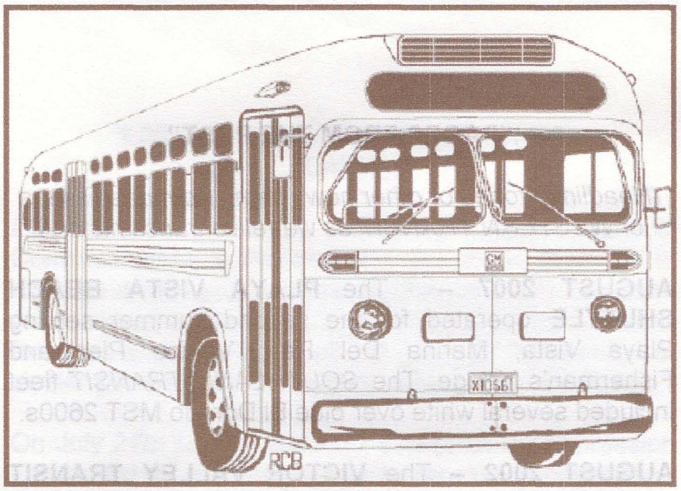


Western Transit

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VOL. 50, NO. 8 **August 2012**

LONG BEACH TRANSIT (LBT)

LONG BEACH: August 26th brought both fleet and service changes as **LBT** retired its fleet of Chance LFB-29 (Opus) diesel powered mid size buses that had been used on the *PASSPORT* service and introduced their replacements, Gillig CNG, full size, BRT style buses.

PASSPORT A-OCEAN and D-CAL STATE were merged into NEW 121-OCEAN BLVD-CAL STATE operating over the same alignment as former D while the former B-EAST 4TH was renamed as 151-EAST 4TH also remaining on its same alignment.

Regular **LBT** fares are now charged on these lines including in the downtown area.

The *PASSPORT C* became the *PASSPORT* and will continue to provide Free Service along its entire route to local downtown attractions, restaurants, hotels and businesses.

The new *PASSPORT* continues to serve the same destinations as the old *PASSPORT C* with adjustments due to the introduction of new 40-foot CNG buses.



The northern end of the line on Pine will extend up to 10th Street, circle around on 9h and return south on Pine Avenue.

Shoreline Village will continue to be served directly.

In the beach area, the route now serves the Residence Inn and the Hilton Hotel in addition to a relocated stop at Hotel Maya on its way back to downtown.

Some routes were changed slightly to safely accommodate the larger buses.

Lines 131-WARDLOW-REDONDO and 171-PACIFIC COAST HIGHWAY were both shortened as they were rerouted in the Long Beach Marina and Seal Beach.

131 now operates along PCH and Marina to the Alamitos Bay Landing that was previously served by *PASSPORT A*. This will allow connections for the *AQUA LINK* boats. Line 171 will no longer travel into Seal Beach but rather ends at the Marketplace (PCH and Studebaker).

Service along the segments of former 131 and 171 in Seal Beach traveling along PCH, Main, Electric and 5th to PCH are no longer served although **OCTA** buses still operate on PCH and transfers at Studebaker are still available.

Line 96-7TH STREET ZAP will be extended to Woodruff and Del Amo and along with 91/92/93/94 will operate every 8 minutes along Seventh Street on weekdays.

Weekday peak hour frequencies on 45/46-ANAHEIM STREET will be six minutes while 111/112-BROADWAY -BELLFLOWER will receive additional service.

LBT is forecasting a large increase in passengers related to a major reduction in Long Beach Unified School District bus service.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Coung Huu Nguyen has applied for a PSC to operate as an on-call, door-to-door Passenger Stage between points in Alameda, Contra Costa, Marin, Napa, San Francisco, San Joaquin, San Mateo, Santa Clara, Solano and Sonoma Counties and San Francisco, Oakland and San Jose Airports and establish a Zone of Rate Freedom.

DECISIONS

*Monica Latigue (*Transferor*),* an individual, has been granted authority to transfer ownership of PSC-17690 to *AMERICAN SHUTTLE EXPRESS, INC., (*Transferee*),* a corporation, now *(*PSC-29083*).* This PSC authorizes on-call transportation (1) between points in Contra Costa, Marin, San Francisco and Solano Counties and San Jose, Oakland and San Francisco Airports and (2) between points in Alameda, San Joaquin, San Mateo and Santa Clara Counties and SJC, OAK, SFO and Sacramento International Airports.

