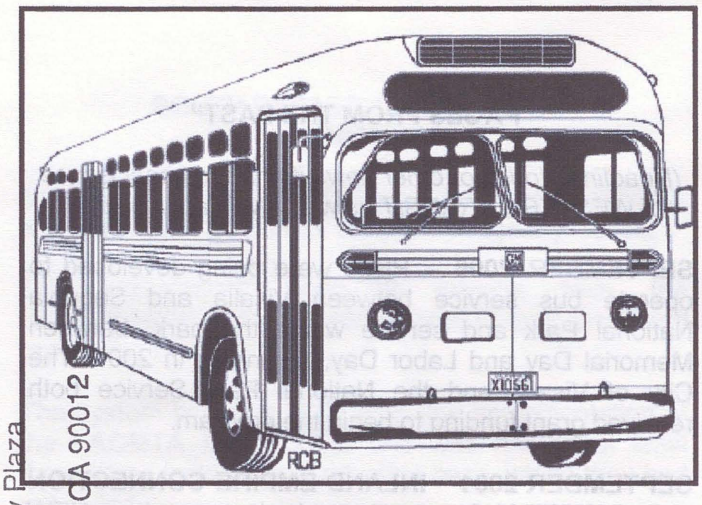
Dorothy Gray/MTA
Transportation Library
One Gateway Plaza
15th Floor
Los Angeles, CA 90012



Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.western-transit.com

VOL. 49, NO. 9 **September 2011**

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA COUNTY ASSOCIATION OF GOVRNMENTS (SBCAG)

SANTA BARBARA: August 29th saw the inauguration of the *COASTAL EXPRESS LIMITED*, a pilot commuter bus service funded by two Highway 101 expansion projects to help reduce traffic congestion in the Ventura-Santa Barbara-Goleta corridor while these roadway projects are under construction.

The program will operate on weekdays using intercity style buses, limited stops and faster travel times and will bring commuter bus service to West Hollister in Goleta and Pesetas Lane in Santa Barbara for the first time.

Both lines (**MTD** 86-VENTURA-SANTA BARBARA and 87-VENTURA-GOLETA) begin at Government Center and each offers two morning northbound and two afternoon southbound trips.

SBCAG is the lead agency for the pilot program, but has negotiated an operating agreement for **MTD** to actually operate the service. *(Ed. Note—As the bus operators will wear **MTD** uniforms, the buses will have **MTD** logos and **MTD** will advertise the service and staff the customer service activities, the casual observer is bound to believe this is an **MTD** program).*

Fares are $6.00 cash one way, $40 for a ten ride ticket and $140 for a 30 Day Pass.

CEL is using the **MTD's** 800 series MCI buses (D4000s 800-802 and D4500s 803-804) previously assigned to the **MTD** *VALLEY EXPRESS* (North County cities to Santa Barbara weekday commuter) which is now being operated as part of the **CLEAN AIR EXPRESS.**

CEL is being funded entirely with State funds from CALTRANS including $100,000 to provide congestion mitigation and $205,000 to fund any additional local public transit service needed to address congestion delays on Highway 101.

MTD implemented a series of service changes earlier in August on Lines 1, 3, 5, 7, 9 and 22 *(WT 5/11).*

All fourteen new 40-foot Gilligs, including seven hybrid diesels, are now operating in revenue service. They are replacing the eight 501-508 series FIxible Metros (from **VALLEY TRANSPORTATION AUTHORITY)** and six Nova Bus LFS units including 406, 412, 415, 423 and 428, which buses will be auctioned for further use and Nova Bus 408 which will be parted out.

MTD and ANAHEIM TRANSPORTATION NETWORK (**ANAHEIM RESORT TRANSIT)** have arranged for ATN to transfer to **MTD** four E-Bus battery powered small buses with enough salvageable parts to keep the **MTD** fleet supplied for a while.

MTD staff is monitoring federal debt limit negotiations as all federal operating assistance in the Santa Barbara urbanized area is allocated to **MTD's** operating budget. Any reductions in funding *(some are under discussion)* could result in service reductions of nearly 20 percent.

