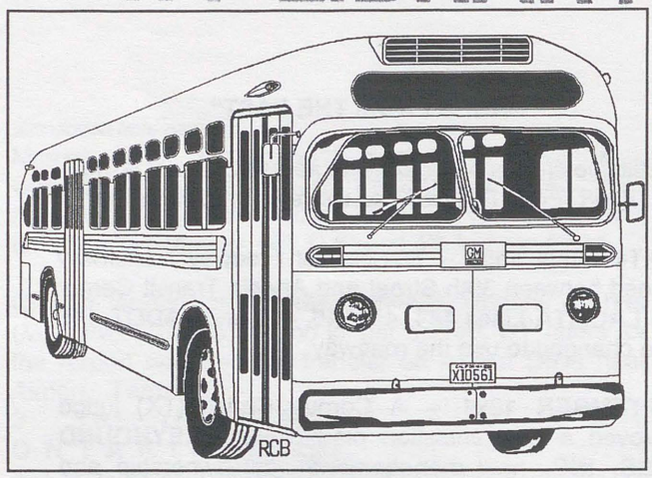
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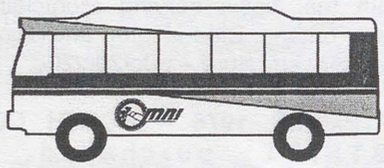
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VOL. 39, NO. 9 September 2001

OMNITRANS
INLAND EMPIRE CONNECTION
(OT/IEC)

SAN BERNARDINO: July 9th brought many changes to both **OT** and **IEC** including two NEW lines, more frequent headways on several others and inclusion of **IEC** new Line 90 into the regular **OT** fare structure ($1 cash, $2.50 Day Pass) instead of a zoned $1.00/$1.85 cash fare.



Line 3-SAN BERNARDINO-BASELINE-HIGHLAND now runs directly along Baseline instead of diverting onto 9th, now served by NEW Line 12-REDLANDS-HIGHLAND-SAN BERNARDINO which is the former 32 renumbered and extended to San Bernardino via Boulder, Highland, Palm, 9th and D. Half hourly headways (4 buses) are offered daily.

21-COUNTRY VILLAGE-FONTANA and most of 71-COUNTRY VILLAGE-MONTCLAIR were combined into NEW 71-ONTARIO-FONTANA. From D & Sultana in Ontario, the bus travels Sultana, G, Vineyard, Airport Dr, Archibald, Inland Empire, into Ontario Mills Mall, Miliken, Jurupa, Etiwanda, San Sevaine, Country Village Rd, Cherry, Slover, Sierra and Orange Way to Fontana METROLINK Station.

Former 69 and 70 and part of 71 were combined into NEW 70-MONTCLAIR-ONTARIO-CUCAMONGA. It begins in Montclair alternating via Moreno/7th (70A) or Palo Verde/5th (70B) to Ontario and via Riverside, Archibald, Philadelphia, Haven (70A) or Riverside & Haven (70B), then Haven, Jurupa, Miliken to Ontario Mills Mall, then as former 69 to Haven & Foothill. Selected trips serve East Ontario METROLINK Station.

65-MONTCLAIR-CHINO HILLS was extended in Chino Hills to operate a counter clockwise loop from Bird Farm to Fairway, Yorba, Los Serranos, Soquel Canyon, Fairfield Ranch, Central, Chino Hills to Pipeline. Former weekend only 73-INDIAN HILL VILLAGE-CHINO was discontinued with this change.

200-GRAND TERRACE-VA HOSPITAL and 202-SAN BERNARDINO-T.E.A.M. HOUSE each offer one morning peak and one afternoon peak hour trip.

200 operates from Grand Terrace & Barton thru the cities of Grand Terrace and Loma Linda to the VA Hospital and has a special introductory fare of 25 cents for all riders for the first year.

202 operates from 4th and D via 4th, E St and Mill to Mountain View.

The morning Line 200 bus comes from Line 2 while the 202 bus is from Line 14. In the afternoon, the same bus operates both the 200 and 202 trips.

