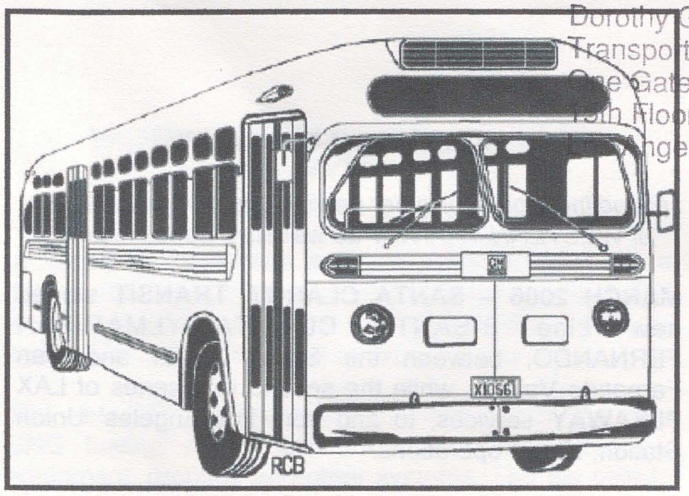


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SAGE STAGE (SS)

ALTURAS: **SS** is the transit system for Modoc County, in the northeastern corner of California, bordering Oregon to the north and Nevada to the east.

SS provides general public Dial-A-Ride between 800AM and 500PM within Alturas and to Modoc Estates and California Pines, within ten miles of Alturas. Rides are scheduled on a first come, first serve basis with priority given to health care trips, if scheduled in advance.

Dial-A-Ride fares are - within Alturas $2 General and $1.50 Discount, Modoc Estates $4 General and $3 Discount and California Pines $6 General and $4.50 Discount.

Three intercity/interstate routes are also operated—ALTURAS-REDDING VIA HWY 299 on Monday and Friday, ALTURAS-TULELAKE-KLAMATH FALLS, OR on Wednesday and ALTURAS-SUSANVILLE-RENO, NV on Monday, Wednesday and Friday. One round trip per day is operated on each route.

ALTURAS-REDDING departs Alturas at 630AM arriving Redding at 920AM. The return trip departs Redding at 1230PM and arrives Alturas at 330PM. The General one -way fare is $26 and the Discount fare is $19.25.

The ALTURAS-KLAMATH FALLS bus leaves Alturas at 800AM and arrives Klamath Falls at 950AM. Returning, the bus departs Klamath Falls at 130PM arriving Alturas at 315PM. The General one-way fare is $18 and the Discount fare is $13.50.

ALTURAS-RENO departs Alturas at 700AM and arrives Reno at 1045AM. The return bus departs Reno at 130PM and arrives Alturas at 520PM. The General one-way fare is $32 and the Discount fare is $24.

There is also a Wednesday only ALTURAS-CANBY bus that operates as a loop departing Alturas at 1040AM, arriving and departing Canby at 1100AM arriving Alturas at 1120AM. The General one-way fare is $8 while the Discount fare is $6.

SANTA MONICA'S BIG BLUE BUS (BBB)

SANTA MONICA: **BBB** held several meetings during March to preview their upcoming service improvements.

Over half the riders on Pico Blvd have chosen *RAPID 7* buses over 7 local buses. Plans calls for increasing the frequency of *RAPIDs* and extending the line to the METRO RED LINE at Wilshire/Western Station and reducing the frequency of Local buses.

Traffic congestion continues to slow the 10-LOS ANGELES EXPRESS and it will be converted from a local to more of a *RAPID* style by reducing the number of street stops it makes.

BBB Line 13-AIRDROME-CHEVIOT HILLS will be discontinued due to continuing ridership losses and duplication by portions of Line 7-PICO BLVD.

They will also explain plans to interface with the soon to open EXPO LIGHT RAIL line.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

The applications of *CITY SIGHTSEEING CORPORATION, a Delaware Corporation; SAN FRANCISCO DELUXE SIGHTSEEING, LLC;* and *SF NAVIGATOUR, INC, a California corporation* for similar authority to operate scheduled (sightseeing with Hop - On, Hop-Off privileges) passenger service in San Francisco and Marin Counties and establish Zones of Rate Freedom, were consolidated by the Administrative Law Judge assigned because they each involve related questions of law and fact.

TRANSIT UNLIMITED SERVICES LLC has applied for a PSC between points in the Counties of Alameda, San Francisco, San Mateo, Santa Clara, Santa Cruz and Monterey and establish a ZORF.

