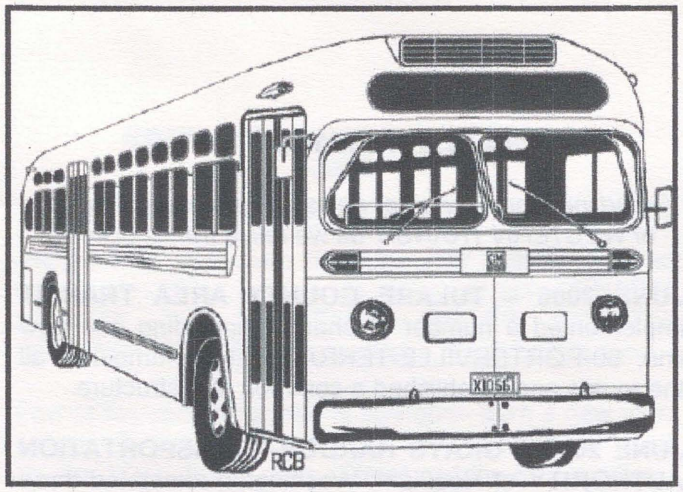
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MADERA COUNTY TRANSIT PROGRAMS

MADERA: Madera County is located in central California, north of Fresno and south of Merced and is home to five transit providers including two fixed route (**MADERA AREA EXPRESS** and **MADERA COUNTY CONNECTION)** and three paratransit **(MADERA DIAL-A-RIDE, CHOWCHILLA AREA TRANSIT EXPRESS** and **EASTERN MADERA COUNTY SENIOR BUS & ESCORT PROGRAM)**.

The City of Madera operates **MADERA AREA EXPRESS** and **MADERA DIAL-A-RIDE** under contract by *FIRST TRANSIT.* The city provides and maintains vehicles for both operations (16 cutaways) through its Department of Public Works.

The five route **MAX** system began as a demonstration in July 1998, was considered successful, made permanent and now operates on weekdays between 700AM and 630PM and on Saturday between 900AM and 400PM.

The most recent **MAX** expansion took place in February 2009 when the JOBS, EDUCATION AND TRAINING (JET) EXPRESS was added. JET offers three round trips between points in Madera and the Madera Community College Center on two different routes.

MADERA DIAL-A-RIDE offers general public, demand response service on a daily basis. Weekday hours are 700AM-630PM, Saturday hours are 900AM-400PM with Sunday operations between 830AM and 230PM.

CHOWCHILLA AREA TRANSIT EXPRESS is general public, demand response system initiated in 1995 and incorporated the city's Senior Bus program. **CATX** uses two vehicles on weekdays covering the city between 800AM and 330PM including demand-response trips to the Chowchilla Women's Prison and a monthly trip to Madera.

MADERA COUNTY CONNECTION is a general public, fixed route weekday system with three routes. GREEN LINE serves North Fork, Oakhurst and Coarsegold while the GOLD LINE serves Madera, Fairmead and Chowchilla. The newest route operates between Madera, La Vina, Ripperdan and Eastin Arcola every Wednesday and Friday. **MCC** operates on weekdays between 600AM and 830PM. *MERCED TRANSPORTATION* operates **MCC** under contract.

EASTERN MADERA COUNTY SENIOR BUS is a demand-response operating on weekdays from 800AM to 500PM serving seniors and disabled persons. The service area covers a large region including Oakhurst, Bass Lake, Coarsegold and Ahwahnee.

ESCORT PROGRAM is a demand-response, general-public service operating with one van driven by a volunteer driver for medical related trips in Madera and Fresno Counties. It serves seniors and disabled persons and runs on Tuesday and Thursday 800AM-500PM.