90-MONTCLAIR-SAN BERNARDINO RAPID ROUTE replaced the former 100 with a new alignment and a different fare structure. From Montclair Transcenter, it operates via Richton, Monte Vista, I-10 Freeway,

In This Issue

Foothill Transit	4
Santa Monica Municipal Bus Lines	4
Long Beach Transit	4
Anaheim/Disneyland Area Shuttles	4
New Merced County Commute Options	5
San Francisco Municipal Railway	5
California News Briefs	5
Orange County Transportation Authority	6
Bay Area Rapid Transit District	6
Pasadena Blue Line Construction Authority	6
Island Transit (WA)	6
Puget Sound Regional Transit Authority (WA)	6
Tri County Metropolitan Transit District (OR)	7
Forty Years of Flxibles In Los Angeles	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

ALL AREA SHUTTLE SERVICE for PSC between points in San Francisco, Alameda, Santa Clara, San Mateo Counties and Bay Area airports and to establish a Zone Of Rate Freedom.

Francisco Hernandez dba LUCKY TOURS & CHARTERS for TCP-14470-B, terminal in South Gate.

Ground Systems, Inc. dba THE AIRPORT BUS to establish a Zone Of Rate Freedom between Orange County service area and both LAX and Orange County Airports.

Luzviminda Blanco dba L. C. TOURS for TCP-14488-A, home terminal in San Francisco.

Koushan Ashia dba MONTEREY BAY SUPER SHUTTLE to extend PSC to include points in San Mateo, San Francisco, Marin, Alameda, Contra Costa and Solano Counties.

Numan Argaza dba BEACH BLVD. EXPRESS for TCP-14506-B with home terminal in Buena Park.

Phuc Huu Nguyen dba CALIFORNIA EXPRESS XE DO CALI for an on-call, intercity PSC between points in Orange, Los Angeles and Santa Clara Counties and to establish a ZORF.

David Smith dba SHUTTLE PRO/SHUTTLE PRO, INC. for authority to transfer PSC to corporation and expand to include Solano, Sonoma, San Joaquin, Contra Costa, Monterey and Santa Cruz Counties.

DECISIONS

Thelma Ayala dba MONARCA TRANSPORTATION SERVICES granted a one year suspension of PSC between Victorville, San Bernardino and Fontana.

AMERICAN AIRPORTER SHUTTLE, Medhat Mahgoub dba LUXOR SHUTTLE SEDAN, Bhupinderpal Singh dba RANDHAWA AIRPORTER, Nirmaljit Kaur dba U. S. GOLDLINE SHUTTLE and Igor Skorro dba DALMATIAN SHUTTLE were generally all authorized to extend PSC between points in San Francisco, Alameda, Contra Costa, Santa Clara, San Mateo, Marin, Sonoma, Napa, Solano Counties and Bay Area airports and to establish ZORFs.

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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 1996 – The Harbor Freeway Transitway opened between 39th Street and Artesia Transit Center and **LACMTA** Lines 444, 445, 46, 447 and **LADOT** 448 were changed to use the roadway.

SEPTEMBER 1991 – A Corpus Christi (TX) judge approved a reorganization plan giving **GREYHOUND LINES, INC.** new management, new ownership and allowed the firm to emerge from bankruptcy.

SEPTEMBER 1986 – The LOS ANGELES COUNTY TRANSPORTATION COMMISSION adopted guidelines allowing formation of transportation zones if three or more cities joined together to operate transit and could show a 25 per cent savings over existing costs.

SEPTEMBER 1981 – The first express bus service in **OMNITRANS** history (75-SAN BERNARDINO-MONTCLAIR EXPRESS) began August 24th on a six month trial basis serving Montclair, Ontario Airport, South Fontana, Bloomington and San Bernardino with a zoned fare structure – 60c/20c/20c.

SEPTEMBER 1976 – NORTH COUNTY TRANSIT DISTRICT purchased **OCEANSIDE TRANSPORTATION SYSTEM** from the city, made an offer to Escondido for **ESCONDIDO TRANSIT** and was planning to meet **SAN DIEGO TRANSIT CORP.** in Del Mar. An agreement with **GREYHOUND LINES** promised no thru service along Interstate 5 between San Diego and Oceanside.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

Miliken, Mall Drive, Mills Center to Mall stop, Concourse, Miliken, I-10 Freeway, Pepper, thru Arrowhead Regional Medical Center, Pepper returning to I-10, 215 Freeway, 6th, D St and 4th to Arrowhead.

