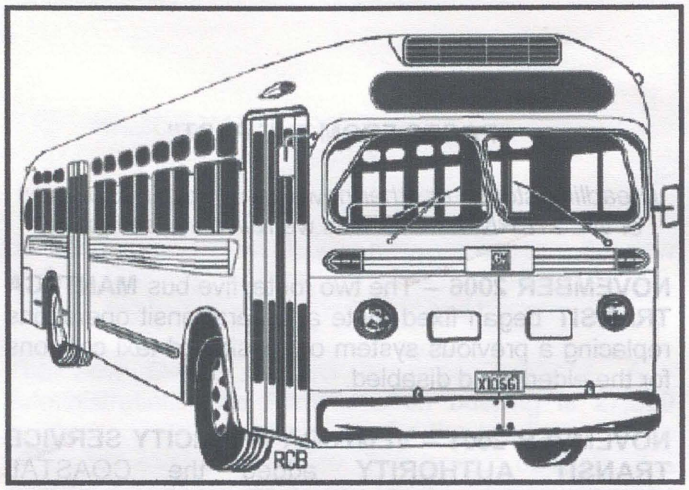


Dorothy Gray/MTA
Transportation Library
One Gateway Plaza
15th Floor
Los Angeles, CA 90012

Western Transit

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

VOL. 49, NO. 11 **November 2011**

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

HESPERIA: At its August meeting the **VVTA** Board approved the FY 11/12 budget that included several significant budgetary changes. Bringing administration "in house" and moving into **VVTA's** new facility this year causes a change in the treatment of federal funding to support transit service.

Since 2003 the agency has capitalized a percentage of operations cost through what the Federal Transit Administration calls "the capital cost of contracting". As **VVTA,** rather than the contractor, will now provide the operating facility, the calculation of FTA assistance must change and be based on "preventative maintenance" costs, a much more complicated method.

The new Operations and Maintenance contract is another significant change as the costs will be based on variable hours only. Previously, the costs were based on a fixed cost and a variable hourly rate based on actual service provided.

The proposals weighted the paratransit service at a different rate than the fixed routes. The paratransit rate is weighted more due to heavier staffing such as dispatchers and reservationists needed for this kind of service.

New requirements also include sustainable bus operator wages to reduce turnover and the need for maintenance employees to have specific ASE certifications.

VVTA will realize savings in other areas such as lease costs of operating facilities.

Paratransit service hours are expected to increase 1.4% from last year, based largely on consumer demand.

No increases in revenue hours or services are planned for Fixed Routes, County Routes and BV Link services.

A Comprehensive Operational Analysis is included in this budget. The last was in FY 2006/07 and one is programmed every five years. COAs measure service, route design, schedules, population growth and shifts by geographic area, public input and unmet needs.

VVTA has recently taken delivery of seven large fixed route buses (609-615) and 25 cutaways (153-160, 161-166, 1003-1010 and 2009-2011) for both fixed routes and paratransit and this year's budget includes only two buses and three cutaways.

Following years of planning, purchase of three different parcels of real estate and two years of construction, **VVTA** moved into its new Hesperia facility at 17150 Smoketree the weekend of November 19-20, with service starting from the new facility on Monday, November 21, 2011. The first revenue vehicle out of the new facility on Monday was 137 on 2101. The first large bus was 601 on 4401.

With the move, Route 45-VICTORVILLE-HESPERIA VIA VICTOR VALLEY COLLEGE will no longer serve the Transit Office on demand, while 46-HESPERIA ROUTE DEVIATION serves the new Office at 23 minutes past every hour.

In This Issue

Expiration of CNG Fuel Tanks	3
California News Briefs	4
Napa County Transportation and Planning	4
New San Francisco Transbay Terminal	5
Marin Transit	5
Metropolitan Transportation Commission	5
Metropolitan Transit System	6
Valley Metro/City of Phoenix Transit System (AZ)	6
Regional Transportation District (CO)	6
Nevada Transportation Authority (NV)	7
ROTM - Visalia Transit	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

TERRA MOTO TRANSPORTATION, INC. has applied for an on-call PSC (PSC-23919) between San Diego Airport and the City of San Diego and points in the Counties of San Diego, Orange, Los Angeles and Riverside and to establish a ZORF.