In This Issue

South Pasadena Gold Link	3
Compton Renaissance Transit	3
Long Beach Transit	3
Metropolitan Transit System	3
Orange County Transportation Authority	4
Antelope Valley Transit Authority	4
Marin Transit	4
Alameda-Contra Costa Transit District	5
Valley Metro/City of Phoenix Transit System (AZ)	5
Arizona Legislature and Transit Funding (AZ)	5
Yuma County Public Transportation Authority (AZ)	5
Nevada Transportation Authority (NV)	5
Regional Transp. Authority-Southern Nevada (NV)	6
King County Metro—Transit Division (WA)	6
Capital Metro Transit (TX)	6
ROTM—San Diego Trolley	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

The three similar applications of *CITY SIGHTSEEING CORPORATION, SF Navigatour, Inc. dba SUPER SIGHTSEEING TOURS* and *SAN FRANCISCO DELUXE SIGHTSEEING, LLC* to transport passengers and their baggage on a regularly scheduled basis between various points in the City and County of San Francisco and points in Marin County and establish a Zone of Rate Freedom will be consolidated into one application.

The ultimate issue in this matter is whether applicants should be granted PSC authority to be able to operate the proposed Hop-on/Hop-off authority.

DECISIONS

CALIFORNIA EXECUTIVE COACH, INC. has been granted on-call authority (PSC 27767) to operate between points in Solano, Napa, Contra Costa, Alameda, Sonoma, Marin, San Francisco, Santa Mateo, Santa Clara and San Joaquin Counties, on one hand, and San Francisco, Oakland and San Jose Airports, on the other.

Upon the unopposed request of applicant, *OPEN TOP SIGHTSEEING, LOS ANGELES, LLC,* their application to operate as a passenger stage in Los Angeles County providing scheduled service and to establish a ZORF is dismissed. *(Ed. Note—Sister company OPEN TOP SIGHTSEEING SAN FRANCISCO, LLC operates a similar service in the Bay Area).*

HOW TO CONTACT US
Edmund Buckley ebuckley@western-transit.com
Craig Barnes cabarnes@western-transit.com

SUBSCRIPTION RATES FOR 2011

Mail—$35 for 1 year, $60 for 2 years
PDF—$25 for 1 year, $45 for 2 years
Remember to make all checks and money orders payable to EDMUND BUCKLEY
Mail renewals to the WT Business Address, 11112 Ivanhoe St, Garden Grove, CA 92840-1133
You can also renew online at www.western-transit.com
You can now also subscribe from amazon.com and www.magazineexpress.com!

ISSN 1552-8604
©2011 Western Transit

"PAGES FROM THE PAST"

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

SEPTEMBER 2006 – Plans were being developed to operate bus service between Visalia and Sequoia National Park and service within the park, between Memorial Day and Labor Day, beginning in 2007. The City of Visalia and the National Park Service both received grant funding to begin the program.

SEPTEMBER 2001 – INLAND EMPIRE CONNECTION and **OMNITRANS** experienced changes—two NEW lines (12-REDLANDS-HIGHLAND-SAN BERNARDINO and 90-MONTCLAIR-SAN BERNARDINO RAPID ROUTE), more frequent headways on several others and inclusion of the new **IEC** Line 90 into the regular **OT** fare structure.

SEPTEMBER 1996 – The Harbor Freeway Transitway opened between 39th Street and Artesia Transit Center and **MTA** Lines 444, 445, 446, 447 and **LADOT** 448 were changed to use the roadway.

SEPTEMBER 1991 – A Corpus Christi (TX) judge approved a reorganization plan giving **GREYHOUND LINES, INC.** new management, new ownership and allowed the firm to emerge from bankruptcy.

