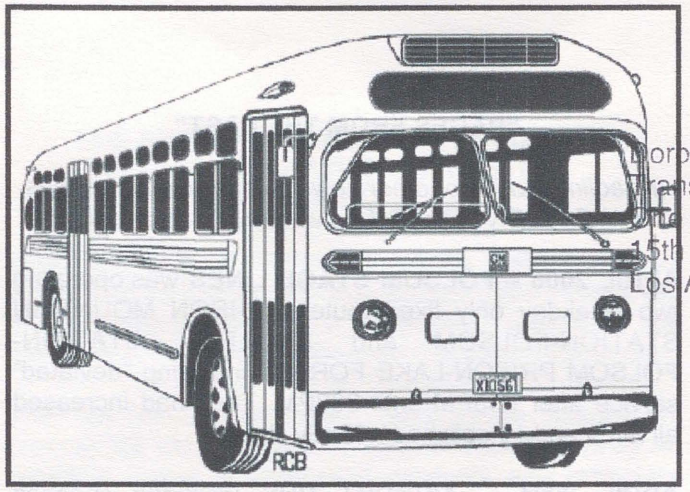


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VOL. 49, NO. 4 **April 2011**

MONTEREY SALINAS TRANSIT (MST)

MONTEREY: Last July 1, the cities of Greenfield, King City, Gonzales, Sand City and Soledad joined the newly formed **MONTEREY-SALINAS TRANSIT DISTRCT** that replaced the former Joint Powers Agency, **MONTEREY SALINAS TRANSIT.**

Over 38 years, the transit organization evolved from a JPA representing just a few cities to a transit district that now represents all cities and unincorporated areas in Monterey County.

By next April, **MST** passengers traveling along Monterey Peninsula's busiest corridor will enjoy more efficient boarding, faster travel times and receive a jazz education, all as part of the daily commute. **MST** has partnered with the Monterey Jazz Festival to create a new bus rapid transit line along Lighthouse and Fremont Avenues. This is the same route that provides festival access to attendees each year and it also serves riders traveling to stops between the Monterey Bay Aquarium and Sand City Station, adjacent to Edgewater Shopping Center. At each stop, the transit shelter will have interpretive, museum style information about an aspect of jazz.

The service will feature off board fare collection with passengers buying tickets from vending machines, the buses will be equipped with equipment that, when a bus is behind schedule, will send a message to the signal system to extend the green lights to speed the flow of traffic. Special jump lanes will also help to speed buses.

NEW Line 25-CSUMB OTTER TROLLEY began this year offering service between Salinas and the campus, also serving the Dunes Shopping Center and the Marina Wal-Mart. Passengers pay a single fare to ride to CSUMB and those returning from campus ride for free. Service within the university's free fare zone is also complimentary.

Based on the success of the nine route Presidio of Monterey Express Bus program *(WT 9/09),* a NEW two route Fort Hunter Liggett bus service program started this past January 24th.

The two routes for commuters working at the Fort Hunter Liggett Military Base include 82–SALINAS-FORT HUNTER LIGGETT (from the north) and 83-PASO ROBLES-FORT HUNTER LIGGETT (from the south).

Line 83 is operated by **SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY** under contract with **MST.**

Both lines travel on Highway 101 serving intermediate points and are scheduled to serve the 730AM-500PM shift charging the $10/$5 discount Commuter fare.

One round trip in the morning with another in the afternoon are operated on each line providing a convenient connection for those non-military base passengers traveling between Monterey County and San Luis Obispo County points.

A new fare structure began on April 1st— Local Routes $1, Primary (Base) Routes $2, Regional Routes $3 and Commuter Routes $10.

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PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

Leticia Sosa and Abelardo Perez dba L & A SHUTTLE have been granted on-call, door-to-door PSC 26219 to operate between points in Imperial, San Diego, Orange, Riverside, San Bernardino and Los Angeles Counties and between Los Angeles International Airport, San Diego Airport, Los Angeles/Long Beach Harbors and San Diego Harbors and points in Imperial County and to establish a Zone Of Rate Freedom.