Harris Global Solution, Inc. dba THE CHILDRENS TAXI for authority to operate as a scheduled Passenger Stage Corporation provided for children from preschool to 12th grade in northern Los Angeles and southern Kern Counties.

DECISIONS

Resolution TL-19103 was recently passed extending the authority granted to vessel common carriers (VCCs) to adjust their fares and rates without specific Commission approval for an additional year.

GOLDEN STAR EXPRESS, LLC has been granted PSC 27733 authorizing on-call, door-to-door passenger operations between points in the Counties of Imperial, San Diego, Orange, Los Angeles, Riverside, San Bernardino, Kern, Tulare, Fresno, Monterey, Santa Clara, San Francisco, Alameda and Sacramento.

Mohammad Zarif, an individual, has been granted PSC-26103 to operate between points in Solano, Napa, Sonoma, Marin, San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa and San Joaquin Counties and Bay Area airports with a ZORF.

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)

NOVEMBER 2006 – The two route, five bus **MANTECA TRANSIT** began fixed route and paratransit operations replacing a previous system of subsidized taxi coupons for the elderly and disabled.

NOVEMBER 2001 – VENTURA INTERCITY SERVICE TRANSIT AUTHORITY added the COASTAL EXPRESS (Freeway based service between Ventura and Santa Barbara) and changed EAST COUNTY, HIGHWAY 101 and CONEJO CONNECTION to serve the new Thousand Oaks Transit Center.

NOVEMBER 1996 – LADOT inaugurated a new Downtown DASH system with six routes on weekdays and three different alignments on weekends and introduced Sunday operations.

NOVEMBER 1991 – DESERT STAGE LINES, INC. began providing one daily round trip connecting Twentynine Palms, Palm Springs, Palm Springs Airport, San Bernardino, Ontario Airport, Pomona and Los Angeles Airport.

NOVEMBER 1986 – TRAILWAYS LINES, INC. filed an application with the Public Utilities Commission to discontinue most of its California routes, retaining only those between Los Angeles and the Arizona line via I-10 and via Blythe and its charter party certificate (*Ed. Note—the following August, **GREYHOUND LINES, INC.** took over **TWI** and eventually reduced the duplication in routes and schedules).*

WT STAFF FOR THIS MONTH

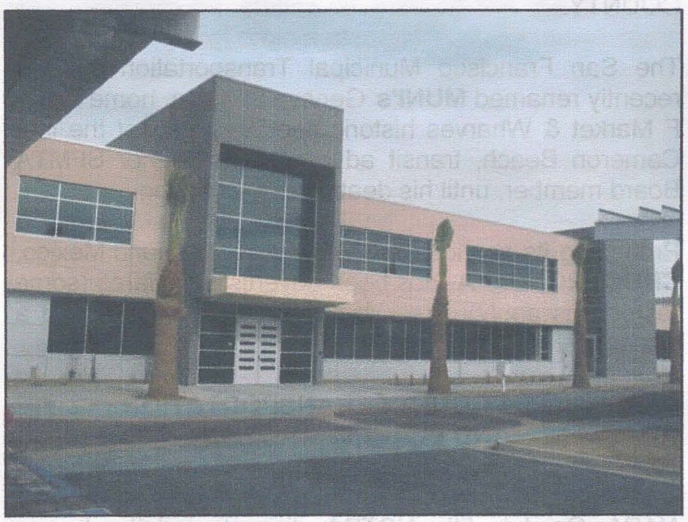
EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Andrew Novak Gerald L. Squier
REPORTERS & SOURCES:	Dana Gabbard Jim Husing Russ Jones Warren F. Quon Ed Von Nordeck

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

(Coninued)

54-WEST VICTORVILLE was rerouted to serve the new Molina Medical Building by diverting off Hwy 395, Cactus, medical building roadways and back to 395.