Ontario Airport and South Fontana Transfer Center (Marygold & Sierra) are no longer served. **OT** riders for the Airport now need to transfer on Airport Drive near Airport Terminal 2 to the **ONTARIO AIRPORT TRAM.**



IEC 9702 at Montclair Transcenter. Russ Jones photo.

The 90 line has the regular **OT** fare structure ($1 cash, **OT** Day Pass honored and no transfers issued). The **IEC** buses supplied by **OT** (Neoplans 9701-9707 and RTS 411 and 601) have been equipped with GFI electronic fareboxes, replacing the Mains, to be able to issue and honor machine generated Day Passes.

(Ed. Note – one effect of this change is that the former 100/110 thru-fare between Riverside & Fontana, Ontario or Montclair of $2 was increased to $3 ($1 on 90 and $2 on 100). The OT Day Pass is worth the first $1 of the inter county fare, but that still translates into $2.50).

In other **IEC** news, the Saturday headway on Line 100-RIVERSIDE-SAN BERNARDINO was improved to half hourly. In Riverside, both Lines 100 and 149 were rerouted from Market Street back into the Market & University Transfer Center — 100 using the same dock as **RTA** 12 and 149 using **RTA** 22's dock.

Lines 90 and 100 are no longer interlined. 90 has three all day buses while 100 has two (one on Sunday).

As contractor TRANSPORTATION CONCEPTS, INC's garage facilities, at A-Z Bus Sales in Colton, do not have CNG, an interesting arrangement for fueling has been set up. When operator reliefs are scheduled in San Bernardino, the operator to be relieved takes their bus out of service, drives to **OT** Metro Division, fuels and pulls in. The new operator pulls out from Colton in an already fueled bus and goes into service.

Amid plans for continued expansion over time, **OT** projections show full capacity at both Metro (San Bernardino) and West Valley (Montclair) Divisions by next year. While property has been purchased for a third division (Mid Valley) near Arrow Route and Etiwanda in Rancho Cucamonga, architectural and engineering activities have yet to begin.

In early August, the **OT** Board voted 16-3 to approve a plan expected to eliminate fumes coming from their CNG fueling station at Metro Division *(WT 3/01, 6/01)*.

The agency will spend $152,500 to lease liquefied natural gas equipment until permanent equipment is installed next February. They are switching to LNG as it can be purchased without need for the pungent chemical additive methyl mercaptan, which is responsible for the smell.

General Manager Durand Rall told the Board that the Air Quality Management District planned to fine **OT** $2500 for an odor incident on June 29 and could fine the agency up to $10,000 for each additional incident. Peter Mieras, AQMD prosecutor, praised the Board action, but declined to comment on the fine issue.

Members of the Westside Residents for Cleaner Air and three **OT** Board Members said the plan did not go far enough to alleviate the resident's concerns.

Bill Alexander, Rancho Cucamonga Mayor and retired Ontario firefighter, has consistently voted against installing LNG equipment at the station saying it was a mistake to put natural gas fueling equipment in a residential neighborhood.

Other Board members took the opposite view, arguing that **OT** was being unfairly penalized and should not have to spend the money. They said the residents who use **OT** buses will ultimately bear the cost.

County Supervisor Dennis Hansberger noted AQMD required **OT** to convert to alternative fuels and he was upset the same AQMD is now fining the agency for the shortcomings in technology, but he voted for the plan.

Meanwhile, environmental lawyer Raymond Johnson of Temecula has been in contact with residents, meeting as WRFCA, and advised them each adult resident affected by the fumes could file a small claims court action (creating a public nuisance) against **OT** for $5,000. There is some question, however, about the ability to file claims against a joint powers agency.



The next **OT** 25 cent fare days (celebrating their 25th anniversary) will be September 13 and October 4.

OT has become the first transit system in the nation to view live video and respond to activity on board buses via radio frequency transmission with the recently

(Continued on page 4)

(Continued from page 3)
installed Transit Surveillance Systems, Inc. system. Each **OT** bus has been outfitted with five on-board cameras and a microphone which system is considered a deterrent to potential troublemakers and provides information for quick response to problems.

