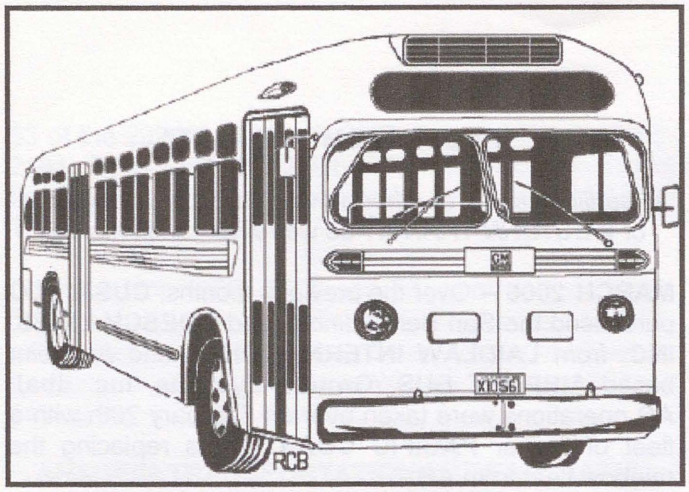


Western Transit

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VOL. 48, NO. 3 **March 2010**

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: March 14th brought the System Shake Up and the largest service reduction program in **OCTD/ OCTA** history - 150,000 annual service hours.

This is the sixth Shake Up in a row to see a service hour reduction—December 2008—28,000, March 2009—51,000, June 2009 - 55,000, September 2009 - 100,000, December 2009 - 100,000 and March 2010 - 150,000.

Last November 23rd, the **OCTA** Board approved reductions totaling 300,000 hours, to be divided into two programs with the second to be implemented if State Transit Assistance funds or other funding including sales tax revenues do not materialize as expected.

Seven lines were discontinued without direct replacement including 62-HAZARD-CIVIC CENTER, 74-BARRANCA-SEGERSTROM, 75-JAMBOREE ROAD , 131-LAKEVIEW-RIVERDALE, 147-BIRCH-RAYMOND-LEWIS, 164-LAMPSON-EDWARDS and 693-TALEGA SHUTTLE.

Saturday hours were discontinued on 86–MISSION VIEJO-ALTON PKWY and Sunday hours dropped on 51 -FLOWER, 82-RANCHO SANTA MARGARITA and 85-CROWN VALLEY.

All weekend hours were dropped on 24-MALVERN-CHAPMAN, 76-TALBERT-MAC ARTHUR, 172-MAIN-GARFIELD-SUNFLOWER and 193-SAN CLEMENTE-WAL MART.

Lines 29-BEACH BLVD, 43-HARBOR BLVD, 47-FAIRVIEW-HASTER-ANAHEIM, 53-MAIN, 59-GRAND-GLASSELL-KRAMER and 70-IRVINE CENTER-EDINGER were restructured creating NEW lines 90-TUSTIN-DANA POINT, 129-LA HABRA-ANAHEIM CANYON, 143-LA HABRA-FULLERTON-BREA and 153-BREA-ORANGE.

Line 90 travels the same as the former 70 between the Tustin Station and Dana Point Harbor. Line 129 begins at Beach & La Habra and runs via La Habra, Brea, Birch and Kramer to La Palma (Anaheim Canyon Center).

Line 143 also begins at Beach & La Habra via Beach, Whittier, Harbor, Chapman, Lemon, Commonwealth, Pomona to Fullerton Transportation Center, then along Harbor, Brea and Birch to State College (Brea Mall).

Line 153 travels the same as the 53 used to between Main & Katella and Brea Mall.

Owl service, between 1230AM and 430AM, on Lines 43-HARBOR, 50-KATELLA, 57-STATE COLLEGE-BRISTOL and 60-WESTMINSTER, instituted in September 2002, was discontinued without replacement

The Fixed Route productivity averaged 35 riders per service hour last fall. The Owl network, consuming about 25,000 annual hours, averaged 10 riders an hour.

Scheduled Weekday buses, both directly and contract operated, were reduced from 473 to 424.

All 119 of the 5301-5397 and 5401-5422 series New Flyer D40LFs are now in the contingency fleet which includes several categories - temporary replacements for active buses, leased to Disneyland for their new shuttles or ready for auction.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

FIRST CLASS TRANSPORTATION, LLC (PSC 16462) applied to add more service points and provide new service between those points and San Diego, Orange County and Los Angeles International Airports and extend the existing ZORF.

