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VOL. 49, NO. 12 **December 2011**



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: History was made earlier this month as the December 2011 Winter Shake Up was suspended only two days prior to implementation by **MTA.**

(Ed. Note—the cancellation is related to findings of the most recent Triennial Audit by the Federal Transit Administration covering the period of 2008-2011 as described below. As the service changes were developed using the questioned processes, the decision was made not to implement them at this time.

These audits are part of the Mass Transit Act of 1964 and have traditionally been low key affairs and mostly procedural in nature. As with many government audits, the Presidential administration in office sets the tone. This one is related to Title VI, Civil Rights Act of 1964, that applies to all federal programs).

Art Leahy, **MTA** Chief Executive Officer said, "They are basically process issues .... things we are required to do in a certain fashion we did not adequately do. We are going to comply with the rules, no question about that".

MTA released a 47-page corrective action plan, pledging to be in full compliance within one year. The agency plans a new civil rights monitoring program, improved review of projects and increased language assistance for passengers.

The FTA criticized the transit agency for not doing enough to accommodate passengers who speak little or no English. The audit found that a language other than English is spoken in 54% of homes in the county.

The audit noted that students in the Los Angeles Unified School District come from households that speak 91 languages.

Another issue was that the notices **MTA** posted around the system telling passengers about their civil rights did not include ways for riders to file complaints.

MTA officials said they have produced new signs in 11 languages and plan to produce more transit materials in multiple languages.

Leahy said that he will go beyond compliance and ordered dozens of managers to undergo further civil rights training.

The December 11, 2011 Shake Up included the following changes. It is not presently known when these modifications will be made —

Extend 30-WEST PICO-EAST 1ST from Pico & Rimpau along San Vicente Blvd to West Hollywood replacing Lines 305 and 550. Replace 730-PICO RAPID with 330-PICO LIMITED.

Extend 68-DOWNTOWN LA-MONTEBELLO VIA CESAR CHAVEZ from East Los Angeles College to Indiana Station via Atlantic and East First.

Convert 363-SHERMAN WAY LIMITED into 162-WEST HILLS-NORTH HOLLYWOOD VIA SHERMAN WAY.

Extend 201-SILVERLAKE-EAST GLENOAKS into Glenoaks Canyon replacing **GLENDALE BEELINE** Line 13 (reversing a change made in December 2006).

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MIDLAND-ODESSA URBAN TRANSIT DISTRICT (MOUTD)

MIDLAND, TX: The EZ EXPRESS, new intercity service of **MOUTD** linking Midland and Odessa, began operation on October 24th.

Operated under contract by *ALL ABOARD AMERICA* with a small fleet of ABC Model 1035L cutaways, six round trips are offered Monday through Friday.

Buses depart both cities in the morning at 615AM, 715AM and 815AM and in the afternoon at 315PM, 415PM and 515PM.

Intermediate stops include Midland College, University of Texas of the Permian Basin and Citibank Ballpark Park and Ride. One way EZE fares are $2.00.

EZ EXPRESS is partially funded for three years with a $1.6 million federal grant. This program has caused the West Texas region to receive other money for rural transit projects, facility renovations and new vehicles.

November 1st brought increased fares on the EZ RIDER city system.

$2 Day Passes and $36 Monthly Passes now cost $3 and $37. Student and Senior/Disabled passes were also increased.

Single ride cash fares remained at $1.25 for adults, $1.00 for students and 60 cents for seniors and disabled persons.

Recent ridership figures show increases in Midland but a reduction in Odessa.

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ISSN 1552-8604
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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)

DECEMBER 2006 – GLENDALE BEELINE started the one bus GLENOAKS CANYON SHUTTLE replacing the former eastern segment of **MTA** Line 201-SILVERLAKE -EAST GLENOAKS.

DECEMBER 2001 – VALLEY TRANSPORTATION AUTHORITY received its first low-floor buses, 52 Gilligs (1001-1052) and new Kinkisharyo International low-floor LRVs (900-999) to re-equip the light rail system. **VTA** and **BARTD** received an agreement to fund extension of the heavy rail system to Warm Springs and across the Santa Clara County line to San Jose and Santa Clara.