FOOTHILL TRANSIT

WEST COVINA: **FT** held hearings in August on plans to change Lines 185-IRWINDALE AVE, 280-AZUSA AVENUE, 482-LA-DIAMOND BAR-POMONA and 486-LA-AMAR ROAD-WALNUT next February.

Line 185 would run on Hacienda Blvd from Halliburton to Colima, then along Colima to Puente Hills Mall. Line 482 would have several changes-shortening from Indian Hill Village to Cal Poly *(with MTA 484 continuing to operate along Holt Blvd),* rerouting between El Monte Station and Puente Hills Mall via Santa Anita, Garvey, Valley, Hacienda, Halliburton and Colima stopping only at transfer points on Valley Blvd *(MTA 484 continuing local service).* A NEW Line 269-EL MONTE-MONTEBELLO TOWN CENTER would replace part of 482 along Santa Anita, Durfee and Town Center Drive.

Line 280 would divert along Amar and Temple while the 486 Puente Hills Mall branch would be dropped. 486 would also travel on Baldwin Park, Valley, Garvey and Santa Anita instead of paralleling the I-10 Freeway.

A Request For Proposal has been issued for service based at Pomona Division (currently FIRST TRANSIT, INC.) This is for 3 years with two one-year options and includes a CNG management plan, proposer financial viability and establishment of living wage requirements based on a County of Los Angeles ordinance.

The 66 CNG bus contract **FT** awarded to Orion *(WT 1/01)* included an option for 66 more. The option will be adjusted to allow **COBB COUNTY TRANSIT** (Georgia) to purchase 15 of those buses with 51 still for **FT.**

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Beginning July 2nd Line 4-CARLYLE AVENUE was rerouted and extended in the downtown area. Buses travel from 26th & San Vicente to 4th & Broadway, then continue on 4th, Colorado, Main to Pico returning via Pico and 4th to downtown. A second bus was added. Evenings and weekends, Line 4 operates to and from 2nd & Santa Monica.

LONG BEACH TRANSIT (LBT)

LONG BEACH: The AQUA LINK came to Long Beach this summer. AL is a red, yellow and purple sixty-foot catamaran, which can seat 75, connecting Queen Mary, Aquarium of the Pacific and Alamitos Bay Landing.

Beginning July 5th, service operates daily with four round trips leaving Queen Mary at 1100AM, 1235PM, 230PM and 405PM. The vessel departs Alamitos Bay at 1200PM, 135PM, 330PM and 505PM.

Like the AQUA BUS, this service is operated by CATALINA EXPRESS under contract to **LBT.**

This summer there has been a special introductory fare ($1 per person) with children ages 2 and under free.

ANAHEIM/DISNEYLAND AREA SHUTTLES UPDATE

THE GROVE RESORT DISTRICT SHUTTLE is a new (July 2001) shuttle service between the hotel/restaurant area at Harbor & Chapman (Crowne Plaza Resort, Marriott Suites, Homewood Suites) and Disneyland. The Hilton and Hyatt Regency, just north on Harbor, are also served.

Buses operate every 30 minutes leaving Garden Grove between 605AM and 1105PM and Disneyland between 920AM and 1250AM. Service span is dependent upon the operating hours of Disneyland and California Adventure. One bus is normally assigned, but second sections are run as needed.

ROADWAYS INTERNATIONAL operates GRDS with a fleet including at least three buses – 4703 and 4704, MC-9s, and 811, a 102A3. **RI** has at least one more vehicle, 2506, an Econoline/Startrans cutaway.

The MAIN PLACE SHOPPERS SHUTTLE has been changed and now offers one route operating hourly between the Disneyland area and Main Place Mall in Santa Ana. Service span depends on Mall hours and the one way fare is $2.50.

MPSS leaves the Mall on the hour stopping at Tourist Info Center, Tropicana, Fairfield Inn, Howard Johnson's, Sheraton Anaheim, Disneyland Hotel, Disneyland Pacific Hotel, Stovall's Inn Best Western, West Coast Anaheim, Hilton, Marriott, Quality Inn and Radisson.

