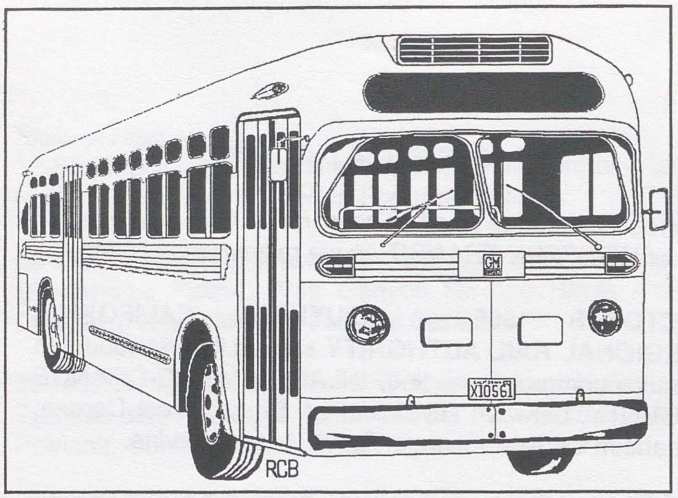
MTA LIBRARY

Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.western-transit.com

VOL. 38, NO. 10 October 2000



ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: What is considered the most comprehensive change in transit service in Orange County history took place on September 10th as the new "Point To Point" system took effect.

There are now 84 lines in the fixed route system (58 directly operated large bus lines and 26 contractor operated small bus lines), up from 72.

While most lines changed, there are 19 which stayed the same – 20-IMPERIAL HWY, 33-MAGNOLIA, 35-BROOKHURST, 50-KATELLA, 54-CHAPMAN, 175-IRVINE LOCAL, 177-LAKE FOREST DR, 187-, 188-, 203-SAN JUAN CAP-FULLERTON, 211-SEAL BEACH-IRVINE, 757-DIAMOND BAR and Rail Feeders 410, 411, 424, 453, 454, 461, 462 and 463.

Several others received new numbers, but on existing alignments – 147(333), 212 (306), 213 (373), 216 (316), 430 (452), 464 (479), 480 (488) and 482 (382).

Former contract Line 177 was transferred to be directly operated from Division 7. Rail feeders were shifted to be fully contractor operated.

01-COAST HWY was rerouted in Huntington Beach directly along PCH, rerouted in Dana Point/San Clemente to serve Domingo & Doheny, onto PCH and along El Camino Real to Margarita (Carl's Jr. Transit Center and **NCTD** Line 305 connections).

14-WHITTIER BLVD is a NEW line between Harbor & Whittier & Beach & La Habra via Whittier, looping Idaho, La Habra, Beach and Whittier and is interlined with NEW Line 39-NORTH HARBOR.

15-SEAL BEACH BLVD is NEW operating between Carson/Norwalk and PCH/Balboa replacing former 42.

16-LA HABRA BLVD is NEW between Brea Mall and Beach & La Habra over the former Line 29 alignment and is interlined with NEW Line 41-BREA BLVD.

Originally, Lines 14 and 16 were to operate to Whittwood Center, but negotiations with the shopping center have yet to be completed *(Ed. Note – extension of these buses may impact **MTA** Line 471).*

20– IMPERIAL HWY had midday service added and now runs hourly 600AM-700PM on weekdays.

NEW is 21-VALLEY VIEW, primarily along Warner and Valley View between Sunset Beach and Buena Park.

22-YORBA LINDA BLVD is a new line between Cal State Fullerton and the Continuing Education Center over the Line 26 alignment.

24-CHAPMAN/MALVERN is NEW between Fullerton Park & Ride and Northeast Anaheim primarily along Chapman with a one-way loop via Orangethorpe, Tustin, Miraloma, Miller and Orangethorpe.

25-KNOTT-GOLDEN WEST – Huntington Beach via Knott/Golden West, Artesia and Beach to Manchester.

26-COMMONWEALTH – Nutwood & Commonwealth via Common-wealth and Beach to Manchester.

29-BEACH BLVD now runs between Beach & Whittier via Beach, Center, Gothard, Edinger & Beach to PCH.

30-ORANGETHORPE operates from Cerritos Center via 183rd, Gridley and South/Orangethorpe to Imperial Highway in Yorba Linda.

In This Issue

California Public Utilities Commission	2
Los Angeles County MTA	4
Work Stoppage Related Services	5
Regional Transportation District (CO)	6
Rural Transportation Authority (CO)	7
City Of Phoenix Transit System (AZ)	7
Motor Carrier (MC) Numbers	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Kenneth Brooks dba ALICE BROOKS BUS COMPANY of Oceanside for TCP-11129-A

Draft Resolution (TL-18943) of Rail Safety and Carriers Division to extend authority previously given to holders of PSCs to adjust their fares without specific Commission authority

EMPRESS ENTERPRISES, INC. for On Call, door to door PSC between points in Ventura, Los Angeles, Orange, Riverside, San Bernardino Counties and area airports, Union Station, Long Beach and Los Angeles Harbors

Chiang and Liu dba SAFE RIDER BUS for PSC between points in Sacramento and San Francisco Airport and to establish a Zone Of Rate Freedom

Tracy Louie dba KIDS TAXI SERVICE for PSC between points in Contra Costa County and to establish a ZORF

Jan Pretorius dba LA JOLLA SHUTTLE SERVICE for PSC between points in the cities of Coronado, San Diego and Del Mar

Michael Mitchell and Bruce Hector dba MICKEY'S SPACE SHIP SHUTTLE for PSC between points in Los Angeles and Orange Counties and LAX and Orange County Airports

DECISIONS

COAST SHUTTLE, INC. was granted a voluntary suspension of its airport shuttle PSC

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

Kevin Otha Chambers dba CHAMBERS AIRPORT EXPRESS granted PSC between points in Contra Costa, Alameda and San Francisco Counties and Bay Area airports

Wanda Williams dba WANDA ON WHEELS granted PSC on an "On Call" basis and door-to-door service between points in Oakland and prison facilities located throughout the State of California

©2000 Western Transit

"PAGES FROM THE PAST"

(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)

OCTOBER 1995 – SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY started its first suburb to suburb commuter rail line, INLAND EMPIRE-ORANGE COUNTY, between Riverside, La Sierra, West Corona, Anaheim Canyon, Orange, Santa Ana and Irvine.