THE WINE LINE, LLC has been authorized to expand and revise its service area (Paso Robles and San Luis Obispo County) to now include Los Olivos Promenade and Santa Barbara County. Service will be offered using a fleet of two 10-passenger Dodge Sprinter vans with an all day far of $79.95 (hop on, hop off style).

Imperial Rapid Service, Inc. dba IMPERIAL RAPID SERVICE has been given authority (PSC-27418) to begin operating between Calexico (International Border) and El Centro (Imperial Valley Mall). *IRS* will use two 30 -passenger buses operating daily every half hour between 915AM and 845PM charging $2.00 a ride.

SACRAMENTO REGIONAL TRANSIT DISTRICT has been granted authority to construct six new at-grade crossings and modify two existing ones in Sacramento as part of the Downtown/Natomas/Airport MOS-1 Project (GREEN LINE) between 8th and H Streets and 7th and Richards Boulevard.

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SUBSCRIPTION RATES FOR 2011

Mail—$35 for 1 year, $60 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)

APRIL 2006 – FOLSOM STAGE LINES was operating two weekday only fixed routes, 10-IRON MOUNTAIN STATION-FOLSOM and 30-GLENN STATION-FOLSOM PRISON-LAKE FOREST including "deviated" service after 630PM until 930PM. They had increased all fares and established a "Daily Pass.

APRIL 2001 – AIRPORT BUS instituted changes including rescheduling PASADENA-LAX to a two hour headway and bypassing downtown Los Angeles. The DOWNTOWN LA SHUTTLE was discontinued while and round trip fares were increased. ANAHEIM-BUENA PARK was rescheduled to offer a two hour headway. The **AB** fleet then included ten Prevost H3-40s, 601-610, wrapped advertising Orange County venues.

APRIL 1996 – The **FAIRFIELD-SUISUN TRANSIT SYSTEM** numbered the "City Link" service into 20-FAIRFIELD-VACAVILLE and 30-FAIRFIELD-DIXON-DAVIS as it inaugurated 40-SOLANO BART EXPRESS (Vacaville-Fairfield-BART/Pleasant Hill).

APRIL 1991 – The RUNABOUT came to downtown Long Beach **(LONG BEACH TRANSIT)** on April 1st, a two route, ten bus (**LBT** 101-110, Orion IIs) circulator system.

APRIL 1986 – The financially strapped City of South Lake Tahoe turned over operation of **SOUTH TAHOE AREA GROUND EXPRESS** to *AREA TRANSIT MANAGEMENT, INC.,* an employee cooperative, including a new route and service structure.

WT STAFF FOR THIS MONTH

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Last month the **MTA** Board approved a solicitation of up to 700, new, 40-foot CNG buses over the next four years using a "best value" criteria for the order rather than the conventional low-bid procurement.

The use of a "best value" competitive negotiation process will allow for consideration of such factors as — broadest range of competing products and materials available, manufacturer's warranty, vendor financing, performance reliability, standardization life cycle costs, delivery timetables, support logistics and other similar factors in addition to price in the award of the contract.

MTA staff plans to quantify the value of advanced design features such as lightweight vehicle construction, use of corrosion resistant materials and advanced construction techniques. The intent of the procurement is to provide the agency with highly durable vehicles that will help to reduce maintenance and operating costs.

The Board approved a plan to purchase and operate up to 30 zero-emission or super low emission buses.

This will allow **MTA** a four-year window to test zero emission prototype buses before the next bus replacement procurement in 2016. At that time, purchase of zero emission buses will be required.

The Zero Emission Bus (ZEB) Program was instituted by the California Air Resources Board and requires systems with over 200 buses to purchase ZEBs as 10% of their fleet. The program is now slated to begin in 2012, it was originally slated to start in 2008, but was delayed related to technological and cost factors.

The Board approved changes to Tier I lines slated for the June 2011 Shake Up covering four areas—Simplify, reduce duplication and improve coordination between Metro Bus, Rail and other municipal operators, Streamline Harbor Transitway services, Right size Metro *RAPID* corridors to meet service demand and Implement Expo Rail Bus/Rail Interface Plan.

