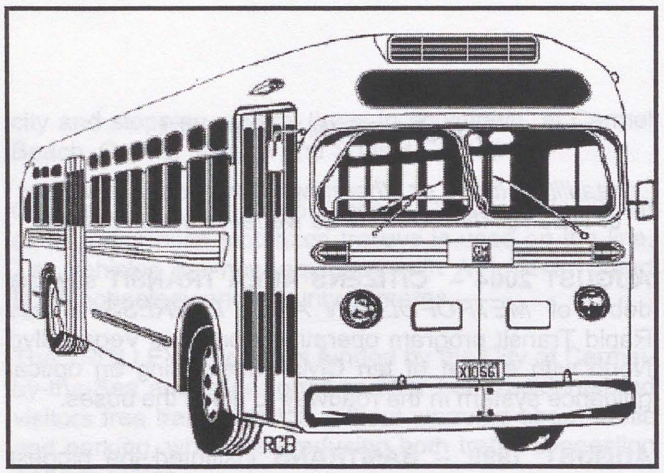


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VOL. 47, NO. 8 **August 2009**

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: New **MST** bus service began operating at the Presidio of Monterey on July 9th (nine home to work commuter lines). The program is funded by the Federal Mass Transit Benefit/Transportation Incentive Program (TIP) through the Department of Transportation.

The new express bus routes are open to the general public, however, if a passenger desires access onto the Presidio of Monterey military installation, they must display an official military or DOD-civilian identification card/badge.

Presidio bus routes include - 71-PRESIDIO-MARINA EXPRESS, 72-PRESIDIO-NORTH SALINAS EXPRESS, 73-PRESIDIO-PRUNEDALE EXPRESS, 74-PRESIDIO-PRESTON PARK EXPRESS, 75-PRESIDIO -MARSHALL PARK EXPRESS, 76-PRESIDIO-STILWELL PARK EXPRESS, 77-PRESIDIO-SEASIDE, 78-PRESIDIO-PACIFIC GROVE and 79-PRESIDIO-SAN JOSE EXPRESS.

Except for the Lunch Bus operation on Line 75 between the POM and downtown Monterey, the nine lines operate inbound to Presidio morning trips and outbound afternoon trips from there.

One trip is offered on Lines 73 and 79, two trips are run on Lines 71, 72, 75 and 77 and three trips are operated on Lines 74, 76 and 78.

Between 1030AM and 130PM, Line 75 operates a rough half hour headway between POM and Tyler & Franklin. While all other service is off base by 500PM, Line 75 also operates a 940PM departure.

All buses operate from their respective outer terminals to Tyler & Franklin in downtown Monterey and then follow the same one-way loop in town and on POM - Del Monte, Pacific, Franklin, then on base via Rifle Range and Mason to Price Fitness Center, returning to Rifle Range, then via Franklin, Kit Carson, Patton, Fort Mervine, Patton, Carson, Private Bolio, Lighthouse and Tyler to Franklin.

Elsewhere in the **MST** system, a new summer season MST CARMEL TROLLEY route commenced operations on July 4th and will operate on Saturdays, Sundays and holidays with its last day of operation on Labor Day.

The fare-free TROLLEY will operate every half hour between 1000AM and 600PM, circulating throughout the



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PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

KASS HALL, LLC has been authorized to operate with PSC-24674 between points in Berkeley and San Francisco with service designed to cater to University of California at Berkeley students who want to enjoy the nightlife that San Francisco offers.

The applicants two principals are third and fourth year UC students who have prior experience operating their own small businesses.

The service will operate on Tuesday and Thursday ($10 fare) and on Friday and Saturday with a $15 fare. *KHL* will use one 21-passenger minibus.

SOM LAL dba NOR CAL AIRPORT SHUTTLE & LIMO was granted PSC-24810 allowing the on-call transportation of passengers and baggage between points in San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, Solano and Marin Counties and Bay Area airports and to establish a Zone Of Rate Freedom of $15 above and below proposed fares.

LEGISLATION

Assembly Bill 636 (Jones, R-Sacramento) would require the PUC to permanently revoke the authority of a charter-party carrier, if the carrier knowingly employs a non-licensed or inappropriately licensed driver and requires the California Highway Patrol to impound the bus if driven by a non-licensed driver.