OCTOBER 1990 – COVINA CITY TRANSIT began operations — two fixed routes Tuesday thru Saturday using a fleet of three Specialty Vehicle Manufacturing motorized trolleys charging 50 cents.

OCTOBER 1985 – MONTEBELLO MUNICIPAL BUS LINES restructured its lines to provide service to the recently opened Montebello Town Center including 20-GREENWOOD-SAN GABRIEL and 70-WILCOX.

OCTOBER 1980 – With a fleet of two former **GREYHOUND LINES** MC-5s, the new **SONOMA COUNTY TRANSIT** established the SANTA ROSA-MONTE RIO (RUSSIAN RIVER) route following the discontinuation of **GLI** service.

OCTOBER 1975 – The first fallouts from the South Los Angeles and San Fernando Valley Grid programs of the **SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT** took place, with the discontinuation of five lines – 106-INGLEWOOD-5TH AVENUE, 161-BUENA VISTA STREET, 358-79TH/NADEAU STREETS, 360-92ND STREET/ARBOR VITAE and 362-108TH STREET.



WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Russ Jones Guillermo Merino
REPORTERS & SOURCES:	Armando Avalos Kenton Forrest Dana Gabbard Jeremy Higdon Marvin Martin Andrew Novak Warren F. Quon

(Continued from page 1)

37-EUCLID ST is a shortened version of the former – La Habra via Euclid to Talbert in Fountain Valley.

38-LA PALMA AVE is revised – Del Amo & Norwalk via Del Amo/La Palma, Weir Canyon Rd and Santa Ana Canyon to Anaheim Hills Festival Center.

39-NORTH HARBOR is a NEW line between Fullerton Transportation Center and Harbor & Whittier via Pomona, Commonwealth, Harbor – interlined with 14.

41-BREA BLVD is NEW operating between Fullerton TC and Brea Mall via Pomona, Commonwealth, Harbor, Brea, Birch and State College – interlined with 16.

42-LINCOLN – Mall of Orange via Tustin and Lincoln/ Carson to Norwalk. The 42A branch diverts via Dale, Crescent, Stanton and Beach to serve Braille Institute.

43-HARBOR BLVD. was modified – Fullerton TC via Harbor, 19th, Pomona, 17th, Superior, 16th and Pomona to 17th.

45-FAIRVIEW STREET was also modified – The Block via Metropolitan, Lewis, Garden Grove, Fairview, Wilson, Placentia, Hospital, Superior, Balboa to 23rd.

46-BALL ROAD also changed - Mall Of Orange via Tustin, Taft/Ball, looping Bloomfield, Cerritos, Los Alamitos/Norwalk and Wardlow/Ball to Bloomfield.

47-ANAHEIM BLVD was shortened – Fullerton TC via Pomona, Chapman, Lemon, La Palma, Anaheim/Haster, Garden Grove, City Drive to The Block.

51-FLOWER ST. is NEW. 17th & Bristol to South Coast Plaza via 17th, Flower (diverting on Santa Ana Blvd into SATT), Sunflower and Bear to South Coast Plaza.

53-MAIN STREET – Taft & Main via Taft, Batavia, Grove, Main (diverting to SATT), looping via Culver, Barranca, West Yale, Alton and Culver to Main.

56-GARDEN GROVE BLVD now operates from Belgrave & Valley View via Valley View, Garden Grove/ Memory, Bristol/LaVeta, Glassell and Maple to Orange Transportation Center.

57-STATE COLLEGE-BRISTOL-JAMBOREE combined former 49 and modified 57. Brea Mall via Birch, Associated, State College/City Drive, Memory, Bristol, Jamboree, San Joaquin Hills to Newport Center.

59-GRAND/GLASSELL/KRAMER now runs all day from Brea Mall via Birch, Kramer/Glassell/Grand (diverts to OTC) and Dyer to Red Hill.

60-WESTMINSTER AVE was modified – Long Beach via 7th Street, Studebaker, Westminster/17th, Newport to Larwin Square with short turn trips via Grand and Santa Ana Blvd. to SARTC.

64-1ST/BOLSA combined former 64 with part of 65 east of SATT via Ross and 1st to Newport in Tustin.

66-MCFADDEN-WALNUT was modified and extended on both ends. McFadden & Bolsa Chica via McFadden, Sycamore, Cubbon, Cypress, Mc Fadden, Walnut, Jeffrey and Irvine Center to Irvine Valley College.

70-EDINGER-GOLDEN LANTERN includes portions of 70, 75 and 99 – Sunset Beach via Warner, Algonquin, Heil, Bolsa Chica, Edinger/Irvine Center/Moulton/Golden Lantern to Dana Point Harbor.

71-TUSTIN AVE. is a modified version of the former. Larwin Square via Newport, Main, El Camino, 1st, Tustin/Rose, Linda Vista and Yorba Linda to Rose.

72-WARNER AVENUE was modified – Sunset Beach via Warner to Red Hill, looping via Red Hill, Carnegie and Pullman to Warner.

73-NEWPORT BLVD-RED HILL is a NEW line between Tustin and Balboa via Newport, El Camino, Red Hill/ Santa Ana, Del Mar, Newport and Balboa to Ocean Front & Palm.

74-DYER-BARRANCA is NEW between Euclid & Talbert and Culver & Barranca via Euclid, Slater/ Segerstrom/Dyer/Barranca, West Yale, Alton and Culver to Barranca.

Also NEW is 75-JAMBOREE between Tustin and Promontory Point via Tustin Ranch, Bryan, Myford, El Camino, Jamboree, PCH and Bayside to Jamboree.