WESTERN TRANSIT SYSTEMS, INC. operates MPSS usually operating 401 II, a Goshen Sentry ML 2000. Until this year, the summer bus has been 400, a 35 foot Gillig 3596TB6V92 (former **OCTA** 4540).

THE ORANGE TROLLEY, instituted in June 2000 to promote the historical downtown Orange commercial area, *(WT 7/00)* was discontinued recently.

The biggest shuttle operation is part of the city

(Continued on page 5)

(Continued from page 4)
sponsored Anaheim Resort Transportation System. This program is the outgrowth of a 1994 environmental impact report calling for a clean fuel shuttle system to transport visitors within the resort area.

Presently **PACIFIC COAST SIGHTSEEING TOURS** has a fleet of 22 Freightliner brand motorized trolleys for use on the current hotels-to-Disneyland shuttle system (*Ed. Note – some hotels, such as Sheraton Anaheim, Hilton and Candy Cane Inn, have their own buses and are not part of the ART program. At one time, nearly every hotel had its own fleet of buses).*

PC has been awarded the contract for ART and the ten 22-passenger, battery powered E-Bus units ordered have started arriving. ART will circulate all over the resort area which encompasses Disneyland, California Adventure, Downtown Disney and the Convention Center in addition to the hotels and motels.

Another aspect of ART is the Convention Center Tram, two 68-passenger open sided electric trams which will take visitors between convention center parking lots and various drop off points within the facility.

NEW MERCED COUNTY COMMUTE SERVICES

MERCED: Merced County is located in Central California, north and west of Fresno and south and east of San Jose. The western part of the county is criss-crossed by I-5 and CA Hwy 152 and has become a "bedroom community" for many who work in the Silicon Valley area of Santa Clara County. Los Banos is the largest city in the area.

Two home-to-work commuter buses, **GREYHOUND** plans for commuter service and Commuter Alliance, a 2-year-old, non-profit, organization administering a City of Los Banos van-pool program, funded by a federal grant, have all sprouted recently.

In May, San Jose-based **UNITED BROTHERS CHARTERS** began operating four round trips on weekdays between Los Banos, Gilroy CALTRAIN and Sunnyvale. A monthly pass costs $260 and a $40 ticket good for five round trips to Gilroy is available.

Another firm, **mCRUISER,** based in Danville, is to run two buses a day from Los Banos, one leaving at 345AM for downtown San Jose and Great America and the other departing at 350AM for Weller/Main **VTA** Transit Center in Milpitas. A monthly pass is priced at $395.

GREYHOUND LINES, which serves Los Banos on its FRESNO-SAN JOSE (Westside San Joaquin) route, is planning to offer commute service to/from San Jose.

The city van pool program has a number of pools in operation, working with Enterprises, Inc. and VPSI.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: **MUNI** implemented Phase II of its South Of Market Action Plan (SOMA) on June 9th.

The former 42-DOWNTOWN LOOP motor coach and 47-VAN NESS trolley coach lines were replaced by NEW 10-TOWNSEND and 47-VAN NESS motor coach lines and increased frequency on the 49-VAN NESS-MISSION trolley coach line.

From Van Ness & North Point the 10 travels via North Point, Embarcadero, Battery, Washington, Sansome, Bush, 1st, Howard, 2nd, Townsend, 8th, Rhode Island and 16th to Carolina.

Line 47 begins at Powell & Jefferson via Jefferson, Mason, North Point, Van Ness, Mission, 11th, Bryant, 4th to Townsend (CALTRAIN Station) returning via Townsend, 5th, Harrison and 11th.

CALIFORNIA NEWS BRIEFS

Peak hour service on **DB-DUMBARTON EXPRESS** was expanded to 15 minutely July 2nd while Line DB-2, serving Menlo Park industrial sites was discontinued.

The LA CRESCENTA-LA CANADA/FLINTRIDGE BEACH BUS operated on selected days this summer to Santa Monica with five pick up points. One round trip was offered with fares at $1 regular and 50 cents for senior and disabled persons.