The County contracts with *COMMUNITY ACTION PARTNERSHIP OF MADERA COUNTY* for both the **SENIOR BUS** and **ESCORT.**

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

C-VIP CHAUFFER, INC. has applied for authority to provide both scheduled and on-call shuttle service for passengers and their baggage between San Diego County hotels and the San Diego International Airport (Lindbergh Field) and to establish a Zone Of Rate Freedom. The *C-VIP* fleet would include Mercedes Benz six passenger R-Class autos and Daimler-Benz ten passenger Sprinter vans.

DECISIONS

AGAG EXPRESS SHUTTLE has been granted an on-call, door-to-door PSC 26751 to operate between points in Alameda, Contra Costa, Napa, Solano, Marin, Sonoma, San Francisco, San Mateo, Santa Clara and San Joaquin Counties and San Jose, Oakland and San Francisco International Airports and establish a Zone Of Rate Freedom.

CARIBE TOURS, INC. has been granted authority to operate as a passenger stage corporation (PSC-27067) providing on call, door-to-door transit service between various points in and around Desert Hot Springs and the Fantasy Springs Casino in Indio and Morongo Casino in Cabazon and to establish a Zone Of Rate Freedom. The firm will operate seven days per week between 300PM and 930PM using one 15-passenger van.

"PAGES FROM THE PAST"

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

JUNE 2006 – TULARE COUNTY AREA TRANSIT implemented a number of changes including one new line, 80-PORTERVILLE-TERRA BELLA, numbered all the routes and established a common fare structure.

JUNE 2001 – GRAYS HARBOR TRANSPORTATION AUTHORITY of Hoquiam, Washington reinstated three bus routes in Centralia, Hoquiam and Olympia, eliminated in 1999 and added service on a fourth (HOAQUIM-OCEAN SHORES) following voter approval of a new sales tax proposal.

JUNE 1996 – The opening of **SAN DIEGO TROLLEY's** Downtown to Old Town extension on the NORTH/SOUTH Line on June 15th was accompanied by substantial changes in bus service to the Beach area, Clairemont and other areas of San Diego.

JUNE 1991 – FOOTHILL TRANSIT inaugurated its first NEW line, not one formerly operated by **SCRTD,** 690-CLAREMONT-PASADENA VIA 210 FREEWAY, a directionally based weekday peak period line using their new F700 series Gillig Phantoms.

JUNE 1986 – As part of a previously announced restructuring program, **GREYHOUND LINES, INC.** announced that the cornerstone of the plan would be division of the nationwide intercity bus firm into four independent, regional companies.

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METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: **MTS** recently awarded *FIRST TRANSIT, INC.* a five year, with first one-year options contract valued at $31.3 million to operate the CENTRAL MINIBUS and SORRENTO VALLEY COASTER CONNECTION fixed route services, beginning in June.

Part of the contract award is operation from a new yard, named Copley Park Division and located in north Kearny Mesa near Convoy Street and the 52 Freeway.

Copley Park will also be home to the **MTS** ACCESS paratransit system, now operated by *FTI* from a yard in El Cajon. This program was to be transferred in May.

MTS staff estimated a savings of $11 million over the lives of the two contracts with the combining of garages.

Beginning this month will be Route 11-KENSINGTON-NORMAL HEIGHTS, a temporary shuttle funded and operated as mitigation for the Aldine Drive Slope Restoration Project, expected to last six months. When complete, the 811 will be discontinued and Route 11 will resume its normal routing through Kensington along Adams and Aldine.

Using one bus, the 811 will operate every 15 minutes between 700AM and 600PM on weekdays and between 851AM and 451PM on Saturday with no Sunday hours.

811 begins at Adams & Cherokee, looping via Cherokee, Madison, 36th and Adams to Edgeware, then looping Edgeware, Alder and Biona to Adams.

No fare is required on the 811, but appropriate fare must be paid or pass shown on Route11.

Extra weekend service will be added, for the summer, on Routes 8, 9 and 27 and selected Saturday short trips on 20-RANCHO BERNARDO will be extended from Fashion Valley to Kearny Mesa.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Opening day ceremonies for the region's first Rapid Bus service, 350-ESCONDIDO-DEL LAGO TRANSIT CENTER, are scheduled for June 5.