DECISIONS

MAIN EVENT TRANSPORTATION, INC. has been authorized to increase each of its passenger fares by $5.00. The company presently has authority (PSC 16020) to operate as a passenger stage corporation on a scheduled basis serving Monterey, Marina, Prunedale, San Jose Airport and San Francisco Airport.

Luis Inzunza dba SOUTH BAY TRANSPORTATION was granted PSC 26139 authorizing on-call, door-to-door passenger operations between San Diego Airport, Cruise Ship Terminal and City of San Diego and between points in the Counties of San Diego, Orange, Riverside and Los Angeles 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 2006 – SANTA CLARITA TRANSIT started new Line 8-SANTA CLARITA-SYLMAR/SAN FERNANDO, between the Santa Clarita and San Fernando Valleys, while the second in a series of LAX **FLYAWAY** services, to and from Los Angeles' Union Station, began operations.

MARCH 2001 – The **CORONA CRUISER** arrived in The Circle City—a two route, four bus system with plans to expand already developed. **CC** was devised to offer lower cost service (than Dial-A-Ride) to an ever growing population and help the system achieve a 20% farebox recovery ratio.

MARCH 1996 – The **ANTELOPE VALLEY TRANSIT AUTHORITY** inaugurated two new local lines, each with one rush hour round trip on weekdays—THE ACTON LINE and THE LAKE HUGHES LINE.

MARCH 1991 – The first phase of **AC TRANSIT's** Comprehensive Service Plan was implemented in the Richmond/San Pablo/El Cerrito area. Two NEW lines, 315-MONTCLAIR-OAKLAND FERRY and 351-ROCKRIDGE-OAKLAND FERRY, began connecting with the new Oakland-Alameda-San Francisco Ferry.

MARCH 1986 – PHOENIX (AZ) TRANSIT SYSTEM made major changes including a system wide renumbering, two new lines, discontinuation of one, new Saturday services and changes to coordinate with the then-new **SCOTTSDALE TRANSIT SYSTEM.**

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
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REPORTERS & SOURCES:	Dana Gabbard Jim Husing Russ Jones Marvin Martin Scott Page Warren F. Quon

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

HESPERIA: **VVTA** recently issued an RFP for the provision of operations and maintenance services, a seven year with three one-year options contract that would take effect when the new maintenance facility is opened for business, which is expected this June.

The new RFP also includes maintenance of the new CNG fueling station and the new facility buildings, equipment, grounds and other systems. The fee paid to the contractor will be based on a cost per revenue hour performed.

The existing contract with *VEOLIA TRANSPORTATION,* originally awarded in 2003 to *ATC/FORSYTHE (now VEOLIA)* and due to expire at the end of April, was extended on a month to month basis for a period not to exceed 12 months.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: **MTS** awarded *FIRST TRANSIT, INC.* a five year, with five 1-year options contract valued at $31.3 million to provide the CENTRAL MINIBUS and SORRENTO VALLEY COASTER CONNECTION fixed route services using a fleet of 26 **MTS** owned Ford/El Dorado National medium duty Type VII cutaways and 3 contractor owned buses.

Four proposals were received - *FIRST TRANSIT;* the current provider, *SOUTHLAND TRANSIT, INC.; TECTRANS* and *COACH AMERICA,* who was determined to be non responsive.

FTI currently operates the **MTS** ACCESS paratransit system from a yard in El Cajon. *STI* had operated this contract for two bid cycles.

ANAHEIM RESORT TRANSIT (ART)

ANAHEIM: **ART** recently established a Senior and Disabled fare category for their system including a $1 cash one-way fare, a $2 1-day Adult Day Pass, a $5 3-day Adult Day Pass and an $8 5-day Adult Day Pass. *(Ed. Note - as **ART** now is eligible to receive federal funds, they are bound by federal policies which include half fares for seniors and disabled persons).*



ART is now operating their 35 leased **OCTA** NABIs with 8 in traditional **ART** colors of white and one band each of red, green and yellow and used on several of the **ART** fixed routes while the other buses are decaled in pale blue promoting "Toy Story" and assigned to Route 17–DISNEY RESORT GUEST SHUTTLE.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: In September 2008 the **MTA** Board approved the programming of projects for the Los Angeles County Congestion Reduction Demonstration Program (LA CRD) *(WT 3/09)* and requested monthly status reports on the program.