Shahrokh Moradpoor dba ON TIME SHUTTLE RIDE SERVICE has been granted authorization (PSC-22097) as an on-call, door to door, passenger stage corporation between San Diego Airport, San Diego Cruise Ship Terminal, the City of San Diego and various points in the Counties of San Diego, Riverside, Orange and Los Angeles and to establish a Zone of Rate Freedom.

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SUBSCRIPTION RATES FOR 2012

Mail—$35 for 1 year, $60 for 2 years
PDF—$25 for 1 year, $45 for 2 years
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"PAGES FROM THE PAST"

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

AUGUST 2007 – The **PLAYA VISTA BEACH SHUTTLE** operated for the second summer serving Playa Vista, Marina Del Rey, Venice Pier and Fisherman's Village. The *SOUTHLAND TRANSIT* fleet included several white over blue El Dorado MST 2600s.

AUGUST 2002 – The **VICTOR VALLEY TRANSIT AUTHORITY's** *VICTOR VALLEY COMMUTER* began weekday peak hour operations connecting Victorville and Hesperia with San Bernardino, Rancho Cucamonga and Ontario Mills with a fleet of five Neoplan AN345A buses (1001-1005).

AUGUST 1997 – OMNITRANS implemented adjustments to the previous January major restructuring including two new lines, 69-RANCHO CUCAMONGA-ONTARIO MILLS and 73-INDIAN HILL VILLAGE-CHINO HILLS.

AUGUST 1992 – ATC/VANCOM purchased **SOUTHWEST COACHES, INC.** of San Diego from Tom Evans and received a new operations contract from **MTDB** for Lines 901, 902, 903, 904, 932, 933/934 and evenings and weekends on **SDTC** 13 and 36.

AUGUST 1987—GREYHOUND LINES, INC. filed an application with the Interstate Commerce Commission to purchase all operating rights of **TRAILWAYS LINES, INC.** together with its principal operating assets. August 5th brought a takeover of **TWI.**

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
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LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: In mid month the **LAWA** Board of Commissioners authorized the Executive Director to execute a one-year license agreement, with two one-year renewal options with the City of Irvine that will allow for continued operation of the *IRVINE FLYAWAY* or similar shuttle service between Irvine Station and LAX.

On July 27th **LAWA** released a request for Expression Of Interest for the opportunity to provide transportation between Irvine and LAX, either non-stop scheduled service or reservation-based transportation to replace the current *IRVINE FLYAWAY* (six daily round trips with a fleet of eight NABI 42-BRT buses charging a $25 one way fare).

LAWA received 20 letters of intent and expects to conduct a competitive process to explore a business model that would be viable for a private operator.

The current IRVINE-LAX route will be discontinued on August 31st, the results from a recent decision of the United States Bankruptcy Court that allows *CUSA CC, LLC dba Coach America Los Angeles (CALIFORNIA CHARTER, INC.)* to reject its contract with LAWA.

The present three-year agreement for *IRVINE FLYAWAY* was scheduled to expire this November and could have been subject to rebid, except that the route has lost a considerable amount of money each year including nearly $383,000 this past year.

While there will be a suspension of bus service to and from Irvine, LAWA is promoting alternate airport routes including **METROLINK** to Union Station and *UNION STATION FLYAWAY* to LAX, long distance buses, airport shuttle vans and taxicabs.

The **LAWA** Board has awarded a $2.9 million, three-year agreement to Corinthian International Parking Services, Inc. of Westchester to operate the *WESTWOOD FLYAWAY* beginning this November 24.

Last May **LAWA** released an RFP for the operation and management of *WESTWOOD FLYAWAY* between LAX and two locations, the existing Westwood stop at UCLA and a proposed new stop, subject to Board approval, at the **METRO** EXPO LINE's Expo/La Brea Station. La Brea service would begin as soon as practical after the commencement of the agreement.

This RFP followed the same pricing model as the recently awarded Van Nuys and Union Station contracts. Under this model, the contractor charges a flat all-in-rate per one way trip (inclusive of fees for bus service, maintenance, labor and fuel) plus a fixed transaction fee for collecting and remitting LAWA ticket sales revenue. The trip rate and transaction fee are subject to annual increases based on the Consumer Price Index.