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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 2004 – CITIZENS AREA TRANSIT saw the debut of *METROPOLITAN AREA EXPRESS,* a Bus Rapid Transit program operating along Las Vegas Blvd North with a fleet of ten Civis buses using an optical guidance system in the roadway to guide the buses.

AUGUST 1999 – SAMTRANS instituted the biggest changes to the fixed route system in its 23 year history with new routings, new schedules, a new route numbering system and service discontinuations in selected areas, primarily the affluent western foothills.

AUGUST 1994 – VENTURA INTERCITY TRANSIT SERVICE AUTHORITY (VISTA) began operations with four fixed routes throughout Ventura County and three Dial-A-Ride service areas. **VISTA** was operated under contract by *ANTELOPE VALLEY BUS, INC., SANTA BARBARA TRANSPORTATION* and *FILLMORE AREA TRANSIT CORP.*

AUGUST 1989 – The **SAN DIEGO TROLLEY** was extended to El Cajon as **SAN DIEGO TRANSIT CORP.** and **COUNTY TRANSIT SYSTEM** made numerous extensions and added three new lines - 70-EAST SAN DIEGO EXPRESS, 852-SANTEE-JAMACHA & LEXINGTON and 858-GROSSMONT COLLEGE-CUYAMACA COLLEGE.

AUGUST 1984 – The County of Los Angeles sponsored several summer beach buses—Woodland Hills-Will Rogers State Beach, La Crescenta-Montrose-Santa Monica and Altadena-Santa Monica, all charging the-then-50 cent-county wide flat fare.

WT STAFF FOR THIS MONTH

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city and stopping several times in downtown, at Carmel Beach, Carmel Mission and Sunset Center.

One of the 1901-1906 series Chance AH-28 lift equipped, replica motorized trolleys is used on the line. The vehicles are now equipped with AVL/GPS "Smart Bus" technology and security cameras.

The TROLLEY program is funded by the City of Carmel-by-the-Sea and is designed to offer both residents and visitors free transportation without worrying about traffic and parking, while also reducing both traffic congestion and emissions.

WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA)

SAN FRANCISCO: **WETA** is mandated to develop an Emergency Water Transportation System Management Plan for the San Francisco Bay Area.

The plan will guide consolidation of the **ALAMEDA/ OAKLAND, VALLEJO BAYLINK** and **HARBOR BAY** ferries under **WETA** and operate public ferry services. The **GOLDEN GATE FERRY** system will continue to operate independently.

The plan includes expanded service to Berkeley and South San Francisco plus the design and location of terminal and maintenance facilities.

TRANSIT FUNDING AND STANISLUS COUNTY

MODESTO: Continuing money raids by state officials have forced unprecedented fare increases and service reductions throughout California *(2/09),* but buses and Dial-A-Ride operations in Stanislus County are largely riding out the economic storm, in part to unintended consequences from a 1997 law, Senate Bill 344, a transit money distribution law, authored by then State Senator Dick Monteith, from an idea of the Stanislaus Council of Governments.

The bill proposed a distribution formula guaranteeing transit operators first crack at the funds generated on sales and fuel taxes with any left over, up to $5 million in some years, divided among the county and its nine cities for use on street and road repairs.

County transit operators acknowledge SB 344's worth in today's climate. The irony of an obscure bill supporting transit in a county whose voters have twice rejected transportation taxes is not lost on them.

The county has sustained some hits, but to a lesser degree than most. **BUS LINE SERVICE TURLOCK** raised fares from 75 cents to $1.25 and reduced service levels on Saturday while **RIVERBANK-OAKDALE TRANSIT AUTHORITY** eliminated its fixed route trolleys in July, mostly related to continuing low patronage, but Dial-A-Ride will continue. Modesto's **INTRACITY TRANSIT** reduced early morning and late evening trips in mid August. Original plans envisioned a ten per cent service reduction and layoff of ten (of 90) bus operators.

However, the safety net is not expected to last forever. Sales tax revenue continues to decline and advocates for senior and disabled transit, now aware of the excess funds, are making a strong case for tapping the money. Transportation leaders are exploring their options.