The changes will reduce annual service hours by four per cent or 305,000 hours. The following lines will be affected—26, 30, 42, 71, 94, 96, 102, 155, 200, 217, 230, 246, 247, 254, 305, 439, 445, 450, 485, 534, 550, 577,612, 634, 730, 740, 751, 757, 760 and 794.



MUNICIPAL AREA EXPRESS (MAX)

TORRANCE: The current **MAX** cooperative agreement between the seven sponsoring agencies will expire on June 30, 2011, but includes provisions for two one-year extensions, which are now being discussed. Current plans include a two year extension of the agreement even though the City of Rancho Palos Verdes has officially decided to withdraw from **MAX** *(WT 01/11)* which will mean the remaining sponsors will need to fund a larger percent of the budget.

To reduce costs and remove service from RPV, **MAX** Route 2-PALOS VERDES would be shortened and operate no further south than Hawthorne Blvd and Pacific Coast Highway. In addition, two of the four AM and PM peak hour trips will be discontinued.

MAX and contractor *M.V. TRANSPORTATION* have been meeting to consider a two-year extension of the current operating agreement and to negotiate the costs.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA/METROLINK)

LOS ANGELES: The **SCRRA** Board recently approved a new express train pilot program on the ANTELOPE VALLEY and SAN BERNARDINO lines, their two heaviest, effective May 9th.



One trip, inbound to Los Angeles in the morning and outbound in the afternoon, will be offered on each line. The ANTELOPE VALLEY line will stop in Palmdale, Santa Clarita, Burbank and Los Angeles while the SAN BERNARDINO line will serve San Bernardino, Rancho Cucamonga, Covina and Los Angeles.

The express stops were chosen based on ridership, available parking at the station and location on the line.

If the pilot is successful, the system will consider continuing the express trains.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board approved the award of a contract for fixed route and Commuter Link services for a two-year base period with three, one-year options to *EMPIRE TRANSPORTATION, INC.* beginning July 1st.

Proposals were received from *ETI, TRANSPORTATION CONCEPTS, INC., FIRST TRANSIT, INC.* and *SOUTHLAND TRANSIT, INC.*

The contractor will be required to provide all services necessary for a 'turnkey operation' including facilities, operations, maintenance, dispatching, management, fuel and insurance while **RTA** will provide the 84 mid-size buses currently assigned.

TCI is the current contractor employing 176 individuals operating about 1/3 of the **RTA** service hours.

The following lines are operated under contract — 3-NORCO-CORONA, 7-ELSINORE-INLAND VALLEY HOSPITAL, 8-ELSINORE LOCAL, 23-TEMECULA-WILDOMAR, 24-TEMECULA LOCAL, 30-PERRIS LOCAL, 31-HEMET-BANNING, 32-HEMET-SAN JACINTO, 33-HEMET LOCAL, 35-BANNING-MORENO VALLEY MALL, 40-ELSINORE-SUN CITY, 41-MEAD VALLEY-RCRMC, 42-SAN JACINTO-HEMET, 50-JURY TROLLEY (RED LINE), 51-CREST CRUISER, 53-BEAR RUNNER, 55-TEMECULA TROLLEY (GREEN LINE), 61-SUN CITY-TEMECULA, 74-SAN JACINTO-PERRIS and 79-HEMET-TEMECULA.

Commuter Link lines include 202-MURRIETA-OCEANSIDE, 204-MONTCLAIR-RIVERSIDE, 208-TEMECULA-RIVERSIDE, 210-BANNING-RIVERSIDE, 212-HEMET-RIVERSIDE and 217-SAN JACINTO-HEMET-ESCONDIDO.

THOUSAND OAKS TRANSIT (TOT)

THOUSAND OAKS: April 1st brought a number of changes to Dial-A-Ride and ADA components of **TOT.**

Service hours were expanded to 600AM-700PM on weekdays and 800AM-700PM on weekends.