SEPTEMBER 1986 – The Los Angeles County Transportation Commission adopted guidelines allowing formation of transportation zones if three or more cities joined together to operate transit and could show a 25 per cent savings over existing costs.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	P. Allen Copeland Alan Fong Andrew Novak
REPORTERS & SOURCES:	Dana Gabbard Jim Husing Russ Jones Scott Page Warren F. Quon Ed Von Nordeck

SOUTH PASADENA GOLD LINK (SPGL)

SOUTH PASADENA: The last day of operation of **SPGL** was June 30th, a victim of the city's budgetary issues.

The approximate $100,000 savings from the discontinuation of **SPGL** will be used to fund street and road improvements.

The system began in 2004 following implementation of the **LACMTA** GOLD LINE and was revised at least three times looking for a ridership base, which they had yet to find.

The most recent system *(WT 2/11)* included two loop-type routes, EAST-NORTH and SOUTH-WEST, during weekday peak hours offering service to and from the GOLD LINE Mission Station.

COMPTON RENAISSANCE TRANSIT (CRT)

COMPTON: August 1st brought a combination of higher fares and less service, another system impacted by budgetary issues.

The previous 50 cent cash fare was increased to $1.25, considered "drastic" by some riders *(and likely it is)*. The city has been receiving $120,000 in annual revenue from **CRT** against operating expenses of $1.1 million and can no longer to afford to fund the system from the General Fund at that level.

CRT Route 5-EL CAMINO COLLEGE—COMPTON-CSU DOMINGUEZ-MLK HOSPITAL that generally operated in a rectangle shape and connected with the other four bus lines, was discontinued with its service reinvested on Routes 1, 2, 3 and 4 to extend the current Weekday operating day from 330PM to 630PM.

(Ed. Note—buses have been operating 730AM-330PM on weekdays and 930AM-330PM on Saturday. Other than special services, WT is not aware of any system closing down so early).



LONG BEACH TRANSIT (LBT)

LONG BEACH: On August 28th Route 101/102/103-WILLOW-CARSON added a fourth leg, 104-SPRING and was extended into Los Alamitos and Hawaiian Gardens to connect with **OCTA** Lines 42-LINCOLN and 46-BALL ROAD and **LACMTA** 62-LA-NORWALK-HAWAIIAN GARDENS.

101-WILLOW-CARSON now runs on Carson between Clark and Studebaker, service north of Carson dropped, then continues, as before, on Carson to Norwalk.

102-WILLOW-SPRING-WARDLOW was extended along Lakewood Blvd to serve Long Beach Airport and now ends in Hawaiian Gardens.

103-WILLOW-CARSON-LAKEWOOD MALL continues to serve Lakewood High School during peak hours.

NEW 104-WILLOW-SPRING operates along Willow, Lakewood (to Long Beach Airport and return), Spring/ Wardlow and Los Alamitos/Norwalk to Carson.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: Vintage trolley service in the form of a special downtown circuit named the SILVER LINE came to San Diego on August 27th.

The service operates in a clockwise loop starting at 12th and Imperial Station, along the Embarcadero to the Santa Fe Station, east on C Street and south on Park Blvd/12th Street to the starting point.

Although the system has five PCC cars, only Car 529 (Ex SAN FRANCISCO MUNICIPAL RAILWAY 1122, Ex ST. LOUIS PUBLIC SERVICE 1716) has been restored and is currently operable. The car is painted kelly green, plum and crème. Restoration of the other cars will depend upon the success of this program.

SILVER LINE service will operate on weekends and holidays from 1000AM-200PM Saturday and 900AM-100PM Sunday and holidays. Fares, cash only, are $2 regular and $1 senior/disabled.

With a wheelchair lift installed at the front door, entrance is by the center door. There is a four man crew, motorman, conductor, a docent and a volunteer docent.

Next spring, the platforms of the Washington, Middletown, Little Italy, Santa Fe Depot, Seaport Village, Convention Center, Gaslamp and 12th & Imperial Stations should be raised two inches to accept the low floor LRVs. Then the GREEN LINE will be extended to 12th & Imperial via Bayside, BLUE LINE will

terminate at America Plaza instead of Old Town and ORANGE LINE will terminate at Santa Fe Depot instead of 12th & Imperial. This will require a massive bus schedule adjustment to make new trolley meets at transit centers.