Service will operate every 15 minutes using specially painted buses. The corridor will feature queue jumpers (special bus lanes allowing the bus to bypass traffic), signal priority and bus stop amenity improvements on the route connecting Escondido Transit Center with south Escondido and the Interstate 15 Express buses.

LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: In spite of a projected $4 million deficit this fiscal year for the overall FLYAWAY airport bus program, **LAWA** officials are planning to launch two more routes on the system.

(Ed. Note—LAWA is required to have a total of nine Flyaway bus routes by 2015 under the terms of a legal settlement reached in February 2006 with Los Angeles County, three cities and a community group opposed to expansion of Los Angeles International Airport).

There are currently four routes—VAN NUYS, UNION STATION, IRVINE and WESTWOOD. They carry an average of 1.3 million annual passengers.

The FLYAWAY system has led to a reduction of 1.16 million vehicles that would have otherwise traveled to LAX over the past year.

LAWA officials reduced the deficit by $1.4 million through a series of fare and scheduling adjustments.

The original route, VAN NUYS, carries about one-half of the total ridership. WESTWOOD, with an average of seven passengers per trip, is likely to be discontinued later this year. They are investigating another stop along the 405 Freeway for the IRVINE route to serve.

Expansion plans also include stops in Valencia near Six Flags Magic Mountain, in Santa Monica near the Third Street Promenade, Culver City and the Wardlow BLUE LINE Station in Long Beach.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The City of Los Angeles has awarded Motor Coach Industries, Inc. a contract for 84 MCI Model D4000, 49-passenger, accessible Commuter Coaches with upholstered forward facing seats, overhead reading lights powered by a Cummins ISL G 8.9 liter, 320 horse power engine. The order includes an option for 11 additional coaches.

These buses will replace a majority of the 94 older, heavy duty, diesel buses in the *COMMUTER EXPRESS* fleet and would include 39 Gillig Phantoms (85, 87, 88000 series), 41 Neoplan AN340As (92000-92038 and 92060-92062) and 14 Stewart & Stevenson Apollo T-40s (92039-92058).

Delivery of the buses is scheduled to begin in the third quarter of 2011.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA/METROLINK)

LOS ANGELES: The **SCRRA** Board recently approved changes in their fare media, effective July 1st. Actual fares will not be changed.

Changes include a new discounted 7-Day Pass to replace the current 10-trip ticket, a promotional Weekend (Saturday-Sunday) Pass with transfer privileges that will replace the Friends & Family 4 Pack, system wide access for Monthly Pass holders on the weekends and introduction of Student discounts on the various fare types.

VENTURA COUNTY'S TRANSIT SYSTEMS

VENTURA: The Ventura County Transportation Commission is considering restructuring the county's transit systems, possibly combining some or all of them to provide a more efficient and coordinated network.

Current operations include **VENTURA INTERCITY SERVICE TRANSIT AUTHORITY, VISTA DIAL-A-RIDE, CAMARILLO AREA TRANSIT, GOLD COAST TRANSIT, MOORPARK TRANSIT, OJAI TROLLEY, SIMI VALLEY TRANSIT, THOUSAND OAKS TRANSIT** and **OAK PARK DIAL-A-RIDE.**

In 2009, California Senate Bill 716 was signed into law. It requires Ventura County to submit to the Legislature by this December 31 a report that analyzes options for organizing public transit services and for revenues expenditures in the Local Transportation Fund.

Under SB 716, funding for a possible new system would begin with the fiscal year starting in July 2014.

A study, now under way, is reviewing both the financial side and the operational side of the issues.

SANTA YNEZ VALLEY TRANSIT (SYVT)

SOLVANG: Sunday service came to the Santa Ynez Valley on June 5 as SUNDAY DIAL-A-RIDE, available to the general public, began operations.