Reservation policies were modified to encourage more advanced reservations, but they also include a new No Show and Late Cancellation Policy designed to curtail cancellation of reservations with little or no notice and for those who are not ready when their ride arrives.

The DAR/ADA service area was enlarged to include the unincorporated areas of Newbury Park, Lynn Ranch, Rolling Oaks, Hidden Valley and Lake Sherwood.



The Traffic and Transportation Advisory Commission will hold a public meeting to hear staff presentations and take public testimony and make a recommendation to the City Council on the following — raise the eligibility age for senior discount bus fare and Senior DAR from 62 to 65, modify fare policies and fares including a general fare increase on **TOT,** Senior DAR and ADA Paratransit.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)

SANTA CRUZ: **METRO** Directors are now struggling with deciding how to close a projected budget deficit of $3.8 million—reduce service countywide or primarily on the low productivity routes, urging labor concessions or tapping reserves.

Staff presented a proposal to reduce service 12 percent on a dozen routes throughout the county, ending service at 800PM except for HIGHWAY 17 EXPRESS, reducing weekend hours and eliminating paratransit service not tied to specific routes.

The targeted routes include 3-MISSION/NATURAL BRIDGES (SANTA CRUZ), 13-UCSC VIA WALNUT 16N, 19N-UCSC NIGHT OWL ROUTE, 30-GRAHAM HILL-SCOTTS VALLEY, 33-LOMPICO-SAN LORENZO VALLEY, 34-SOUTH FELTON, 42-DAVENPORT/ BONNY DOON, 69-CAPITOLA ROAD-CABRILLO COLLEGE, 69N-NIGHT CAPITOLA ROAD/CABRILLO COLLEGE, 74-OHLONE PKWY-ROLLING HILLS (WATSONVILLE and 91X-SANTA CRUZ-WATSONVILLE EXPRESS.

The University of California Santa Cruz Transportation and Parking Services is considering creating its own late night service from downtown to campus to replace the **METRO** Night Owl service.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: Much has been made about the large reductions in service that **CALTRAIN** is contemplating, but an even worse scenario is facing **SAMTRANS.**

Depending on its funding contribution to the rail agency, **SAMTRANS** could run out of money and be forced to cease operations as early as April 2014 or as late as August 2015.

Since 2006, the agency has faced a mounting structural deficit forcing it to reduce service, increase fares and furlough workers. The agency's $138 million budget has been hurt significantly by dwindling state and federal funds, along with the onerous debt-financing program that includes $13 million in annual repayments for the **BART** extension to the Peninsula. **SAMTRANS** also has yet to be fully repaid by the SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY and the **VALLEY TRANSPORTATION AUTHORITY** for buying the rail right of way that allowed **CALTRAIN** to operate.

The system is about to embark on a year long comprehensive service plan, the most extensive evaluation of its operations in a decade, to determine how they can create a more efficient operating model.

Acting on behalf of the Dumbarton Regional Operating Committee, **SAMTRANS** recently issued an RFP for operations of the Dumbarton Bridge Express Bus Program with an expected start up this summer *(WT 12/10)*.

AC TRANSIT presently operates this weekday service.

This contract service contract will include providing all bus operations, maintenance, management, operating and supervisory staff, a facility suitable for bus repair and parking and to provide fuel, lubricants and other supplies as required for this service program.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Public hearings were scheduled for April 6 and 7 to receive testimony on a five-year transit fare proposal for both **GGT** and **GOLDEN GATE FERRY.**

The changes include annual 5% increase starting July 1, 2011 on the following fares — **GGT** regional intercounty services, local rides within Marin County taken on **GGT** regional bus routes, Larkspur Ferry single ride cash fares, complementary ADA paratransit service, $1 increase on Sausalito Ferry single ride adult fare and an increase of "special event" (AT&T Park) ferry fare equal to the proposed single ride Larkspur Ferry fare.