DECEMBER 1996 – The **LA CANADA-FLINTRIDGE SHUTTLE** started its one route, three bus circulator running the length of Foothill Blvd through the city with *MAYFLOWER CONTRACT SERVICES* as operator.

DECEMBER 1991— NAPA VALLEY TRANSIT, a suburban operation affiliated with **VINE** (City of Napa) began linking Calistoga, St. Helena, Yountville, Napa and Vallejo along CA Highway 29 with a fleet of four former **SCRTD** Carpenter CBW-300 buses.

DECEMBER 1986 – The LOS ANGELES COUNTY TRANSORTATION COMMISSION held hearings amid plans to secure UMTA Section 3 capital funds (to buy 70 buses) to support the Bus Service Continuation Project, a 3-yer program to continue operating service using private contractors on 16 bus lines **SCRTD** planned to discontinue in December 1986.

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Extend all 217-HOLLYWOOD-FAIRFAX trips to the future La Cienega/Jefferson Expo Station and some trips further south along the route of Line 439 to the Culver City Transit Center (Fox Hills).

Combine 287-EL MONTE-THE SHOPS AT MONTEBELLO with and renumber as 176.

Line 450-SAN PEDRO-LA VIA TRANSITWAY to operate only south of Artesia Transit Center on Sunday.

Line 534-MALIBU-WASHINGTON/FAIRFAX will exit and enter the I-10 Freeway at Robertson to serve future Culver City Expo Station.

A number of adjustments would accompany the opening of the EXPO LINE on a date yet to be determined including the following —

Lines 42 and 102 will be combined into NEW 102 operating from LAX City Bus Center to King & Western as 42 does, then via Western to Exposition (Western Station), then as 102 does to Huntington Park. Service on 42 north of King and Western and on 102 west of Exposition and Western will be discontinued.

Lines 305 and 439 will be partially replaced and partially discontinued.

Line 550-WEST HOLLYWOOD-SAN PEDRO will operate between San Pedro and Exposition Park weekday rush hours. Non rush and weekend service will operate only south of Artesia Transit Center.

Line 740-HAWTHORNE BL-KING BL RAPID will be rerouted north on Crenshaw from King to Exposition, no longer serving downtown.

Last June, the CEO was authorized to negotiate and exercise Option 3 to the contract with North American Bus Industries for up to 100 NABI 45-foot Compo-buses. The option would be exercised, if necessary, to meet a California Transportation Commission deadline for $33.9 million in state funding scheduled to lapse on January 31, 2012. This action was taken in case the 700 bus RFP *(WT 4/11)*, released in May 2011, would not be awarded by the CTC deadline.

During negotiations for the 100 bus option, NABI made an unsolicited offer to provide significant discounts for a 150 45-foot Compo-bus option order. Following negotiations between **MTA** and NABI, the manufacturer agreed to provide 150 buses at a $17 million discount against the pricing formulas in the contract.

To not jeopardize the CTC funding, **MTA** will exercise Option 3 this month for 100 buses. Next month staff will return to the Board of Directors with a recommendation to exercise Option 4 for an additional 50 45-foot buses. A provision in the agreement for 100 buses in Option 3 allows **MTA** to reduce the purchase quantity from 100 to 50 buses if the Board does not approve the purchase of an additional 50 buses.

GOLD COAST TRANSIT (GCT)

OXNARD: On December 7th the **GCT** Board voted unanimously to implement the last, best and final offer for two units of **GCT** employees, bus operators and mechanics, represented by Local 721 of the Service Employees International Union.

Following more than one year of negotiations without reaching consensus, the **GCT** Board took action in November to declare an impasse followed by one more meeting to try and resolve issues.

Subsequent to that meeting, **GCT** received a counter offer from SEIU but, after due consideration, the Board voted to implement the last, best and final offer.