BAUER LIMOUSINE SERVICE, INC. filed to extend PSC-8361 to operate in additional counties and between fixed points over specified routes in San Diego, Orange, Los Angeles, Riverside, San Bernardino, Marin, Alameda, Contra Costa, San Joaquin, Sacramento, Yolo, Placer, Nevada, Tehama, Shasta and Siskiyou Counties and to establish a Zone Of Rate Freedom.

DECISIONS

BLUE & GOLD FLEET, L. P. (VCC-77) has been authorized to increase passenger fares on service between San Francisco and Sausalito, San Francisco and Tiburon and San Francisco and Angel Island.

AVENUE TRANSPORTATION LIMO SERVICE, LLC was granted authority (PSC-25192) to operate as a PSC between points in San Francisco, Alameda and Contra Costa Counties and Bay Area airports and to establish a Zone Of Rate Freedom.

NSRT Enterprises dba NAPA AIRPORTER granted a certificate (PSC-25914) to operate as a passenger stage between points in Yolo, Solano, Napa and Sonoma Counties and the San Francisco, Oakland and Sacramento 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)

MARCH 2005 – Over the previous months, **CUSA, LLC** purchased the San Bernardino based **ROESCH LINES, INC.** from **LAIDLAW INTERNATIONAL** and Anaheim based **AIRPORT BUS** *(***Ground Systems, Inc. dba***)*. **AB** operations were taken over on February 20th with a fleet of former **PACIFIC COAST** MCIs replacing the rainbow fleet from **AB**.

MARCH 2000 – SUNLINE TRANSIT AGENCY began its *SUNLINK* service, connecting the Coachella Valley, Banning and Riverside with a fleet of five Super Buses that were outfitted with 47 mostly brown, cushioned reclining seats plus a small galley and a restroom.

MARCH 1995 – The **NORTH COUNTY TRANSIT DISTRICT** operated *COASTER* began weekday peak hour operations between Oceanside and San Diego along SANTA FE/AMTRAK trackage plus the establishment of five new connecting bus routes.

MARCH 1990 – AZTEC BUS LINES, INC., San Diego area charter and contract operator, then owned by the Pike family, closed its doors February 21st filing for protection from creditors under Chapter 7 of the U. S. Bankruptcy Code.

MARCH 1985 – AIR-CRUISES-TOUR SHUTTLE began airport shuttles between the ACT office in Costa Mesa, Anaheim (Marriott Hotel and AMTRAK Station) and Ontario Airport operating two daily except Sunday round trips charging $16 each way.

WT STAFF FOR THIS MONTH

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53 of the 232 NABI 040.09 CNG powered buses (2101-2161, 2201-2299 and 2301-2372) are in the moth ball fleet and 16 more are ready for lease to ANAHEIM TRANSPORTATION NETWORK.

Uplander Vans 6901-6905 and Transporter Vans 6906-6910 are also now in contingency. These smaller units, which could carry two wheelchairs or four ambulatory passengers, were purchased to test their acceptance among the ACCESS clientele.

ANAHEIM TRANSPORTATION NETWORK (ATN)-DISNEYLAND RESORT GUEST SHUTTLE

ANAHEIM: On March 26th, Disneyland opened its new "Toy Story" parking lot, located on an extension of Convention Way east of Harbor Blvd (with its Buzz, Woody and Jessie lots) and implemented the new DISNEYLAND RESORT GUEST SHUTTLE using a fleet of former **OCTA** 53/5400 series New Flyer buses.

This much larger parking facility replaces the former Pumba Lot on the site of the former Grand Hotel.

The buses have been leased from **OCTA** by Disneyland ($22,000/month payments) and are operated by the **ANAHEIM RESORT TRANSIT** as part of a second *M. V. TRANSPORTATION, INC.* contract, separate from the 17-route hotel/motel shuttle program. **ATN** was encouraged to hire recently laid off **OCTA** bus operators and 15 of the first 32 openings were filled that way.

The twenty buses (**ART** 9810-9829) are wrapped in pale blue with DRGS lettering and "Toy Story" markings.

