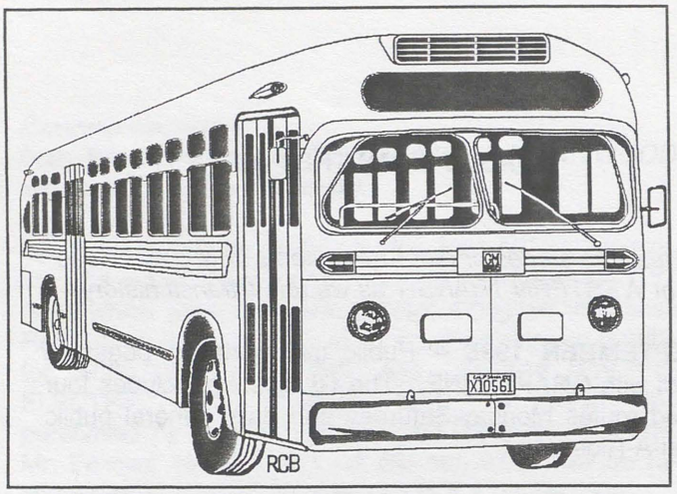
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VOL. 38, NO. 9 **September 2000**



LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: Over the last year the **LADOT** fleet has received 5 (99001-99005) RE-32s and 62 (99006-99067) EZ Riders, generally replacing members of the 50-83 and 9001-9005 series Transmarks, the 91050-91062 and some of the 92059-92098 series RE-29s (some units are still active downtown and 92085 is active in the Valley).

The RE-32s are hybrid electric buses whose batteries are powered by a pair of Capstone MicroTurbines. The engines have been described by **LADOT** Senior Heavy Duty Equipment Mechanic Steve Cannistraci as "the simplest engine I've seen. It has only one moving part. It has no oil, no coolant, no fluids to check and the only maintenance required is periodic cleaning of the air filter". The buses are used on DASH/LINCOLN HEIGHTS-CHINATOWN.

Two lines recently started – DASH/NORTHRIDGE on July 1 and DASH/HOLLYWOOD-WILSHIRE on July 17 while DASH/SOUTHEAST and DASH/HOLLYWOOD were rerouted/extended.

DASH/NORTHRIDGE started in conjunction with the opening of the refurbished (and now permanent) METROLINK Station near Wilbur and Parthenia. The one way loop line travels via Wilbur, Parthenia, Tampa, Nordhoff, Reseda and Parthenia. A ten minute headway (2 buses) is operated 900AM-500PM weekdays with a 20 minute headway (1 bus) on Saturday charging the standard 25 cents. COACH USA/Sylmar is the operator.

DASH/HOLLYWOOD-WILSHIRE runs weekdays only on a 25 minute headway (2 buses) between 700AM and 700PM between RED LINE Hollywood & Vine Station and RED LINE/Wilshire & Western Station. From Vine the line runs on Hollywood, Argyle, Sunset, Gower, Melrose, Wilton, Wilshire, Western and 5th to Wilton. This is part of the FIRST TRANSIT, INC. contract.

Buses for these lines are former WEST VALLEY SMART SHUTTLE cutaways – 16 seat, accessible Econoline/Aerotechs painted all white with the new DASH logos. COACH 97020-97021 were WVSS 102-103 while FTI 9717-9719 were 104-105 and 101.

LADOT
Keeping LA On The Move

On July 3rd DASH/SOUTHEAST was rerouted to serve the 37th Street Harbor Transitway Station, serve more of 54th and Vermont and no longer travel north of Exposition into the University Village area. The line continues as a two way loop on a 30 minute headway (4 buses) with the three 35-foot Gilligs 83001-83003 (former **OCTA)** normally assigned along with new EZ Rider 99067.