STARLINE TOURS (ST)

HOLLYWOOD: The STARLINE CITY SIGHTSEEING HOP-ON, HOP OFF program in Los Angeles was modified beginning July 22 to reduce the number of routes from four (PURPLE-DOWNTOWN LOOP, YELLOW-SANTA MONICA LOOP, RED-HOLLYWOOD LOOP and BLUE-UNIVERSAL LOOP) to three, discontinuing DOWNTOWN, but increasing frequencies on SANTA MONICA and UNIVERSAL.

The revised DOWNTOWN ON, OFF Tour now begins and ends at the Chinese Theatre in Hollywood with departures at 930AM, 1230PM and 330PM using an open top 49-seat Fun Bus (a modified MC-9) with a live guide on board. All other tours use double deckers.

SANTA MONICA now begins at 930AM and then every 40 minutes until the last departure at 650PM.

UNIVERSAL now operates every half hour between Hollywood and Universal Studios, no longer branching to Olvera Street via the Hollywood Fwy and HOLLYWOOD continues to operate every half hour between 930AM and 700PM with the round trip taking two hours.

ANAHEIM RESORT TRANSIT (ART)

ANAHEIM: **ART** has a new service provider as of July 29th, *MV PUBLIC TRANSPORTATION,* who replaced the original contractor, *COACH AMERICA/PACIFIC COAST SIGHTSEEING.*

MV actually began operation of **ART** routes 3-HARBOR SOUTH-CLARION, 4-CONVENTION WAY-HILTON and 5-CONVENTION WAY-MARRIOTT on July 20th.

MV was awarded a new multi-year operations contract in April following a decision by *CA/PC* to step out of their contract *(WT 6/02)* when they could not come to an agreement with the Anaheim Transportation Network, **ART** sponsor, over maintenance costs and other issues.

The 16-route **ART** system continues to offer the same routes, schedules and fares.

ATN's administrative offices and the **ART** garage moved from their former location at *CA/PACIFIC COAST SIGHTSEEING* on Manchester to a former automobile dealership at 1280 South Anaheim Blvd, near Ball Road.

MV signed an agreement to have the operating staff represented by Teamsters Local 952.

The **ART** fleet, now owned by ATN, includes six New Flyer D40LFs, 9701-9706, and 10 Ford Econoline/El Dorado Aerotechs (20101-20110), both groups formerly owned by **OCTA,** eight Chevy 560HT/El Dorado Aero Elites (2801-2808), former **ART(PC)** 62801-62808, (62809 was lost to a fire earlier in the year) and four all white Chevy 5500/El Dorado Aero Elite buses (owned by MV and numbered 1-4).



ART 9704 working the 4 route on July 24, 2009. Andrew Novak photo.

The 10 E-Bus electric powered buses, former **ART(PC)** 63529-63538, are presently out of service until their generator station is moved from the Pacific Coast yard and installed and the buses refurbished.

Except for the 2800s, the vehicles either do not have head signs or the units in the buses are not currently functioning and the **ART** route numbers are displayed in black on large white cards placed in the windshields.

The full size New Flyers are generally assigned to **ART** 1-SOUTH HARBOR, 3-HARBOR SOUTH-CLARION, 4-CONVENTION WAY-HILTON, 5-CONVENTION WAY-MARRIOTT and 6-SOUTH HARBOR-ORANGEWOOD while cutaways are used on the other lines.

PASS TRANSIT SYSTEM (PTS)

BEAUMONT: **PTS** recently inaugurated the EXPRESS ROUTE connecting Beaumont and Calimesa replacing the former **RIVERSIDE TRANSIT AGENCY** Line 36.

ER begins at the Beaumont Wal Mart and stops at Loma Linda University Medical Plaza and the Beaumont Community Center, then travels on Interstate 10, exiting at Calimesa Blvd and traveling to County Line Road stopping at Stater Bros. and the Calimesa City Hall.

Four round trips are offered Monday through Saturday.

All **PTS** fares were increased beginning July 1st. The Regular cash fare increased from 85 cents to $1 while the senior/disabled cash fare rose from 55 to 60 cents. The Regular Day Pass increased from $2.55 to $3.00 and the senior/disabled Pass went from $1.65 to $1.80.

The Regular Monthly Pass increased from $29 to $34, the senior/disabled pass rose from $19 to $20.50 and the Dial-A-Ride fare for all riders rose 20 cents to $1.35.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

HESPERIA: August 3rd brought an improved headway on 31-ADELANTO VIA PALMDALE ROAD as 30 minute service is now offered between 730AM and 430PM on weekdays. Hourly headways are run before and after.