SYVT had been operating two fixed routes Monday thru Saturday between 700AM and 700PM in Buellton, Solvang, Santa Ynez and Los Olivos and Dial-A-Ride for seniors and the disabled in the same area. These will continue as before.

No registration or proof of age will be required on Sunday, only the need to reserve your ride at least one day in advance. The fare for all riders is $2.25.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: A NEW Express bus line, NX-JUDAH EXPRESS, began operations on June 13 to help alleviate crowded conditions on N-JUDAH, **MUNI's** most popular rail line *(Ed. Note—The N carries nearly 1/3 of the system's rail passengers).*

Using a fleet of 15 Gillig Phantom 2800 series buses in a special paint scheme, the NX provides ten-minute peak directional service. Regular fares apply.

In the morning, buses depart Ocean Beach (48th and Judah) between 630AM and 900AM, serve eleven stops along Judah to 19th Avenue and then operate non-stop to Bush and Montgomery.

In the afternoon, buses depart Sutter and Sansome between 400PM and 630PM, operate non-stop to 19th and Judah, serving the same stops as far as 48th Ave.

The red and silver buses have distinctive blue stripes around the roof line and windshield, purple beacons and the "NX-Judah Express" logo on the bus' exterior.

Transport Workers Union Local 250-A has filed a letter with the federal government asking the Department of Labor to refuse to certify that **MUNI** is in compliance with a federal law that protects collective bargaining rights at transit agencies receiving federal funds.

MUNI has requested money for the Central Subway and other projects such as cable car restoration.

The union contends Proposition G, approved by San Francisco voters last November *(WT 11/10),* violates federal law as it gives transit management the right to unilaterally determine contract terms.

Should negotiations reach an impasse, an independent arbitrator would determine the final agreement. The union says that, under G, the arbitrator cannot rule against management's proposals unless the union can prove its interests outweigh "the public interest in efficient and reliable transit". That is an impossible task and therefore illegal, to quote union attorney Peter Saltzman.

In the meantime, a tentative contract has been agreed to that would save the city $21 million over three years, largely by reducing overtime and with a wage freeze.

The pact must be voted upon by the TWU members who have a history of ignoring their negotiators advice. Twice last year they ignored the recommendations of the leadership and rejected proposed cost saving concessions that management said were necessary to avoid deep service cuts.

This agreement would preserve wages, benefits and premium pay while it would allow **MUNI** to hire part time operators and Operators would have to work 8 hours per day or 40 per week to be eligible for overtime. **MUNI** would have more control over scheduling and accident review. Current operators still would not have to pay into their pension fund, although new hires would contribute 2.5 percent of their pay to the pension fund.

The **SFMTA** Board ratified the agreement while and the TWU membership, against the advice of their leadership, rejected it. The arbitrator then imposed the proposed pact. TWU will continue to fight the pact.

YOLO COUNTY TRANSPORTATION DISTRICT (YOLOBUS)

WOODLAND: On May 31st, 220-DAVIS-VACAVILLE began serving the new Vacaville Transportation Center on Allison Drive and its schedule was adjusted to improve connections with **VACAVILLE CITY COACH** and **FAIRFIELD-SUISUN TRANSIT SYSTEM.**

MONROVIA OLD TOWN TROLLEY (MOTT)

MONROVIA: May 27th brought the end of **MOTT,** a two bus, two route, free fixed route service begun in 2002. The system was envisioned as a way to connect Old Town Monrovia with the businesses on East Huntington Drive and the hotels on West Huntington Drive .

The alignment and hours and days of service were changed several times, but ridership remained low.

The **MOTT** fleet includes two electric/propane powered trolley replicas from E-Bus, at the time the only builder of this type of vehicle, and the vehicles have experienced many mechanical issues during the years.