The GUEST SHUTTLE route loops thru the Toy Story lots, then via Clementine employee parking lot roads, Katella, Disneyland Drive, Downtown Disney and Disneyland roadways, Harbor, Disney Way, Clementine, employee lot roads and Toy Story roadways.

OMNITRANS (OT)

SAN BERNARDINO: At the end of the month, **OT** will hold a series of four community meetings to receive comments on plans to reduce bus service approximately four percent in response to continuing reductions in state funding, sales tax revenues and reductions in patronage.

The changes would include reducing frequencies and service span on 14 routes, eliminating weekend service on two routes and minor realignments on three others. Changes to OMNI LINK service in Chino Hills and Yucaipa and new service in Grand Terrace to help replace the planned discontinuation of **RIVERSIDE TRANSIT AGENCY** Line 25.

Frequency changes are proposed for Lines 1, 5, 9, 10, 11, 15, 19, 20, 22, 63, 65, 80, 83 and 215. Weekend hours would be dropped on 67-MONTCLAIR-FONTANA VIA BASELINE and 81-ONTARIO MILLS-CHAFFEY COLLEGE.

Circulator routes would begin in Yucaipa with continued use of two vehicles to offer demand response service. A circulator would be implemented in Chino Hills with one vehicle to offer demand response service. New service would begin in Grand Terrace.

OT will soon release a Request For Proposal (RFP) for a two-year base contract with three one-year options beginning September 1, 2010 to operate ACCESS curb to curb demand-response complementary paratransit throughout the **OT** service area for those who are ADA certified and OMNI LINK demand-responsive for the public including on demand service, three day reservations and limited subscription service for the general public. OMNI LINK is currently limited to the City of Chino Hills and the City of Yucaipa including a small portion of the northern section of the City of Calimesa.

Future planning includes ideas about limited fixed route circulator service using smaller buses and the current paratransit contract has no language to allow such a service delivery option. The proposed RFP would include such wording.

FOOTHILL TRANSIT (FT)

WEST COVINA: Midday service on lines 185-IRWINDALE-AZUSA, 291-GAREY AVENUE and 480-MONTCLAIR-WEST COVINA was reduced April 11th and weekend early morning trips were trimmed on 187-PASADENA-MONTCLAIR VIA FOOTHILL BLVD. 499-SAN DIMAS-VIA VERDE-LOS ANGELES now travels along San Dimas Avenue rather than the 57 Freeway between the two park and ride lots.

*(Ed. Note - **FT** serves a dozen different park and ride lots in the eastern San Gabriel Valley and has a large base of home-to-work commuters. Obtaining a permanent location in their own city continues to be a very difficult task).*

By a vote of 3 to 1, the West Covina City Council recently voted down **FT's** plan to build and operate a park and ride lot near Westfield Plaza. The federal funds received for the project are currently in jeopardy. **FT** has indicated they will continue to work with area local governments to try and develop options.

At month's end, **FT** was receiving comments on a very large scale reduction of their service this fall. To offset

the reductions in state funding and sales tax revenues, it was proposed to discontinue 13 of their 36 routes and reduce operations on a number of other lines.

Proposed for discontinuation are 184-DUARTE-ARCADIA, 195-POMONA VIA RESERVOIR, 197-POMONA-MONTCLAIR VIA FAIRPLEX & ARROW HWY, 272-DUARTE-BALDWIN PARK-WEST COVINA, 284-WEST COVINA-GLENDORA, 285-PUENTE HILLS-WHITTIER-LA HABRA, 286-POMONA-BREA MALL, 289-PUENTE HILLS-WALNUT-POMONA, 292-POMONA-CLAREMONT-TOWNE AVENUE, 494-SAN DIMAS-GLENDORA-EL MONTE, 851-GLENDORA-COVINA VIA GLENDORA AVE, 852-POMONA-FAIRPLEX VIA WHITE AVE and 855-POMONA-CLAREMONT VIA INDIAN HILL.

Reroutings are proposed for 178-PUENTE HILLS-BALDWIN PARK-EL MONTE, 185-HACIENDA BLVD-IRWINDALE AVE, 274-WEST COVINA-INDUSTRY-WHITTIER, 280-AZUSA AVE, 281-CITRUS AVENUE-SUNSET AVENUE and it is proposed to divide current 482-EL MONTE-POMONA VIA COLIMA ROAD into two lines at Puente Hills Mall.

