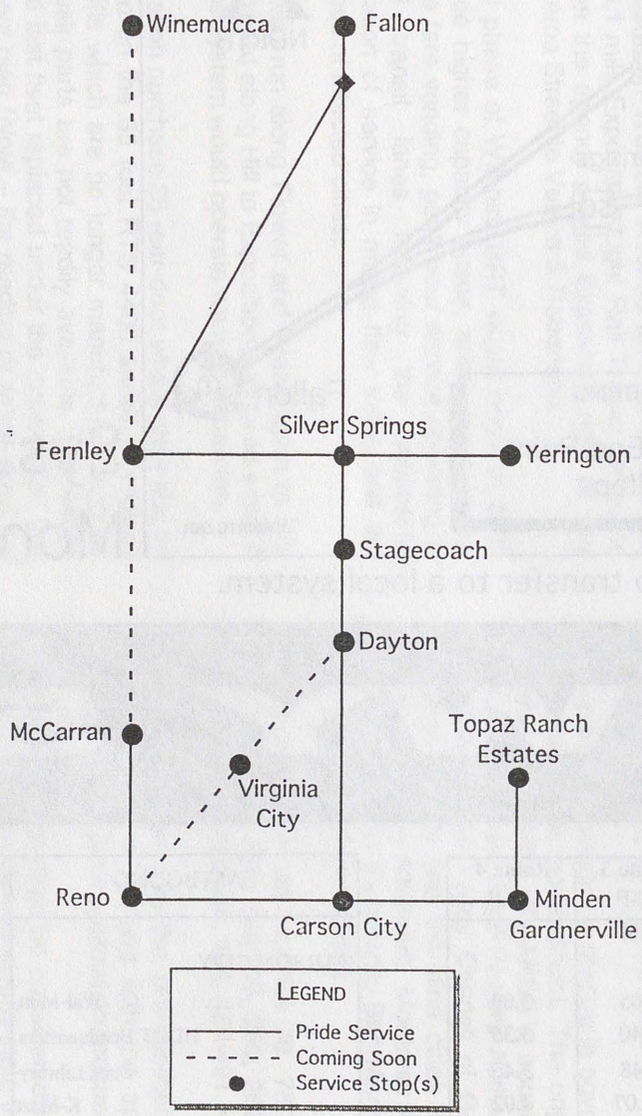
Please ask your driver for further information on other pride routes and fares.

Please call in advance for ADA accessibility arrangements.

PRIDE service is made possible through the cooperative efforts of the Northwest Nevada Regional Transit Coalition, its member counties, and NDOT. If you have PRIDE service in your area - your county leaders support public transit.

Thank you for riding public transit and the new PRIDE system. We look forward to serving you!