The **SAN DIEGO TRANSIT** order of 26 New Flyer C40LFR buses (numbered 601-626) arrived.

At least three of the 57 Siemens new SD70 LRVs are now on property.



601 is the first in an order of 26 New Flyer C40LFR natural gas buses to be delivered in Summer 2011. These will replace 14-year old buses. SDMTS photo.



Brand new Siemens light rail vehicle arrives in San Diego. MTS has 57 of these cars on order. This one, to be Car 4001, is the pilot vehicle. SDMTS photo.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: Beginning on July 5th, the former **BUENA PARK METROLINK SHUTTLE** was discontinued and replaced by a group of new weekday morning and afternoon peak hour trips added on Line 25-KNOTT-GOLDEN WEST between Fullerton Park and Ride and the Buena Park METROLINK Station.

OCTA staff is presently working with the Federal Transit Administration to determine the existing federal interest in the former Santa Ana Transit Terminal *(WT 12/08)* and to return to the Board of Directors with a preferred settlement process.

At the same time, they are working with staff from the County of Orange and the City of Santa Ana concerning potential disposition options for both the terminal/office building complex and the adjoining parking structure.

ANTELOPE VALLEY TRANSIT AUTHORITY (AVTA)

LANCASTER: **AVTA** has been seeking public input on plans for Lines 1-10TH WEST-PALMDALE TC, 6-EAST PALMDALE-LITTLEROCK, 8-LANCASTER-AVENUE J and 9-AVENUE Q-SUN VILLAGE with changes to be implemented on November 7th.

Line 6 would be modified to serve Sun Village while discontinuation of Lines 8 and 9 has been proposed with a new supplemental route added to serve Pete Knight High School.

An express service would be added on Line 1, the heaviest line in the system, that would operate every 45 minutes and stop only at the University of Antelope Valley, Lancaster City Park, 10th West and Avenue M, Antelope Valley Mall and the Palmdale Transp. Center.

MARIN COUNTY TRANSIT DISTRICT (MT)

SAN RAFAEL: **MT** Line 221-TWIN CITIES SHUTTLE-CORTE MADERA & LARKSPUR was discontinued on July 30th and replaced by NEW 222-MARIN CITY-MARIN GENERAL HOSPITAL-GREENBRAE.

Line 233-SANTA VENETIA SHUTTLE-SAN RAFAEL-SANTA VENETIA is now operating seven days per week with a new Saturday and Sunday schedule that started on July 30th.

MT is now seeking proposals on an RFP including the WEST MARIN STAGECOACH and MUIR WOODS SHUTTLE programs, beginning in 2012.

The combined services are called the MARIN TRANSIT Rural and Seasonal Transit Program.

GOLDEN GATE TRANSIT has operated Line 66-MUIR WOODS as part of its contract since the beginning in 2007 with the understanding that eventually **MT** would assume full responsibility.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Most **ACT** bus fares increased on August 1st. All cash fares rose as did prices for the Local Youth 31-Day and Transbay Adult 31-Day passes.

Single Ride Local fares are now $2.10 (adult), $1.05 (youth, senior, disabled).

Single Ride Transbay fares are $4.20 (adult) and $2.10 (youth, senior, disabled).

Local 31-Day Passes remained at $80.00 while Transbay 31-Day Passes are now $151.20. Transfers remained 25 cents with no changes in their use.

Earlier this summer, the **ACT** Board adopted a new ten-year fare policy that will increase fares by 25 cents every five years at two-year and three-year intervals. A re-evaluation of the agency's finances is mandated prior to any of the programmed increases taking effect.

ACT Division 3 in Richmond closed its doors Sunday, August 28 ending a 64-year history (Ed. Note—***KEY SYSTEM TRANSIT LINES*** *opened the garage in 1947*).

The last bus scheduled from the garage was Van Hool-A330 1218 on the 72M which left at 1220PM driven by Operator Chun Zhao.

A special last-day tour of the division was arranged for The Northern California Bus Fan group.