LAWA received two proposals, CORINTHIAN and BAUER'S INTELLIGENT TRANSPORTATION, which firm was the successful proposer for both *VAN NUYS* and *UNION STATION*.

CORINTHIAN's fees are almost 56% lower than their competition and will also provide an annual $425,000 savings from the current contract.

They will provide multiple ticketing options to passengers including online and on-bus ticket sales and also provide more payment options than currently including accepting cash.

LAWA will provide eight 2008 model **LAWA** owned buses (expected to be the Irvine NABI 42-BRT buses) and CORINTHIAN will provide two additional (2010 and 2012) alternative fuel buses and provide smaller buses for non-peak times and pass cost savings on to **LAWA**.

The RFP covers future *FLYAWAY* routes which will be priced based on three defined radial areas of LAX, extending as far as 50 miles. Under the agreement, **LAWA** could negotiate with CORINTHIAN to operate one or more of the future routes based on the radial area trip rates offered in their proposal.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: On August 6th DOWNTOWN DASH/ UNION STATION-SOUTH PARK was extended south from 22nd & Grand via Grand, 23rd and Flower to serve the new **METRO** EXPO LINE 23rd & Flower Station.

The following week, the weekday 700AM and 300PM trips of DASH/WILMINGTON were rerouted from Pacific Coast Highway via Avalon Blvd, Lomita Blvd and Wilmington Blvd to PCH to serve the Wilmington Middle School (on Lomita Blvd at Bayview).

DASH/CRENSHAW was rerouted to serve the **METRO** EXPO LINE La Brea Station beginning September 17th. Service was rerouted away from King Blvd and Rodeo Road and now diverts from Stevely and Coliseum via Coliseum, La Brea, looping via Exposition, Rimpau and La Brea to Exposition.

Service now operates every 20 minutes instead of every 25 minutes.

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BEACH CITIES TRANSIT (BCT)

REDONDO BEACH: Service changes resulting from the recent Comprehensive Operational Analysis were made on August 25th affecting all three **BCT** fixed routes (102 -MARINE STATION-REDONDO BEACH PIER, 104-HOLLYWOOD RIVIERA and 109-REDONDO BEACH-LAX CITY BUS CENTER) and the WAVE DIAL-A-RIDE.

Line 102 (former **MTA** 215) received additional weekday bus trips during he school year and now serves South Bay Galleria in both northbound and southbound directions during non-peak hours.

Based on continuing low ridership, Line 104 was discontinued without replacement. *(Ed. Note - 104 was former **TORRANCE TRANSIT** Line 4 and when **BCT** was created it was transferred to the lower cost provider as one step toward saving the service - while costs were able to be lowered, patronage did not increase).*

Line 109 (**MTA** 439) was rerouted from Sepulveda thru Manhattan Village Mall along Rosecrans to Douglas to serve **METRO** GREEN LINE's Douglas Station.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: As of September 2nd, the **SAN DIEGO TROLLEY** was rearranged allowing for all three lines to offer direct service to downtown from anywhere in the system. Most passengers will experience faster trips.

BLUE LINE trains will travel between San Ysidro and America Plaza.

ORANGE LINE trains will operate between the El Cajon Transit Center and Santa Fe Depot.

GREEN LINE trains will originate in Santee and will also be extended through Old Town to the 12th & Imperial Transit Center via Bayside.

Using the existing CalACT Vehicle Purchasing Cooperative's agreement with Creative Bus Sales of Chino, the **MTS** Board has authorized the purchase of 40 Class B Ford Econoline/Starcraft cutaway buses plus exercising an option for up to six more identical units.

The **MTS** paratransit fleet needs to maintain a sufficient spare ratio to accommodate routine maintenance needs and demand growth while meeting its current service requirements.

Delivery is expected by the first of the year. The new vehicles will replace existing vehicles that are close to the end of their service lives.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Following a series of service reductions, **NCTD** recently announced the June 25th inauguration of an on-demand bus service in Solana Beach and Encinitas, the FLEX 374, which operates from 450AM until 830PM on Monday through Friday.