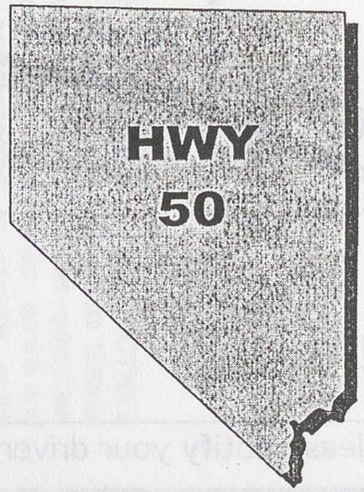
PRIDE SYSTEM



PRIDE CENTRAL DISPATCH
775-575-0252 or
TOLL FREE: 866-575-0252

PRIDE PUBLIC RURAL RIDE

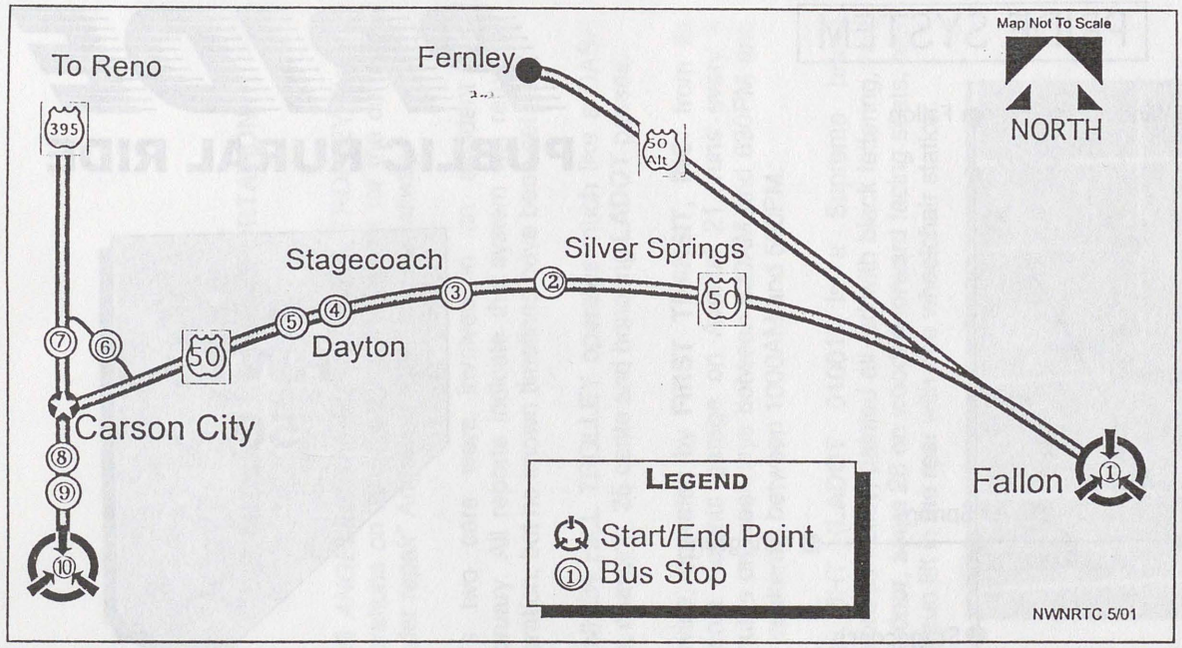
PRIDE
PUBLIC RURAL RIDE



GUIDE
ROUTE AND SCHEDULE INFORMATION

Serving:
Fallon, Fernley, Silver Springs, Stagecoach, Dayton and Carson City

PRIDE PUBLIC RURAL RIDE
RIDE with PRIDE





System Operates
Monday - Friday

Please notify your driver if you need to transfer to a local system.

HWY 50

WESTBOUND	Route 1 M-F	Route 2 M-F	Route 3 M-F	Route 4 M-F
	AM	AM	AM	PM
FALLON....				
Safeway	5.10	6.10	9.05	3.00
Silver Springs	5.43	6.43	9.40	3.35
Stagecoach	5.53	6.53	9.48	3.43
Dayton Smiths	6.12	7.12	10.07	4.02
Dayton Post Office	6.16	7.16	10.11	4.06
CARSON CITY...				
College Parkway at Research Drive	6.33	7.33	10.23	4.26
K-Mart	6.38	7.38	10.29	4.31
State Library	6.48	7.48	10.33	4.39
NDOT Headquarters	6.51	7.51	10.37	4.42
Wal-Mart	7.00	8.00	10.41	4.50

EASTBOUND	Route 1 M-F	Route 2 M-F	Route 3 M-F	Route 4 M-F	Route 5 M-F
	AM	AM	PM	PM	PM
CARSON CITY....					
Wal-Mart	7.15	8.15	1.05	4.05	5.05
NDOT Headquarters	7.22	8.22	1.11	4.13	5.11
State Library	7.25	8.25	1.14	4.16	5.14
K-Mart	7.33	8.33	1.19	4.24	5.20
College Parkway at Research Drive	7.38	8.38	1.24	4.29	5.25
Dayton Post Office	7.55	8.55	1.41	4.46	5.42
Dayton Smiths	7.59	8.59	1.46	4.50	5.47
Stagecoach	8.18	9.18	2.05	5.09	6.05
Silver Springs	8.28	9.28	2.15	5.19	6.15
FALLON....					
Safeway	8.51	9.51	2.48	5.42	6.48

(Continued from page 4)
member since the agency's inception in 1993, he will serve for one year.

(Ed. Note – Since Mr. Fasana serves on the FOOTHILL TRANSIT Executive Board, is chair of the San Gabriel Valley Council of Governments transportation committee and is a known proponent of transit zones, zones and service contracting are expected to receive much attention. Last year he was quite critical of CEO Julian Burke and the transit zone provisions he proposed to ATU during labor negotiations).