DASH/HOLLYWOOD was expanded on both ends and had service hours extended to 700AM-700PM. Instead of turn around loops on both ends, the line has become two way with buses traveling south on Edgemont from Fountain to Santa Monica, then via Vermont, Franklin, Argyle, Hollywood, Whitley and Franklin to Highland. 30 minute headways continue, but with 4 buses. (*Ed. Note – WT understands the service hours and 2 buses*

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Shibli Azar dba SILICON VALLEY AIRPORTER to transfer PSC 10140 to *SILICON VALLEY AIRPORTER, INC.* and establish a Zone Of Rate Freedom

Scott Garrett dba GARRETT BUS AND LIMOUSINE of Cameron Park for TCP-13395-B

TOUCH OF CLASS TRANSPORTATION, INC. of Fresno for TCP-13417-B

DECISIONS

Warren Starkey and Guadalupe Soto dba PARADISE SHUTTLE granted PSC between San Diego Airport and cities in San Diego County

SMART SHUTTLE. INC. granted airport shuttle PSC between points in Orange and Los Angeles Counties and LAX and establishment of a ZORF

John G. Chen dba JOHN'S SHUTTLE granted PSC between points in Contra Costa, Alameda, San Mateo, San Francisco Counties and Bay Area airports and to establish a ZORF

Safa Eltaki dba FLYING EAGLE SHUTTLE granted PSC between Marin, San Francisco, San Mateo, Contra Costa and Alameda Counties and San Francisco and Oakland Airports and establish a ZORF

Rajen Chovatia dba AIR-TRANSIT SHUTTLE was also granted an airport PSC between points in Solano, Contra Costa, Alameda, Santa Clara, Marin, San Francisco and San Mateo Counties and Bay Area airports with ZORF authority

Airporter, Inc. dba AIRPORTRIDE.COM given approval to delete Sun Plaza Hotel (Santa Rosa) as a service point from its PSC

BLUE & GOLD FLEET, L.P. authorized an increase of 50 cents per passenger for round trip service between Alameda, Oakland and Angel Island State Park

Arman Mehrami dba METRO SHUTTLE granted a PSC between points in Alameda, San Francisco, San Mateo and Santa Clara Counties and Bay Area airports and to 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)

SEPTEMBER 1995 – Public transportation began in Lodi with **GRAPE LINE.** The **GL** system includes four fixed routes Monday-Saturday and daily general public Dial-A-Ride.

SEPTEMBER 1990 – The second phase of **INLAND EMPIRE CONNECTION,** assumption of former **SCRTD** Line 496-LOS ANGELES-RIVERSIDE-SAN BERNARDINO, took place on August 20th with creation of **IEC** Lines 110 and 496.

SEPTEMBER 1985 – YELLOW AND PINK BUS LINES began operating new service between San Diego and San Ysidro via National City and Chula Vista over an alignment similar to the original **SAN DIEGO TRANSIT CORP** Line 32.

SEPTEMBER 1980 – ORANGE COUNTY TRANSIT DISTRICT established the seven route Employment Center Bus Service program (ECOBUS) along with five other NEW lines.

SEPTEMBER 1975 – SANTA CLARA COUNTY TRANSIT DISTRICT inaugurated the long awaited "Arterial Routes" to fill the void left by the suspension of Dial-A-Ride in the area between Palo Alto and San Jose along with several other changes.

WT STAFF FOR THIS MONTH

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(Continued from page 1)
from the former DASH/DESTINATION HOLLYWOOD were transferred to this route).

Ground was broken in July by the Port of Los Angeles on a $7 million trolley system along the waterfront (*WT 9/99)* which will feature two custom designed 500 class Red Car replicas (being built at Pacific Marine in Seattle for $860,000 each) and one restored PACIFIC ELECTRIC trolley, former Car 1058 which was purchased by Richard Fellows who motorized the unit. Mr. Fellows' widow Lois sold the car, which will be re-converted to electric operation, to POLA for $80,000.

The rail system will have four stops (World Cruise Center, Maritime Museum, Ports O' Call Village and 22nd & Miner, near the Cabrillo Marina). 1920 style stations will be at each station. Construction should be completed about this Thanksgiving. Service is expected to run Friday through Monday between noon and 800PM charging a $1 fare.