Steve Brown, **GCT** General Manager, said the agency believed that their offer was fair as it held wages and benefits stable for the next two years.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Earlier in the year the Dumbarton Bridge Regional Operations Committee directed that the DUMBARTON EXPRESS (DBX) operations and maintenance contract be outsourced *(WT 11/11).*

The **SAMTRANS** Board awarded a contract to *M.V. TRANSPORTATION* and the **ACT** Board authorized a transfer of ownership of 10 suburban style Gilligs from **ACT** to **SAMTRANS.**

The DBROC membership requested that **ACT** continue its role as contract administrator of DBX. The activities involved have been structured so it will not result in need for additional staff and will include meeting coordination activities, posting DBX schedule data to regional websites, acting as main point of contact for DBX service, receipt and analysis of monthly invoices and operating statistics from M.V., annual budgeting process, monthly payment, statistical operations reporting to DBROC, general service and support activities, record keeping and customer service.

Ending on December 31st will be the contract between **ACT** and the University of California dba **BEAR TRANSIT** (UCB Campus Shuttle System) whereby **ACT** provided the buses, maintenance and fuel and UCB used its own employees as bus operators.

The recent fleet included New Flyer D35 2400 series, 30 -foot Gillig 2700 series and 40-foot Gillig 2800 series.

The University has been in talks with **SFO AIRPORTER** and **BAUER LIMOUSINE SERVICE** as possible providers.

ACT has entered into a Memorandum of Understanding with the Treasure Island Development Authority to offer bus service between the East Bay and the Treasure Island development.

Service implementation is now scheduled for 2015 using a fleet of 14 new commuter style buses operating seven days per week as the former naval base is transformed into a housing/commercial and business complex.

The service plan is based on the Treasure Island/Yerba Buena Island Development Project designed by Treasure Island Community Development LLC.

Service would operate between Downtown Oakland and Treasure Island via Grand Avenue with stops in Oakland at Oakland City Center and the Uptown Transit Center and along West Grand Avenue, as needed.

Funding for the service and all supporting capital elements will be generated by the developer and future Treasure Island Mobility Management Agency revenues, primarily through the use of congestion pricing and parking revenues generated on Treasure Island, as phases of development are completed.

For many years, **ACT** operated Line T-OAKLAND-TREASURE ISLAND.

December 18th brought a number of changes, mostly on trips that operate school days only. Line 51A trips are now Line 51 while former Line 662 trips (Oakland Technical High School) are now Line 696.

Line 685 includes trips formerly designated as part of Line 70 (Juan Crespi Middle School) while Line 686 includes former Line 76 (Kennedy High) trips.

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV: Additional applications for action at the December meeting included: joint application of James Jimmerson to sell and transfer and Carol Jimmerson to purchase and acquire 51% of *Jacob Transportation Services, LLC dba EXECUTIVE LAS VEGAS,* a carrier authorized to provide airport transfer, special services, charter limousine and charter bus service under CPCN's 1062, Sub 6 and 2127. *Jacob* also requested a tariff rate modification for airport transfer service.

BELL TRANS, AWG AMBASSADOR, LLC and *CLS NEVEADA, LLC* all filed seeking authority to provide airport transfer services without displaying signs required by NAC 706.228.

*Ronald M. Perlman dba RENO-TAHOE TRANSPORTATION (*CPCN 2134*)* seeking approval to operate a vehicle originally manufactured with a capacity of fewer than 16 passengers as a bus, thereby requiring deviation from NAC 706.022.

The joint application of Haggerty Family Trust to sell and transfer and Century Par Capital Partners II, L. P. to purchase and acquire 100% of the common stock of Ryan's Holding's Inc., the sole owner of *Ryan's Express Transportation Services, Inc. dba RYAN'S EXPRESS,* a carrier authorized to provide charter bus service in the State of Nevada under CPCN 3240, Sub 1.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC)

LAS VEGAS, NV. Earlier this year, the Commission was expected to award *FIRST TRANSIT, INC.* a possible five-year operations agreement to operate the Las Vegas fixed route system *(WT 5/11).*

(Ed. Note—With a series of 4-4 votes and several lawsuits involving RTC, FTI and VEOLIA, a settlement agreement was entered into in mid November as described below).