The **MTA** Board recently approved the Wilshire Boulevard Bus Rapid Transit project (13.2 miles along Wilshire between Western Avenue and Santa Monica) and the 9.1 mile Exposition Light Rail Transit project to operate on the agency owned Exposition right of way from Figueroa Street to Venice & Robertson.

The initial phase of Wilshire BRT would begin in 2003 and include higher capacity buses, enhanced stations, off vehicle fare vending, peak hour service operating in dedicated transit lanes following the successful demonstration of service in mixed flow traffic and the concurrence of affected cities.

EXPO would run along Flower and Washington to Hill, turn southward along Hill to Exposition and head west. A feeder bus system would operate west of Robertson.

MTA will soon purchase 25 rear-door wheel chair lifts for installation on the 35 foot RTS 4400 series to replace existing lifts which are no longer manufactured and for which repair parts are not readily available. The 4400s will be the last fleet replaced under the accelerated bus replacement plan (*Note – the reading of which does not suggest purchase of 35 foot buses).*

Line 81-FIGUEROA STREET was rerouted downtown on June 17 to travel along Hill Street between Ord and 8th/9th with service no longer offered on Spring Street.

On July 27th, 497-MONTCLAIR-POMONA PARK/RIDE was discontinued with the close of service *(WT 7/01).* Last day buses included Neoplan AN440/3s 1130, 1131, 1146 and Charles Hobbs rode the last trip on 1173.

*(Ed. Note – The discontinuation means **MTA** no longer operates in San Bernardino County and the Riverside/ San Bernardino County transfer form TAB-1 (with green stripe) is no longer needed. The 497 started life on September 2, 1975 as 764-POMONA PARK/RIDE with four peak round trips and downtown Pomona Heliport as a park-and-ride lot. Over its lifetime, the line was extended to Montclair, new stops were added along the San Bernardino Freeway and it was one of only a few lines that used the 9900-9921 series Neoplan N122/3 double decker buses).*

The Hanover Company, of Broken Arrow, Oklahoma has been awarded a $42 million contract to design, construct and maintain CNG fueling facilities at Divisions 2, 9 and 15 with options for Divs. 6 and 12.

Within the year the CNG fleet will increase from 1500 to 1940 buses and this contract should provide for sufficient facilities at **MTA** operating divisions.

SAN GABRIEL VALLEY TRANSPORTATION ZONE

LOS ANGELES: The **MTA** Board recently approved *(WT 6/01)* modifications to the San Fernando Valley Transportation Zone Pre-Application. The SGVTZ also applied to modify its pre-application *(WT 6/99).*

The proposal includes a change in governance structure and several line modifications. The original plan was to expand **FOOTHILL TRANSIT**'s boundaries. The new concept is a new Joint Powers Authority consisting of the San Gabriel Valley Council of Governments, Los Angeles County and the nine cities in the West San Gabriel Valley – Alhambra, Monterey Park, Montebello, Pasadena, South Pasadena, San Marino, Sierra Madre, San Gabriel and Rosemead.

The revised line list includes 70, 78/79/378/379, 170, 176, 177, 188, 256, 258/259, 260, 262, 264, 266, 267, 268, 270, 401, 483/485, 484, 487/491. 489 and 490,

The Board approved the pre-application and directed staff to continue working with the applicants per the Transportation Zone application process.

The applications must be considered in light of several factors. Zone Guidelines clearly state that formation of a Zone cannot significantly reduce revenues and funding in excess of expected cost savings from the transfer of services and assets to a zone.

If both applications were approved as filed, **MTA** Transit Operations service would be reduced 28 percent. This is significant and raises a number of policy issues, such as impacts on the rest of the **MTA** system, probability of additional zone applications and the roles of **MTA** in both coordinating and operating transit services.

A 28 percent service reduction would result in an increase in the cost per hour of the remaining service as it is doubtful support and overhead could be reduced in direct proportion to the service transferred.

Based on bus security savings estimates provided by LAPD and LASD, only $4.5 million of the current $36.5 million in security contracts could be saved.