The MONROVIA DIAL-A-RIDE will continue operating seven days per week charging $1 per ride.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The Summer Shake Up takes effect on June 26th and includes a large number of changes.

Most trips on 2/302-SUNSET BLVD will begin/end at Sunset & Alvarado—Owl service unchanged while 4/304-SANTA MONICA BLVD will operate between Sepulveda Blvd and Santa Monica only after the last 704 trips operate, Owl service also unchanged.

20-WILSHIRE BLVD will only operate between Westwood and Santa Monica after the last **BIG BLUE BUS** Line 2 operates. The segment of 26-WEST 7TH-VIRGIL on Virgil between 7th and Sunset was discontinued while 335-WASHINGTON BLVD LTD was discontinued and service hours transferred to 35 Local.

Service after 900PM on 38-JEFFERSON will be routed onto Broadway instead of Olive/Grand between 18th and 8th. Weekend 794-SAN FERNANDO ROAD RAPID was discontinued with service added on 94 LOCAL which was also extended to Sylmar Station.

96-RIVERSIDE DRIVE was shortened and now operates between downtown Los Angeles and Burbank with 155 extended to Sherman Oaks to replace 96.

120-IMPERIAL HWY and 121-NORWALK-WHITWOOD were combined into one line. 176-HIGHLAND PARK-EL MONTE and 287-EL MONTE-MONTEBELLO are now interlined. 180 will offer late night shuttle on Lake between Colorado and Altadena Drive.

205-WILLOWBROOK-SAN PEDRO will be rerouted in San Pedro along 1st, Harbor and 7th instead of along Pacific replacing 247-SAN PEDRO-ARTESIA TRANSIT CENTER while 207-WESTERN LOCAL will be assigned articulated buses and some trips extended to GREEN LINE Crenshaw Station.

217-FAIRFAX-HOLLYWOOD discontinued east of Vine to Vermont while 230-LAUREL CANYON and 634-HUBBARD STREET combined into new 230.

442-HAWTHORNE-MANCHESTER EXPRESS to be discontinued upon completion of new 115 stop at Harbor Transitway Station.

Discontinue 445-SAN PEDRO PARK/RIDE during weekday peak hours (replaced by 450X) and operate off peak and weekends between San Pedro and ATC.

450X-SAN PEDRO-ATC-DOWNTOWN EXPRESS to be extended to San Pedro with off peak and weekends between ATC and San Pedro.

485-ALTADENA-LA VIA BUSWAY will operate between Lake & Altadena and Union Station on weekdays with evening and weekend service discontinued.

577X-EL MONTE-LONG BEACH VIA I-605 shortened at VA Hospital with 751-SOTO RAPID and 757-WESTERN RAPID dropped on weekends.

760-LONG BEACH BLVD RAPID discontinued south of GREEN LINE and Sunday hours shifted to Line 60.

902-PACOIMA-NORTH HOLLYWOOD VIA VAN NUYS demonstration service line *(WT 12/09)* discontinued.

CANBY AREA TRANSIT (CAT)

CANBY, OR: Canby is located southeast of Portland and using a fleet of seven accessible cutaways with bike racks offers fare-free bus service on weekdays between 500AM and 900PM.

CAT provides service within Canby on the BLUE and GREEN LINES, commuter bus service to Oregon City and Woodburn via the ORANGE LINE. **CAT** and **SOUTH METRO AREA TRANSIT** share operation of bus service between Canby and Wilsonville via the PURPLE LINE.

The city presently contracts with *OREGON HOUSING AND ASSOCIATED SERVICES dba WHEELS TRANSPORTATION* for fixed route and paratransit service with a contract that will end on June 30, 2011. *OHAS* has provided the drivers, dispatchers and supervisors for **CAT** since the city withdrew from the **TRI MET** district, sometime before the summer of 2009.

The city issued an RFP for a new contract earlier this year, received four proposals and has selected *MV TRANSPORTATION, INC.* as the new provider starting this July 1st.