GGT recently received sealed bids for construction, in general, of asphalt concrete pavement and underground utilities at the San Francisco Bus Facility located between Third and Fourth, Stillman and Perry Streets in San Francisco. This location is used by **GGT** tripper buses for midday storage on weekdays.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: **ACT** is proceeding with plans to close Division 3 (Richmond) as part of the Fall 2011 Operator Sign Up.

As part of the review of long term cost reduction strategies developed as part of the fall 2010 service reduction plans, **ACT** staff analyzed the financial and service impacts associated with the closure of an operating division. D3 is the smallest, located on the north end of the system and its closure would cause the least impact to the remaining divisions and the system.

Since 2003, the system number of weekday in-service buses and the daily full time work assignments have declined by 206 and 255 respectively, or 25 per cent.

The annual on-going savings from the closure would be $1.5 to $1.8 million ($2.3 to $2.5 million in savings less $800,000 in additional non-revenue hour costs).

Initial plans call for staging three buses at D3 to ensure that bus breakdown incidents can be addressed and service restored as soon as possible.

Bus lines will be shifted between the remaining three operating divisions with the objective of minimizing the increase in non revenue hours.

Other **ACT** operating facilities include the following—Division 2 in Emeryville, D4 in East Oakland and D6 in Hayward, the General Office in downtown Oakland on Franklin Street, Central Maintenance Facility on East 14th Street in East Oakland and the Training & Education Center on the same property as D6.

D8 (Paratransit contract operations) are housed at D4, which does include some vacant real estate that could be used for expansion and former D10 (Newark) is vacant and leased.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT** and Amalgamated Transit Union Local 256 (bus operators, security and clerical staff) concluded labor negotiations by way of receiving an Interest Arbitration Award on February 11, 2011. The previous labor agreement expired on August 31, 2009.

The new agreement provides for labor cost savings of nearly $5 million over a 3 1/2 year period from September 1, 2009 through February 28, 2013 by freezing wages, suspending holiday pay for 8 holidays in each of two years, requiring six unpaid furlough days, suspending the annual sell back of accrued time off, enrolling in CalPERS medical insurance system, a hike in employee contributions for medical insurance from 8 to 10 percent and suspending or eliminating certain **RT** contributions to an ATU run Retiree Medical Trust.

The cost containment efforts are similar to those already implemented for other employee groups including management, supervisory and administrative staff.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: Three of the current Community DASH contracts (Packages 4-PICO/UNION-EL SERENO-BOYLE HEIGHTS and 5B-SAN PEDRO-WILMINGTON held by *MV TRANSPORTATION* and 5A-SOUTH LOS ANGELES-WATTS held by *VEOLIA)* will be extended month to month, not to exceed one year, from May 2011 while the city reviews these contracts as part of a larger proposal for COMMUTER EXPRESS, COMMUNITY DASH and CITYRIDE/DIAL-A-RIDE *(WT 11/10)*.

The new RFP reorganized services to trim the expected cost increases by achieving economy of scale savings and increased competition. The more involved proposal (six responses were received) has required additional time for evaluation which, in turn, has caused need to extend some of the existing contracts.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (AQMD)

DIAMOND BAR: Signed into law in September 1990, AB 2766 authorizes a $4.00 per vehicle surcharge on annual motor vehicle registration fees to fund programs to reduce motor vehicle air pollution with 30 cents of each dollar deposited into a discretionary account managed by SCAQMD. The MSRC was created to establish criteria, evaluate proposed projects and make final funding recommendations to the AQMD Board.

AQMD's Mobile Source Air Pollution Reduction Review Committee authorized funding for four applications to the Major Event Center Transportation Program this year—**MTA** DODGER STADIUM EXPRESS, **METROLINK (MTA)** DODGER LATE NIGHT TRAINS, **METROLINK (OCTA)** ANGEL STADIUM EXPRESS and **OCTA** ORANGE COUNTY FAIR FLYER.

Line 9-DODGER STADIUM EXPRESS will operate as last year between Union Station and Dodger Stadium using especially decaled NABI 40LFW buses (7068, 7785-7787, 7873, 7937-7938, 7940-7941 and 7943) operated by *SOUTHLAND TRANSIT, INC.* (WT 4/10). Dodger baseball tickets are good for the $1.50 fare.