The new facility consists of three buildings, A - Administration: The Administration building is 27,000 square foot two-story building, On the top floor are the VVTA administrative offices. The bottom consists of a board room, public lobby, and the Veolia administration offices. Also are a dedicated training room, driver simulator room with three simulators, drivers locker area, quiet rooms, tv room, and an exercise room. There is a central drivers ready room with the ADA dispatcher and reservationists on one side, and the fixed route dispatchers and supervisors on the other side.



Building B - Maintenance: The Maintenance building is 31,000 square feet. It includes 9 service & repairs bays, a training room, parts storage, and maintenance administration offices.



Building C - Fuel & Wash: This is a 13,000 square foot building that houses an automatic bus washer, chassis wash area, two fuel islands, and fare collection system.



Bus parking in the yard is under solar panels that provide 100% of the facilities power.

EXPIRATION OF CNG FUEL TANKS AND THE IMPACT ON VEHICLES

The use of compressed natural gas (CNG) fueled vehicles has benefitted fleets around the world for decades. They produce greatly lower amounts of emissions and reduce operating costs while helping convert our nation from dependence on foreign oil.

NGV America, the industry trade association, estimates there are about 110,000 natural gas vehicles in use in the United States today.

While the benefits of CNG vehicles have been well documented, one issue looms over the industry that needs to be addressed — what happens when a dedicated CNG vehicle fuel tank reaches its expiration?



In the 1990s the NGV industry created CNG cylinder certification standards. Cylinders built to meet the original (1992) version of Standard NGV2 were designed for a service life of 15 years with labeling requirements setting a "Do not use after" date. A 1998 revision extended the allowable cylinder life certification to 20 years. The 2007 revision raised that number to allow a 25-year lifespan.

Most countries have adopted similar CNG cylinder standards. Tanks cannot be recertified after reaching the expiration date at time of manufacture and must be taken out of service. Vehicle owners have two options — retire the vehicle or replace the cylinder.

A growing number of vehicles built in the mid-to-late 1990s still have life, but their tanks do not. An economic decision needs to be made—should the cylinders be replaced or the vehicle replaced?

*(Ed. Note— **SAN DIEGO MTS** and **LACMTA** have been surplusing and selling large numbers of their 1995-1997 CNG buses in their last several vehicle auctions. Smaller agencies have been doing likewise).*

With the 1998 and 2007 cylinder-life certification extensions, the problem will diminish or entirely go away through attrition of the older vehicles.

This dilemma is most noticeable in California, where early adoption of NGVs in the 1990s was greatest and a mild climate prompted a growing number of transit buses, school buses, municipal trucks and light-duty vehicles outlasting their CNG cylinder's 15-year lives.

Recertification of cylinders was initially considered but liability and technical issues scuttled the idea. In use inspection of the cylinders every 36,000 miles or three years is in place with a safety inspection protocol and inspector certification program in place.

Last is removal and disposal of a cylinder after it reaches its full useful life or it is damaged.

Creation of a national database of all CNG vehicles is under consideration to allow the education of proper cylinder practices and issuance of notices for older vehicles equipped with soon-to-expire cylinders.

CALIFORNIA NEWS BRIEFS

In late July, Sacramento's new **GREYHOUND** station at 420 Richards Boulevard (north of downtown and east of Interstate 5) opened for business. Many ideas for replacement buildings at 7th & L Streets have been suggested, but there are no definite plans, at this time. The city owns the building and **GLI** will repay the city over 20 years with lease payments.

GLENDALE BEELINE increased fares on October 1st. The Local adult and student cash fare is now 75 cents (senior/disabled 35 cents). Express fares (**METROLINK** connection Routes 11 and 12) $2.00 for all riders.