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND, OR: **TRI MET's** proposed FY 11/12 $434 million operating budget anticipates no service reduction and, in fact, includes restoration of some bus and train service — Lines 4, 9, 12, 14, 35, 44, 52, 75, 78 and 94 and the BLUE LINE.

They will also restart annual bus procurements buying 55 buses this year with grant money and 40 in each subsequent year, funded through debt service.

Certain fares will be increased—5 cents for the cash fare and $4 for monthly passes for adults and a $1 hike for student monthly passes. Also proposed is a 40-cent increase (to $2.25) for LIFT paratransit trips with plans to increase this fare to $3.00 over the next three years.

The budget presumes that a new Working and Wage Agreement with Amalgamated Transit Union Local 757 has benefits more in line with peer agencies and consistent with those in **TRI MET's** July 2010 Final Offer

So far, the union has rejected the proposal which makes cuts to one of the nation's most generous benefits packages for public transit employees.

The Federal Transit Administration has approved the 7.3 mile Portland-Milwaukie Light Rail Project to enter into Final Design. This allows the project to be developed from its current 30 percent design to 100 with Final Design to last about one year.

The $1.49 billion project is the sixth MAX line to be built, extending 7.3 miles from the terminus of the MAX YELLOW and GREEN lines at Portland State University to South Waterfront, SE Portland, Milwaukie and Park Avenue in Clackamas County. The line is expected to open in September 2015.

SUNSET EMPIRE TRNANSORTATION DISTRICT (SETD)

ASTORIA, OR: In late March the **SETD** Board voted to preserve two of its six bus routes as of April 1st, considered the bare minimum to keep operating.

The tough decision to limit bus service (including lay offs of 36 employees) came after months of attempting to recover from the position former Executive Director left the district in, which allegedly included personal spending on the district's credit card and giving free bus rides to organizations with which she was affiliated.

Following the conclusion of an investigation into Howe's conduct by HR Answers, Inc., a human resources firm based in the Pacific Northwest, Howe submitted her voluntary resignation, effective March 11th. An earlier attempt to resign was not accepted by the Board.

Meanwhile, an audit into financial records of the district has been under way. Service and personnel reductions were needed to make up an $80,000 monthly deficit and to repay $180,000 the district owes in insurance bills.

The two surviving routes are 10-ASTORIA-WARRENTON and 101-ASTORIA-CANNON BEACH.

Route 10 begins at the Warrenton Mini Mart at 545AM on weekdays traveling to the Hammond four-way stop, the Parkview Apartments and back to Warrenton Mini Mart, then on to Fred Meyer and then into Astoria as far as the Tongue Point Job Corps Center.

Route 101 now starts at the Transit Center and goes to Fred Meyer, Home Depot, Camp Rilea, Sunset Beach, West Lake, Bud's RV Park and then on to Gearhart, Seaside and Cannon Beach.

Saturday operations and Dial-A-Ride were both dropped and the **SETD** system will include weekday service on two routes with six buses and six bus operators.

SETD bus fares were also increased on April 1st—the 75 cent basic fare was increased to $1.00, the Astoria-Cannon Beach will increase to $4.00 and the All-Day Pass is now $5.00.