Route 48-WEST HESPERIA was rerouted to improve its on time performance and ability to make connections. Approaching downtown Hesperia, the bus now travels east on Main, G Ave, (Hesperia Post Office transfer point), Olive, E Ave and Main continuing back to the Super Target.

Both the management *(MC DONALD TRANSIT ASSOCIATES)* and operations/maintenance (*VEOLIA TRANSPORTATION SERVICES)* contracts expire next April and new RFPs will soon be issued. The new **VVTA** -owned operations facility on the corner of E Avenue & Smoke Tree will not be ready for a while longer and this would likely cause prospective bidders to need to cost out proposals using a combination of current costs from the leased facility on Santa Fe Avenue and anticipated costs of the new facility. Historically, proposals based on many unknowns only raises the bid prices.

Consideration is being given to a possible month-to-month extension of the current agreement until facility move in, subject to approval of legal counsel.

LAWA/ONTARIO INTERNATIONAL AIRPORT

ONTARIO: As was done at LAX a number of years ago, on July 1st tighter regulations for shuttle van companies were set in place.

Companies must now pay ONT an annual $50,000 fee, have at least 15 vehicles in their fleet and pay for their own shuttle coordinator to arrange for curbside pick ups

and shuttles in the holding lots. Companies will also eventually have to comply with the state's alternative fuel policies.

ONT has been hard hit by passenger losses and airline cutbacks, the airport has increased landing fees for the airlines and its budget was reduced by 11.1% this year.

So far, only *SUPER SHUTTLE* has qualified, leaving four other firms who have operated at ONT for years to either combine forces or look elsewhere for shuttle work

Shuttle firms that did not qualify for the agreement could only pick up passengers who had made an advance reservation. Companies would be charged a $5 fee for the pick up, but there would be no charge for drop offs.

Other firms that have been doing business at ONT include *APOLLO SHUTTLE* with ten vans, *DISCOUNT SHUTTLE* with 5, *NEW EXPRESS TRANSPORTATION* with 3 vans and *GO FLY SHUTTLE* with 2.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Related to the loss of state transit assistance and lowered sales taxes, **NCTD** has begun a process that may result in contracting maintenance, operations and administration of the agency.

While the district does not know how much can be saved by contracting, estimates average about 15 per cent per hour. The RFP process should take six months.

NCTD BREEZE bus operations are currently provided by an in-house staff of over 500 including about 250 bus operators with a fleet of 144 buses based at garages in Oceanside and Escondido.

Both the COASTER commuter train operations and the SPRINTER light rail are contract operated, *HERZOG* for the COASTER and *VEOLIA TRANSPORTATION* for SPRINTER.

Service levels have been reduced twice and fares increased once in the last year, but there have been no changes so far this year. However, a public hearing has been set for September 3rd to review changes proposed for next January. These include reducing weekday service to peak hours only on 317-RANCHO DEL ORO-VANDEGRIFT/GOLD and 321-CARLSBAD-PALOMAR COLLEGE, discontinuation of Saturday hours on 317 and 319-RANCHO DEL ORO-QUARRY CREEK and discontinuation of Sunday service on 317, 318-OCEANSIDE BLVD and 319. Both Lines 302 and 305 would be shortened at the Vista Transit Center and replaced by new 331-BUENA CREEK SPRINTER-UNIVERSITY DRIVE.

EASTERN SIERRA TRANSIT AUTHORITY (ESTA)

BISHOP: Beginning last January 2nd, both the *CREST NORTH* (Lone Pine-Reno) and *CREST SOUTH* (Mammoth-Lancaster) were extended.

CREST NORTH was rescheduled to connect with the LONE PINE-BISHOP route in Bishop *(CREST NORTH used to travel through this area enroute to Ridgecrest but has been shortened)* and was extended from the Reno-Tahoe Airport into downtown Reno at the *GREYHOUND* Station. *NORTH* operates on Monday, Tuesday, Thursday and Friday.

CREST SOUTH was extended south from Mojave to Lancaster at the *GREYHOUND* Station. *SOUTH* travels on Monday, Wednesday and Friday.