76-MAC ARTHUR BLVD is NEW – Talbert & Beach via Talbert/MacArthur, Campus, O. C. Airport, Campus, MacArthur, San Miguel, Avocado and Newport Center.

79-CULVER DRIVE is NEW between North Irvine and Newport Center – Culver & Irvine via Culver, Campus, University/Eastbluff, Jamboree, San Joaquin Hills, Santa Cruz, Newport Center, San Nicholas and Avocado to Newport TC.

80-HAMILTON/VICTORIA ST is a NEW line between Huntington Beach and Costa Mesa – PCH & 1st via Huntington, Atlanta, Magnolia, Hamilton/Victoria, Newport, 18th and Park to Center.

82-SANTA MARGARITA PKWY is a modified version of former 93 – Los Alisos & Cordova via Los Alisos, Santa Margarita, Plano Trabuco, Alas de Paz, Banderas, Arroyo Vista and Empress to Aventura.

(Continued on page 4)

(Continued from page 3)

85-CROWN VALLEY PKWY – Los Alisos & Cordova via Los Alisos, Marguerite, Crown Valley, Medical Center, Crown Valley, PCH, Selva and Golden Lantern to Dana Point Harbor.

86-ALTON-JERONIMO is mostly NEW. Murray Center via Veterans Way, La Paz, Marguerite, Jeronimo, Alton, Barranca, Ada and Alton to Harvard in Irvine.

87-ALICIA PKWY is NEW – Crown Valley & Niguel via Niguel, Alicia, Santa Margarita to Empressa.

89-LAGUNA CANYON-EL TORO RD – Laguna Bus Station via Laguna Canyon Rd, El Toro, Valencia, Los Alisos, Carlota, El Toro, Santa Margarita to Los Alisos.

91-MARGUERITE-CAMINO CAPISTRANO – Laguna Hills Transit Center via Paseo de Valencia, La Paz, Cabot, Crown Valley, Medical Center, Marguerite/ Rancho Viejo, Junipero Serra, Camino Capistrano/ Doheny Park to Domingo.

127-ELLIS-MAIN is a modified version of the south ends of 29 and 37 – Euclid & Talbert via Euclid/Ellis, Brookhurst, Garfield, Beach, Main, Orange, 1st and PCH to Huntington.

145-RAITT-GREENVILLE is a shortened version of 55 – SATT via Santa Ana Blvd, Raitt, McFadden, Center, Edinger, Greenville, Warner, Fairview and Sunflower to South Coast Plaza.

Also NEW is 155-STANDARD-ALTON-SUNFLOWER – SATT via 5th, Main, Chestnut, Standard, St. Gertrude, Grand, Warner, Halladay, Alton, Main, Sunflower, Hyland, MacArthur and Harbor to Scenic.

164-EDWARDS-LAMPSON runs from Westminster Mall via. Edwards, Garden Grove, Western, Lampson, Seal Beach, Westminster, PCH to 7th & Channel.

167-IRVINE-NORTH EAST ANAHEIM includes portions of 59, 65 and 67 – Kramer & La Palma via Kramer, Orangethorpe, Miller, La Palma, Tustin, Meats, Santiago/Wanda, Collins, Prospect, Walnut, Hewes, Foothill, Newport, Main, Bryan, Westwood, Southwood, Yale and Bryan to Yale.

173-ORANGE AVE is NEW replacing a portion of 53 – Fairgrounds via Fair, Vanguard, Newport, Wilson, Fairview, Fair/Del Mar, Orange, 19th, Newport, Harbor, 19th, Orange, Old Newport, Hospital, Placentia and Superior to Dana.

178-ADAMS operates from Yorktown & Main via Main, Adams, Fairview, Fair/Del Mar/University, Irvine, Bristol, Birch, Von Karman, Michelson, Jamboree and Campus to UCI.

180–BRISTOL-FAIRVIEW-DOVER – Anton & Ave Of Arts via Anton, Bristol, Baker, Fairview, Newport, 19th, Placentia, 17th, Irvine, 16th, Dover, PCH, Bayside, Jamboree and PCH to Newport TC.

191-MISSION VIEJO-SAN CLEMENTE is a modified version of old 191 rerouted along Del Obispo and PCH.

205-LAGUNA HILLS-DISNEYLAND – Laguna Hills via Valencia, El Toro, Santa Ana Fwy, Santa Ana Blvd (into and thru SATT), Main, Santa Ana Fwy, Katella, Walnut, Ball, Harbor, Disney Way and Manchester to Harbor.

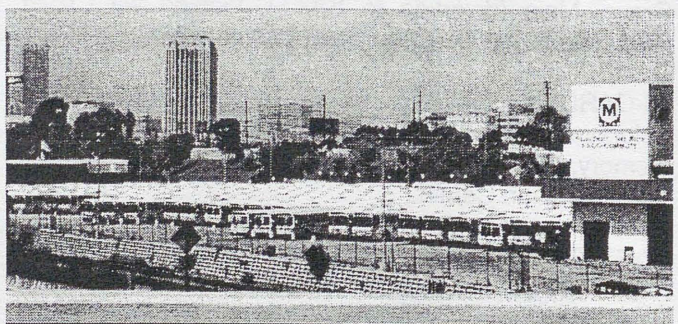
206-SANTA ANA-LAKE FOREST replaced 205A. SATT via Santa Ana Bl, Santa Ana Fwy HOV Lane, Barranca, Technology, Alton, Toledo, Goodyear, Jeronimo, Bake, Rockfield, Ridge Route, Muirlands, Bake, Commerce, Dimension, Bake, Lake Forest, Portola, Glenn Ranch, Definition and Icon to Ellipse – peak hours only.

701-HUNTINGTON BEACH-LOS ANGELES no longer serves the Norwalk Green Line Station while 721-FULLERTON PARK/RIDE was rerouted along Artesia and Harbor Freeway HOV lanes.