For $5.00 each way, passengers can travel anywhere in the new service's zone which is bounded by Leucadia Boulevard on the north, Via De La Valle on the south, Highway 101 on the west and Manchester Avenue/ Rancho Santa Fe Road on the east.

Reservations for the "curb-to-curb" service need to be made at least 30 minutes in advance.

Several "on demand" services have started, expanded or been planned across San Diego County recently as traditional bus service has been reduced because of budget cuts.

In June, *Ride FACT*, a dial-a-ride service for ages 60 and older, expanded to all cities in the county plus the towns of Ramona and Spring Valley.

The system offers fares starting at $2.50 for travel up to five miles and connects passengers with taxis, shuttles and vans is available daily from 700AM to 800PM. *Ride FACT* reservations need to be made 1 to 7 days ahead.

LOS ANGEES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: With the opening of the Chatsworth alignment in June *(WT 7/12)* Line 901-ORANGE LINE, now has 3 branches, North Hollywood-Warner Center (original alignment), North Hollywood-Chatsworth (original alignment to Canoga Station, new road to Chatsworth) and Warner Center-Chatsworth shuttle.

The two main branches operate between 400AM and 100AM daily, the Shuttle weekdays during peak hours.

After 700PM, the Chatsworth trips serve Warner Center on an alternate route basis.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: **MTD** will soon obtain an assignment from **SAMTRANS** to purchase 15 Gillig diesel buses on a "piggyback" contract, using the same agreement from last year *(WT 9/11)* to purchase seven diesel and seven hybrid 40 foot buses.

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV: The agenda for the August 2012 meeting included a number of bus transportation issues for Authority action.

Consider whether t adopt the United States Surface Transportation Board's approval of the sale and transfer of CPCN 2113 from CUSA AWC, LLC to All West Coachlines, Inc. and CPCN 2121 from CUSA Elko, LLC to Elko, Inc.

The temporary discontinuance from December 2, 2011 through June 2, 2012 of services provided by *Vegas Con Xpress and Wear, LLC d/b/a LAS VEGAS CON XPRESS* under CPCN 2139.

The application of *TOP LIMO LAS VEGAS, LLC* for a certificate of public convenience and necessity as a common carrier to provide charter limousine service.

The petition of *OPEN TOP SIGHTSEEING LAS VEGAS, LLC* for permission to prepare and submit their annual report on other than a calendar year for regular route scenic tour services under CPCN 2004, Sub 9.

Application of *AIRLINE LIMOUSINE CORPORATION* for approval of tariff rate modification for airport transfer and special services, CPCN 2050, Sub 3.

Application of *LAS VEGAS LIMOUSINES, A NEVADA CORPORATION* for approval of a tariff rate modification for charter limousine service, CPCN 2258 Sub 5.

Application of *Desert Cab Inc. d/b/a ODYSSEY LIMOUSINE* for approval of a tariff rate modification for charter limousine service under CPCN 1075, Sub 1.

PIERCE COUNTY PUBLIC TRANSIT BENEFIT AREA dba PIERCE TRANSIT (PT)

TACOMA, WA: **PT** and Amalgamated Transit Union Local 758 announced a new labor agreement that will freeze the pay for most employees and require them to pick up more of their future health care cost increases.

ATU represents **PT's** 708 bus operators, mechanics, mechanics supervisors, customer service staff and some administrative staff.

The new three-year contract does not include any Cost Of Living adjustments but preserves "step" increases for those with less than ten years of service.

None of the agency's 141 nonrepresented employees has received a COLA since 2009, but step increases were given.

The contract vote comes as **PT** is gearing up for a November vote on a three tenths of 1 percent sales tax increase that would generate $28 million annually and allow the agency to restore some of the service it cut in the last year *(WT 10/11).*

Because of the faltering economy and **PT's** heavy (70%) reliance on the sales tax, the agency has experienced four straight years of declining revenues with more of the same forecasted.

Despite these signs, in February 2011 Pierce County voters rejected an identical increase.

Rejection of the sales tax increase resulted in service hour reductions of one-third and led to a service area reduction of 30 percent in the last year and one half.

Some rural areas of Pierce County, places like Sumner, Bonny Lake, Orting, Buckley and Dupont, left the district all together.

Officials have said that without the sales tax increase, within five years **PT's** service level could be reduced to 75 percent of the service hours operated in 1980.