VALLEY TRANSPORTATION AUTHORITY (San Jose) has ordered 52 low floor Gilligs (with an option for up to 200 more) and 100 low floor LRVs from Kinkisharyo.

SANTA CLARITA TRANSIT implemented increased local (25 cents) and commute fares (50 cents) August 26th. Monthly passes and 20-ride tickets also rose.

COACH USA, recently awarded a three year operations contract by **YOLO COUNTY TRANSPORTATION DISTRICT,** *(WT 7/01)* has indicated they will negotiate a brand new contract with Amalgamated Transit Union. LAIDLAW TRANSIT SERVICES employees (previous contractor) had voted to be represented by a union, prior to LTS losing the contract.

The **SAN DIEGO COUNTY TRANSIT SYSTEM** (800 series routes) is to be merged into the **MTDB** operated **METROPOLITAN TRANSIT SYSTEM** later this year. Original plans called for changes on September 30th, but this date is expected to slip.

(Continued on page 6)

(Continued from page 5)

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: After rejecting an earlier agreement, **OCTA** bus operators, members of Teamsters Local 952, have approved a new three year contract by a 584-246 vote.

A two tiered wage system (those with hire dates before and after May 1, 1996) with different hourly wage rates and progressions was replaced by a single system starting at $12.53 and topping out at $20.02.

Other changes were made in the benefit package and in certain work rules (use of part time operators, spread time provisions and full pay for travel time).

September 9th brought the fall Shake Up and a number of service changes – Sunday hours on 25-KNOTT/ GOLDEN WEST, extending 26-COMMONWEALTH from Buena Park to Fullerton Park & Ride via Beach, Manchester, Orangethorpe and Magnolia, combining 71-TUSTIN AVE and 73-NEWPORT BLVD into NEW 71-YORBA LINDA-BALBOA with a rerouting in Newport via Newport Blvd, Hospital Rd, Superior and PCH.

79-CULVER DRIVE was extended from Irvine & Culver along Irvine Blvd to Larwin Square and an expedited alignment was added to 213-BREA-IRVINE EXPRESS. Line 167-TUSTIN-HEWES-BRYAN was rerouted onto El Camino Real to serve the Tustin Market Place.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: The strike threat against **BART** eased early Sunday September 2 when the agency and the two largest unions (Service Employees International Union and Amalgamated Transit Union) accepted a tentative agreement, proposed by politicians including Mayors Willie and Jerry Brown and State Senator Don Perata (D-Oakland), during a long day of shuttle diplomacy.

Negotiators met the next day to work out the language of the contracts, which still needed ratification by union members and the **BART** Board.

The unions wanted a 20.5% raise over three years while **BART** offered 18.5 over four years. The difference amounted to $66 million over four years.

Although the politicos stressed they wanted to listen, they met with **BART** brass the previous week making it clear a strike would not only hurt riders, but it would damage **BART's** reputation in Sacramento, where it has lobbied successfully for financing.

PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY (PBLCA)

SOUTH PASADENA: **PBLCA** was created to design and construct the 13.7 line between Union Station and Sierra Made Villa Avenue in Pasadena and any future extensions to the east to the City of Claremont.

Funding sources have yet to be identified and the San Gabriel Valley Council of Governments is now seeking funding. With funding, construction is planned to begin in 2004 with service start up in 2008.

PBLCA recently issued an RFP to select a consultant to establish the technical capability required to meet the federal requirements for funding. The alignment would follow the former SANTA FE RAILWAY right of way.

Also recently issued was an RFP for a Design and Build Contract for the Sierra Made Villa Parking & Bus Facility, to be located near Colorado Blvd. & Sierra Madre Villa, the eastern terminal of Phase I.

ISLAND TRANSIT (IT)

COUPEVILLE, WA: Inter County service between Island County and Skagit County operated (**SKAGIT TRANSIT** ran it) between June and December 1999 and, although considered successful, was discontinued related to I-695 funding losses.

Recently **IT** received a Washington State Rural Mobility Grant which will provide funds for two years. RMG grants are awarded specifically to provide service along "deficient inter city rural corridors in critical areas".