The Phillips Ranch-Diamond Bar segment of 493-PHILLIPS RANCH-DIAMOND BAR-LOS ANGELES and the Chino Transit Center-Chino Park and Ride segment of 497-CHINO-INDUSTRY-LOS ANGELES are both proposed to be dropped.

Discontinuation of Owl service between midnight and 400AM on the *SILVER STREAK* and non operation of all Express lines during the week between Christmas and New Years are also proposed.

ANGELS FLIGHT RAILWAY (AFR)

LOS ANGELES: After a nine year closure *(WT 05/01)* following an accident during which the funicular was upgraded safety wise, the railway opened for business on March 15th.

AFR operates daily between 645AM and 1000PM charging a 25 cents a ride.

It was originally designed to connect downtown Los Angeles with the residential community atop Bunker Hill and served that purpose until redevelopment consumed the neighborhood in the 1960s.

Connecting Hill Street with Olive Street, one block west, the two car railway today is situated opposite the Grand Central Market, about 1/3 of the way south between 3rd and 4th Streets. The original alignment was just south of 3rd Street, but was relocated when revived in 1996.

LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: **LAWA,** a department of the City of Los Angeles and operator of four airports (Los Angeles International, Ontario, Palmdale and Van Nuys) recently issued a Request For Proposal for a multi-year contract for Shuttle Bus Service at Van Nuys Airport.

LAX officials are drafting plans to build a combined car rental facility that would provide space for 33,000 vehicles while helping to reduce pollution and improve congestion. The facility is expected to reduce the current number of on airport trips (800,000 annually) by 50 percent.

Rental companies are now located throughout the airport. In addition to the ten firms permitted to circle shuttles at LAX, others are scattered throughout Westchester, Inglewood and El Segundo. They are allowed to pick up customers only when called.

So far, LAX has collected $47 million toward the cost of the project by charging a flat $10 fee on rentals from the ten companies whose vans circle the airport looking for business. As the fee is not bringing in sufficient money, LAX is hoping to boost the surcharge through a daily fee

The consolidated facility is expected to reduce, by nearly 50 per cent, the 800,000 trips shuttles make into the main airport. Consolidated rental car centers have become more common in recent years *(Ed. Note—LA/Ontario Airport has one).*

Plans originally called for Parking Lot C to serve this purpose, but now an area known as Manchester Square, bounded by Century, Aviation, Arbor Vitae and La Cienega, has become the preferred location.

Preliminary plans call for a three story building that would hold 8,000 cars with room outside for 25,000 additional overflow cars that serve as back up for other Southern California airport rentals.

WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA)

SAN FRANCISCO: The fourth new **WETA** ferry to arrive in the Bay Area in the last two years, the 199-passenger Taurus, will soon enter passenger service. Its twin, Scorpio, entered the Bay this past December.

Until infrastructure for the service between Oakland and South San Francisco is completed (Fall 2011), all four **WETA** vessels (2008 model Gemini and 2009 model Pisces the others) have been chartered to **ALAMEDA/OAKLAND FERRY** to use in its ferry service between Alameda, Oakland, San Francisco and Tiburon.

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)

NAPA: The **NCPTA** Board has approved extending the ROUTE 29 EXPRESS (Calistoga-Napa-Vallejo) from the Vallejo Ferry to BART/El Cerrito Del Norte on April 5th which will open up an ever larger number of options for commuters.

The four morning southbound and afternoon northbound trips serve the extension. Fares for BART trips will be $5 with Vallejo fares remaining at $2. To avoid competition with **VALLEJO TRANSIT LINES, VINE** buses will not pick up BART customers in Vallejo.

Other stops include Calistoga, Napa Transit Center, Imola Park & Ride and American Canyon Post Office.

Napa County Superior Court Judge Ray Guadagni recently ruled the **NCTPA** Board acted lawfully last summer when it awarded *VEOLIA TRANSPORTATION* a $27.1 million five-year contract to operate the local transit systems in the county *(WT 5/09, 7/09)*.

The judge rejected *M. V. TRANSPORTATION's* legal challenge that the Board ignored bidding rules. *M. V.* said *VEOLIA* should have been disqualified because it did not get a passing score and the bid did not meet the agency's minimum staffing requirements. He said the Board had "sufficient discretion" to consider *VEOLIA's* bid since it was within the "range of competition" and there were only two bidders. The judge also ruled that the agency did not specify minimum staffing levels, but rather "sufficient" staffing.