Currently anticipated revenues would fund 197,000 of the current 418,000 annual service hours. Likely targets for service reductions include weekend operations, weekday hours after 700PM, reduction of SHUTTLE (the paratransit system) and headway widening on all lines left.

The Board of Commissioners has yet to formally discuss the future, but if the tax does not pass, substantial cuts are forecast. The two options receiving the most consideration—spread out the service that remains so thin that it does not really serve people or concentrate on a few productive routes and focus resources there.

HYBRID BUSES IN THE TRANSIT MARKET

According to the report "Electric Drive Buses" the global market for electric drive buses should grow dramatically in the next six years and by 2018, more than 75,000 electric drive train buses will be in service around the world.

Electric drive trains - for hybrid systems, battery-electric or fuel cell - appeal to the bus market for many of the same reasons they do for light duty vehicles - moving away from oil, efficiency gains, limiting greenhouse gas emissions and lower operating costs.

The report covers a full range of applications including transit, motor coach, shuttles, school and paratransit in all sizes from cutaways to articulated buses.

UTAH TRANSIT AUTHORITY (UTA)

SALT LAKE CITY, UTAH: **UTA** has proposed changing all of its bus routes in Utah County, and many in Salt Lake City, to allow better connections with the new *FRONT RUNNER* commuter rail service between Salt Lake City and Provo that is scheduled to open next December 10th.

This would include discontinuation of all express buses between Utah and Salt Lake Counties and creating or modifying local bus routes to take riders to and from commuter rail stations instead.

UTA is proposing to eliminate express buses from Herriman and Riverton to and from downtown Salt Lake City and instead expand local bus service there to connect with *FRONT RUNNER* in South Jordan.

Many changes are also planned for downtown Salt Lake City which will see a second *FRONT RUNNER* station open at the North Temple viaduct, on the present segment of *FR* that operates between Ogden and Salt Lake City which will connect with the new section to Provo.

The North Temple site will also serve the new Airport *TRAX* line scheduled to open next April.

Buses headed to northern parts of Salt Lake will connect with the new North Temple Station while buses headed to the south will connect to the existing Salt Lake Central Station at 250 South 800 West.

A series of five public hearings have been scheduled for later this month.

Because, in many instances, intercounty commuters will have to transfer between buses and trains, there will be modest travel time increases for some, according to Authority spokesmen.

However, **UTA** expects patronage to increase from 2000 trips a day now on express buses to 6800 trips a day on trains because of expanded hours and because trains will operate in both directions all day and late into the evening.

Presently, the express bus fleet operates north to Salt Lake city in the morning hours and returns south to Provo in the afternoon/evening.

UTA will also be changing and expanding bus service in the Rose Park area of Salt Lake City. Many of the changes are designed to connect with the new Airport *TRAX* line that is scheduled to open next April.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: The State of California regulates statewide charter bus service through the issuance of a series of three certificate and three permits, called TCPs or Transportation Charter Permits.

The three Certificates, A, B and C, allow more rights and privileges that the thee Permits, P, S and Z.

"A" Certificates allow a firm to operate from any point to any point within the state using buses of any size and may also conduct round trip sightseeing charging individual fares. Except for sightseeing, charges must be based on vehicle mileage, time of use or combination. May be transferred (fee $300).

"B" Certificates may operate vehicles of any size, but may not pick up passengers more than 125 air miles *(Ed. Note—originally (1968) was 40 miles)* from the carrier's home terminal. The mileage limit applies only to vehicles seating fewer than 32 passengers. Charges based on vehicle mileage, time of use or a combination. May be transferred (fee $300).

"C" Certificates allow transportation services incidental to commercial balloon operations, commercial river rafting or skiing where no additional compensation is provided for the transportation. *(Ed. Note—Z Permits are appropriate authority for transportation in any other business),* May operate between any two points. May be transferred (fee $300).

"P" Permits may only operate vehicles seating fewer than 16 (*Ed. Note—think airport shuttle vans*) including the driver. May operate between any two points. Charges based on vehicle mileage, time of use or combination. May <u>not</u> be transferred.

"S" Permits are for carriers conducting "round trip sightseeing service. May operate vehicles of any size and between any two points. May charge individual fares. May also base prices on vehicle mileage, time of use or combination. May <u>not</u> be transferred.