LAIDLAW TRANSIT SERVICES operates Lines 20, 75, 87, 147, 164, 173, 175, 187, 188, 191, 203, 212, 213, 216 and all 400s. **OCTA** operates all the rest.

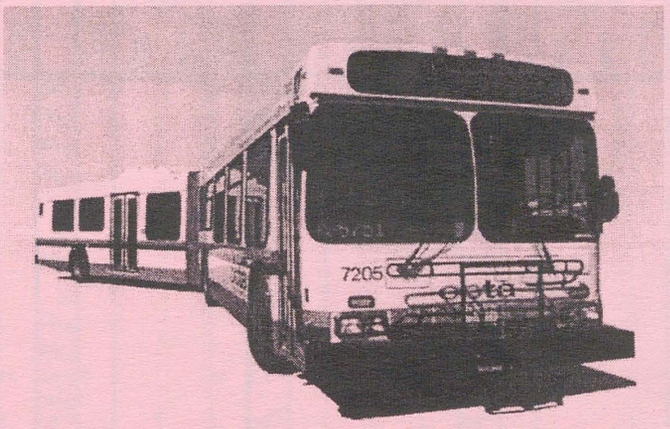
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The United Transportation Union work stoppage *(WT 9/00)* lasted 32 days and ended October 18th following a 92% favorable vote by Operators and a unanimous vote of the **MTA** Board. Several negotiating sessions were held with some progress, but both sides were determined to hold out for their issues.



MTA Division 10 during the recent work stoppage. The tall building in the background is the MTA Headquarters at Gateway Center, adjacent to Union Station.
Andrew Novak photo

(Continued on page 5)



octa
YOUR WHEELS

2000 OCTA ROSTER

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	QTY	NOTES
2101-2161	NABI	040.09	—	2000	61	1
3001-3175	GMC	T8H203	A1196-A1370	1980	128	2
4101-4122	Gillig	4096TBL10	J1082148-169	1988	22	
4123-4152	Gillig	4096TBL10	J1082118-147	1988	30	
4153-4167	Gillig	4096TB6V92T	J1082178-192	1988	15	
4201-4263	Gillig	4096TBL10	K1082796-858	1989	63	
4264-4269	Gillig	4096TBL10	L1082859-864	1990	6	
5001-5039	New Flyer	D40	LU013891-929	1990	39	
5101-5114	New Flyer	D40	LU013930-943	1990	14	
5201-5250	New Flyer	D40LF	SU015866-915	1995	50	3
5301-5397	New Flyer	D40LF	VU017939-035	1997/98	97	
5401	New Flyer	D40LF	VU017537	1997	1	
5402-5418	New Flyer	D40LF	VU018046-062	1998	17	
5419-5420	New Flyer	H40LF	WU018113-114	1998	2	4
6001	ElDo/National	EZ Rider	VC084252	1997	1	
6002-6025	ElDo/National	EZ Rider	WC084001-007,009-025	1997/8/9	24	3
7201-7210	New Flyer	D60LF	XU019458-467	1999	10	
8101-8191	Ford/El Dorado	Econoline 350/Aerotech	Mixed	1997	91	
8201-8245	Ford/El Dorado	Econoline 350/Aerotech	Mixed	1998	45	
8301-8364	Ford/El Dorado	Econoline 350/Aerotech	Mixed	1999	64	
8750-8795	Ford/Goshen	Econoline 350/GC II	Mixed	1994	16	
8801-8838	Ford/El Dorado	Econoline 350/ELF	Mixed	1995	22	5
				TOTAL -	**757**	

NOTES

1. Arriving, being accepted, to be placed in service during the fall.
2. 47 (mixed numbers) off roster, 19 more are inactive.
3. Serial numbers are mixed.
4. Hybrid electric drive buses.
5. 3 units leased to Brea Express – 8762, 8773, 8829.