The most recent update includes the following—the conversion of existing High Occupancy (HOV) Lanes to High Occupancy Toll (HOT) Lanes on I-10 (the San Bernardino Freeway) between the 605 Freeway and Union Station and on the Harbor Freeway (I-110) between Artesia Transit Center and Adams Blvd. This will include a second HOT lane on I-10 and an improved Adams Blvd northbound off ramp.

There will be enhanced *SILVER LINE* Bus Rapid Transit and feeder services with bus fleet additions including 41 new 45-foot CNG buses for **MTA** (NABI 8360-8400), 12 new buses (perhaps NABI 42-BRT models for **FOOTHILL** (F1801-F1812), 2 new gas-hybrid buses for **GARDENA** and 4 new buses for **TORRANCE.** The four systems will also receive operating subsidies during the one-year demonstration period.

The City of Los Angeles will install bus signal priority technology between Adams and Wilshire (15 signals) on Figueroa and 5 more signals on Flower between Wilshire and Olympic. The existing AM northbound bus-only lane on Figueroa will now include the afternoon.

A new 30-bay bus terminal will be constructed at the El Monte Station to accommodate the expansion.

A new operating division (to be known as **MTA** Division 13) that will accommodate up to 200 buses, will be constructed on the site of today's Location 31 at Vignes and Cesar Chavez.

The Harbor Transitway improvements will include enhanced signage, lighting and security at eight Park and Ride lots, construction of a Sheriff's substation at Artesia Transit Center and bus stops for Lines 108-SLAUSON and 115-MANCHESTER/FIRESTONE will be under the Transitway stations.

Beginning February 19th, buses at El Monte Station will enter and exit the Busway using the existing roadway to the old station from the freeway, but continue straight toward Santa Anita (driving right across what used to be

the old layover lane at the El Monte Station level), drive down a new ramp, make a right turn across the old parking lot that fronts Santa Anita (where taxis and handicapped parking was) and head to the new temporary terminal.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)

SANTA CRUZ: **METRO** and the **VALLEY TRANSPORTATION AUTHORITY** of San Jose formed a joint powers authority in November 1999 to operate the Highway 17 Express Bus Service between San Jose and Santa Cruz which now also includes **AMTRAK** Thruway Service.



In November 2000, Santa Clara County voters enacted Measure A which authorized **VTA** to collect a 1/2 cent sales tax for specific transit improvements, including buses for the Highway 17 Express Bus program.

During 2010, the **METRO** Board authorized execution of five options from the **OCTA/**New Flyer 299 CNG bus contract to buy five 40-foot, low floor, CNG powered suburban buses for Highway 17 service.

Recently, the **METRO** Board authorized execution of an agreement with **VTA** to use Measure A funds to actually purchase the five buses within the next six months.

SAN LEANDRO LINKS (SLL)

SAN LEANDRO: M. V. TRANSPORTATION was recently awarded its third consecutive contract to operate **SLL,** a two bus weekday, peak hour, free fare, employee shuttle connecting the BART/San Leandro Station with downtown San Leandro.

M. V. has operated **SLL** since its inauguration in 2002.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: **ACT** is considering a strategy to raise bus fares at regular intervals, starting with a dime increase this July and 15 cents in two years, to head off further service reductions and stabilize its finances.

Under the staff proposal, the current base fare of $2.00 would increase to $2.10 in July and to $2.25 two years later and the $2.50 within eight years if the current inflation rate continues.

The report stops short of suggesting a precise formula for setting fares as **BART** has.

A series of public meetings are planned before the Board makes a decision, likely in April.

TRANSPORTATION AND LEGISLATION

For the last several years California's public transit systems have braced themselves for the next state budget because it has generally meant less funding, resulting in higher fares and service reductions.

Governor Jerry Brown's proposed FY 11/12 budget will spare transit systems from cuts this coming year, even though funding in many other areas will be reduced.

However, the budget could be reduced by $2.5 billion if state lawmakers do not give a two-thirds approval by November 2nd to a fuel tax swap approved last year.

The loss of over $2 billion would hurt both transit operators and roads and freeway projects. The Legislature approved the swap last year to provide transit more stable funding and to end its reliance on state general fund money.

To remove the threat, Brown asked lawmakers to approve the tax swap by the deadline. The governor will need some Republican votes to do this.

Lawmakers eliminated the six percent state sales tax on gasoline and replaced it with an offsetting increase in the gas tax of 17.3 cents per gallon. The deal, which did not change the total paid at the pump, also reduced the per-gallon diesel tax in exchange for a higher diesel sales tax that would funnel more money to public transit.