ESTA and the U. S. Forest Service have signed a one-year agreement for the transit agency to operate the RED'S MEADOW SHUTTLE in the Inyo National Forest during the summer of 2009 using a fleet of eight buses leased from the Mammoth Mountain Ski Area. MMSA will provide the buses, parking area, fueling facility and the bus maintenance.

MMSA sells shuttle tickets from their ticketing venues at Main Lodge area (Adventure Center) and at The Village.

EL DORADO TRANSIT AUTHORITY (EDTA)

PLACERVILLE: Fares on three different **EDTA** services increased June 29th as service reductions were also implemented.

Fares were increased for SAC MED, a non-emergency medical transport service offered on Tuesday and Thursday to facilities in Sacramento County and for SENIOR DAY CARE transportation.

The first of two planned 50-cent fare increases in SACRAMENTO COMMUTER rates was made. The second will be phased in next January, for a one-way fare of $5.00.

Service cuts were also made, including a 15 per cent reduction in DIAL-A-RIDE capacity on weekdays, reductions on the weekday POLLOCK PINES, IRON POINT LIGHT-RAIL CONNECTOR and afternoon SACRAMENTO COMMUTER routes and reductions in local bus service on weekends.

HORNBLOWER CRUISES & EVENTS (HCE)

SACRAMENTO: The new company running tour boats out of Old Sacramento, **HCE,** launched its boats on

June 5th providing hour-long narrated cruises from the L Street dock at 100PM and 300PM, Thursday through Monday.

Passengers travel aboard the M/V Capitol Hornblower, a 300-passenger, 90-foot long vessel with an enclosed main deck, covered top deck and snack bar. Adult tickets are $20, for those over 55 and military $18 and $10 for children between ages and 4 and 12.

The City of Sacramento entered into a short-term contract with **HCE** in May. A ten-year contract with the former tour group, **SACRAMENTO YACHT CHARTERS,** had been cut after two years as the city staff said the company did not run a reliable schedule and fell short on revenue projections *(WT 9/08)*.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: Earlier this summer, **RT** Directors voted to increase a number of fares in September.

The present $2.25 cash fare would increase to $2.50 and the senior/disabled/student $1.10 fare would rise to $1.25. The discount Central City and Neighborhood Shuttle fares would be replaced by the new $2.50/$1.25 fares. The free lifetime pass for those 75 and older will be replaced by the $1.25 fare.

The 50-cent transfer will be eliminated, expected to result in an increase in Daily Pass sales.

A Paratransit single fare would rise from $4.50 to $5.00 and the Paratransit monthly pass would sell for $125.00.

A pilot program charging $1.00 a day to park at light rail stations will begin next January. Three stations will be affected — Watt/I-80, Watt West and Roseville Road.

September will also bring service reductions on selected lines including frequency reductions on six and the elimination of two others.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Labor agreements with all five of **BART's** unions expired on June 30 *(WT 6/09)* and labor negotiations took up much of the summer including strike authorization votes and the very serious threat of a strike by Amalgamated Transit Union



Local 1555 representing station agents and train operators, after both the Service Employees International Union Local 1021 and American Federation of State, County and Municipal Employees had approved their new contracts.

An "eleventh hour" agreement between **BART** and ATU on August 12th delayed an anticipated walk out and following an August 25th vote, ATU members approved their contract.

The union announced it would walk following **BART's** imposition of a contract that ATU claimed resulted in a seven per cent pay cut.

The elements of all three agreements allow the transit agency to achieve its goal of reducing labor costs by $100 million of the $310 million deficit they have. The four year pacts freeze base salaries but offer a "signing bonus" in two of the four years, cap medical costs but continue the current medical coverage and allow work rule changes for operators and station agents.

The **BART** Board is expected to ratify the contract at its September board meeting.

KING COUNTY METRO -TRANSIT DIVISION (KCM)

SEATTLE, WA: **METRO** continues planning its new bus -rapid-transit, *RAPID RIDE,* to begin next summer using a fleet of red and yellow articulated buses that will feature ten minute peak headways, stations with real time information and on-board wireless Internet access.

Five routes are envisioned over four years - A-TUKWILA-DES MOINES-KENT-FEDERAL WAY, B-BELLEVUE-REDMOND, C-WEST SEATTLE-DOWNTOWN, D-BALLARD-LOWER QUEEN ANN-DOWNTOWN and E-SHORELINE-DOWNTOWN VIA AURORA AVENUE.