SACRAMENTO REGIONAL TRANSIT DISTRICT
Sacramento, California

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
Rail Vehicles					
101-126	Siemens/Duewag	U2A	37217-237	00/87	
127-136	Siemens/Duewag	U2A	37576-585	00/90	
201-240	CAF	LRV	—	00/02	
Buses					
2001	Orion	05.501	X6500651	00/00	
2002-2012	Orion	05.501	Y6500751-55, 57-60, 64, 66	00/00	
2051-2054	Chance Coach	AH-28	YW535102-105	00/00	
2301	Orion	07.501	26700109	08/02	1
2302	Orion	07.501	26700197	02/03	
2303-2306	Orion	07.501	26700205-208	02/03	
2307-2311	Orion	07.501	26700213-217	02/03	
2312-2317	Orion	07.501	26700222-227	02/03	
2318-2323	Orion	07.501	26700232-237	02/03	
2324-2329	Orion	07.501	26700243-248	02/03	
2330-2335	Orion	07.501	26700259-264	02/03	
2336-2338	Orion	07.501	26700272-274	02/03	
2339-2343	Orion	07.501	26700277-281	02/03	
2344-2348	Orion	07.501	26700293-297	02/03	
2349-2361	Orion	07.501	26700312-324	02/03	
2362-2366	Orion	07.501	26700331-335	02/03	
2367-2371	Orion	07.501	26700341-345	02/03	
2372-2376	Orion	07.501	26700351-355	02/03	
2377-2379	Orion	07.501	26700359-361	02/03	2378 off roster
2380-2385	Orion	07.501	36700376-381	03/03	2380 off roster
2386-2390	Orion	07.501	36700386-390	03/03	
2391-2395	Orion	07.501	36700800-805	03/03	
2396-2398	Orion	07.501	36700823, 846, 847	03/03	
2401-2408	Orion	07.501	26700177-178, 183-184, 193-196	00/03	
2601-2605	Orion	07.501	56702162-163, 165-167	00/06	
2651-2653	El Dorado National	MST II	6CX35861-863	00/06	
2701-2702	Ford E450	Starcraft/Starlite	7DB36893, 898	00/07	
2801	Orion	07.501NG	76703380	00/08	
2802-2809	Orion	07.501NG	76703560-567	00/08	
2810-2812	Orion	07.501NG	76703569-571	00/08	
2813-2817	Orion	07.501NG	76703577-581	00/08	
2818-2821	Orion	07.501NG	76703585,586, 589,590	00/08	
2822-2829	Orion	07.501NG	76703598-599, 602-607	00/08	
2830-2832	Orion	07.501NG	76703656-658	00/08	
2833-2840	Orion	07.501NG	76703736-738, 740-744	00/08	
2841-2849	Orion	07.501NG	76703759-767	00/08	
2850-2856	Orion	07.501NG	76703777-783	00/08	
2857-2860	Orion	07.501NG	76703794-797	00/08	
2861-2863	Orion	07.501NG	76703800-802	00/08	
2864-2870	Orion	07.501NG	76703970-976	00/08	
2871-2877	Orion	07.501NG	76703993-999	00/08	
2878-2883	Orion	07.501NG	76704010-013, 015, 016	00/08	
2884-2888	Orion	07.501NG	76704031-035	00/08	
2889-2891	Orion	07.501NG	76704039-041	00/08	
2901-2903	Ford E450	Starcraft/Starlite	8DB52076,,7243, 7284	00/09	
2904-2906	Ford E450	Starcraft/Starlite	8DB57288, 2071, 2074	00/09	
2907-2909	Ford E450	Starcraft/Starlite	8DB52079, 7279, 7289	00/09	
2910-2912	Ford E450	Starcraft/Starlite	8DB52080, 2083, 7277	00/09	
Non-Revenue Vehicles					
35	American Car Co	California Car	—	1912	2
121	GMC	TDH-4512	2833	00/58	3
4150	Flxible	45102-8-1	60343	00/75	4
9045	Gillig	40102TB6V92	L1083360	00/90	4
9337	BIA	05.501	P6031551	00/93	5
9415	BIA	05.501	P6031826	00/94	6