Service (**IT** Line 11-OAK HARBOR-MOUNT VERNON) operates between Oak Harbor, Deception Pass and March's Point in Anacortes ((**SKAGIT** connection) with weekday trips to Riverside Station and Skagit Valley College in Mount Vernon.

On weekdays, one morning and one afternoon peak trip run to/from Mount Vernon along with four midday round trips. On Saturday, five round trips are offered. The headway is generally two hourly (1 bus).

PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)

SEATTLE, WA: The **ST** Board has authorized sale of 17 SOUNDER bi-level cars and five locomotives to **CALTRAIN.** These units were originally ordered based on plans to have 18 rail trips with a total of 14 stations opened by 2002. The additional trips and stations have

(Continued on page 7)

(Continued from page 6)
been delayed, primarily related to environmental issues. Train manufacturers have assured **ST** new equipment would be ready.

ST will likely soon approve an initial light rail segment between downtown Seattle and South 200th Street in SeaTac. This would include service to Seattle-Tacoma International Airport. Many technical issues are involved with serving the airport and South 154th may be the initial southern terminal.

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (TRI MET)

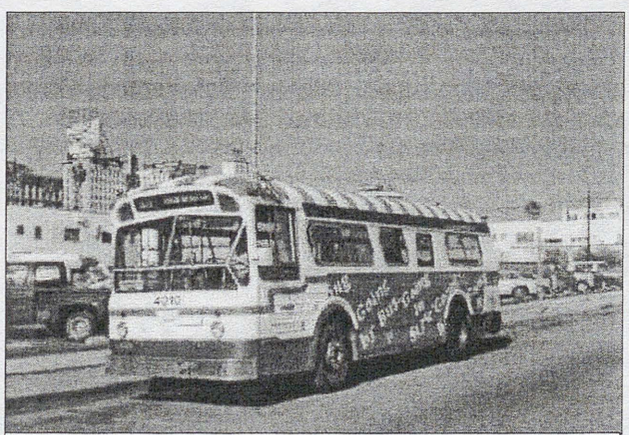
PORTLAND, OR: Financed by contributions from the City of Portland, Multnomah County and **TRI MET,** the downtown free ride zone, "Fareless Square", is to be expanded north of Irving Street by Union Station, across the Columbia River to the Lloyd District. This will encompass most of downtown Portland, east of Interstate 405.

TRI MET fares will increase five cents this month, in part to offset the $900,000 cost of this program.

FORTY YEARS OF FLXIBLES IN LOS ANGELES – PART 9

In April 1979 the **RTD** Board approved the purchase of 230 Advance Design buses — the Flxible 870 — at a cost of $30 million. The 48 passenger, lift equipped buses were scheduled for delivery in the Spring of 1980.

With the discontinuation of Airport Express service in September 1979, the 3000s and 5600s were returned to regular service. 5600-5603 were sent to Division 1 for Line 496 while 5604-5609 and 5611-5624 went to Division 9 for 760-EASTLAND PARK/RIDE (498), 762-DIAMOND BAR PARK/RIDE (495) and 764-POMONA PARK/RIDE (497).



RTD 4010 in special Hollywood Star Shuttle colors in December 1979.
Edmund Buckley photo.

In December 1979 new line 603-HOLLYWOOD STAR SHUTTLE was started using a fleet of six specially painted and decorated (early shrink wrap) 30-foot Flxibles (4009, 4010, 4017, 4035, 4043 and 4050). The idea was to encourage Hollywood shoppers to park free at the Hollywood Bowl and take the bus to downtown Hollywood.

The buses were repainted into the dark red and white Minibus scheme including a striped roof. On the sides was signage proclaiming "Going By Bus Is Going In Style" which promoted a new Warner Bros. Movie, "Going In Style".

Grumman/Flxibles 7500-7729 went into service in May 1980 on assorted lines from Divisions 1, 3, 5 and 15. These were the first buses to appear in the new colors of mostly white with a red over orange over yellow (tri stripe) belt rail and gray skirts. The buses also sported the new **RTD** logo.



RTD Grumman 7512 in the original colors.
Photographer unkown.

December 1980 saw the 870s removed from service to have the buses undergo a program to reinforce their A-frame undercarriages. Problems developed elsewhere also and the issue received nationwide news coverage. Older buses, such as Flxible 5800s and 5900s, scheduled for retirement, were reactivated and the just arriving RTS II were given priority inspections so they could be placed into revenue service.