Vehicle and Headway Summary

Effective: 09-10-00

Route	Weekday														Saturday			Sunday		
	Peak 6-9am				Base 9am-3pm				Peak 3-6pm				Early Eve. 6-8pm			Late Eve. 8-11pm			All day			All day		
	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles		Headway	Vehicles		Headway	Vehicles		Headway	Vehicles		Headway
	OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other note		OCTA	other	note	OCTA	other	note		OCTA	other note	
01	9			30/60	9			30/60	9			30/60	6		30/60	6		30/60	6		60	6		60
14	1			30	1			40	1			30	1		40	1		40	1		40	1		40
15	2		b	40	2			40	2		b	40	2		40	2		40	2		40	2		40
16	2			30	1			60	2			30	1		60				1		60	1		60
20		1		60		1		55		1		60		1	60									
21	5			20	3			45	5			20	2		40	2		40						
22	2			60	1			60	2			60	1		60				1		60			
24	4			30	2			60	4			30	2		60									
25	6			30	6			30	6			30	5		60	3		60	3		60			
26	3			30	3			30	3			30	1		60	1		60	1		60			
29	14			15/30	11			20/40	14			15/30	7		60	7		60	11		60/20/30/60	11		60/20/30/60
30	6			30/60	6			30/60	7			30/60	4		60	4		60	3		60	3		60
33	5			30	5			30	5			30	5		30	1		60	3		45	2		60
35	6			30	6			30	6			30	4		60				5		35	3		60
37	6			30	6			30	7			30	6		30	1		30	6		30	3		60
38	16		b	7/15/30/60	9			20/40	17			7/15/30/60	7		30/60	7		30/60	4		45	3		60
39	2			30	1			40	2			30	1		40	1		40	1		40	1		40
41	2			30	2			60	2			30	2		60	2		60	1		60	1		60
42	10			20	6			30	9			20	6		30	6		60	8		40/20/60	6		30/60
43	24		b	7/14	15			14	28			7/14	14		20/40	7		20/40	15		15/20/40EE	15		15/30EE
45	6			30	6			30	6			30	4		30	4		60	4		45	4		45
46	5			30	3			60	6			30	3	b	60				3		60	3		60
47	4			30	4			30	6			20	5		30				4		30	4		30
50	6		b	30	6			30	7			30	7	b	30	3		60	6		30	4		45
51	4			30	4			30	4			30	2		45				3		35	3		35
53	15			24/8/ 24	9			60/16/60	16			30/8/ 30	7		20/60	4		30/60	10		60/12/60	9		60/15/60
54	9			20	6			30	10			20	7		30	3		30	6		30	4		40
56	5			30	5			30	5			30	5		60				3		60	3		60
57	20			24/8/24	15			24/12/24	20		b	24/8/ 24	13		30/15/30	11		30/15/30	15		24/12/24	15		24/12/24
59	6			30	6			30	6			30	4		60				3		60	3		60
60	15			15/30	14			12/24	17			15/30	5		45/90	5		45/90	10		30/15/60	8		40/20/60
64	14			15/30	12			15/30	13			15/30	6		30	3		30	11		30/15/30	11		30/15/30
66	10		b	30/15/30	9			40/20/40	11			30/15/30	7		30/15/30	6		60/30/60	8		40/20/40	8		40/20/40
70	12			20/30/40/60	11			20/40	11			20/40	9		30/60	5		30/60	15		15/30/60/20	9		20/60
71	4			30	4			30	5			30	3		60				4		45	3		60
72	4			30	5			30	6			30	2		45				3		45	2		60
73	5			30	3			40	5			30							4		30	3		40
74	2			45	2			45	2			45												
75		2		45		2		45		2		45												
76	6			30	3			30	6			30	4		60	4		60	3		60	3		60
79	5			30	3			45	5			30	2		60				2		60	2		60
80	1			60	1			60	1			60												
82	3			30	2			60	3		b	30	2		60				1		60	1		60
85	5			30	5			30	5			30	3		45				3		45/60	3		45/60
86	2			60	2			60	2			60							2		60			
87		2		45		2		45		2		45								2	45			
89	4			30	4			30	4			30	4		60	2		60	4		30	4		30
91	4			30	4			30	4			30	2		60	1		60	2		60	2		60
127	4			30	2			60	3			30							2		60	2		60
145	4			30	2			60	4			30	2		60				2		45	2		45

Notes:

a - Variable headway

b - Additional foreign line vehicles operating selected trips

Vehicle and Headway Summary

Effective: 09-10-00

Route	Weekday															Saturday				Sunday			
	Peak 6-9am				Base 9am-3pm				Peak 3-6pm				Early Eve. 6-8pm				Late Eve. 8-11pm				All day				All day			
	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway	Vehicles			Headway
	OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note		OCTA	other	note	
147		3		a						3		a																
155	6			20	6			20	6			20	6			30					6			20/30	6			20/30
164		2		50		2		50		2		50										2		50				
167	3			45	3			60	4			45									3			45	3			45
173		2		40		2		40		2		40		2		40						2		40		2		40
175		2		60		2		60		3		60																
177	2			45	2			45	2			45									2			45				
178	5			30	3			60	5			30	2			45					2			60				
180	9			15	7			20	7			15	7			20	5			30	7			20	7			20
187		3		30/60						3		30/60																
188		3		45						3		45																
191		5		40		4		60		5		40										4		60		4		60
203		1		a						1		a																
205	14		b	15/30	6			30	15			8/15/ 30	9			12/30/ 60	4			60	6		b	30/60	5			30/60
206	1			a					2			a																
211	3			30					4			30																
212		3		a						3		a																
213		4		30						3		30																
216		3		a						2		a																
410		1		a						1		a																
411		1		a						1		a																
424		1		a						1		a																
430		1	b	a						2		a																
453		2		a						2		a																
454		3		a						2	b	a																
461		2	b	a						3	b	a																
462		2	b	a						1	b	a																
463		2	b	a						3	b	a																
464		2	b	a						3		a																
480		1	b	a						2		a																
482		5		a						6		a																
701	3			30					3			30																
721	5			30					5			30																
757	2			30					2			30																
OCTA	362				274				379				209				111				231				194			
other	59				15				62				3				0				10				6			
	Peak 6-9am				Base 9am-3pm				Peak 3-6pm				Early Eve. 6-8pm				Late Eve. 8-11pm				All day				All day			
	Weekday																				Saturday				Sunday			

Notes:

a - Variable headway

b - Additional foreign line vehicles operating selected trips

2000 OCTA DIVISION ASSIGNMENTS

FLEET #'S	DIVISION	LINES ASSIGNED TO
3000 @ (47)	04	37,60,64,66,70,72
3000 @ (45)	07	01,53,57,59,70,76,79,180
4101-4167	04	43,45,53,57,60,64,66,155
4201-4207	04	56
4208-4269	06	30,37,38,43,50,53,59,71
5001-5018	06	47,57
5019-5039	04	35,74,80,127,145
5101-5107	04	211,701
5108-5114	06	721
5201-5232	06	14/39,15,16/41,22,24,42,71
5233-5250	04	29,54
5301-5320	06	26,29,46,757
5321-5363	04	21,25,29,33,51,205
5364-5397	07	73,82,85,86,89,91,167,205
5401-5418	07	177,178,205,206
6001-6025	C	164,191,213,453,454,462
7201-7210	06	43,57
8101-8191	C	Access
8201-8245	C	20,147,175,203,410,411,430,461,463,464,Access
8301-8364	C	87,187,424,Access
8750 @ (16)	C	Access
8800 @ (22)	C	75,173,188,216,480