(Ed. Note - our reporter penned - in previous years ***AC TRANSIT*** *would have had photographers, news teams and company officials at the yard to document this historic event, but maybe a sign of the times that only the Norcal Bus Fans group was interested and only its members took any photos).*

VALLEY METRO (VM))/ CITY OF PHOENIX TRANSIT SYSTEM (COPTS)

PHOENIX, AZ: In late August, negotiators for *VEOLIA TRANSPORTATION* and Amalgamated Transit Union resumed bargaining to hammer out a new labor contract and avoid a strike affecting 125,000 daily riders.

This followed a vote wherein 96 percent of the 642 bus operators voted to reject a proposed labor agreement and authorize a walk out.

A strike would disrupt service on the 31 **VM/COPTS** bus operated by *VEOLIA (Ed. Note - FIRST TRANSIT and MV TRANSPORTATION operate remaining services).* Talks broke off when the company made its "best and final" offer. The parties have been embroiled in intense labor negotiations for over one year and the union has worked without a contract since last October. The major issues are wages and benefits. ATU officials said they would not accept a 3 percent wage increase over five years, along with increased health insurance premiums. They also object to a reduction in accrued sick leave.

In the event of a strike, *VEOLIA* is required by contract to provide a 60 percent level of normal service which amounts to a Sunday schedule.

The last major transit strike in Phoenix occurred in 2000 when operators struck for five days. *(Ed. Note - at press time, there had been no further updates).*

ARIZONA LEGISLATURE AND TRANSIT FUNDING

PHOENIX, AZ: The state must reinstate a transit support program worth over $10 million because its elimination violates federal law, following a ruling by U. S. District Judge David Campbell.

Last year after the Legislature, as part of a budget balancing move, swept the money and then terminated the fund. The money had come from a portion of state lottery dollars.

In a suit brought by the Grand Canyon Chapter of the Sierra Club, Campbell ruled the state's action was illegal as the transit support money was part of the Phoenix area's federally approved plan to combat air pollution. The state cannot unilaterally change requirement of the federal Clean Air Act.

YUMA COUNTY INTERGOVERNMENTAL PUBLIC TRANSPORTATION AUTHORITY (YCIPTA)

YUMA, AZ: John Andoh, previously an administrator at a number of smaller transit properties in California, has joined **YCIPTA** as its first Transit Director.

He will be responsible for development and transition of the **YUMA COUNTY AREA TRANSIT** and **GREATER YUMA AREA DIAL-A-RIDE** from the Yuma Metropolitan Planning Organization to YCIPTA as they obtain grantee status to use federal funding for transit operations and maintenance.

NEVADA TRANSPORTATION AUTHORITY (NTA)

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

Two firms are seeking permits to operate as a contract motor carrier of passengers within the State of Nevada - *VIVA LAS VEGAS TOUR & TRAVEL, INC.* and *LIMOUSINES OF LV PARKING, LLC.*

DOUGLAS PARKING, LLC for an expansion of its authority under Permit MV 6144, Sub 1 to provide passenger services pursuant to a contract with Nevada Properties, LLC d/b/a The Cosmopolitan Las Vegas.

OPEN TOP SIGHTSEEING LAS VEGAS, LLC (CPCN 2004) seeking approval to actively solicit pedestrians along the Las Vegas Strip.

REGIONAL TRANSPORTATION COMMISSION—SOUTHERN NEVADA (RTC)

LAS VEGAS, NV: Earlier this year, **RTC** issued RFPs for contracted operations and maintenance of both the fixed route system and the paratransit system.

VEOLIA TRANSPORTATION (successor to *AMERICAN TRANSIT CORPORATION, ATCIVANCOM* and *CONNEX*) has operated the Las Vegas system under contract continuously since the first contract in 1992 and was one of the bidders this year.

FIRST TRANSIT, INC. was another bidder and was the recommended choice of the Fixed Route Committee. The issue became entangled with politics and, as of mid month, the contract has not been awarded. *FIRST TRANSIT* has filed a lawsuit in the Eighth seeking a preliminary injunction or, as an alternative, a Writ of Mandate seeking award of the contract.