Extension of the current **LADOT/***VEOLIA* contract to operate Downtown DASH for one additional year (fourth) at a cost of $83.64 per hour is awaiting City Council approval.

FOOTHILL TRANSIT has awarded incumbent *FIRST TRANSIT, INC.* a 42-month contract with three two-year option years, to be exercised by **FT,** to operate all service from the Pomona Division.

PALOS VERDES PENINSULA TRANSIT AUTHORITY added two westbound afternoon trips on Line 225-SAN PEDRO-PALOS VERDES PENINSULA. The trips depart San Pedro at 400PM and 500PM. Previously, the last trip was at 135PM. *(Ed. Note—**PVPTA** publicity indicated this was the first service added since they took over the line from **LACMTA** in 2006).*

MV SALES AND LEASING, INC., a wholly owned subsidiary of *MV TRANSPORTATION, INC.,* signed a definite agreement to acquire certain assets of *BUS WEST.* The firm, located in Carson, will be the preferred supplier of buses for *MV* but will continue to be a local provider of buses and bus related products in Nevada, California, Arizona, New Mexico and Hawaii.

Last August 15th **TULARE COUNTY AREA TRANSIT** added Sunday service using Saturday schedules on 10-NORTH COUNTY, 20-SOUTH COUNTY, 30-NORTHEAST COUNTY and 40-SOUTHEAST COUNTY.

The San Francisco Municipal Transportation Agency recently renamed **MUNI's** Geneva Division, home to the F Market & Wharves historic fleet, in honor of the late Cameron Beach, transit advocate and former SFMTA Board member, until his death this past spring.

Promoting its services in California, Arizona and Mexico, **CRUCERO, U.S.A.** has been advertising $1fares (some restrictions apply), Free Wi-Fi, on board videos. and a bilingual staff.

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)

NAPA: On July 5th, **NCTPA** discontinued the former Napa local Route1C and implemented the NEW 20-REDWOOD PARK & RIDE-NAPA AIRPORT Limited with three morning and two afternoon trips.

From Redwood & Solano, the 20 travels via Redwood, Trancas, Soscol (thru downtown Napa), Napa-Vallejo Highway, Kaiser, Corporate, Devlin Road and Airport Drive to the Napa Airport.

The **NCTPA** Board has approved the filing of an application for federal Section 5311 (f) funds towards the partial operating cost of a proposed NEW commuter express line connecting Napa Transit Center, several park and ride lots and downtown Sonoma.

The Short Range Transit Plan calls for the use of newer, commuter type buses on Route 29-NAPA VALEY-VALLEJO FERRY-BART. Partial funding has already been set aside. San Jose International Airport has available (through the Penske Corporation) late model, low mileage, CNG powered buses which may meet their

need *(Ed. Note - the buses are believed to be 35-foot Gillig Phantoms).* The Board authorized the Executive Director to negotiate for the purchase of between 3 and 5 buses. The final purchase proposal will come back to the Board for approval.

Service expansion of the NAPA SHUTTLE (shared ride, curb to curb service for specific disabled, senior and low income individuals) has been authorized. Service will be increased from 4 hours per day, 2 days per week to 6 hours per day, 3 days per week with an annual budget increase of $30, 165.

NEW SAN FRANCISCO TRANSBAY TERMINAL

SAN FRANCISCO: As federal funding for high speed rail continues to evaporate, San Francisco continues to build the $400 million underground station that could wind up connected to nothing.

The underground station is part of the $4.2 billion Transbay Terminal project planned to create a two-story hub for high speed rail, **CALTRAIN** and bus service for the East, North and South Bays *(WT 5/04)*.

Plan "B" would be to use the station only for **CALTRAIN**, but connecting to the current station at 4th and King, at a cost of $1.5 billion.

Project supporters continue to believe that money will be found as economic conditions improve.