While supporters consider this an important step in revitalizing San Pedro's port related retail and recreational attractions, critics say the Red Cars will offer little for the struggling redevelopment and only replace the present SAN PEDRO ELECTRIC TROLLEY *(WT 7/00). (Ed. Note – SPET travels into downtown along 6th and 7th and, from riding the line, I have observed many riders, especially the cruise ship's crew members, shop in downtown during stopovers).*

Construction of a pedestrian bridge at 55th and Long Beach Avenue, over **MTA** BLUE LINE and UNION PACIFIC freight tracks, is scheduled to begin this fall and be complete by next June. Resolving safety issues at this crossing has been an ongoing effort since 1993. A crossing guard is presently stationed there and, in October 1994, the fare-free DASH/PUEBLO DEL RIO started operating between the public housing project area and Vernon & Long Beach Avenues traveling along both sides of the divided roadway *(WT 11/94).*

After the bridge is complete, the crossing guard and DASH will be discontinued. *(Ed. Note – the intersection already has regular crossing gates and it seems hard to imagine many pedestrians climbing up and down stairs when they can just cross at the street level).*

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** has started three new lines in the last few months including 33-HEMET LADYBUG SHUTTLE, 39-IDYLLWILD-HEMET, ANZA-TEMECULA and 40-LAKE ELSINORE-SUN CITY-MT. SAN JACINTO (MENIFEE) COLLEGE.

Line 33 began July 3rd traveling a two-direction loop throughout Hemet on Monday thru Saturday every 50 minutes between 1000AM and 830PM using two specially painted Econoline/Startrans cutaways.

Coaches 547 and 548 are painted red with black dots to resemble a ladybug and feature white lettering.

NEW Line 39 consists of two different routings that run on different days of the week. The Idyllwild-Hemet leg runs on Thursday departing the Idyllwild Post Office at 850AM arriving Hemet Valley Mall 945AM and leaving Hemet at 300PM for the return trip.

The Anza-Temecula segment runs on Tuesday and Saturday. The bus leaves Anza at 845AM for the ninety minute trip serving seven stops enroute to the main Temecula bus stop on County Center Drive. The return trip leaves Temecula at 300PM.

Line 40, which began September 5, operates weekdays only between 530AM and 700PM serving Lake Elsinore traveling on Newport Road, serving the Stater Bros. Center in Sun City, traveling along Bradley and Newport Road to Mount San Jacinto College.

INLAND EMPIRE CONNECTION (IEC)

SAN BERNARDINO: The **IEC** Day Pass was discontinued on July 10th due to low sales. Lines 100, 110 and 149 will honor **OT, RTA** and **OCTA** Day Passes for a base fare.

Replacing ROESCH LINES, INC. this October 1st as **IEC** contractor after five years is TRANSPORTATION CONCEPTS, INC. Most RLI employees have secured jobs with TCI, who is also the contract operator for **RTA** small bus routes and Dial-A-Ride systems.

ROESCH was awarded a three year, with two one-year options contract, in 1995 (*WT 6/95).* The last extension expired this June 30th, but the contract was extended for three months while new proposals were evaluated.

The current **IEC** fleet; RTS 04s 2306, 2308, 2311 and 2313 (**RTA** buses) and Neoplan AN440As 9701-9707 (**OMNITRANS** buses) will be transferred to TCI whose operations will be based at the A-Z Bus Sales facility on Riverside Avenue in Colton. *(Ed. Note – A-Z is the Bluebird distributor for Southern California – might TCI or **IEC** have Bluebirds in their futures?).*

The three Super Buses were recently transferred to **RTA** (and replaced by RTS 2308) who plans to use the buses on selected services including school trippers.

(Continued on page 4)

(Continued from page 3)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: **MTA** bus operators, members of the United Transportation Union, struck the agency at 1201AM, Saturday, September 16. The other unions on the property, AMALGAMATED TRANSIT UNION and TRANSPORTATION COMMUNICATIONS UNION, are honoring the walk out.

As the Los Angeles County Federation Of Labor granted a strike sanction to the **MTA** unions and asked other unions to respect their picket lines, original strike contingency plans to have FIRST TRANSIT, INC., COACH USA and TRANSPORTATION CONCEPTS, INC. provide contingency service on six lines had to be changed. FTI Operators are Teamsters Union members and they are honoring the UTU picket lines.