GREYHOUND LINES IN THE UNITED KINGDOM

LONDON, ENGLAND: America's iconic **GREYHOUND** brand will debut in England on September 14th as *FIRST GROUP* launches a new intercity bus network in competition with rivals *NATIONAL EXPRESS* and *STAGECOACH.*

Initially, there will be two routes, PORTSMOUTH-LONDON and LONDON-SOUTHAMPTON. Service will generally operate hourly beginning with the first departure about 600AM and the last departure at 600PM.

Convenient curbside pick up points will be located in Portsmouth and Southampton. All services in London

Transfort

Fort Collins, Colorado

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
TRANSIT FLEET					
26-32	Gillig	L10ET35102	P1084884-890	05/93	27 off roster
33	Gillig	L10ET30102	R1085428	00/94	
39-42	Gillig	C20B102N4	V1087482-485	03/97	
43	Gillig	C20D102N4	V1087486	03/97	
44-47	Gillig	C21D102N4	W1088957-960	05/98	44 off roster
48	Gillig	C21B102N4	W1089259	10/98	
49-54	Gillig	G18E102R2	11090423-427	09/01	
55	ElDorado	EZ Rider II	6C084056	00/06	
56-57	Flxible	40102-6C	MD102005-006	02/91	Ex Santa Clara VTA 9008-909
58-59	Flxible	40102-6C	MD102017, 003	02/91	Ex Santa Clara VTA 9020, 9006
PARATRANSIT FLEET					
2642	Ford Econoline	ElDorado/Aerotech	XHA75278	00/99	
2647-2648	Ford Econoline	ElDorado/Aerotech	XHB13815-816	00/99	
20401-20406	Ford Econoline	ElDorado/Aerotech	YHB99116-121	00/01	
20408-20409	Ford Econoline	ElDorado/Aerotech	3HB66263-264	00/03	CNG
20410-20411	Ford Econoline	Startrans/Senator	6DB28380,33089	00/07	

will arrive and depart from Bulleid Way, Victoria Railway Station, London.

All services will operate relatively non-stop between its pair of cities (with a one-way travel time of just under two hours) and **GREYHOUND** schedules will integrate with ferry services to and from the Isle of Wight.

The **GREYHOUND** fleet will consist of new Scania Irizar PB models that will feature leather seating with seat belts for 41, free Wi-Fi, power sockets, air conditioning and complementary newspapers. The typical Irizar PB seats 49, so this will allow up to 20 percent more leg room for the passenger. The buses will be painted in the new silver and blue colors introduced in the United States on a fleet of Prevosts earlier this year *(WT 4/09)*.

The buses will be outfitted with "Drive Green", *FIRST GROUP's* new operating system to help improve driving styles and reduce carbon emissions. Each bus is fitted with the latest GPS technology to detect dozens of driving movements per minute and immediately let the driver know how well they are driving.

A "traffic light" monitor on the dash flashes green if the driver is driving correctly, or amber or red if the driver carries out an unwanted maneuver such as heavy braking or unnecessary acceleration. The driver can then make immediate changes to ensure that the bus travels more efficiently to produce fewer CO2 emissions or more smoothly to improve the ride experience for the passengers.

Each of the buses will have names based on popular American songs dedicated to women, such as Barbara Ann, Jolene, Peggy Sue and Sweet Caroline.



EQUIPMENT REPORT

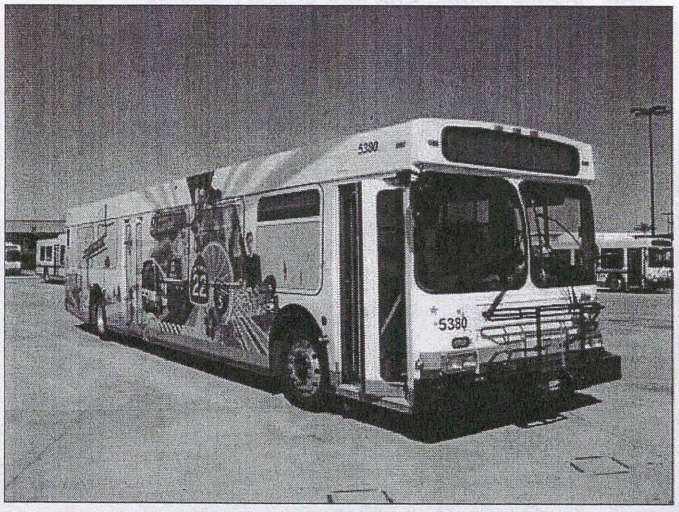
(All properties are located in California unless otherwise noted)

