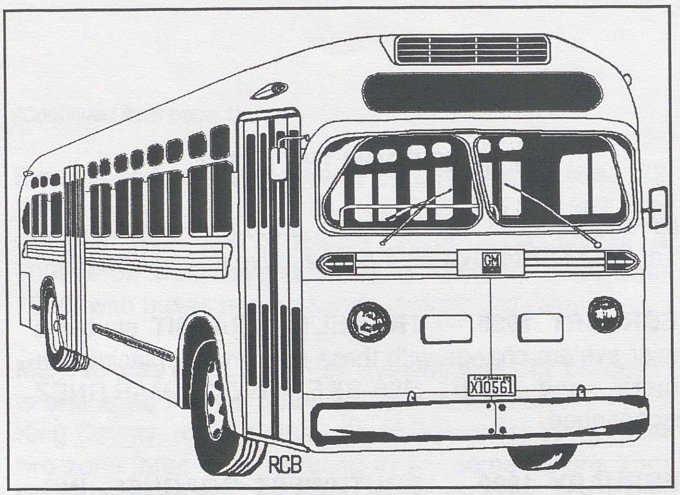
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VOL. 38, NO. 2 **February 2000**



TRANSIT SYSTEMS IN WASHINGTON AND INITIATIVE I-695, A CONTINUING STORY

Public transit agencies in Washington state continue to change in the face of the loss of between 1/3 and 1/2 of their funding following the passage of Initiative 695 in the November 1999 election *(WT 11/99, 12/99, 1/00).*

February 5th saw a reduction of 140,000 service hours for **KING COUNTY METRO** including discontinuation of four routes and suspension of another thirteen.

METRO's (and perhaps others) only remedy for long term relief may be some form of local option tax which would replace the motor vehicle excise tax (MVET) which had contributed about $100 million each year to the Seattle based agency.

To compensate for the loss, lawmakers are talking about lifting the current cap on the county level transit district sales tax, now limited to 0.6 percent. However, new revenue would not come in until the year after the voters approve such an increase.

King and Snohomish are the only counties at their limit. Rep. Ruth Fisher (D-Tacoma) and co-chair of the House Transportation Committee, has introduced a bill to eliminate the ceiling. Her co-chair, Rep. Maryann Mitchell (R-Federal Way) signed on as a sponsor, She remains non-committal although favors a hearing as "it doesn't raise a tax, but takes a lid off an existing tax". Lifting the lid requires legislative approval. Raising the tax would has to go to a vote under the terms of I-695.

King County would need to have a 0.3 percentage point sales tax increase (full transit tax rate at 0.9 percent). Snohomish would need a 0.4 percentage point increase Bringing its tax rate to one percent.

Yet to be resolved is how much the Legislature will find to tide transit agencies over until a new source of funding is found. Governor Gary Locke has proposed $100 million in his supplemental budget, but this is expected to face opposition.

Shortly after the November vote, King County Executive Ron Sims said that **METRO** needed to cut service hours by 1/3 over the next eighteen months reducing it to 1984 levels with the first reductions to start this month *(WT 12/99).*

In December, Locke announced his supplemental budget and Sims subsequently called off the reductions. Meanwhile, applicants for **METRO's** part time coach operator positions fell off which made the reductions more necessary due to employee shortages.

February 5th saw reductions including discontinuation of the 40, 948, 954 and 972. Thirteen routes were suspended — 34, 50, 86, 98-PIER 50-DOWNTOWN, 108-RENTON-BOEING, 109-DOWNTOWN SEATTLE-BOEING (RENTON), 117-BURTON-VASHON FERRY, 129, 189, 247, 334, 924–CLYDE HILL LOCAL and 944-FIRST HILL.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

A J California Mini Bus, Inc. dba DOOR TO DOOR AIRPORT EXPRESS between points in Alameda, Contra Costa, Solano, San Mateo, Santa Clara, Marin Counties and to and from said counties to points in San Francisco