In September 2010, RTC issued an RFP for the operation and maintenance of fixed route services with the contract (three years with two two-year optional extensions) to begin September 26, 2011 preceded by at least 90 days of transition and start up activities.

In mid December 2010, *VEOLIA TRANSPORTATION SERVICES,* the current contractor, *FIRST TRANSIT* and *M.V. TRANSPORTATION, INC.* submitted bids.

In January 2011, RTC identified a Competitive Range, *M. V.* did not make the cut and in February *FIRST* and *VEOLIA* submitted Best And Final Offers.

In March, the RFP Evaluation Committee identified *FIRST* as the successful proposer and staff was directed to negotiate with *FIRST* for a new contract.



At the April 2011 RTC meeting, approval of the contract was pulled from the agenda and delayed until May when the contract was approved 4-3 (Councilwoman Lois Taranian was absent).

RTC then sent *FIRST* an official notice of award and requesting the firm to provide proof of insurance, performance bond, designation of key personnel and organizational plans for performance and, upon receipt RTC would provide a fully executed copy of the contract or a Notice To Proceed.

Meanwhile, *VEOLIA* wrote RTC protesting the May vote arguing that 5 votes were required under Nevada's Open Meeting law. On May 31, *VEOLIA* lodged a formal complaint challenging the May vote, the Evaluation Committee's evaluations including its scoring of price and technical components. *FIRST* lodged a response.

At the June meeting, all votes ended in a 4-4 vote.

On June 20, 2011 *FIRST* filed a Petition for Writ of Mandamus, or in the alternative, for Writ of Prohibition in the Nevada Supreme Court, seeking a writ compelling RTC to complete and implement the Fixed Route contract. The Supreme Court denied the petition In July.

At its July meeting, the RTC voted 8-0 to rescind the May vote awarding the contract to *FIRST*.

At the August meeting, the members had two more 4-4 votes, to approve the Fixed Route contract with *FIRST* and to reject the contract and reprocure.

On August 19, *FIRST TRANSIT* filed against RTC a Verified Compliant for Injunctive, Writ and Declaratory Relief. Three days later, they filed for Writ of Mandamus seeking the court to direct RTC to improve the contract. *VEOLIA* then moved to intervene in the litigation. RTC voted 8-0 to oppose *FIRST TRANSIT's* lawsuit.

At the September meeting, Chairman Brown moved to direct staff, for the October meeting, to begin reprocurement of the paratransit contract *(currently held by FIRST since their purchase of LAIDLAW TRANSIT SERVICES)* and another item on the Fixed Route contract approval, rescoring the proposals and to begin the reprocurement process. It was approved 8-0.

All related votes in October were 4-4.

On November 7, *FIRST* representatives met with selected RTC staff and proposed that the RFP impasse and Litigation be resolved amicably.

At its November 10th meeting, RTC members voted 8-0 to direct staff to pursue settlement with *FIRST* based on the following points —

- *FIRST* agrees to dismiss the litigation and mutual release of all claims upon RTC's approval of written settlement documents.
- RTC agrees to exercise the two-year option of the current Paratransit contract under the recently submitted (lower) rates.
- In the future, Fixed Route transit contracts will feature a split procurement and *FIRST* will be allowed to bid on any such procurement.
- RTC will provide *FIRST* a written letter reference of explanation confirming this settlement was reached in the best interests of the parties and the public, that *FIRST* did not walk away from, refuse to perform or breach the Fixed Route contract, RTC commends *FIRST's* professionalism and that the company remains a bidder/proposer in good standing with RTC.
- Each party will bear its own costs and attorney's fees.

At its December 8 meeting the RTC Board approved the settlement agreement and directed staff to cancel RFP 11-029 and develop a revised RFP splitting the fixed route services into two contracts whereby no one company can be awarded both contracts.

YAMHILL COUNTY TRANSIT (YCT)

McMINNVILLE, OR: Yamhill County, Oregon has issued an RFP for an operations and maintenance contractor for its fixed route and paratransit system beginning July 1, 2012. The initial contract would be for three years with two possible one-year extensions.