(Continued on page 6)

(Continued from page 5)

A 28 percent reduction of the 208 mechanic positions (or 60) assigned to Regional Rebuild Center would make this facility, designed to serve a countywide fleet of 3,000 vehicles, much less efficient. One policy option could be to require zones to perform all of their heavy maintenance work at RRC.

Several of the interest and debt expenses **MTA** has accrued, such as cross border bus leases, existing workers compensation debts and certifications of participation to fund WC claims must stay with **MTA,** even if the involved employees transfer to a zone.

About 3 percent of annual invoices received can be solely attributed to Divisions 8, 9 or 15. Other G & A expenses, such as Board of Directors, County Counsel, Treasury and CEO Office, would be largely unaffected.

MTA staff estimates that final Board review and action could take place in March 2002.

While the primary goal of the zone applicants is to retain local control with the thought that the localities will be better served, the issues of subregional governance and divestiture need further discussion.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: Beginning July 1 and continuing for up to seven more Sunday home games of the Anaheim Angels, **OCTA** is offering FREE bus service between the Santa Ana Transit Terminal and Edison Field. The ball club is reimbursing the transit agency $2 per rider.

Passengers board buses on 100-ANGELS BASEBALL SERVICE and receive a voucher, redeemable that day at the ticket window, for one Upper View Level seat at a cost of $7, three off the regular ticket price.

The line is based at Division 4 and up to five buses have been dedicated to this service.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: For the past six months, **RTA** operated a special service Trolley to transport jurors between Fairmount Park and the Superior Court Jury Assembly Room at 10th & Main in downtown Riverside.

The Court and **RTA** have entered into a Memorandum Of Understanding to allow the Trolley to now operate as a regular service with the County of Riverside continuing to fund the line at $1 per passenger.

The line, now 2-FAIRMOUNT PARK-DOWNTOWN RIVERSIDE, runs on weekdays between 730AM and 530PM and is operated by the **TRANSIT WAYS, INC.** (formerly TRANS MOBILE SOLUTIONS) subsidiary of McDonald Transit Associates .

The Val Verde Unified School District has discontinued all student transportation, including that offered by **RTA** and the contracted program with the Riverside County Office of Education/LAIDLAW at Rancho Verde High.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: After insisting it wanted to settle its labor disputes without a cooling-off period *(WT 7/01)*, **BART** changed course and requested Governor Gray Davis to impose a 60-day cooling off period to forestall a threatened strike by the American Federation of State, County and Municipal Employees, which represents train controllers, other professional workers and supervisors. Davis did assemble a fact finding panel who will report within the week.

AFSCME Local 3993 has continued to insist it could legally strike and threatened to do so if **BART** did not offer a "meaningful" contract by July 31st.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT** is currently testing LRV 850 from **VALLEY TRANSPORTATION AUTHORITY** (San Jose) to find out if it can operate on the Sacramento system.

VTA is selling their 800 class LRVs for $150,000 if unrefurbished and $200,000 if refurbished.

While the car has operated on the entire system without major problems, it was learned certain raised elderly/ handicapped platforms would need to be trimmed and internal ramps for the four end doors would need to be designed and installed as **VTA** uses an external lift at each station. The San Jose cars are nine feet longer and the fleets are not compatible because of different types of controls. If **RT** were to decide to buy some **VTA** cars, they would operate in their own consists limited to a three cars, versus **RT's** four car maximum.

Funded in part by a $100,000 federal grant to provide free rides or reduced fares during the smog season, **RT** is offering 200,000 complimentary tickets that can be used for a FREE ride on **RT** on days the air quality index reaches or exceeds 150 (Spare The Air Days).

(Continued on page 7)

GLENDALE BEELINE
Glendale, California

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
B13,B15	National	RE-29	M1900799,798	1992	1
B14,B16	National	RE-29	M2900932,949	1992	1
B17-B23	National	RE-29	M2900952,934-936,938-939,950	1993	1
B24-B25	Bluebird	QBRE2903	TF069030-031	1995	
B26-B31	Bluebird	QBRE2903	WF079546-551	1997	
B32-B36	El Dorado Natl	TRE-32	XC084060-064	1999	
B37-B39	Gillig	3096T6V92	C1080124-126	1982	2
B40-B43	Gillig	4096TB6V92	K1082883,876,884,877	1989	3
B60	Gillig	3596TB6V92	D1080537	1983	4
B61	Gillig	3596TB6V92	D1080539	1983	5
300-302	Gillig	40TB966V92	E1080822-824	1984	6
303-308	Gillig	40TB966V92	E1081028-033	1984	6
905	Ford/Collins	Econoline/Diplomat	RHA45961	1994	
L-1	Bluebird	QBRE2903	XF089032	1999	7