NOTES

04	Garden Grove
06	Anaheim
07	Irvine
C	Contractor — Laidlaw Transit Services

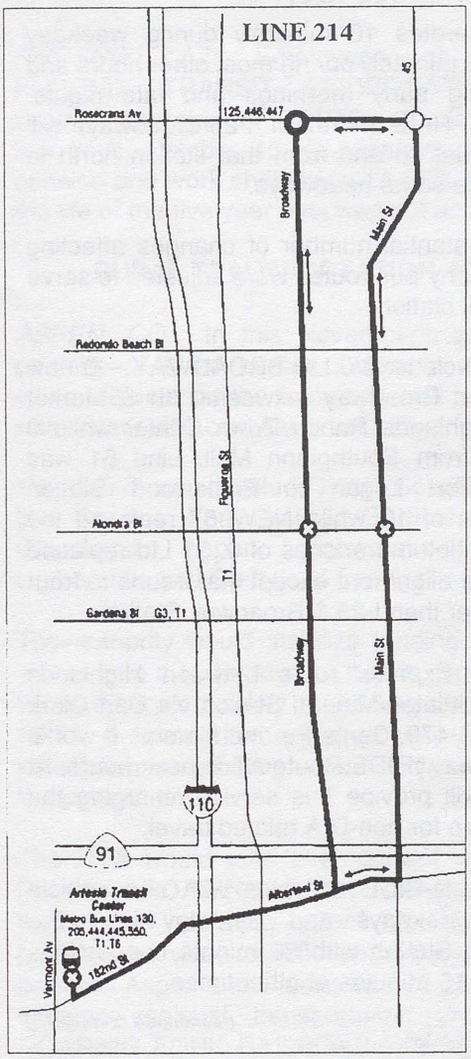
(Continued from page 4)

On September 30th Governor Davis signed SB 1101 which will require any Transportation Zones created to abide by existing **MTA** labor contracts for four years. This was thought to be an event that would bring the parties to the negotiating table *(Ed. Note – it did).*

Following Davis' action *(ATU was SB 1101's prime sponsor)*, ATU Local 1277 President Neil Silver requested the maintenance employees return to work for seven days while negotiations continued. AFSCME members (first level supervisors in many departments) were also encouraged to return. Only a few mechanics actually returned, but Silver said he took the highly unusual step to show thanks to Davis for signing 1101.

Both labor and management offered revised proposals to each other several times and several people tried to act as mediators. Talks were so slow that both sides considered the option of a federal mediator.

On October 10 MTA CEO Julian Burke offered "the last, best and final offer" to UTU and gave the union until October 12th to respond (they rejected it) or he would take it directly to the members.



Rev. Jesse Jackson was brought in by the Los Angeles County Federation of Labor Executive Director Miguel Contreras as mediator on October 13th and began a marathon weekend of negotiations and crafting of the contract approved by both sides.

The pact includes an 8.3% wage hike over 3 years (top rate of $22.50 by June 2003), current insurance plans, increase PTOs from 650 to 980 and BDOFs from 133 to 155 and 55 more (total of 100) four day/ten hour runs.

ATU and the Transportation Communications Union returned to work while their contract talks continue.

In the midst of the labor actions, Line 214-MAIN STREET- BROADWAY LOOP began October 9th.

This, one of four Consent Decree pilot project lines *(WT 4/00),* is operated by COACH USA from Div. 96 (AVBI/ Commerce) using Flxibles 2837-2840 and 2842.

214 is a two-way loop from Artesia Transit Center via 182nd/Albertoni, Main, Rosecrans, Broadway and 182/ Albertoni to ATC. Half hour headways are offered daily between 500AM and 700PM with 15 minute weekday peak headways 600-900AM and 300-600PM.

WORK STOPPAGE RELATED SERVICES

The agreement continued between all transit agencies in Los Angeles County to honor **MTA's** September 2000 monthly and weekly passes *(WT 9/00)* for the length of the work stoppage.

LADOT removed boarding and alighting restrictions on all lines with them for the duration of the strike and also added reverse direction peak hour and some midday trips on several lines including 409, 413, 419, 431, 437, 438, 448, 534 and 549.

By September 22, all **FIRST TRANSIT** and **COACH USA** lines were operating (*Ed. Note – 96 and 167 were the only lines with continuous operations).*

On September 25, Line 888-RED LINE EMULATOR was changed to have both branches run by **TRANSIT SYSTEMS** with their GMC RTS fleet while NEW Line 877-HOLLYWOOD-ALVARADO began. It was operated



Transit Systems Inc, 1148, former MTA 8458, parked on the upper level of Union Station between assignments on Line 888 – RED LINE EMULATOR.

Andrew Novak photo

(Continued from page 5)

by **TRANSPORTATION CONCEPTS, INC.** with their fleet of cutaways, normally used on Lines 218, 603 and 605. The 877 ran from Alvarado on Wilshire, Vermont, Hollywood, Hillhurst, Prospect and Vermont to Sunset stopping at RED LINE stations plus Hollywood Blvd.

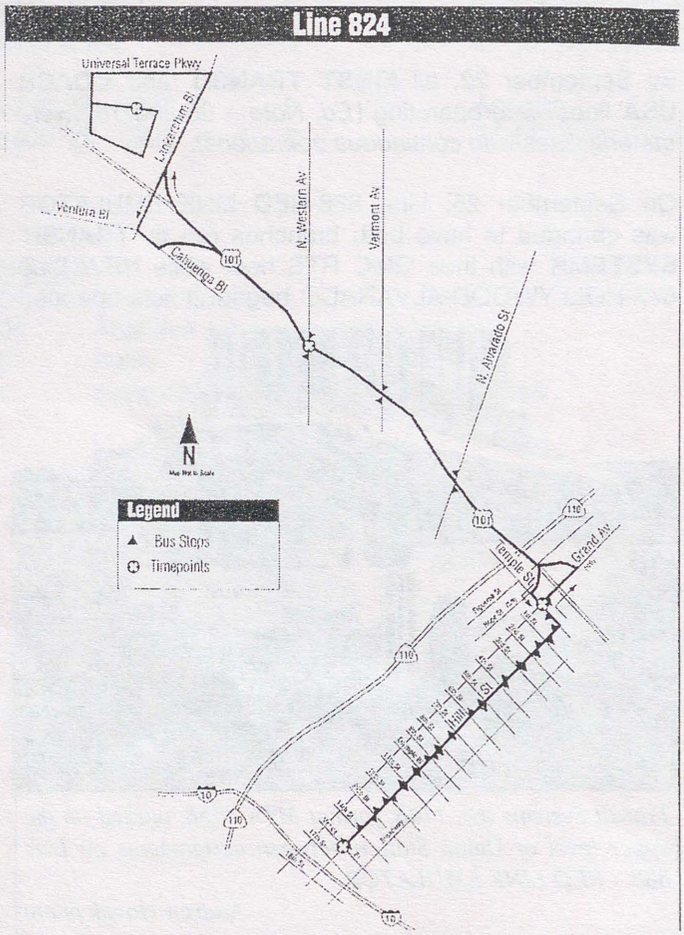
October 9th saw another line added — 30-WESTLAKE-PICO & RIMPAU. This was run by **TS** using RTS and traveled 7th, Alvarado and Pico to Rimpau. Picketing activity at the Rimpau terminal caused the line to be extended to La Brea, looping via San Vicente to Pico.