CENTRAL COAST SHUTTLE SERVICES, INC. for PSC between Santa Maria, Bulleton and LAX and to establish a Zone Of Rate Freedom

Constantino Fourniotis dba ACROPOLIS AIRPORT SHUTTLE for PSC between points in San Francisco, Alameda, Contra Costa and Solano Counties and Oakland and San Francisco airports and to establish a Zone Of Rate Freedom

DECISIONS

ALL AMERICAN A-1 SHUTTLE SERVICE granted authority between points in Alameda, Santa Clara, San Mateo Counties and Bay Area airports

The Charter Party authority of *EXCELLENCY LIMOUSINE SERVICE* was revoked following the completion of an Order Instituting Investigation

An Investigation on the Commission's own motion into the operations and practices of *Deborah Ann Scarcelli dba SCARCELLI LIMOUSINES* determined the firm is no longer in business and the proceeding was closed

ITEMS AVAILABLE

Complete copies of the "Local Transportation Zone Guidelines" and the Staff Report on "Lines Of Regional Significance and Proposed Zone Applications" are available from the WT Editorial Office for the cost of printing and postage ($3.50).

Checks and money orders should be made payable to Edmund Buckley.

WT BACK ISSUES AVAILABLE

A reminder – back issues are available. Enlarge your collection or broaden your knowledge of transit happenings in the West by purchasing back issues – contact the Editorial Office.

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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)

FEBRUARY 1995 — TRI DELTA TRANSIT started a major system change with three new lines replacing two others and with 385-BRENTWOOD-MARTINEZ discontinued.

FEBRUARY 1990 — SOUTHWEST COACHES, INC. began operating the second part of an MTDB service contract including new Lines 902, 903, 933/934 and night hours on **SAN DIEGO TRANSIT** 13-SOUTHEAST SAN DIEGO-SDSU and 36-COLLEGE AVE-SPRING VALLEY.

FEBRUARY 1985 — SCRTD closed Division 23 (Slauson & Western) as construction finished at D5, divided 217 into 208-BEACHWOOD and 217-FAIRFAX and shortened 225 to no longer operate between Portugese Bend and Marineland due to deteriorating roadbed on Palos Verdes Drive South.

FEBRUARY 1980 — SCRTD signed a $141 million contract to buy 940 GMC accessible RTS 04 buses to arrive in new colors of white roof, black window effect and a three color belt rail of yellow over orange over red (a/k/a tri-stripe).

FEBRUARY 1975 — OMNITRANS operations began, five buses on five lines including Rancho Cucamonga, Yucaipa and the Victor Valley with a fleet (that would grow to 20) of Mercedes Benz 0309D buses. As additional buses arrived, added service was planned.

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(Continued from page 1)

Evening and weekend service on a number of lines (22, 25, 33, 37, 39, 51, 118, 149, 209, 302, 315 and 921 was dropped. The Metro Transit Tunnel now closes at 700PM on weekdays (instead of 1100PM since June 1998) with buses again operating along 3rd Avenue.

METRO has a two zone fare system. The City of Seattle is one zone and all other areas, outside the city but in King County, are the other. As of December 30, off peak two zone fares were reduced to $1, same as one zone fares, to encourage ridership. Peak hour one zone rides are $1.25 and two zones are $1.75.

WASHINGTON STATE FERRIES has announced plans to eliminate 92 management and support staff positions. Presently these jobs account for 314 of the 1986 total **WSF** employees. The reductions are designed to bring the ferry system in line with the budget reductions caused by I-695.

Sixty of the 92 positions, to be dropped immediately, are related to Referendum 49 construction projects (expanded passenger-only service and improvements to Colman Dock-Seattle). The others result from further reductions in the capital and operating programs.

I-695 may finally settle a 25-year debate over whether the county based **COMMUNITY TRANSIT (Snohomish County PTBA dba)** should absorb the city operated **EVERETT TRANSIT SYSTEM.**

Without consulting with either transit agency, State Representative Dave Schmidt (R-Bothell) has introduced legislation that would force a citizen vote on merging the systems. Schmidt said that since **CT** and **ETS** operate in each other's area, taxpayers should not bail out agencies that provide duplicate service.