(Ed. Note—Yamhill County is south and west of Portland and McMinnville is the largest city).

The system operates on weekdays between 525AM and



732PM with limited service on Saturdays. **YCT** does not operate on the major holidays.

The contractor is expected to provide an operating facility in the county to house a county provided fleet of small buses and cutaways.

The fleet includes 3 El Dorado National EZ Riders, 2 El Dorado National Escort REs, 7 Ford/El Dorado National Aerotechs, 7 Ford/Starcrafts and 11 cutaways and vans.

Fares are—$1.25 cash, $2.50 day pass, ten ride tickets for $18 and $35 monthly pass.

The most recent statistics (FY 10/11) show 440,000 annual riders, 50,000 vehicle service hours and 950,000 vehicle service miles.

KITSAP TRANSIT
(KT)

BREMERTON, WA: **KT** is requesting bids from firms or private owners interested in providing up to eight used, accessible, lift equipped, MCI Model 102D3 buses, model years 1994 through 2001, or an approved equal.

These buses will join a fleet of similar units purchased over the last several months *(WT 5/11)* for use on **KT**'s Worker/Driver Routes replacing a group of former **OCTD** reconditioned Gillig Phantoms.

KING COUNTY METRO - TRANSIT DIVISION
(KCM)

SEATTLE, WA: **KCM** is now requesting proposals for the manufacture and delivery of at least one all electric powered, heavy duty bus that can operate as an electric trolley bus using poles connected to **METRO**'s existing overhead wire grid and also as an electric powered bus without being connected to the overhead wires.

In addition to the base order, an option will be included for an additional 200 buses over the five year contract.

The primary objective of this procurement is to acquire a bus for testing and research. Should **KCM** determine the bus provides a feasible, viable fleet replacement alternative, they may chose to exercise its options to buy additional quantities of the bus.

PUGET SOUND REGIONAL TRANSIT AUTHORITY
(SOUND TRANSIT)

SEATTLE, WA: The **ST** Board has approved the 2012 Service Implementation Plan including *SOUNDER* and *ST EXPRESS* service changes for implementation next year and preliminary service plans for 2013 through 2017 for planning and forecasting purposes.



The SIP also contains a detailed status report on each bus and rail route and ridership and productivity performance objectives for the coming calendar year.

Proposed changes include -- the *SOUNDER* extension to South Tacoma and Lakewood is currently under construction and expected to go in service in late 2012.

Service would include five morning trains from Lakewood to Seattle and five afternoon return trains. As well, two morning and two afternoon trains would continue to begin or end at Tacoma Dome Station.

Several *ST EXPRESS* bus route changes would be made. All trips on 592-DUPONT-LAKEWOOD-SEATTLE would begin or end at Du Pont, headways would be changed from 10 to 15 minutes and the routing in downtown Seattle would be revised. Currently, most trips begin and end at Lakewood Station.

593-SOUTH TACOMA-SEATTLE, established as an interim route to serve South Tacoma commuters in 2009, would be discontinued as planned.

The Puyallup-Tacoma segment of 578-TACOMA-PUYALLUP-SEATTLE would be discontinued to eliminate duplication with *SOUNDER* and **PIERCE TRANSIT**. However, the 578 would receive added weekday evening and Sunday service hours.

The segment of 586-TACOMA-UNIVERSITY DISTRICT between downtown Tacoma and the Tacoma Dome Station would be discontinued as there is alternative service including the *TACOMA LINK* and **PIERCE TRANSIT** buses.

Increased peak, midday and reverse commute service would be added between Seattle and Tacoma on Routes 590 and 594.

Snohomish County weekday peak hour ridership continues to grow and increased peak hour service is planned for 510-EVERETT-SEATTLE and 511-ASH WAY-SEATTLE.