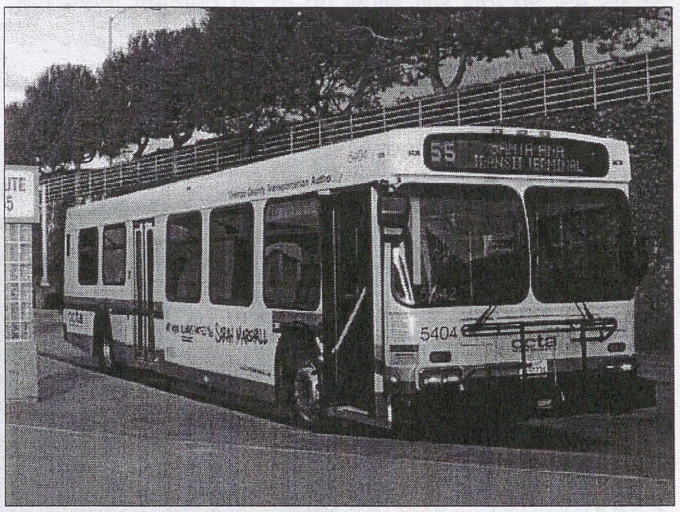
PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Long Beach Transit	2901-2925	New Flyer	GE40LFA/8C034709-733	00/09	
AWG Charter Serv (NV)	Unknown	BCI	Falcon 45/7A450002,03,06,16,19	00/07	
	Unknown	BCI	Falcon 45/8A450022-24, 28-33, 49	00/08	
	Unknown	BCI	Falcon 45/9A450087	00/09	
Lux Bus America	111	Prevost	H3-45/8C711236	00/08	
	333	Prevost	H3-45/8C711253	00/08	
-USED-					
CA/Pacific Coast	64567	Bluebird	XCEL102/6F248197	00/07	1
-DEMONSTRATORS-					
Volvo Corporation	Unknown	Volvo	9700/3CET2M62795127142	01/09	2
-DISPOSITIONS-					
Orange County TA	5303, 5316-17	New Flyer	D40LF/VU017941, 954, 955	00/97	3
	5343, 5365	New Flyer	D40LF/VU017981,18003	00/98	3
Fairfield-Suisun Transit	650	Dina	VG1000/TS000993	01/96	4
	652	Dina	VG1000/TS000992	01/96	4
Norwalk Transit System	7080, 7081	El Dorado	RE-26/WC084187, 186	00/98	5
	7082, 7084	El Dorado	RE-26/WC084188, 185	00/98	5
CA/Los Angeles (CC)	63193	Van Hool	C2045/22045337	00/02	6

NOTES:

1. Ex *ARROW STAGE LINES* (AZ), same number.
2. This bus visited the *PACIFIC COAST SIGHTSEEING* yard during July 09. These buses will be sold by Prevost.
3. Sold at General Auction - Buena Park, August, 2009.
4. To *AMERICA CHARTERS, INC. (FL).*
5. Sold at General Auction—Buena Park, July 2009.
6. Operating on AMTRAK contract, fire damaged, July 2009.

OCTA Diesel Buses





Next month, the OCTA active fleet will not include any standard size diesel buses, only the 50 articulated units. The 95 remaining units of the 5301-5397 and 5401-5418 fleet, the last of the standard diesels, will be considered as Contingency buses. Hybrids 5419-5420 and 5421-5422 will be active and assigned to Division 1 (Santa Ana). Twenty 5300s have been sold including the five above and 15 others, sold in June 2009 — 5307, 5308, 5310, 5319, 5323, 5357, 5361, 5363, 5364, 5367, 5368, 5369, 5370, 5371 and 5392. LEFT: 5380 at Division 01 in Santa Ana (Craig Barnes photo). RIGHT: 5404 at the Newport Transportation Center (Eddie Anthony photo).