In October 2006 **NCTPA** participated in the City of Montebello multi-agency consortium RFP for hybrid buses *(WT 3/07)* which resulted in the selection of New Flyer as the bus manufacturer.

In October 2007 the agency entered into an agreement to buy eight 35-foot hybrid buses in two orders of four. The first four (154-157), which were fully funded, were ordered and received last summer and placed into service replacing four RTS. The second four (likely 158-161) will be funded by Federal ARRA money received last summer, followed closely by a second bus order.

The **NCTPA** Board recently approved purchase of one more New Flyer 35-foot gasoline hybrid GE35LFR bus under the agreement they have with the Minnesota Department of Administrations Cooperative Purchasing Venture. The same model and fuel type hybrid bus **VINE** is currently operating and recently ordered is available under the Minnesota contract. The agency will use ARRA Tier 2 transit capital funds to buy this one bus and pay the sales tax and delivery costs for the September 2009 purchase of second four buses that were part of the original contract.

A public hearing will soon be held on plans to discontinue the **VINE** FLEX RIDE, a reservation based demand response service inaugurated in January 2007, designed to allow some level of transit to operate in the early morning, evening and on Sunday to complement the regular fixed route service.

The goal of FLEX RIDE, a Lifeline Transportation Program, has been to improve mobility for low income residents of Napa County by implementing solutions defined in the Napa County Community Based Transportation Plan. However, ridership has averaged two rides per day with a one percent fare box recovery.

TRANSIT FUNDING IN CALIFORNIA

SACRAMENTO: On March 22nd Governor Arnold Schwarzengger signed three bills of a legislative plan to revise the state's mechanisms for transportation funding.

With adoption of ABx8 6 and ABx8 9, the state will issue a one-time allocation of $400 million for the State Transit Assistance program to provide for operations funding through Fiscal Year 2010/11. Allocations beginning next year will fund the STA at the $350 million level with the amount expected to grow in the future.

By eliminating the sales tax on gasoline, the package technically wipes out revenue streams that would generate about $1 billion per year in transit-dedicated funding. However, those funds have been repeatedly shifted to fund non-transit needs in the General Fund that prompted a lawsuit by the California Transit Association that ultimately resulted in court rulings declaring the diversions to be illegal *(WT 11/09)*.

With final disposition of the case pending, including possible repayment of at least some of the diverted *$3* billion, the new agreement provides STA funding at a level that represents an 83 percent increase compared to the average annual STA allocations over the past ten years.

The Governor's original "gas tax swap" plan presented in January would have halted all state funding for transit with the elimination of sales taxes on diesel and gasoline fuels. The plan sought to replace those revenues with an equivalent increase in fuel excise taxes, revenues from which by law do not carry the same spending restrictions as the previously existing sales tax revenues. The newly crafted plan retains the diesel sales tax, enacts an increase in that tax rate, offset by a smaller increase in the diesel excise tax, and split those revenues between local transit operations (75 percent) and other historic state transit obligations, including intercity passenger rail (25 percent).

ABx8 6 eliminates the sales tax on gasoline and increases the excise tax on gasoline by 17.3 cents.

Starting next year, it increases the sales tax on diesel fuel by 1.75 percent (5% to 6.75%) and decreases the excise tax on diesel by 4.4 cents (from 18 to 13.6 cents) The excise tax on diesel fuel for school and transit buses will remain unchanged at 1 cent per gallon.

The Board of Equalization will annually adjust this tax to maintain revenue neutrality. This will generate about $118 million in additional revenue for the Public Transportation Account (PTA) to fund State Transit Assistance and other PTA eligible expenditures.

Among other provisions, ABx8 9 will appropriate $400 million for transit operators to help fund operations for the remainder of FYs 2009/10 and 2010/11. It also provides that 75 percent of revenue from the increase in diesel sales tax be directed to transit operators beginning in FY 2011/12. It will also temporarily suspend the STA efficiency criteria (Section 99314.6 of the Public Utilities Code) after January 1, 2010 through the 2011/12 fiscal year to ensure that STA funds can be used for operations.

Several transit agencies are now considering changes in their plans to increase fares and/or reduce service.