Original plans called for FTI to operate all or portions of 21-WILSHIRE-UCLA, 60-LONG BEACH BLVD, 204-VERMONT and 420-PANORAMA CITY-LOS ANGELES (current Line 156 extended into downtown). COACH USA would run Line 30-WEST PICO-EAST 1ST and TCI operate one of two branches of Line 888-RED LINE EMULATOR. Moore & Associates, using TRANSIT SYSTEM, INC. buses and operators, would have run the second branch.

COACH USA and TCI were continuing to operate their regular service — Lines 96 and 167 by COACH and 218, 603 and 605 by TCI. By Monday the 17th only COACH was operating the regular lines.

MOORE/TSI and TCI are operating Line 888, a weekday only line, designed to carry about 1/3 of the METROLINK riders at Union Station. 888A runs from Gateway Transit Plaza via Vignes, Arcadia, Spring, 1st, Hill, 7th, looping Alvarado, Wilshire and Westlake to 7th. 888B runs as the A branch to 7th & Flower, then loops via Flower, 9th and Hill to 7th. Stops are made at all METRO RED LINE Stations plus Hill & 9th.

Labor negotiations have been going on since the spring. Contracts expired June 30th and Superior Court Judge Janavs imposed a sixty day "cooling off" period which expired September 5th. UTU originally called a strike for 1201AM on Friday the 15th, but extended it for 24 hours when talks were progressing.

Union representatives said they were constantly frustrated by the fact that Authority on-site negotiators were compelled to confer by telephone with elected officials on the **MTA** Board before agreeing on significant points.

Wages and benefits are not the big issues this year. Leading the list are **MTA's** long sought reforms in the workers compensation system (*WT 12/99*). They also want to introduce a four day work week for Operators and work rule changes for mechanics and operators to reduce overtime and improve productivity.

Two sample issues have appeared in **MTA** sponsored ads on work rules – Operators continue to receive five minutes pay per day to turn in money even though the system is been on Exact Fare since October 1969. Only $24 an hour mechanics can perform tasks involving use of a screwdriver although service attendants could perform non-technical jobs at half the cost.

Another issue is possible break up of **MTA** operations into transit zones and the impacts on employees.

MTA went into negotiations offering a 2.7% increase in each of three years. Unions requests averaged 4.3%.

The agency is attempting massive revisions to existing labor contracts to reduce its annual costs by $45 million **MTA** is short of operating funds and faces a projected $438 million operating deficit over the next ten years. An ambitious building program plan (which could include running light rail to Pasadena and the Eastside and/or building busways across the San Fernando Valley and along Wilshire) would add $287 million to that deficit. As usual with the way transit funds are earmarked, there is a huge amount of capital dollars, but insufficient operating funds.

Allan Lipsky, Chief Operating Officer and second in command to CEO Julian Burke, said negotiations this year were driven by a choice of strategic direction, that **MTA** was looking at the long term cost of labor.

Union officials have complained they are being forced to supply a disproportionate share of the savings sought to pay for the expansion plans.

The biggest UTU issue was/is creation of the four day work week including a 10 within 12 provision while the big ATU issue has been the impact on current staff by creation of additional transit zones.

While **MTA** has said it is willing to include the labor protection provisions of SB 1101 in its contract proposal, ATU fears that unless the bill is actually signed into law by Governor Gray Davis, (the Governor has until September 30th to act on the bill), transit zones could be created without protections for ATU members' wages, benefits and jobs. *(Ed. Note – leaders of the proposed San Fernando Valley Zone including current MTA Board Member Zev Yaroslavsky have said that although they would agree to present rules for three years, the continuation of present labor contract provisions would be a financial roadblock to the Valley Zone).*

(Continued on page 5)

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During the talks, CEO Burke and ATU President Neil Silver cut a side deal on transit zones which would have required new zones to use unionized employees with the same wages and benefits as **MTA** staff. The plan was rejected by the Board and Burke's credibility with both ATU and the Board was weakened.