MARIN TRANSIT (MT)

SAN RAFAEL: **MT** recently issued a Request For Proposal soliciting bids for its Rural and Seasonal Transit Program beginning in 2012.

The program includes the all year WEST MARIN services (61-SOUTH ROUTE and 68-NORTH ROUTE) and the summer season MUIR WOODS SHUTTLE (**GGT** 66).

Currently, the WEST MARIN routes are operated by three contractors including *MV TRANSPORTATION*, *MARIN AIRPORTER* and *WHISTLESTOP WHEELS* while the MUIR WOODS summer routes are operated by *GOLDEN GATE TRANSIT*.

The program will include a combined bus fleet with buses provided by **MT,** operating from a contractor supplied garage able to maintain the buses and house the assigned staff.

The current **MT** fleet includes two El Dorado National TRE-32s (3060 and 3061) and three cutaways, Chevy/ Aero Elite 290s (616 and 617) and one Chevy/Aero Elite 320 (1134). During the term of the contract, **MT** will buy additional vehicles, but in the first year, they will work with the selected contractor to lease additional SHUTTLE vehicles. Plans call for the purchase of three more TRE-32s (3062-3064), one Ford/ Aero Elite 320 and three Ford/Aero Elite 270s.



MT will hold a series of public workshops in early December to receive testimony on plans to make changes on Routes 49-IGNACIO-HAMILTON-SAN RAFAEL, 51-NOVATO LOCAL-IGNACIO-SAN MARIN, 52-IGNACIO-GRANT & REDWOOD and 259-MARINWOOD-MARIN COUNTY CIVIC CENTER.

In the north, Route 49 would be extended to Olive & Redwood while being rerouted away from Kaiser Hospital on weekdays (only serving it on the weekends) and routing 259 there on weekdays as part of its extension to and from San Rafael Transit Center.

Route 51 would receive added peak hour service on weekdays and new weekend operations while Route 52 would be discontinued.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

SAN FRANCISCO: The goal of the MTC's ongoing transit sustainability project is to get more transit service in the Bay Area by making the region's 28 public transit systems more efficient as it prepares to ask voters to approve a regional gasoline tax to increase service, perhaps in November 2012.

The current effort is not focused on the politically difficult task of creating a mega-transit agency but on getting the systems, especially the larger ones, to work together better and take similar approaches to reduce costs and improve service.

Over the last 10 years, the larger systems—**BART, AC TRANSIT, MUNI, VALLEY TRANSPORTATION AUTHORITY, SAMTRANS, CALTRAIN** and **GOLDEN GATE TRANSIT and FERRY–** have increased spending on transit operations by 34 percent which resulted in a 15 percent increase in service with only a 7 percent increase in ridership.

Agencies may be asked to reduce operating expenses by ten percent over five years by such things as

reducing the size of their administrative staffs and bargaining with labor unions for savings in health care and pension benefits and changes in work rules to allow more flexibility in scheduling and operations.

Systems that operate across county lines or the bay could be required to increase patronage by ten percent over five years and increase the percent of revenues collected through the fare box. Transit operators might be required to raise their average operating speeds.

How to enforce those requirements, likely either through incentives or the withholding of funds, is still under discussion. A final set of recommendations will be presented to the commission next March.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: **MTS** held a public hearing November 10th on plans to discontinue Line 830-MURPHY CANYON-NAVAL BASE SAN DIEGO VIA I-15 effective with the January 2012 service change because of low ridership and the Navy's and SANDAG's plans to discontinue present subsidies to the riders. SANDAG is in the process of developing vanpools for current passengers.

The **MTS** Board will make its decision at the December 2011 Board meeting.

This route was inaugurated in November 2010 *(WT 11/10)* following a request from the United States Navy Region Southwest and the San Diego Association of Governments to implement a trial service between military housing in Murphy Canyon/Tierrasanta and the 8th State Trolley Station and Naval Base San Diego/32nd Street.

Through the federal government's Transportation Incentive Program (TIP), riders received transit vouchers that covered their commuting costs.

