



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
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Michigan, Minnesota,
Ohio, Wisconsin

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May 1, 2008

VIA CERTIFIED MAIL

Richard P. Schweitzer, PLLC
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Edward J. Gill, Jr., Thompson and Coburn, LLP
1909 K Street, N.W. Suite 600
Washington, D.C. 20006-1167

RE: Allerton Charter Coach, Inc., Charter Complaint No. 2007-10

Gentlemen:

Pursuant to the Regional Administrator's discretion to initiate an investigation and gather additional evidence in the adjudication of a charter service complaint pursuant to 49 CFR Section 604.15(f), after reviewing the material submitted to date by the parties, I request responses to the following questions. Please consider all questions dealing with the questioned bus service for the 2007 John Deere Classic and that any terms or phrases used in the questions (and the questions themselves) are not intended to express or imply any preliminary or final finding with regards to the merits and substance of the complaint and defenses.

1. With regards to bus service along the routes from the parking lots to the golf course (and back), did MetroLINK intend that this service would be available to pick up and/or drop off passengers at any of the regular fixed route intermediate bus stops pursuant to either a demand responsive request or at the request of people waiting at those intermediate stops or from riding passengers?
2. Did MetroLINK advertise that its golf tournament service that transported people from the parking lots to golf course (and back) would pick up and drop off passengers along the parking lot-to-golf course route at the fixed route bus stops either as a demand response pick up or a normal bus stop pick up?

3. With regards to bus service along the routes from the parking lots to the golf course (and back), did MetroLINK receive any request for and/or actually pick up and drop off any passengers at any of the regular fixed route intermediate bus stops pursuant to a demand responsive request?
4. With regards to the bus service along the routes from the parking lots to the golf course (and back), did MetroLINK pick up and drop off any passengers at any of the regular fixed route intermediate bus stops not in response to a demand response request, but merely because people were waiting at the bus stop or riding passengers requested to be let off?
5. With regards to the bus service along the routes from the parking lots to the golf course (and back), did MetroLINK intend this service to be "express" service from the parking lots to the golf course with no intermediate stops? If so, was this service advertized to the public as this type of service?
6. Were the MetroLINK buses specially marked in a manner that would distinguish them from the usual fixed route bus service? Did the buses display any thing that would indicate that this was bus service for the golf tournament?
7. In providing bus service from the parking lots to the golf course (and back), did any buses travel along routes or travel to passenger pick-up or drop-off points which were not MetroLINK's regular fixed routes?
8. The service announcement, Exhibit FTA 3, indicates different categories of parking patrons. Were public parking patrons who were not considered golf tournament VIPs or volunteers dropped off at one location, but VIP parkers were taken to another location? Were either of either of these locations a regular fixed route bus stop? If these stops were not regular fixed route stops, was the public notified of the new stops as new service? Were either of these locations marked as a bus stop?
9. Were the parking lots that were served by MetroLINK's bus service to the golf course bus stops along MetroLINK's regular fixed routes?
10. Was there a golf tournament-specific bus service route notice provided to the public other than Exhibit FTA 3? Please provide copies and when and how these notices, including Exhibit FTA 3, were provided to the public.
11. Who and how was it determined how much, where and who would collect the bus fares? Who and how was it determined where the parking lots were to be? Who and how was it determined how fares collected would be remitted to MetroLINK. Who and how was it determined that there would be different locations and services for VIPs and volunteers? Were VIPs and volunteers charged for bus transportation?
12. Did anyone affiliated with the golf tournament request MetroLINK to provide bus service for the golf tournament?

I ask that you submit responses to the above questions within 30 days from the receipt of this letter. You may submit any information that you feel responds to these questions, but you should not consider this to be a re-opening of the complaint and answer process and, therefore, you should not submit new complaints or answers/defenses that were or could have been contained in previously filed pleadings. If you have any questions or concerns regarding this matter, please contact FTA's Regional Counsel, Ted Uyeno, at (206)220-7954.

Sincerely,

A handwritten signature in black ink, appearing to read "Marisol Simón". The signature is fluid and cursive, with the first name "Marisol" written in a larger, more prominent script than the last name "Simón".

Marisol Simón
Regional Administrator

Copy to:
Elizabeth Martineau (TCC)
File