METROLINK DODGER LATE NIGHT TRAINS operate on the ANTELOPE VALLEY, SAN BERNARDINO and VENTURA COUNTY LINES departing Union Station at 1100PM the nights of Dodger home games.

METROLINK (OCTA) ANGEL STADIUM EXPRESS trains will operate to all weekday home games that begin at 705PM, charging $7.00 for a roundtrip.

There are two round trip trains—one serving Union Station, Norwalk, Buena Park and Fullerton and the second serving Laguna Niguel/Mission Viejo, Irvine, Tustin, Santa Ana and Orange. The "going" trains arrive the stadium about 630PM while the "return" trains depart 30 minutes after the game ends.

The **OCTA** ORANGE COUNTY FAIR FLYER will operate on the five weekends the fair is open in mid July to mid August.

New this year is Friday service, in addition to the Saturday and Sunday buses. Hourly headways will be provided on the five Flyer lines—633-FULLERTON PARK & RIDE, 662-SANTA ANA, 670-GOLDEN WEST TRANSPORTATION CENTER, 671-ANAHEIM CANYON METROLINK and 691-SAN JUAN CAPISTRANO, on Friday between 300PM and 100AM and on the weekends between 1100AM and 100AM.

MOUNTAIN LINE (ML)

FLAGSTAFF, AZ: **ML** is planning to inaugurate a new express bus route next August using a fleet of four Gillig hybrid-electric buses to connect Northern Arizona University with downtown Flagstaff.

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY (RTC)

RENO, NV: The **RTC** recently awarded *MV TRANSPORTATION, INC.* a five year maintenance and operations contract for the **RTC RIDE** 70-bus fixed route system that will begin on July 1st.

FIRST TRANSIT, INC. and its predecessors have been the contractors for the Reno system since the start of the system in 1978.

MV also operates the **JUMP AROUND CARSON** fixed route and paratransit services for the neighboring Carson City.

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV: The agenda for the March 2011 meeting included a number of bus transportation issues for Authority action.

Joint application of *ALAN WAXLER GROUP CHARTER SERVICES, LLC.* for authority sell and transfer and of *AWG AMBASSADOR, LLC* to purchase and acquire *AWGCS dba AWG CHARTER SERVICES* and *ALAN WAXLER GROUP CHARTER SERVICE,* authorized to provide charter limousine and charter bus service under Certificates 1068 and 2030.

Joint application of *AMBASSADOR LIMOUSINE LIMITED PARTNERSHIP* for authority to sell and transfer and of *AWG AMBASSADOR, LLC* to purchase and acquire *AMBASSADOR LIMOUSINE LIMITED PARTNERSHIP dba AMBASSADOR LIMOUSINE,* to provide charter limousine service under CPCN 1041.

The joint application of *RITZ TRANSPORTATION, INC.* for authority to sell and transfer and of *AWG AMBASSADOR, LLC* to purchase and acquire *RITZ TRANSPORTATION, INC.* authorized to provide charter limousine, airport transfer and special services under CPCN 1089 and charter bus, airport transfer and special services under CPCN 2055.

KITSAP COUNTY PUBLIC TRANSPORTATION BENEFIT AREA
dba KITSAP TRANSIT
Bremerton, Washington