An informed source said a majority of board members who favor zones contended Burke overstepped his role in the negotiations and the deal went far beyond what the Board authorized him to do. Duarte councilman and Board member John Fasana, who favors zones, said, "The feeling by him (Burke) and the union is that this issue seems to underlie all others. The proposal .... was not acceptable. There needs to be flexibility in the creation of the zone and there needs to be some certainty (on the length of existing contracts)".

The four day week, including the 10 (hours of pay) within (the first) 12 (hours on duty), was in conjunction with adding an equivalent number of Part Time Operators who could work three days. The intended assignment design was to have runs with Friday/Saturday/Sunday or Saturday/Sunday/Monday off and PTOs working the three off days.

This would have reduced agency overtime costs and increased the average number of hours worked each week by PTOs from 22 to nearly 30, the maximum allowed in the labor agreement. It could also have created many more Operator positions.

MTA and UTU officials met on September 19 and 20 to discuss all outstanding issues and then recessed talks until September 22.

Most Los Angeles County transit agencies, including **METROLINK**, are honoring **MTA** monthly passes during the work stoppage. METROLINK has also added some midday trains on portions of the ANTELOPE VALLEY and VENTURA COUNTY LINES.

FOOTHILL TRANSIT has added trips to Line 699-POMONA FAIRPLEX-LOS ANGELES, **MONTEBELLO, TORRANCE** and **GARDENA** added service on their Los Angeles lines.

As a part of the new transit service contracts awarded to FIRST TRANSIT, INC. and COACH USA *(WT 4/00),* the contractors must provide new 30 and 40 foot buses. The firms have entered into contracts to purchase 115 new buses. FTI will buy 67 40-foot low floor Orions (expected to be Orion VI) and 28 30-foot El Dorados (either RE-32 or MST II) while COACH will buy 20 40-foot Thomas TL-960 buses. None of these is presently represented in the fleet. The buses are slated for delivery between December 2000 and June 2001.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: July 10th brought a number of changes including inauguration of NEW Line 350-ALMADEN LRT STATION-SHORELINE INDUSTRIAL PARK. It runs from Almaden Station via Coleman, Camden, San Tomas Expressway, Hamilton, Westgate Mall, Lawrence Expressway, Vallco Park, Highway 280 and Highway 85, Highway 237, Middlefield, Shoreline, Charleston, Garcia, Marine, Casey and San Antonio to Bayshore (Whisman and Shoreline Industrial Parks) with four AM northbound and PM southbound trips on 40 minute headways.

11-SAN JOSE CALTRAIN STATION-1ST & GISH and 45-LOCKHEED MARTIN-NASA/AMES were discontinued.

43-LAWRENCE CALTRAIN-ALVISO was extended to Alviso via Great America Parkway and Gold St to offer service to new employment areas. 47-MOUNTAIN VIEW-SAN ANTONIO SHOPPING CENTER had its midday service extended to L'Avenida & Macon to provide better service to the Social Services office.

DOWNTOWN AREA SHUTTLE (DASH) now travels via San Carlos, Almaden and San Fernando on the return to San Jose Diridon Station.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: For the second time in as many months *(WT 8/00),* **MUNI** operators rejected a proposed four year labor contract, this time 790-470. The second proposal included a 14th holiday and a half percent increase in night premium pay, but continued to include provisions restricting sick time and overtime and a tougher disciplinary procedure, the major sticking points last month.

However, **MUNI's** governing board, the Municipal Transportation Agency, released the details of the revised proposal turned down by Local 250A of the Transport Workers Union which means the proposal satisfies the city Sunshine Ordinance by being public for 30 days prior to the day the MTA Board must ratify a contract or the current pact remains in place for another year. This would allow Operators to be able to again vote on the contract prior to September 24th, although all parties expect its inevitable death.

(Continued on page 6)

(Continued from page 5)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: **AC** implemented a number of changes on August 27th including extension of service hours on 15–M L KING JR. WAY-PARK BLVD until 1000PM with service west of Moraga & Medau discontinued. 50 was extended to serve Alameda Ferry until 900PM daily. 53–FRUITVALE was extended to serve the new Chabot Space and Science Center – BART/Fruitvale via Fruitvale and Lincoln, Joaquin Miller and Skyline Blvd. NEW 53A-FRUITVALE-TIFFIN ROAD replaced Line 53 east of MacArthur Blvd.