"Z" Permits are for "specialized carriers" who do not hold themselves out to serve the general public but <u>only</u> offer service under contract with industrial or business firms, government agencies, private schools or transport agricultural workers to and from farms for compensation or conduct transportation services incidental to another business. May operate vehicles of any size and between any two points. May <u>not</u> be transferred.

SANTA CLARITA TRANSIT
Santa Clarita , California

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
101	Chance	AH-28	1W535216	00/01	1
128-134	Gillig	C20D102N4	V1089044-050	01/98	
141-146	Gillig	C18A102N4	Y1110375-380	07/00	
147-160	Gillig	C21D102N4	Y1110823-836	11/00	
161-162	Gillig	C21D102N4	11110837-838	00/01	
163-176	New Flyer	C40LF	5C027866, 868-880	00/05	
177-178	NABI	60-BRT	7A140090-091	00/07	
179-186	NABI	LFW-41	A140563-570	00/08	
188-194	New Flyer	C40LFR	AC038104-110	00/10	
226-229	MCI	102D3	WP050526-529	00/98	
231-236	MCI	102D3	XP051662-667	00/99	
237-241	MCI	D4000	1P054210-214	00/01	
242-245	MCI	D4500	4P056299-302	00/04	
246-254	MCI	D4000	4P056303-311	00/04	
255-258	MCI	D4500CT	AP059482-484, 486	00/10	
350-353	Ford Econ	El Do Aerotech	—	00/06	
354-364	Ford Econ	Starcraft Allstar	—	00/09	

NOTES:
1. Ex Greater Bridgeport (CN) Transit Authority, exchanged for Santa Clarita Transit 156.
2. 100 series are used on local lines, 200 series are used on commuter lines, 300 series are use don Dial-A-Ride services.







TOP LEFT: *Santa Clarita MCI 254 on Route 795 to Lancaster on March 11, 2009 afternoon,* ***TOP RIGHT:*** *Gillig 147 on Route 2 to Whites Canyon also on the afternoon of March 11, 2009.* ***LEFT:*** *New Flyer 164 on Route 4 to Bouquet Canyon on March 11, 2009 afternoon. All photos by Craig Barnes.*

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EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
San Diego Transit Corp	601-626	New Flyer	C40LFR/BC038891-916	8-10/11	1
	701-731	New Flyer	C40LFR/CB040405-435	00/12	
Metropolitan Transit Sys	2901-2922	New Flyer	C40LFR/CB040684-705	00/12	
-USED-					
Veolia Transp Service	8025	New Flyer	C40LF/1P022748	05/01	2
(VVTA)	8028, 8031	New Flyer	C40LF/1P022751, 754	06/01	2
Pacific Coast Sightseeing	61400	MCI	J4500/7W064417	00/07	3
	61403-61404	MCI	J4500/7W064420-421	00/07	3
	61406-61407	MCI	J4500/7W064424-425	00/07	3
	61408-61409	MCI	J4500/7W064423, 426	00/07	3
-DISPOSITIONS-					
LADOT	98020-98021	ElDorado/National	EZ Rider/WC084109-110	00/98	4
	99011	ElDorado/National	EZ Rider/XC084040	00/99	4
	99021	ElDorado/National	EZ Rider/XC084050	00/99	4
	99027	ElDorado/National	EZ Rider/XC084125	00/99	4
	87031	Gillig	3096TB6V92T/H1081850	00/87	4
	91045	Gillig	40102TB6V92TA/M1084046	00/91	4
	95401	Gillig	S50T4096/S087160	00/95	4

Notes:
1. Additional information.
2. Ex ATC/Vancom/Veolia (Phoenix Airport), same numbers.
3. Ex VISTA, same numbers, originally Megabus, same numbers.
4. For sale at Ken Porter Auctions (Carson) in May 2012.

AUGUST PHOTOS







TOP LEFT: *San Diego MTS 601 waiting for service. (Metro Magazine photo)* ***TOP RIGHT:*** *Megabus 61409 at Union Station on August 25, 2007. Now Pacific Coast Sightseeing 61409. (Craig Barnes photo)* ***RIGHT:*** *VVTA 8031 after arriving at Fort Irwin on the morning of July 31, 2012. (Craig Barnes photo)*