Lines 30 and 877 ran through October 17 while 888 ran an extra day when the RED LINE returned.

During the strike, several **MTA** lines which do not use Authority owned or painted buses ran (*but for some reason were not mentioned in the various press releases or web sites on transit services operating).* These included 213, 608, 625, 631 and 646.

Following the UTU vote, buses started returning to service around the system Tuesday evening with trains to begin Thursday. FREE rides were offered through October 22nd to welcome returning passengers.

Line 824-LOS ANGELES-UNIVERSAL CITY operated ONLY on October 18 in place of the RED LINE linking



Downtown Los Angeles, Hollywood Freeway Bus Stops and Universal City RED LINE Station. The line traveled over a portion of former Line 424 between 600AM and 745PM and was based at Divisions 1, 2 and 8 using 3300 series Neoplans and 1200 series TMC RTS 06s.

Extra service was also provided on 120/121-IMPERIAL HIGHWAY between Aviation and Norwalk Stations in place of the GREEN LINE.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: The 8.7 mile light rail extension, **RTD's** SOUTHWEST CORRIDOR LIGHT RAIL LINE, opened for business July 14th, the first extension since the original one to Broadway and I-25 six years ago.

The $177 million extension travels parallel to Santa Fe Drive from I-25 to West Mineral Avenue Station in Littleton with four intermediate station stops – Evans, Englewood, Oxford and Littleton/Downtown Stations.

Rides were free on the entire line opening weekend and over 70,000 passengers rode the trains.

SOUTHWEST operates 10 minutely during weekday peak hours and 15 minutely during most other hours and 30 minutely during early mornings and late nights. CENTRAL LIGHT RAIL (north of I-25/Broadway) will have additional trains to and from that station north to 30th/Downing at the same headways.

There were a substantial number of changes affecting the bus system. Many bus routes were adjusted to serve the closest new rail station.

Sample changes include: 0/0 Ltd-BROADWAY – 0 now operates mainly on Broadway between 17th & Market downtown and Highlands Ranch Town Center while 0 Ltd runs to and from Southglenn Mall. Line 51 was extended from Fort Logan to Englewood Station replacing a portion of 12 while NEW 57 replaced the Southglenn and Littleton branches of 0. 51 Ltd replaced 53X over the same alignment except that it runs to/from Evans Station rather than I-25 & Broadway Station.

470X is a NEW Express route between Highlands Ranch PNR and Littleton/Mineral Station via Dad Clark Drive, University, C-470, Santa Fe and Mineral. It works in coordination with skyRIDE Route AT in peak hours. At other hours, AT will provide this service, charging the regular Express fare for non-DIA related travel.

LITTLETON CALL-N-RIDE operates with one vehicle 1000AM-800PM weekdays and Saturday from the Littleton/Downtown Station with 20 minute connections at peak hours and 15 minutes at other times.

(Continued on page 7)

(Continued from page 6)
Three other Call-N-Ride services were established, all using one vehicle on weekdays only between 530AM and 800PM, with connections every 30 minutes and charging the Denver Local fare ($1.25 peak, 75 cents off peak) - WESTMINSTER-BROOMFIELD CNR, BROOMFIELD CNR and LOUISVILLE CNR.

Desiring to create an identification for the ten-route local bus system in their city in the northeastern portion of the **RTD** service area, The Longmont Advisory Committee to **RTD** recently held a contest to select a service name and a paint scheme.

The winning name was/is LONGMONTSTER and the new color scheme is a solid green with buses painted to look like windows run along the bottom with monster feet showing out. The look gives the idea the Loch Ness Monster and friends are riding along with the other passengers. Plans call for all twelve of the Econoline/ Aerotechs to be similarly painted.

CITY OF PHOENIX TRANSIT SYSTEM (COPTS)

PHOENIX, AZ: Employees of ATC/VANCOM's PHOENIX TRANSIT CORPORATION, the major contract operator for **COPTS,** struck the company for five days, October 15-19, regarding health insurance, pension and work shift issues. A 25% pay increase over the life of the five year pact was not an issue.

RURAL TRANSPORTATION AUTHORITY

ASPEN, CO: In this November's election, voters in portions of three central Colorado counties and five cities will vote on the formation and funding of an RTA with a new 4/10 cent sales tax.

The district would include Pitkin County, Eagle County in the Roaring Fork Valley, Garfield County east of Glenwood, Aspen, Snowmass Village, Basalt, Carbondale and Glenwood Springs.

The authority would stabilize funding for transportation by creating a taxing district that is allowed to levy sales taxes dedicated solely to moving people. The current **RFTA** is funded like a joint powers agency, with each jurisdiction contributing whatever seems reasonable (to the jurisdiction).