56A-GRASS VALLEY was discontinued with service east of the Oakland Zoo (weekday peak hours) to Grass Valley served by an extension of 98-98TH AVENUE. NEW 218-BART/FREMONT-GRIMMER BLVD-OHLONE COLLEGE runs daily between 500AM and 1000PM. 374-RICHMOND FERRY was discontinued in anticipation of the Richmond-San Francisco Ferry service stopping in late September.

The new, 57 passenger, accessible MCI 102DL3s (6001-6028) were officially introduced into service on Transbay Lines A-SAN FRANCISCO-OAKLAND AIRPORT, LA-EL SOBRANTE-RICHMOND PARK/RIDE, RCV-CASTRO VALLEY, S-SAN LORENZO, SA-HAYWARD-SAN LORENZO and SB-FREMONT-NEWARK-SF.

CALIFORNIA NEWS BRIEFS

VICTOR VALLEY TRANSIT AUTHORITY is seeking bids for five 45 foot, accessible, CNG powered intercity coaches with an assignable option for additional buses.

SANTA MONICA MUNICIPAL BUS LINES is seeking proposals to provide a line-by-line analysis of current transit service and a Service Improvement Plan.

LONG BEACH TRANSIT and the Amalgamated Transit Union recently signed a five year labor contract, retroactive to October 1, 1999. ATU members had worked for one year without a contract.

September 1st brought an average ten percent increase in local fares on **ANTELOPE VALLEY TRANSIT AUTHORITY** buses.

VENTURA INTERCITY SERVICE TRANSIT AUTHORITY increased the Saturday frequency on HIGHWAY 126, added Saturday service on EAST COUNTY and increased the CONEJO CONNECTION cash fare to $2.00, all on August 5th.

MTA 2000 ABBREVIATED CALL FOR PROJECTS

LOS ANGELES: The purpose of this Call For Projects was to implement **MTA's** multi-modal programming responsibilities for Los Angeles County in response to Governor Gray Davis' Transportation 2000 Initiative. Funds were awarded to regionally significant projects that successfully demonstrated mobility benefits.

Of the funds available, $250 million was awarded. **MTA** received 243 applications totaling $1.9 billion.

There were seven modal categories: Transit Capital, Pedestrian, Bikeway, Signal Synchronization; Regional Surface Transportation Improvements, Freeway, HOV, TOS and Gap Closures and Regionally Significant Projects. (*WT will review only the first mode).*

The City of Norwalk was awarded $1 million to buy four 35-seat buses, two for extension of **NTS** Line 4 into the evening *(Ed. Note – staff report says this will eliminate duplication with **MTA** 121)* and two electric vehicles for start up of a Norwalk-Whittier Shuttle. These measures are part of Southeast County Restructuring Study.

LONG BEACH TRANSIT was given $3.3 million for 11 40-foot, low floor buses to relieve overcrowding on selected lines and to add service on Artesia and Alondra Blvds, also part of the Southeast County study.

ANTELOPE VALLEY TRANSPORTATION AUTHORITY will use $693,000 to buy three city transit buses to relieve capacity issues on local lines.

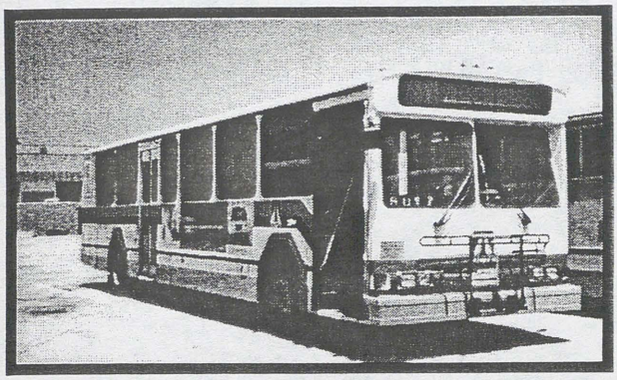
BALDWIN PARK, on behalf of itself, Compton, El Monte, Monterey Park and West Covina (city systems that voluntarily report National Transit Database figures), was awarded $2.9 million to buy 19 buses.