The paratransit contract expires in 2012 and the delay in awarding the fixed route contract may delay the timeline for procuring the paratransit contract as well.

September 18th is the next **RTC** service change and it will include two NEW routes (BHX-BOULDER HIGHWAY EXPRESS AND HDX-HENDERSON & DOWNTOWN EXPRESS) and changes and combining of portions of 107, 203, 213, 402 and discontinuation of 408-SOUTHWEST BUSINESS LOOP.

BHX will offer faster service in the southeast portion of the Valley operating between Bonneville Transit Center downtown and the Sunset & Stephanie area replacing 107-BOULDER HIGHWAY north of Sunset and operating 24 hours using StreetCar vehicles.

HDX is designed to offer an express connection using StreetCar vehicles between Henderson and downtown Las Vegas primarily along Boulder Highway serving many transfer connecting points along the way. The line will operate every 30 minutes on weekdays and hourly on weekends until approximately 1030PM.

Lines 203-SPRING MOUNTAIN-TWAIN and 213-DESERT INN-LAMB will be combined east of Maryland Parkway with no replacement service along that section of Maryland. The line will be known as 203-SPRING MOUNTIN-DESERT INN-LAMB.

Line 402-HENDERSON CONNECTOR-BOULDER CITY will be restructured to operate from Boulder City to Sunset & Stephanie only. The route will service all stops along Boulder Highway south of Gibson and will no longer serve the NV State College. The line will replace the 107 south of Gibson and operate daily until about 1000PM.

KING COUNTY METRO—TRANSIT DIVISION (KCM)

SEATTLE, WA: **KCM** introduced its second Bus Rapid Transit (BRT) line on September 29 — *RAPID RIDE B LINE* connecting Bellevue and Redmond and featuring 3-door, 60-foot articulated New Flyer buses which are painted red and yellow and are low-emission hybrid vehicles.

The line has 19 Rapid Ride stations featuring shelters with interior lighting, benches, real time schedule information, ORCA card readers and a lighted signal that passengers can activate to let bus operators know that someone is waiting.



The buses feature free Wi-Fi, inside and outside stop announcements, security cameras and a passive restraint system to speed boarding for those in wheelchairs and other mobility devices.

CAPITAL METRO TRANSIT (CM)

AUSTIN, TX: In response to new Texas state law, the **CM** Board recently voted to transfer all transit operations to a private firm by next September affecting 810 workers (bus operators and maintenance staff). The agency will solicit bids from private firms this fall.

This past spring a law was passed requiring CM to either outsource operations (currently 30 per cent of bus routes are contracted) or bring all workers in-house which would have included ATU Local 1091 voting to give up collective bargaining rights including the right to strike (the vote was 120-0 against that concept).

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
San Diego, California

(All Time List of Rail Equipment Owned by SAN DIEGO TROLLEY)

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
1001-1014	Siemens-Duewag	U2A	36519-36332	1980	A/C added later
1015-1024	Siemens-Duewag	U2A	36819-36828	1982	A/C
1025-1029	Siemens-Duewag	U2A	37206-37211	1985	A/C
1030-1049	Siemens-Duewag	U2A	37405-37424	1988	A/C
1050-1071	Siemens-Duewag	U2A	37489-38509	1989	A/C, 1
2001-2050	Siemens-Duewag	SD100	38251-38300	1993-96	A/C
2051-2052	Siemens-Duewag	SD100	38429-38530	1996	A/C
3001-3011	Siemens	S70	——	2005-06	A/C, Low floor
4001-4057	Siemens	S70US	——	2011-12	A/C, Low floor

Note:
1. 1055, 1066, 1068, 1070, 1071 sold to Mendoza, Argentina in 2010.