The RTA would take over current valley bus service from the **ROARING FORK TRANSIT AGENCY (**to become an operating unit of the RTA), extend hourly bus service west to Rifle and double existing service between Aspen and Glenwood Springs. RTA would also assume regional transportation planning from the ROARING FORK RAILROAD HOLDING AUTHORITY, but not ownership of the rail line. The RFRHA has been at the center of debate over valleywide rail along the DENVER & RIO GRANDE RAILROAD right of way between Aspen and Glenwood Springs.

MOTOR CARRIER (MC) NUMBERS

The familiar "Motor Carrier" number now found on the sides of most interstate motor coaches will disappear by the middle of 2002. In a final rule issued this past June, the Federal Motor Carrier Safety Administration (FMCSA) announced that by July 3, 2002, all commercial vehicles listed in the U. S. Department of Transportation's (USDOT) database would need to only display the USDOT number issued by FMCSA. "MC" numbers now displayed on interstate vehicles will no longer be used, nor will a carrier's address.

"MC" or motor carrier identification numbers have been in use since the late 1930s. When a carrier applied to the Interstate Commerce Commission for its interstate operating authority, the ICC assigned the MC number as its "docket" or processing identification. For decades, the ICC's number was the only federal identification available for motor carriers. With the creation of the USDOT and transfer of safety programs from ICC to USDOT in the 1980s, carriers were also given USDOT "census" numbers. Until recently, many interstate operators did not know they had been assigned USDOT numbers, always relying on the MC– designation for official business. In 1995, Congress eliminated the ICC with the Interstate Commerce Commission Termination Act, transferring both the assignment of interstate authority and safety oversight back to a single agency, the FMSCA. Both MC and USDOT numbers are still assigned by the FMCSA.

Under the new rules, vehicle markings will need to change from MC to USDOT numbers by 2002, but the carrier will have until July 2005 to change "operated by" statements which are required under current law. After that, the "operated by" statement must match the carrier's name as filed on the MCS-150 form.

Understanding that some operators would regret the loss of the historic MC number which has identified them for so long, the ruling does not prohibit continued display of the MC numbers alongside USDOT numbers. The change may inadvertently bring complications for agency and roadside enforcement. Though all interstate carriers now have USDOT numbers, not all have MC numbers. In the future, roadside enforcers will have no way of knowing whether a motorcoach is authorized to operate for-hire, since both private and for-hire carriers must display USDOT identification. UMA is considering a petition to FMCSA requesting distinguishing markings for commercially authorized operators.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Los Angeles County MTA	7101-7214	NABI	040.08/Y1140215-328	4-6/00	
Orange County TA	2131-2161	NABI	040.09/YA140364-394	7-8/00	
Golden State Transp Co	51152	MCI	102DL3/XP051152	1998	
	52197	MCI	102DL3/YP052197	1999	
Greyhound Lines, Inc.	6522	MCI	102DL3/YP052543	09/99	
	6916	MCI	102DL3/YP053288	06/00	
AC Transit	6029	MCI	102DL3/1P053404	09/00	
Long Beach Transit	2000	Prevost	H3-45/Y1013463	2000	
Tri Met (OR)	2401-2418	Collins	3000RE-185/—	1998	
	2416	Collins	3000RE-185/WL000351	08/98	
Corvallis Transit (OR)	744	Collins	3000RE-185/WL000355	1998	
AMTRAK (Cascades)	467	GMD	F59PHI/966722-18	09/98	
	470	GMD	F59PHI/966722-21	10/98	
-USED-					
Four Points Sheraton)	unnumbered	Bluebird	QBRE3703/PF052848	1993	1
- Fullerton)	unnumbered	GMC	T80204/CV820380	1982	2
Montebello Bus Lines	773	GMC	T80204/BV810690	1981	3
Anaheim Hilton & Towers	04	TMC	T80206/HR825001	05/87	4
Passport Shuttle	1780	Flyer	D10240C/1884	1980	5
Linea Transportes Urbanos Y Suburbanos De B.C.	183	Flyer	D10240/1938	1980	6
Autobuses Azul Y Blanco (Tijuana)	2	Flyer	D10240C/1862	1980	7
-DISPOSITIONS-					
Goodall's Chtr Bus Serv.	1956	MCI	MC-9/S15212 U35146	08/80	8
Antelope Valley Bus, Inc.	6897	MCI	MC-9/BP036303	09/81	8
Shangri La Express	622	MCI	102C3/LR007721	04/90	8
Gray Line-Southern Nev.	4754	TMC	96A3/FR005250	09/85	8

-NOTES-

1. Ex — 188.
2. Ex Golden Gate Transit 1010.
3. Ex Gardena Municipal Bus Lines 773.
4. Ex Imperial County Transit 1.
5. Ex Seattle Metro 1780.
6. Ex AC Transit 1033.
7. Ex Seattle Metro 1756.
8. To ABC Bus Sales in Garden Grove.

MTA has purchased a TMC MC-9, now numbered 51-0020, which is expected to be outfitted as a second Mobile command unit. The bus is TMC MC-9/T1-1/1573-2475, built 12/79 and last in revenue service as SUPERIOR TOURS (NV) 517.

SANTA MONICA MUNICIPAL BUS LINES has ordered ten 30-foot Thomas SLF200 buses for delivery later this year. Excluing THE TIDE's buses, these are the first less-than-40-foot-buses to be purchased since 35 foot AM Generals 4206-4210 were acquired .

North American Bus Industries (NABI) has opened its new Southern California service and parts center at 1333 West 9th in Upland. The 16,500 square foot facility, previously a LAIDLAW school bus yard, was established to support almost 800 NABI buses to be delivered to the Los Angeles Area (LACMTA, OCTA, RTA) over the next several months. In addition to the support of parts needs for all brands of buses, the facility will offer warranty service, product improvement sales, new product sales and installations, training, repairs, inspection services, preventative and corrective maintenance programs and customer service needs.

Linea Transportes Urbanos Y Suburbanos (Verde Y Crema) has at least eight former PHOENIX TRANSIT SYSTEM Flxibles of the 4801-4867 series in their Aqua Caliente Boulevard garage awaiting repainting and other work prior to placing them in service.