Transit systems liked the swap, but voters put it in doubt last fall by approving Proposition 26, which many analysts think would repeal the two higher fuel taxes on November 2nd unless state lawmakers go back and approve the increase by a two-thirds majority, not the original simple majority.

Many believe that how Proposition 26 affects the gas tax swap will only be clarified by a court decision.

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV.: The agenda for the February 2011 meeting included several bus transportation issues for Authority action.

ALL ABOUT SERVICE LIMOUSINE, INC. for a certificate of Public Convenience and Necessity to provide charter limousine service in the State of Nevada

The Requests for temporary discontinuance of services provided by *ATV ACTION TOURS, INC.* under CPCN

1039, Sub 1 and of *ALL SEASONS TAHOE LIMOUSINE SERVICE* under CPCN 1086.

Fox Limousine Charter, Inc. dba FOX CHARTER filed for a temporary discontinuance of CPCN 2031 from February 3, 2011 until August 3, 2011.

UTAH TRANSIT AUTHORITY (UTA)

SALT LAKE CITY, UT: **UTA** has proposed reducing or eliminating service on five bus lines in Weber, Davis and Box Elder counties in northern Utah.

Saturday service on 455-OGDEN-WEBER STATE-SALT LAKE CITY-UNIVERSITY OF UTAH would be dropped as would Saturday hours on 613 that operates hourly between Ogden Transit Center and the Weber Industrial Park.

In Davis County, Saturday service on 626 and 627 (between 5600 South and 3500 West in Roy and WSU Davis campus in Layton and Davis College in Kaysville) would be dropped.



Sunday hours on 667, the LAGOON SHUTTLE from Farmington *FRONT RUNNER* Station would be dropped as would Route 685 in Box Elder County.

The anticipated savings is $300,000. Public hearings have been scheduled and an effective date is April 3rd.

CORVALLIS TRANSIT SYSTEM (CTS)

CORVALLIS, OR: Beginning February 1st all **CTS** and **BEAVER BUS** rides are now Free.

CTS became fareless because of a Transit Operations Fee passed by the City Council. It added $2.75 to single family residential customers' bill. The fee is one of three new Sustainability Initiatives Fees totaling $4.05 for most customers.

The other two fees support maintenance of sidewalks and city trees.

The fee replaces a portion of general fund money and insulates the transit fund from possible cuts to the general fund to deal with the city's $3.1 million shortfall.

CTS operates a dozen routes in the city between 700AM and 800PM daily. **BB** has three routes that run late on Thursday, Friday and Saturday nights until about 245AM when the university is in session.

KITSAP COUNTY PUBLIC TRANSIT BENEFIT AREA KITSAP TRANSIT (KT)

BREMERTON, WA: **KT** operates a series of home to work commuter routes under the Worker/Driver program in which the part-time bus driver also works at some business at the destination of the route.



The program presently has a fleet of 34 Gillig Phantoms, mostly reconditioned former **OCTD** 4000/4500s, that **KT** wants to replace.

They have issued a Request For Quotes for 34 intercity style buses with options for up to four sets of two spare buses, a possible total of 42.

KT notified Amalgamated Transit Union Local 1384, the representative of **KT's** bus operators, that it planned to contract out some routed service and all Access service. ATU disputes the agency has the right to contract.

The union would get first opportunity to bid for the work, but if it was not interested or its bid was not accepted, the process would be open to all others.

The agency believes it can contract Access and "non-regularly routed service". That refers to service that is shorter than seven hours or tied to someone else's schedule, like ferry take-home buses. Access is the paratransit system for seniors and the disabled.

Rita Dilenno, President of Local 1384, said neither side can act unilaterally because they do not have a contract. After contentious negotiations, the two sides recently agreed on a contract. Because negotiations took so long, the three-year contract expired on February 15, before it was officially approved. An outside arbitrator was involved in the proceedings.

However, it will be approved so that operators can get retroactive pay raises for the past three years, for which the agency has budgeted.

Under that agreement, drivers will receive raises of 3.5% for 2008 and 2.5 percent for 2009. Access drivers will receive those increases plus an extra 1.5% related to a disparity in pay between the two kinds of drivers.

The **KT** Board has also approved new three-year agreements with the International Association of Machinists and Aerospace Workers District Lodge 160, Local Lodge 282 for facilities maintenance staff and with IAM Lodges 160/282 and Teamsters Local 589 for the vehicle maintenance staff.