Planned changes for Route 574-LAKEWOOD-SEA-TAC AIRPORT to shift the south terminal from the Lakewood

CITY OF LOVELAND TRANSIT

Loveland, Colorado

FLEET #	BUILDER	MODEL	VIN #	YEAR
7001	Dodge	Minivan	XR196475	00/99
8012	Ford/Thomas	Econ/ECO CL 100	YHB99115	00/01
8014	Ford/Thomas	Econ/ECO CL 100	2HB13875	00/02
8016	Ford/Thomas	Econ/ECO CL 100	2HB13876	00/02
8018	Ford/Thomas	Econ/ECO CL 100	2HB13877	00/02
8020	Chev/Startrans	—/Starlite	5F531501	00/05
8022	Ford/Startrans	Econ/Starlite	7DA51649	00/07
8024	Ford/Startrans	Econ/Starlite	7DA51648	00/07
8040	Dennis Thomas	232G	XGW14247	00/01
8050	Bluebird	CSRE2509	XF087726	00/99
8060	Gillig	Low Floor		



Transit Center to the Lakewood Sounder Station were deferred because of the opposition to the rerouting from current passengers.

COACH AMERICA
(CA)

DALLAS, TX: **COACH AMERICA/BILLINGS/GILLETTE** is now offering taxi service in the Wyoming city 24 hours a day.

Fares are metered within city limits and arranged on a per mile basis for longer trips. **CA** offers weekly rates, punch cards (buy 9 rides, the tenth is free) and student discounts. Trips to and from the airport are just $15.The firm also transports package express in its service area.

However, in Las Vegas, **GRAY LINE LAS VEGAS** and **KT CONTRACT SERVICES** operations are being reduced.

Las Vegas Airport service was discontinued in early November and removed from their web site while the bus yard on Polaris was closed with all tour and charter operations now scheduled from the downtown yard on Tropicana.



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EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Beach Cities Transit	536-538	ElDorado/National	E-Z Rider II/—	00/11	
-DISPOSITIONS-					
Salem, Oregon	1405	ElDorado/National	E-Z Rider/WC084197	00/98	1
AC Transit	3011, 3037	NABI	416.09/WA140011, 037	00/98	2
	3040, 3041	NABI	416.09/WA140040, 041	00/98	2
	3043, 3056	NABI	416.09/WA140043, 056	00/98	2
	3065, 3067	NABI	416.09/WA140065, 067	00/98	2
	3125, 3126	NABI	416.09/WA140163, 164	00/98	2
	3130, 3131	NABI	416.09/WA140168, 169	00/98	2
	3148, 3151	NABI	416.09/WA140186, 189	00/98	2
	3153	NABI	416.09/WA140191	00/98	2
	H839	GMC	T6H-4523N/377	00/74	3
	H1054	Flyer	D10240/1959	00/81	3
	H1921	GMC	TDH-4509/048	00/49	3
Oahu Transit Service (HI)	610,	Gillig	S50T40102/R1085556,	06/94	4
	613-617	Gillig	S50T40102/R1085559-563	06/94	4
	621-624	Gillig	S50T40102/R1085567-570	06/94	4
	1102-1105	Ford	E-450 Van/—	00/01	4
	1107-1109	Ford	E-450 Van/—	00/01	4
	1111-1113	Ford	E-450 Van/—	00/01	4
	1115-1121	Ford	E-450 Van/—	00/01	4
	1123-1126	Ford	E-450 Van/—	00/01	4
	1128-1130	Ford	E-450 Van/—	00/01	4
	1132-1133	Ford	E-450 Van/—	00/01	4
	1135-1138	Ford	E-450 Van/—	00/01	4

Notes:

1. For sale on E-Bay in August 2011
2. For sale by AC Transit in August 2011.
3. Member of the Heritage Fleet, for sale by AC Transit in August 2011.
4. Ownership transferred to Honolulu Police Department after use at the 2011 Asian Pacific Economic Conference.

DECEMBER PHOTOS





LEFT: *AC Transit NABI 3153 on Route 13 on November 5, 2009. Paul Sullivan photo.* ***RIGHT:*** *AC Transit NABI 3125 on Route 14. Photographer unknown.*