NOTES:
1. Propane powered, recently taken out of service, awaiting sale.
2. Ex LOMPOC TRANSIT, now CNG powered.
3. Ex Philadelphia Airport via University of North Carolina Shuttle —, owned by Laidlaw.
4. Ex Laidlaw Transit Service 805213, originally OCTD/OCTA 4509.
5. Ex OCTD/OCTA 4511.
6. Ex SAMTRANS 888-890, 894-899 (9888-9890, 9894-9899), leased from Transit Sales International.
7. LA CANADA-FLINTRIDGE SHUTTLE bus, operated for LCF by **BEELINE.**

(Continued from page 6)

FORTY YEARS OF FLXIBLES IN LOS ANGELES- PART 8

Following the introduction of the 25 cent fare in 1974 and the first fuel shortage, **RTD** patronage kept growing. The time to buy new buses was one year and more immediate results were needed. For the first time in its history, **RTD** bought used buses *(actually, three were three buys, ATLANTA and FORT WORTH in 1974, KANSAS CITY in 1975 and MEMPHIS in 1976).*

The 38 buses from **MEMPHIS TRANSIT AUTHORITY** included 15 1964 model air conditioned 1964 Flxibles, model F2D6V-401-1, **MTA** 700-714 and **RTD** 5735-5749. These units, mostly seating 53, had air conditioners operated with a separate engine and fuel tank. They entered service in the fall of 1976.

On December 1, 1976, AIRPORTRANSIT, a subsidiary of San Diego based Westgate California Corporation, ceased operations following the lapse of liability and property damage insurance on all WCC operations.

At the request of the Los Angeles City Council, **RTD** began airport operations the next day using a fleet of 17 buses, all with interior and underfloor baggage racks including a number of 5600 Flxible suburbans. Until September 1979, RTD AIRPORT EXPRESS operated to and from LAX and Ontario Airports with several routes. 3000-3014 (GMC S8M-5303As) and 5600-5624 all had special metal frames installed on the right side of the bus immediately in back of the front door to hold "Service Location" signs. Some 3000s were repainted in a special scheme.

On June 1, 1978 BEEP came to town. BEEP, or Bus Express Employee Program, was an experimental commuter bus program, initially fully funded by the federal government, to test market and encourage use of transit to major employment centers. Service was offered to/from the El Segundo Employment Center, an area bounded by Imperial Hwy, Aviation, El Segundo and Sepulveda, dominated by aerospace firms.

There were 14 lines, each operating one round trip (four on the 635AM-325PM shift, four on the 720AM-425PM shift and six on the 805AM-525PM shift). Service origination points were in an area bounded by the Santa Monica Fwy, Palos Verdes Peninsula, Harbor Fwy and Pacific Ocean. Buses operated along selected surface streets making only specially designated stops. One way fares were 50c-$1.25 depending upon the distance, with monthly ticket books available.

Flxibles 7490-7499 were shifted to D18 for this program and the buses received a special "BEEP" outside design. To help ensure on time performance, Operators on Lines 521-524, 531-534, 541-546 were given 20 minutes preparatory time, double the standard 10.