In spite of the financial incentive, ridership averaged only 3-4 passengers per weekday peak hour trip.

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

PHOENIX: **VM** is conducting public hearings this month and last on their plans to increase fares next July.

The proposal calls for increasing the one-ride fare from $1.75 to $2.00 and the all-day pass from $3.50 to $4.00.

A Local 31-day pass would increase from $55 to $64 and a 31-day Express pass would rise from $85 to $96.

Currently, riders pay about 23 percent of their rides' cost and the proposals call for 25 percent.

The City of Phoenix has issued a Request For Proposal for qualified firms to provide transit buses (quantities and sizes presently unknown) over a five year period beginning April 1, 2012 and ending March 31, 2017.

Labor agreements between two of the city's transit contractors and their employees expired last June 30th and negotiations have been ongoing since that time.

FIRST TRANSIT, INC. operates about one-third of the **VM/COPTS** fixed route system and employs 300 bus operators and fuelers/cleaners represented by Amalgamated Transit Union Local 1433.

M.V. PUBLIC TRANSPORTATION operates PHOENIX DIAL-A-RIDE with a staff of 210 bus operators, dispatchers and reservationists, also represented by *ATU* Local 1433.

The 14 *FTI* road supervisors and dispatchers recently voted to be represented by the Office and Professional Employees International Union. Meetings to discuss the initial labor agreement were scheduled to begin in September.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: The **RTD** Board of Directors and representatives of Amalgamated Transit Union Local 1001 both recently approved a one-year extension of their current labor agreement, extending it from March 1, 2012 until February 28, 2013.

The extension will mean a continuation of all current wage rates, benefits and working conditions.

In 1987 both parties agreed to a similar one-year contract extension when economic conditions were similarly uncertain.

In late October the **RTD** Board approved a major service reduction plan to save over $10 million next year In August, staff proposed nearly $12 million in reductions, but following two dozen public meetings, the agency modified the plans for about 15 routes and preserved nearly $1.3 million.

RTD publicity said that public agencies have been hit notably hard because of their reliance on sales taxes in a sluggish economy. Sales and use taxes account for as much as 60 percent of **RTD's** revenue.

Services proposed for discontinuation are the least productive in the system with either minimal patronage and/or the highest subsidy per boarding.

Among the major reductions will be discontinuation of Local lines 2, 44L, 60 (replaced by new Jeffco Call-n-

VISALIA TRANSIT
City of Visalia, Transportation Department d/b/a
Visalia, California

FLEET #	BUILDER	MODEL	VIN #	YEAR	NOTES
6235-6238	Gillig	S50T35102	R1085631-634	00/94	
6244-6247	Gillig	S50T35102	T1085718-721	00/96	
6249-6253	Ford Econoline	ElDorado National Aerotech	mixed	00/02	
6254-6256	Gillig	G20B102N4	41073090-092	00/04	
6257-6259	Gillig	G20B102N4	41073181-183	00/04	
6260-6261	Orion	07.502	66702489-490	00/06	
6262-6264	Orion	07.502	66702502, 505, 508	00/06	
6265-6266	Orion	07.502	667025511, 514	00/06	
6267-6269	Orion	07.502	86704161, 270, 271	00/08	
6270-6272	Orion	07.502	86704279, 280, 283	00/08	
6273-6276	Orion	07.502	86704290, 291, 297, 298	00/08	
6277-6282	Ford Econoline	ElDorado National Aerotech	mixed	00/08	
6283-6286	Orion	07.501	A6706065, 597, 622, 623	00/10	
6287-6289	Orion	07.502	A6706121, 633, 634	00/10	
(7)101-(7)103	ElDorado National	E-Z Rider II	2C084233, 235, 237	00/02	1
(7)104-(7)105	ElDorado National	E-Z Rider II	2C084239, 234	00/02	1
(7)106-(7)113	Ford Econoline	ElDorado National Aerotech	mixed	00/07	
(7)114-(7)115	Ford Econoline	ElDorado National Aerotech	mixed	00/08	
(7)116-(7)117	Ford Econoline	ElDorado National Aerotech	mixed	00/09	
1853, 58, 60	Freightliner	Startrans Trolley	8CZ86222, 221 223	00/08	
1852, 64, 1923	EBus	Hybrid Electric Trolley	1C248048, 049, 047	00/02	

Notes:
6000s used on Visalia routes.
7000s used on Sequoia Shuttle routes—buses numbered in the 100s.