SPOKANE TRANSIT AUTHORITY (STA)

SPOKANE, WA: Eight **STA** bus routes would be dropped and 18 bus operators laid off under the latest money saving proposal offered.

The cuts would amount to 7 percent of the agency's operating costs and would go into effect in September, if approved by the **STA** Board. They follow a 3 percent reduction last fall and an expected 7 percent in 2012.

Routes being dropped include 30-FRANCIS AVE, 31-GARLAND, 41-LATAH VALEY, 42-SOUTH MAPLE, 46-ALTAMONT, 67-GEIGER and 95-MILWOOD.

PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)

SEATTLE, WA: The Operations Committee of the **ST** Board recently passed and sent the Board two motions for purchase of new buses.

These include a contract with New Flyer Industries for 10, sixty-foot, diesel buses with commuter amenities (an option on an existing **KING COUNTY METRO** order) for operation by **COMMUNITY TRANSIT** and an order for 24 40-foot hybrid Gilligs with 37 seats and commuter interiors for **PIERCE TRANSIT** using an option on a **HAMPTON ROADS (VA) TRANSIT** contract.

The new bus orders will cause 29 model 1999 Gillig Phantoms with suburban interiors to soon be retired and either sold or scraped.



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

TACOMA, WA: Bus service in Pierce County is expected to be reduced by 20 percent next October and another 15 percent early in 2012 as the agency responds to the failure of a proposal (Proposition 1) on the February 8th ballot.

The measure to increase the county sales tax *(WT 2/11)* by 3/10 of 1 percentage point to help pay for bus service was defeated by a 54-46 vote. A favorable vote would have raised $30 million annually.

The agency now collects 6/10 of 1 percent in sales tax on every dollar spent within its borders, almost $64 million last year, and more than 50 percent of the system's operating budget.

The proposed service reduction plan has been discussed and debated in a series of public meetings. It would reduce **PT's** annual service hours from 618,000 to 401,000 and includes some discontinued routes, some realignments, wider headways and shorter service spans, especially on weekends, and discontinuation of special event service to the Fourth of July Freedom Fair and the Puyallup Fair.

Transit system officials recently testified at legislative hearings on HB 1536 that a different funding source is crucial to maintain public transit in Washington state.

VALLEY METRO (VM)

PHOENIX, AZ: In early February, **VM** inaugurated two NEW bus routes, 184-POWER ROAD and ARIZONA AVENUE/COUNTRY CLUB DRIVE *LINK.*

Line 184 travels between Mesa College and Phoenix-Mesa Gateway Airport providing the first ever bus service south of Superstition Springs Transit Center.

The *LINK* offers the first connection from Chandler and Gilbert to *METRO LIGHT RAIL,* at Sycamore Station.

Both lines are operating using Proposition 400 funds, the one-half-cent sales tax approved by voters in 2004 to fund regional transportation projects in metro Phoenix

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION (APTA)

WASHINGTON, D.C.: In a study released in early March, APTA predicated that public transportation ridership would grow to record numbers as gasoline prices continue to rise.

The analysis revealed that as regular gasoline prices reach $4.00 per gallon across the country, experts forecast an additional 670 million passenger trips should be expected resulting in over 10.8 billion trips per year.

If gasoline rose to $5.00, there would be an additional 1.5 billion trips or an annual total of 11.6 billion tips.

In 2008 when fuel prices last escalated, transit ridership hit record numbers.

What is not so clear from the APTA numbers is the impact growing ridership would have on transit agencies. With budgets continuing to suffer from lesser tax revenues and decreased support from federal, state and local governments, would a sudden surge in ridership help agencies or cause them hardship?

Culver CITY BUS

Culver City, California
(1965-2010)