The San Francisco Bay Area will receive a total of $146 million for the current year and starting in July 2011, they will receive about $128 million each year.

SAN FRANCISCO MUNICIPAL RAILWAY is moving to shelve plans for a fare increase, including adding a $10 surcharge on Fast Passes for use on Express buses and cable cars. They are also considering implementing a 5 percent, instead of the already approved 10 percent, reduction in service beginning in May and assure that the most heavily used lines are left intact.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT will still implement the planned March 28th service reductions (8 percent of service hours) and rerouting plans, but they believe the extra money may prevent the need for many further rounds in the future.

The **BAY AREA RAPID TRANSIT DISTRICT** expects to start rebuilding its reserves and improving service.

Elsewhere in the Bay Area, **SAMTRANS** will receive $5.2 million, the **VALLEY TRANSPORTATION AUTHORITY** will get $15.5 million, $286,000 for **WESTCAT,** $261,000 for **TRI DELTA TRANSIT** and $201,000 for **LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY.**







ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: **ACT** implemented a major service change on March 28th resulting in an 8 percent reduction in service hours but including new neighborhood circulator lines offering two way service, extended hours or better headways on lines with demonstrated potential and an extra 30 minutes allowed on transfers.

The changes impacted almost every existing bus line and every community from Richmond to Fremont.

A public hearing will soon be scheduled for May 26th regarding the agency decision to Declare A Fiscal Emergency.

Next years budget and supporting ten-year projections forecast a shortfall in net working capital of $4.1 million.

ACT continues to experience significant declines in revenues from both taxes and subsidies with the expectation that unrestricted reserves will be depleted.

The following activities will continue—all expenditures are scrutinized and a hiring freeze is in place, staff has been directed to achieve operating efficiencies and departmental budget reductions and potential service adjustments for implementation in the fall.

A second hearing on May 26th will be held to receive testimony on plans to reduce annual service hours by 182,000 using policies that defined the 2009 Service Adjustments Plan. They include the following —

Allocation of service must reflect consideration of geographic equity, but ultimately productivity and usefulness of service should be given greater weight.

The transit system must be seamless to the passenger regardless of operator. Service, fares and transfers must be transparent to the passenger.

Service must be prioritized to those areas with the greatest potential for transit use with good patronage rewarded by better service and shorter waits.

Minimum route spacing and coverage to be maintained.

Three different service scenarios will be offered - an 8 percent proportionate service reduction across the District affecting both weekdays and weekends; operation of only trunk and major corridor services on weekends severely reducing the amount of weekend service; and a comparison of two All-Nighter service strategies including reduction of All-Nighter lines and reduction of trunk level service after 1000PM or elimination of Lines 802-OAKLAND-BERKELEY. 805-



TheBus

HONOLULU PUBLIC TRANSIT AUTHORITY (THE BUS)
Honolulu, Hawaii

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
025-029	Chance	RT-50	2W535141-145	2002	
030-039	Chance	LFB29	1W535067-076	2001	
040-049	Gillig	C21A096N4	W1089200-209	1998	
051-062	TMC	T70608	PR829318, 383-393	1993	
070-099	New Flyer	D60LF	YU020525-554	2000	
100-115	New Flyer	D60LF	2U024230-245	2002	
116-131	New Flyer	D60LF	3U025775-790	2003	
132-141	New Flyer	D60LF	4U027035-044	2004	
142-150	New Flyer	D60LF	7C032586-594	2007	
202-234	TMC	T80208	PR829181, 201, 244-275	1993	1
235-278	TMC	T80208	PR829295-298, 338-377	1993	
301-334	Gillig	C21D102N4	V1087879-912	09/97	
335-347	Gillig	C21D102N4	V1088128-140	11/97	
348-365	Gillig	C21D102N4	W1088141-158	03/98	
366-368	Gillig	G18D102N4	W1070604-606	1998	
501-555	Gillig	G18D102N4	31074182-236	2003	
601-659	Gillig	S50T40102	R1085547-605	06/94	
660-671	Gillig	S50T40102	S1085952-963	06/95	666 renumbered 699
672-685	Gillig	S50T40102	S1085964-977	07/95	
686-688	Gillig	M11T40102	S1085978-980	07/95	
689-691	Gillig	S50T40102	S1086300-302	07/95	
692-698	Gillig	S50T40102	S1086303-309	08/95	
699	Gillig	S50T40102	S1085958	06/95	Renumbered from 666
740-750	Gillig	S50T40102	S1086310-319, 343	08/95	
751-763	Gillig	S50T40102	S1086337-339, 320-329	08/95	
764-770	Gillig	S50T40102	S1086330-336	12/95	
771-773	Gillig	M11T40102	S1086340-342	12/95	
774-784	Gillig	M11T40102	T1087763-773	09/96	
785-795	Gillig	S50T40102	T1087774-784	09/96	
801-834	Gillig	C21D102N4	Y1110615-648	2000	
835-853	Gillig	C21D102N4	11110924-942	2002	
854-868	Gillig	C21D102N4	31111693, 679-692	2003	
901-940	New Flyer	DE40LFR	6C030172-211	2006	