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
700-722	Intl/ElDo	Aerotech Elite 270	1H351730 —	00/00	
730-747	Gillig	C27D102N4	31111814-831	00/03	
750-751	Gillig	G27B102N4	31073522-523	05/03	
752-761	Gillig	G29B102N4	41074091-100	06/04	
762-766	Gillig	G29B102N4	51074101-105	00/05	
770-774	Gillig	G29D102N4	41074106-110	00/04	
775-779	Gillig	G29D102N4	51074111-115	00/05	
810-817	Orion	01.502	H6001613, 632-638	00/87	
840-842	Gillig	4096TA6V92	D1080464, 469, 472	06/83	Ex OCTD 4000, 4005, 4008
843-845	Gillig	4096TA6V92	D1080474, 475, 477	06/83	Ex OCTD 4010, 4011, 4013
846-848	Gillig	4096TA6V92	D1080479, 484, 485	06/83	Ex OCTD 4015, 4020, 4021
849-851	Gillig	4096TA6V92	D1080486, 488, 491	06/83	Ex OCTD 4022, 4024, 4027
852-854	Gillig	4096TA6V92	D1080493, 495, 503	06/83	Ex OCTD 4029, 4031, 4039
855-857	Gillig	4096TA6V92	D1080507, 509, 512	06/83	Ex OCTD 4043, 4045, 4048
858-860	Gillig	4096TA6V92	D1080514, 517, 518	06/83	Ex OCTD 4050, 4053, 4054
861	Gillig	4096TA6V92	D1080526	06/83	Ex OCTD 4062
862-864	Gillig	3596TA6V92	D1080530, 533, 534	06/83	Ex OCTD 4502, 4505, 4506
865-867	Gillig	3596TA6V92	D1080535, 543, 559	06/83	Ex OCTD 4507,4515, 4531
868-869	Gillig	3596TA6V92	D1080562, 567	06/83	Ex OCTD 4534, 4539
871-873	Orion	01.502	H6001559, 561-562	00/87	
874-876	Orion	01.502	H6001568-570	00/87	
880-882	Gillig	3596TB6V92	J1082266, 276, 278	05/88	Ex TANK (KY) 953, 963, 965
883-884	Gillig	3596TB6V92	J1082263, 271	05/88	Ex TANK (KY) 950, 958
885-887	Gillig	40TB966V92	E1080818, 822, 819	00/84	Ex SamTrans 884, 888, 885
888-889	Gillig	40TB966V92	E1080824, 823	00/84	Ex SamTrans 890, 889

Note:
864 off roster





LEFT: *Kitsap Transit 865, ex OCTD 4507.* ***RIGHT:*** *Kitsap Transit 811. Both photos by Zack Willhoite.*

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-USED-					
Long Beach Transit	2521-2522	New Flyer	GE40LF/5C028155-156	00/05	Ex OCTA 5421-5422
-DISPOSITIONS-					
Gardena Municipal	743, 745	TMC	T80206/SR830541, 543	00/95	Sold at Ken Porter in April 2011
Bus Lines	748, 753	TMC	T80206/SR830546, 551	00/95	Sold at Ken Porter in April 2011
	755	TMC	T80206/VR832356	00/97	Sold at Ken Porter in April 2011

- New Flyer Industries, Inc. recently announced their order activity for the first fiscal quarter of 2011 of 208 buses or 218 equivalent production units with a total value of US $93 million. These orders include new firm and new option orders of 131 buses (131 EUs) and exercised options of 77 buses (87 EUs). Orders this year are 39 per cent higher than during the first quarter of 2010.

- The orders are from both current and new customers and include 35, 40 and 60–foot buses with clean diesel, diesel-electric hybrid and compressed natural gas propulsion systems.

- Orders include **SAN DIEGO METROPOLITAN TRANSIT SYSTEM** converting an additional 26 options into a firm order for 26 CNG powered 40-foot buses (*WT 2/11*). Seattle, Washington's **SOUND TRANSIT** ordered an additional ten 60-foot diesel articulated buses using converted options *(WT 3/11)*.

- 40-foot Xcelsior models were ordered by four agencies — **PIONEER VALLEY TRANSIT AUTHORITY** of Springfield, MA ordered ten hybrid electrics while **CENTRE AREA TRANSPORTATION AUTHORITY** of State College, PA ordered 11 diesels with options for 29 more units. **MISSISSAUGA TRANSIT,** Mississauga, Ontario, Canada converted options for 8 buses. New York City's **METROPOLITAN TRANSPORTATION AUTHORITY** awarded a contract for 90 buses for **NEW YORK CITY TRANSIT.**

April Photos



LEFT: *New Flyer Excelsior demonstrator. New Flyer photo.*



RIGHT*: Gardena 753. SoCalMetro photo.*