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
3501-3502	GMC	TDH-3501	188-189	00/64	
3503-3504	GMC	TDH-3501	596-597	00/66	1
3701-3704	GMC	TDH-3714	071, 072, 074, 073	00/53	2
4501-4502	GMC	TDH-4517	1227-1228	00/61	
4503	GMC	TDH-4519	786	00/65	
4504-4511	GMC	T6H-4521A	488-495	00/69	
4512	GMC	TDH-4512	372	00/54	3
4513	GMC	TDH-4519	059	00/63	4
4514	GMC	TDH-4519	369	00/64	5
4515-4522	GMC	T6H4523A	1186-1193	00/74	6
5101	GMC	TDH-5303	1459	00/63	
5102	GMC	TDH-5303	1641	00/63	
7014-7021	GMC	T6H4523A	1186-1193	00/74	7
7022-7031	GMC	T8J204	BV812434-443	00/81	
7032-7041	Gillig	3596TA6V92	D1080686-695	00/83	
7042-7045	GMC	T70604	DV821743, 745, 746, 748	00/83	8
7050-7057	Flxible	40102-6TL	LD101985-992	00/91	
7058-7059	Grumman	40102-6	93125, 93130	00/81	9
7060-7079	New Flyer	C40LF	WU018598-617	00/98	
7080-7091	New Flyer	C40LF	1U023170-181	00/01	
7092-7097	New Flyer	C30LF	3U024970-975	00/02	
7098-7105	New Flyer	C40LF	4U027006-015	00/04	
7106-7111	New Flyer	C40LFR	9U0—-	00/09	

Notes:

1. 3504 to SCAT in 1974.
2. Ex SMMBL 101, 102, 104, 103.
3. Ex Torrance 331.
4. Ex Bay Rapid Transit 100.
5. Ex Bay Rapid Transit 103.
6. Renumbered 7014-7021.
7. Former 4515-4522.
8. Ex Gardena 701, 703, 704, 706.
9. Ex FAX (Fresno) 8104, 8109.

IN MEMORIAM — CAMERON BEACH

Cameron Beach, 62, of San Francisco passed away on March 19, 2011 from a heart attack.

He was serving on the Board of the SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY and also was the principal of *BEACH CONSULTING*.

His career spanned over 44 years including positions with **AC TRANSIT**, **OCTD**, **RIVERSIDE TRANSIT AGENCY** and 25 years with **REGIONAL TRANSIT** in Sacramento.

Cam was an early contributor (Member #35) to *THE BOOSTER/WESTERN TRANSIT*.

Services were held on March 24th at Grace Cathedral on California Street in San Francisco.



A new Culver City Bus New Flyer C40LFR before going into service. New Flyer photo.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
TheBus (HI)	50-59	Gillig	—/—	00/10	
	201-224	Nova Bus	LFS40102/—	00/10	
-USED-					
Long Beach Transit	5421-5422	New Flyer	GE40LF/5C028155-156	00/05	1
-DISPOSITIONS-					
Anaheim Resort	9701, 02	New Flyer	D40LF/VU017961, 995	00/97	2
Transit	9704, 06	New Flyer	D40LF/VU018001, 006	00/97	2
	20101-20102	Ford/El Dorado	Econoline/Aerotech/1HB00162, 118	00/01	3
	20107, 20110	Ford/El Dorado	Econoline/Aerotech/1HB00127, 333	00/01	3
Omnitrans	0011	New Flyer	C40LF/YU020646	00/00	4
	502	Dennis/Thomas	SLF232G/3JA34537	00/03	4
Kings Area Rural Transit	409, 411	Ford/El Dorado	Econoline/Aerotech/3HA67728-729	00/03	5
AC Transit	4501	Van Hool	C3045/A2041001	00/10	5
Arkansas Regional Transit	2002	GMC	T8J204/BV810820	00/81	6

Notes:
1. Ex OCTA 5421-5422.
2. Ex OCTA 5323, 5357, 5363, 5368—sold at General Auction, Buena Park, CA, February 19, 2011.
3. Ex OCTA 8447, 8409, 8410, 8456—sold at General Auction, Buena Park, CA, February 19, 2011.
4. For sale at US Auction, Upland, CA, March 2011.
5. For sale on PublicSurplus.com, February 2011.
6. Originally SCRTD 8325. For sale on PublicSurplus.com, March 2011.

- Seven former LACMTA Neoplan AN440As were recently seen in the E-Bus plant in Downey - perhaps the firm has plans to use the buses for some experiments. They were:

  6338, serial VL013302 — 6510, serial VL013474 — 6598, serial WL013118
  6464, serial VL013428 — 6519, serial VL013483
  6493, serial VL013457 — 6531, serial VL013495

- The Regional Transportation Commission—Washoe County (Reno, NV) *RAPID* articulated buses are New Flyer DE60LFR models.

March Photos





LEFT: Anaheim Resort Transit 9704, ex OCTA 5363 working Route 4 on July 24, 2009. Andrew Novak photo. RIGHT: 206, one of The Bus' new Nova LFS40102 buses on Route 53 on January 4, 2011. Photo from Wikipedia..