NOTES:
1. 202, 226-227, 230-232, 234-236, 239, 241-244, 246, 248, 250, 253-254, 257-258, 263-264, 268-270, 278 Active.

MAC ARTHUR OWL, 840-FOOTHILL OWL and 851-BERKELEY-ALAMEDA OWL.

PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)

SEATTLE, WA: **SOUND TRANSIT** is considering a two phase change in transit fares for ST EXPRESS BUS and LINK light rail service, beginning June 1, 2010.



BUS fares would increase by 50 cents this year and again next while LINK fares would increase 25 cents next year.

By 2011, there would be only two different fare levels, one for trips within the same county and another for inter county trips.

JUMP AROUND CARSON (JAC)

CARSON CITY, NV: The City of Carson City has issued a Request For Proposal for transit management of their fixed route bus system. Proposals are due April 30th.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Coach America/Pacific Coast	68101-68103	Van Hool	TD925/-	00/09	
The Bus (All City Lines)	2756	MCI	J4500/7W063896	09/06	
LACMTA	8238	NABI	45CLFW.05.01/8A140712	11/09	
	8244-8250	NABI	45CLFW.05.01/8A140724-730	12/09	
	8262	NABI	45CLFW.05.01/8A140742	01/10	
-USED-					
Anaheim Resort Transit (Disney Resort)	9810-9829	New Flyer	D40LF/mixed	00/97	1
-DISPOSITIONS-					
AC Transit	1054	Flyer	D10240/1959	00/81	2
	2013	Flyer	D10235/2073	00/81	2
	1501	Gillig	40TB966V92/E1080878	00/84	2
	2701, 2738	Gillig	30102TB6V92/M1083822, 859	00/91	2
	2810	Gillig	40102TB6V92/P1084659	00/93	2
Gold Coast Tours	565	Van Hool	T2145/W2043581	00/98	3
(Hot Dogger)	569	Van Hool	T2145/W2043590	00/98	3
	570	Van Hool	T2145/X2043653	00/98	3

NOTES:

1. Ex OCTA 5312, 5314, 5320, 5324-5325, 5327, 5339, 5345 -5348, 5351, 5358, 5366, 5389, 5393, 5395-5397, 5418.
2. Sold by AC Transit at auction in November 2009.
3. For sale at Hausman Bus Sales in Los Alamitos, CA.

Bus Tidbits

- *SANTA MONICA BIG BLUE BUS* will purchase nine, CNG powered 40-foot transit buses from NABI to replace a like number of 13-year old diesel buses with the first new unit due in October 2011. The order has options for 58 additional buses over four years. NABI, New Flyer, Orion and El Dorado all bid on CNG while New Flyer and El Dorado also bid on LNG.
- *GREYHOUND LINES, INC.* has awarded Motor Coach Industries a contract for 70 D4505 model coaches with an option for 30 more. The accessible, 50-passenger buses will be powered by Detroit Diesel 60 series engines paired with an Allison B500 transmission.
- *COACH AMERICA* recently took delivery of three Van Hool TD925 double deckers (68101-68103) for *PACIFIC COAST SIGHTSEEING TOURS* in Anaheim and eight ADA-equipped C2045Es for the *WOODLANDS* commuter fleet in Houston.

March Photos





LEFT: *Hot Dogger/Gold Coast Tours 570 waiting for a new owner at Hausman Bus Sales in Los Alamitos. Hausman website photo.*
RIGHT: *AC Transit 2013 in service in June 1994. Michael Strauch photo.*