LADOT was awarded $414,000 to buy two new 30 seat, low floor, propane buses for DASH/HOLLYWOOD-WILSHIRE and $1.4 million for 7 more units for the proposed DASH/HOLLYWOOD-BEVERLY CENTER-CEDARS SINAI HOSPITAL.

EAST LOS ANGELES SHUTTLE will receive $518,000 to buy 3 alternative fuel vehicles (expansion vehicles).

Other projects receiving money include expansion of the Palmdale Transportation Center; construction of transit hubs at 11 intersections in Venice, Mid Cities, Gateway and South Bay area; construction of the Santa Clarita Regional Transit Center and the Inglewood Transit Center Phase 2.

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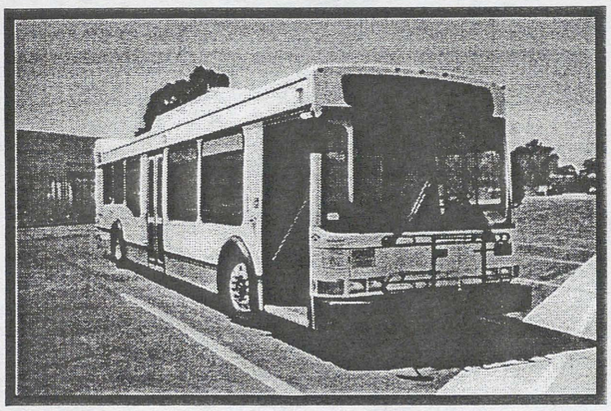


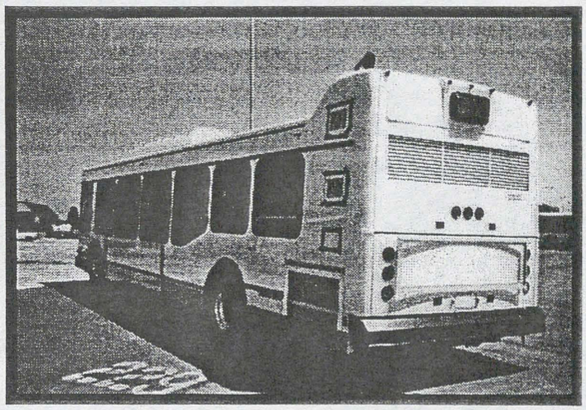
LEFT: 1988 Gillig Phantom 4151 in Garden Grove yard awaiting its next assignment. Most of the 4100s will be retired once all the 2100 series NABI's are in service. August 2000.

LOWER LEFT: Brand new NABI low floor, 2130 just arrived in California and is undergoing acceptance testing at the Garden Grove yard in August 2000.

LOWER RIGHT: Rear view of 2130. The upper roof part in the rear are the LNG tanks. August 2000.

Craig Barnes photos.





(Continued from page 6)

PUBLIC RURAL RIDE (PRIDE)

CARSON CITY, NV: After many months of planning, new Carson City – Reno commuter service began on August 14th as **PRIDE** started with two weeks of free rides. Normal one way fares are $3 adults, $2 students and $1.50 for seniors and disabled.

The program is a two year demonstration funded by the U. S. Department of Transportation, State of Nevada and the Washoe County Regional Transportation Commission, parent of Reno's **CITIFARE.**

Service operates ten round trips each weekday using four blue and white MCI 102DL3s supplied by contract operator **FRONTIER TOURS** of Carson City.

Northbound buses depart Carson City (Wal Mart) beginning at 530AM ending at 700PM while southbound trips leave Reno (4th & Lake), across from **CITIFARE's** downtown terminal CitiCenter beginning at 450AM with the last trip departing at 620PM. One way travel times range between 65 and 68 minutes.

Extension of **PRIDE** into Lyon and Douglas Counties in the next few months is already under consideration.

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: In the late summer **GLI** announced it was seeking alternative financing to keep its business running as its troubled parent company, LAIDLAW, INC., had cut off funds as it continued talks with its lenders about a likely debt restructuring. The parent had advised that cash funding for **GLI** would be limited to the cash flow the bus company generated itself.