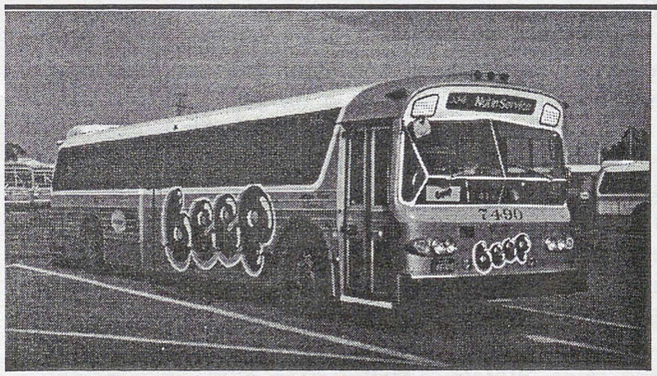
EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Greyhound Lines, Inc (TX)	6600-6619	MCI	D4500/1P054263-282	06/01	1
	7005-7006	MCI	G4500/1S080041-042	05/01	2
Pacific Coast Bus Service	912	MCI	102DL3/VP049145	11/96	
Denver RTD (CO)	9102-9159	NABI	436.09/YA140002-059	2000	
Capital Transit (AK)	6041-6044	New Flyer	D35LF/YU021448-451	2000	
Sound Transit (WA)	9525-9536	New Flyer	C40LF/YU021470-481	2000	
Las Cruces Transit (NM)	2003-2005	NovaBus	RT706N/YR834727-729	2000	
Citibus (Lubbock, TX)	0001-0010	NovaBus	RT702W/YR834741-4750	2000	
Citifare (Reno, NV)	472-477	NovaBus	RTNFD86/YR834912-917	2000	
	301-304	NovaBus	RTNFD66/YR834918-921	2000	
California Travelways	5801,5804	Prevost	H3-45/W1012138,179	1997	
Ryan's Express	5612	Prevost	H3-45/W1013427 1997		
Transportes InterCalif	unnumbered	Prevost	H3-45/Y1013969	2000	
-USED-					
National City Transit	401-403	Flxible	35096-6T/—, ---, FD097237	01/85	3
Mexicoach	61-62	Gillig	4096TB6V92/D1080523, ——	1983	4
All West Coach Lines	6204,6207,6211	MCI	102D3/RP046168, 200, 208	03/94	5
	6215-6216	MCI	102D3/RP046246, 257	03/94	5
	69617-69619	Prevost	H3-41/T1011617-619	1996	6
-DISPOSITIONS-					
Pierce Transit (WA)	211,215,219	Gillig	4096TB6V92/E1081106, 110, 113	1985	7
	223,236,239	Gillig	4096TB6V92/E1081117, 81233, 236	1985	7
South Coast Area Transit	4530	Grumman	870/35096-6/CD094204	2-3/82	8
Frontier Tours, Inc (NV)	74606	MCI	102C3/JP042406	1988	9
Antelope Valley Bus, Inc.	806	MCI	MC-9/U34210/S13885	04/79	10
	829	MCI	102A3/FP040593	12/85	11
	61202-61203	TMC	102A3/GR005527-528	1986	12
LADOT	75	National	Transmark T-31/KC188144	04/89	13

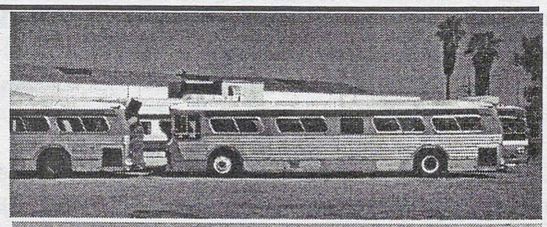
-NOTES-

1. The D4500s seat 51 passengers (45 with one wheelchair, 39 with two). Each passenger has a tray, cup holder and a magazine/newspaper holder all mounted to the seat in front of them. 6616-6619 have a Greyhound QUICKLINK Commuter Service (San Francisco-Vacaville-Sacramento) side and rear wrap advertisement.
2. GLI 7013 has been observed.
3. Ex NCTD —, —-, 519.
4. Ex Stovall's Hotel Shuttle 97, originally OCTD/OCTA 4059, —-
5. Ex Grosvenor Bus Lines/GLOSF, same numbers.
6. Ex Antelope Valley Bus, Inc., same numbers.
7. To Centre Area Transportation Authority (PA), same numbers.
8. To Scott Richards, now painted and lettered as SCRTD 7730.
9. To Yankee Trails (NY) 230 (2nd).
10. To A & E Charter Bus (BC).
11. To Yankee Trails (NY) 226 (2nd).
12. To ABC Bus Sales in Garden Grove.
13. To private party in Anaheim.



RTD 7490 with the special BEEP lettering.

Tom Helliwell photo



Memphis Flxibles at Vernon Yard just after arriving from Tennessee.

Tom Helliwell photo



RTD 5741, former Memphis (TN) 714, in Canoga Park on Line 163.

Edmund Buckley photo