1. Previously used in airport service, believed Spokane, WA.

Ride), merging 203 and 225, 100 on weekends, 121L, Express lines 47X, 58X, 63X, 80X, 93X, Regional Route DD, Aurora Call-n-Ride, Parker Call-n-Ride and Superior Call-n-Ride.

Three NEW Call-n-Rides will be added — Belleview, Federal Heights and Jeffco.

Selected BroncosRide service will be discontinued as will funding for the Coal Creek Express.



Visalia 6284, one of the 2010 Orion 07.501 models.

NEVADA TRANSPORTATION AUTHORITY (NTA)

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

Trade Show Services LTD d/b/a PRO TECT SECURITY for contract carrier permit to provide prisoner transportation pursuant to contract with State of Nevada Voluntary cancellation of CPCN 2104 by Luxury Vegas Transportation d/b/a LUXURY VEGAS.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Anaheim Resort Transit	201101-201109	Chevy/Starcraft	C5500/Starlite/—	00/11	
-DISPOSITIONS-					
Riverside Transit Agency	14	Chance	AH-28/RW535007	00/94	1
LACMTA	6329, 6339	Neoplan	AN440A/VL013293, 303	00/97	2
	6342, 6353	Neoplan	AN440A/VL013306, 317	00/97	2
	6363, 6374	Neoplan	AN440A/VL013327, 338	00/97	2
	6375, 6386	Neoplan	AN440A/VL013339, 350	00/97	2
	6396, 6399	Neoplan	AN440A/VL013363, 363	00/97	2
	6408, 6415	Neoplan	AN440A*VL013372, 379	00/97	2
	6417, 6421	Neoplan	AN440A/VL013381, 385	00/97	2
	6423, 6436	Neoplan	AN440A/VL013387, 400	00/97	2
	6452, 6458	Neoplan	AN440A/VL013416, 422	00/97	2
	6478, 6479	Neoplan	AN440A/VL013442, 443	00/97	2
	6482	Neoplan	AN440A/VL013446	00/97	2
	6570, 6571	Neoplan	AN440A/WL013090, 091	00/98	2
	6577	Neoplan	AN440A/WL013097	00/98	2
AC Transit	3008, 3011	NABI	416.09/WA140008, 011	00/98	3
	3037, 3040	NABI	416.09/WA140037, 040	00/98	3
	3041, 3043	NABI	416.09/WA140041, 043	00/98	3
	3056, 3065	NABI	416.09/WA140056, 065	00/98	3
	3067, 3125	NABI	416.09/WA140067, 163	00/98	3
	3126, 3130	NABI	416.09/WA140164, 168	00/98	3
	3131, 3148	NABI	416.09/WA140169, 186	00/98	3
	3151, 3153	NABI	416.09/WA140189, 191	00/98	3

Notes:

1. Donated to Ramona Bowl Amphitheater.
2. Sold at Ken Porter Auctions (Gardena, CA) on August 20, 2011.
3. For sale in September 2011.

The GOLDEN EMPIRE TRANSIT DISTRICT of Bakersfield is now seeking proposals for the manufacture and delivery of twelve heavy duty, low floor transit coaches with options for additional units.

November Photos





LEFT: *AC Transit 3153 working on Route 13 on November 5, 2009. Paul Sullivan photo.* ***RIGHT:*** *LACMTA 6342 working on Route 446. Robert McConnell photo.*