As the firm met with prospective lenders, it reported in a Securities and Exchange Commission filing, revenue of $473.9 million for the six months ended June 30, up 12 percent from the previous year with a net loss of $2.1 million this year compared with a loss of over $22 million in 1999. The firm warned it may have to curtail capital spending and may eventually be unable to continue as a going concern if funding is not obtained.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

The familiar "Motor Carrier (MC)" number found on the side of interstate motor coaches will disappear by mid 2002 as the result of a final rule announced in July by the **FMCSA** – details in our October 2000 issue.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Torrance Transit System	386	Ford/Supreme	Econ/Startrans/THB34801	1996	
	387-390	Ford/El Dorado	Econ/Aerotech/WHB36507-510	1998	
AC Transit	6001	MCI	102DL3/YP053060	03/00	
	6002-6028	MCI	102DL3/YP053087-139 (odd nos.)	4-5/00	
Orange County TA	2101	NABI	040.09/XA140370	1999	
	2102-2109	NABI	040.09/YA140334-341	07/00	
	2110-2114	NABI	040.09/—		
	2115-2130	NABI	040.09/YA140348-363	07/00	
Long Beach Transit	2001-2018	New Flyer	D40LF/YU021054-071	2000	1
-USED-					
LADOT (First Transit)	9717-9719	Ford/El Dorado	Econ/Aerotech/VHB81573, 84084, 81570	1997	2
LADOT (Coach USA)	97020-97021	Ford/El Dorado	Econ/Aerotech/VHB81571-572	1997	3
VIP Tours	21	Ford/Metrotrans	Econ/Classic/VHA25356	1997	4
-DISPOSITIONS-					
Whatcom Transp Auth (WA)	869	GMC	T6H-4523N/960	08/74	5
Santa Cruz MTD	823	GMC	T6H-4523N/561	1973	5
Antelope Valley TA	304	Gillig	40102TB6V92TAC/N1084566	1992	6
Honey Bear Express	9044	TMC	MC-9/ER004600	10/84	7
Shangri La Express	620	TMC	102C3/KR007405	12/89	7
Preferred Charters	9539	Van Hool	T-800/S2026838	1995	7
Nada Bus, Inc.	4920	Van Hool	T-800/T2027553	1996	7
	4921	Van Hool	T-800/T2027578	1996	7
	4922	Van Hool	T-800/T2027583	1996	7
	4923	Van Hool	T-800/T2027582	1996	7
	4924	Van Hool	T-800/U2029046	1997	7
	4928	Van Hool	T-800/—		7
	6101	Van Hool	T-800-45/T2028548	1996	7
	6102	Van Hool	T-800-45/T2028551	1996	7
	6103	Van Hool	T-800-45/—		7
	6104	Van Hool	T-800-45/T2028547	1996	7
Avis Rent-A-Car	01	National	RE-29/L1900544	01/91	8

-NOTES-

1. Correction to fleet numbers.
2. Ex West Valley Smart Shuttle 104, 105, 101.
3. Ex West Valley Smart Shuttle 102-103.
4. Ex Stardust Tours 310.
5. To Shuttle Bus International.
6. Destroyed by fire 7/00.
7. To ABC Bus Sales in Garden Grove.
8. To unknown Charter company – holder of TCP-12864-B.

ORANGE COUNTY TRANSPORTATION AUTHORITY has taken delivery of more than one-half of their order of 61 LNG fueled low-floor buses, model 040.09 and, as of September 17th, thirteen were in service from the Garden Grove Division. They have been arriving in all white with gray below the rub rail with exterior fleet numbers, logos and stripes being applied on the property. They are numbered inside and appear to be in VIN order (except that between 2109 and 2115 there are five buses and six VINs, but *WT* is investigating). Unlike the NABIs in Los Angeles, the roof line on these buses has what looks like a spoiler at the rear. This design is the result of installation of two 106-gallon fuel tanks mounted on top of the engine compartment, which are separated from each other by a firewall. The height of the "spoiler" is the same as the roof mounted air conditioning unit.