Grumman Flxible acknowledged the problems and worked diligently to solve them, but some agencies, including **RTD,** turned to other manufacturers and did not purchase Grumman/Flxibles for a while.

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EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
City of Arvin Transp	unnumbered	ElDoNational	MST/1CJ44741	07/01	
Placer County Transit	unknown	Gillig	C18B096N4/Y1110843-844	2000	
Benicia Transit	unknown	Gillig	C20B096N4/Y1110846	2000	
Eastern Contra Costa TA	unknown	Gillig	C22D102N4/Y1110882	2000	
King County Metro (WA)	4100	Gillig	unknown/11110958	2001	0
Santa Clarita Transit	237-241	MCI	102D3/1P054210-214	2001	
LACMTA	7300-7445	NABI	040.08/1A140018-163	2001	
	7446-7514	NABI	040.08/—	2001	
SF Municipal Railway	8102-8235	Neoplan	AN440/YL013396-529	2000	
	6201-6299	Neoplan	AN460/1L130005-103	2001	
Dallas Area Rapid Transit	4800-4909	Nova Bus	RTS-82/YR834967-5076	2000	
Laredo Muni Transit (TX)	0024-0026	Nova Bus	82VN-CNG/YR835193-195	2000	
Sun Tran (Tucson, AZ)	2001	Nova Bus	40-102CNG/YR835231	2000	
	2002-2025	Nova Bus	40-102CNG/1R835308-331	2001	
Thunderstar Stages	5610	Prevost	H3-45/X1012918	1999	
-USED-					
Imperial County Transit	19094	Gillig	40TB1026V92T/J1082465	1988	1
	19110	Gillig	40TB1026V92T/J1082481	1988	1
	19117	Gillig	40TB1026V92T/J1082488	1988	1
Airport Bus	607-608	Prevost	H3-40/N1001229,190	1992	2
	609-610	Prevost	H3-40/M1001088,086	1991	3
Amador Stage Lines	1022	MCI	102D3/VP049808	04/97	4
-DISPOSITIONS-					
Omnitrans	438	GMC	T80204/BV810652	1981	5
American Tour & Leasing	917	TMC	MC-9/FR004710	1985	6
K-T Contract Services (NV)	108	TMC	102A3/KR006959	1989	7

-NOTES-

0. Gillig Phantom trolley coach prototype now operating in Seattle.
1. Ex BART Express, same numbers. Owned by Laidlaw Transit Services.
2. Ex —, —.
3. Ex Certified 4852, — 9206
4. Ex Trebol Tours (SF, CA) 902.
5. To Vital Transportation 438.
6. To Canada Discovery Tours (BC) 743.
7. To Royal Blue Tours (FL) 108.

On August 31st , in a decision which took 16 months, the Pasadena based U. S. 9th Circuit Court of Appeals rejected the **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY's** appeal of a court order issued more than two years ago by the chief U. S. District Court judge that it purchase 248 additional buses to relieve overcrowding on authority buses.

In a strongly worded 2-1 decision, the court found **MTA** had filed to comply with the October 1996 consent decree intended to limit the number of standees on buses. Judge Barry Silverman, writing for the majority, found **MTA's** arguments against compliance "quite disingenuous". Silverman said the district court did not abuse its discretion in ordering the bus purchases.



Appeals Court Judge Cynthia Holcomb Hall dissented, saying that U. S. District Judge Terry Hatter, Jr. "failed to appreciate the unnecessarily intrusive nature" of the remedy he ordered.

A meeting of **MTA** Directors will be called soon to decide whether or not to appeal this decision. **MTA** argued the agency did not have the funds to operate the added buses., that the court did not have authority to order the purchase and the principles of federalism precluded the court from interfering with the operation of the transit agency.

Seattle's **KING COUNTY METRO (TRANSIT DIVISION)** is currently testing coach 4100, a Gillig Phantom body on a former AM General trolley coach with its propulsion and other systems now rehabilitated. Current plans call for 100 such buses. *Steve Hoskins photo.*