SAN DIEGO HISTORIC TROLLEY

529	St. Louis	PCC	StLCC job 1655	09/46	SF Muni 1122, StLPS 1716
530	St. Louis	PCC	StLCC job 1655	9-10/46	SF Muni 1123, StLPS 1728
531	St. Louis	PCC	StLCC job 1655	10-11/46	SF Muni 1170, StLPS 1777
532	St. Louis	PCC	StLCC job 1666	6-8/48	MOT 2186, SEPTA 2186, Philadelphia RT 2186
533	St. Louis	PCC	StLCC job 1649	3-4/47	SEPTA 2785, PRT 2785
534	St. Louis	PCC	StLCC job —	——	——

All cars are all-electric with postwar PCC body style and standee windows. St. Louis Public Service cars were built to 4' 10" (1.5 metre) track gauge and converted to standard (4' 8½") prior to transfer to San Francisco. Philadelphia Rapid Transit cars were built to 5' 2" track gauge. Car 532 was given the St. Louis B-3 trucks from a Chicago Rapid Transit "L" car while owned by the Museum of Transport. Car 533 remains to be converted to standard gauge.

The following were on the property but were never used:

6888	S-G-P Enzesfeld	Former Class N1, #2882, rebuilt 1954 from Class N1 #2833	1926	Ex Stadbahn 6888
6890	S-G-P Simmering	Former Class N1, #2850, rebuilt 1958 from Class N1 #2777	1925	Ex Stadbahn 6890
6891	S-G-P Simmering	Former Class N1, #2951, rebuilt 1959 from Class N #2765	1925	Ex Stadbahn 6891

These three cars are single truck, former Vienna work cars, previously used on the Ringbahn light rail line. When used as passenger cars, could run in multiple and haul trailers. Acquired in 1993 via Siemens and donated in August 2005 to San Diego Electric Railway Association, National City, California.



San Diego Vintage Trolley, number 529, at 12th Avenue & Imperial Avenue on the Silver Line on August 18, 2011. Photo by Ronald Johnsen via SDMTS.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
LACMTA	8200-8359	NABI	45CLFW.05.01/8A140680-839	00/09	
	8360-8400	NABI	45CLFW.05.01/9A140157-197	00/09	
	8401-8472	NABI	45CLFW.05.01/AA140182-253	00/10	
-DISPOSITIONS-					
Santa Monica BBB	4816-4817	Nova Bus	TC40102A/S3000040-041	00/95	1
Gardena Municipal	744, 752	TMC	T80206/SR830542, 550	05/95	2
Bus Lines	770	TMC	T80206/VR832361	06/97	2
	790, 792	TMC	T80206/SR832565, 567	10/97	2
Santa Barbara MTD	406, 412, 415	Nova Bus	LFS40102/W3000012, 008, 005	06-07/98	2
	423, 428	Nova Bus	LFS40102/W3000020, 022	08/98	2
Kern Regional Transit	B147, B149	Ford/ElDorado	Econoline/Aerotech/5HA60111, 113	00/05	2
	B170	ElDorado/Natl	RE-32/XC084054	00/99	2
	B255	—	—/YH274868	00/00	2
Beach Cities Transit	0500-0504	Ford/ElDorado	Econoline/Aerotech/3HA56487-491	00/03	2
LA Dept of Transportation	92063	Neoplan	AN340A/NL013013	00/92	2

Notes:

1. For sale thru Ken Porter Auctions in September 2011.
2. For sale thru Ken Porter Auctions in August 2011.

- **SAN DIEGO METROPOLITAN TRANSIT SYSTEM** has ordered 30 Ford Econoline/Starcraft Allstar Class B cutaway buses with an option for an additional five identical buses from Creative Bus Sales for use on their paratransit system. These are options on a recent MORONGO BASIN TRANSIT AUTHORITY order.
- With the recent (August 2011) service reduction on MUNICIPAL AREA EXPRESS (MAX) following the City of Rancho Palos Verdes leaving the system, El Dorado National RE-32s 525 and 526 have been removed from active service.

September Photos

RIGHT: *Santa Barbara MTD 406 working on Route 2. Photo by So Cal Metro.* ***BELOW:*** *Santa Monica 4816 working on Route 10. Photo by LA Urban Soul.*