Please see notes on Page 8

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Greyhound Lines	86103-86105	Prevost	X3-45/BC735050-052	00/11	
	86106-86121	Prevost	X3-45/BC735054-069	00/11	
	86122-86137	Prevost	X3-45/BC735071-086	00/11	
	86138-86146	Prevost	X3-45/CC735090-098	00/12	1st 2012 models
	86388-86389	MCI	D4505/BP059677-678	00/11	
	86397-86402	MCI	D4505/BP059758-763	00/11	
	86403-86406	MCI	D4505/BP059793-796	00/11	
-USED-					
Thrills On Wheels LA	unnumbered	Neoplan	AN440A/SL013321	00/95	1
Golden Gate Transit	536-538	Gillig	3596TB6V92/G1081498, 497, 499	00/86	2
	539-540	Gillig	3596TB6V92/G1081500, 504	00/86	2
-DISPOSITIONS-					
Victor Valley Transit Auth	304	Bluebird	Transhuttle/2F208535	00/02	3
Los Angeles County MTA	4617, 4657	Neoplan	AN440A/SL013249, 289	00/95	4
	4661, 4668	Neoplan	AN440A/SL013293, 300	00/95	4
	4679, 4682	Neoplan	AN440A/SL013311, 314	00/95	4
	4687	Neoplan	AN440A/SL013319	00/95	4
	4721, 4730	Neoplan	AN440A/VL013038, 047	00/97	4
	4742, 4744	Neoplan	AN440A/VL013059, 061	00/97	4
	4757, 4773	Neoplan	AN440A/VL013157, 172	00/97	4
	4790, 6324	Neoplan	AN440A/VL013189, 288	00/97	4
	6369, 6390	Neoplan	AN440A/VL013333, 354	00/97	4
	6420, 6474	Neoplan	AN440A/VL013284, 438	00/97	4
	6477, 6489	Neoplan	AN440A/VL013441, 453	00/97	4
	6590	Neoplan	AN440A/WL013110	00/98	4
	9951, 9953	Thomas	TL960/11101905, 895	00/01	4
	9958, 9959	Thomas	TL960/11101907, 902	00/01	4
	9960, 9961	Thomas	TL960/11101900, 899	00/01	4
	9964, 9965	Thomas	TL960/11101909, 897	00/01	4
	9969	Thomas	TL960/11101891	00/01	4
	9970, 9972	Bluebird	CSRE3904/2F202401, 404	00/02	4
	9976	Gillig	S50T4096/R1085387	08/94	4, 5
	9980	Gillig	S50T40102/R1085065	07/93	4, 6
	3009, 3010	New Flyer	C40LF/WU018391, 392	07/98	4
	3011, 3014	New Flyer	C40LF/WU018393, 396	07/98	4

Notes:
1. Ex LACMTA 4689 - bus now packed with video game consoles and seven arcades plus a lounge area.
2. Leased from Shuttle Bus Leasing, originally GET 8621, 8620, 8622, 8623, 8627.
3. Sold on publicsurplus.com in June 2011.
4. Sold thru Ken Porter Auctions on June 15, 2011.
5. Originally Foothill Transit F1005.
6. Originally Denver RTD (CO) 8079.

With these sales, LACMTA has disposed of all remaining Thomas, Bluebirds, Gilligs and diesel New Flyers. The 15 EZ Riders have been placed into contingency while the 66 Orion Vis (11046 off roster due to fire) remain active.

Notes from Sacramento RT roster on Page 7:
1. RT's first low floor bus.
2. Historic Streetcar, ex Sacramento Gas and Electric 35.
3. Historic bus, Originally Sacramento Transit Authority 121, then Unitrans 2833, returned to RT and restored.
4. Historic bus.
5. Mechanics shuttle bus between shop and parking lot.
6. Transit Master Plan bus, no seats, video presentation bus.

On Lease To E-Tran: 2004-05, 2007, 2009, 2011, 2302-03, 2305, 2307-08, 2337, 2340, 2342, 2350 and 2362.
Contingency Fleet: 2301, 2304, 2306, 2363, 2366, 2652, 2702, 2901, 2904, 2906-07 and 2909-2910.
Reserve Fleet: 2001-03, 2006, 2008, 2010, 2051-54, 2321, 2324, 2344-45, 2348, 2361, 2368, 2382 and 2407.