The City of Everett has fought off previous merger efforts, primarily related to the transit sales tax rates. **CT** collects 0.6 percent in all areas of Snohomish County except Everett. There, **ETS** collects 0.3 percent and city does not want to pay higher taxes. Under Schmidt's bill, a majority merger vote would force Everett to join the PTBA and adopt the higher rate.

CT needs help to offset an annual loss of $18.7 million in MVET fees which has caused fare increases and employee layoffs *(WT 1/00).*

At press time, the **CT** Board had not adopted a position on the measure, but **CT** staff said that if analysis was positive, they would recommend an endorsement.

KITSAP TRANSIT in Bremerton plans to ask voters to approve a 0.1 percent increase in their sales tax in the spring. Meanwhile, January 3rd brought reductions (eliminating five routes and Sunday and holiday hours), reducing service on some routes to shorten the workday to 16 hours, scaling back work on the new Bremerton waterfront transit center and delaying various park and ride projects. In addition, 42 bus operators, support staff and maintenance workers have been furloughed.

WHATCOM TRANSPORTATION AUTHORITY, in Bellingham, has $9 million available in reserve thanks to a booming retail economy that resulted from a strong Canadian dollar in the 1980s. As a result of this fortunate situation, **WTA** plans no changes.

UTAH TRANSIT AUTHORITY (UTA)

SALT LAKE CITY, UT: TRAX, the light rail system between downtown Salt Lake City and Sandy through South Salt Lake, Murray and Midvale, paralleling Interstate 15, opened for business December 9th.

The sixteen station line begins in downtown Salt Lake City at the Delta Center (South Temple & 3rd West) and travels via South Temple, Main, 7th South and right of way to 100th South in Sandy.

The rail line is accessible and barrier free with tickets sold from vending machines at each station used as Proof Of Payment.

The system operates on weekdays and Saturdays between 530AM and 1130PM. Weekday headways are 10 minute peak, 15 minute midday and half hourly evening. Saturday headway is 15 minutes until 700PM and half hourly until close of service.

The TRAX system consists of 23 Siemens light rail vehicles, model SD-100, similar to the 2001-2052 series cars of the **SAN DIEGO TROLLEY.**

Already working on expansion, UTA and the Salt Lake City Council approved an agreement in mid December to build a 2.5 mile line between 4th South and Main and the University Of Utah's Rice-Eccles Stadium. The next step will be to secure a federal funding agreement for the $105 million project.

Earlier, the Council voted to kill the project due to its high cost, the impact to businesses along 4th South, the use of eminent domain and other issues. A renegotiated agreement, expected to contain six City conditions, does include a provision that **UTA** not request or follow

(Continued on page 4)

(Continued from page 3)
through on any city referendum to fund the downtown to U of A operations unless the currently served cities are included. This was done to prevent Salt Lake City taxpayers from paying for operations costs.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The **MTA** Board has approved the purchase of an additional 215 low floor NABI buses *(WT 11/98)* exercising an option contained in the original procurement. The 40 foot, 40 passenger buses are expected to be delivered toward the end of next year.

Meanwhile, the first order of 215 NABI 40LFW low floor buses are in various stages of production at this time with delivery of the first 30 units scheduled for this month. The first 100 will be painted a distinctive red and white and assigned to the Rapid Bus demonstration project, expected to begin in June on WILSHIRE-WHITTIER (85 buses at Division 7) and VENTURA BLVD (15 buses at Division 8). The remainder of the order are also expected to be assigned to D7.

By January 1st, 103 of the New Flyer high floor CNG buses (5000-5222) were on the property with 83 in service, mostly from D3 with others assigned to D5 and a few at D7 to test their new CNG fueling facility. Temporarily, 5109 has been assigned to D9.

The nearly eight year experiment with methanol and ethanol fuels came to a close on January 31 as 1259, TMC RTS 06, pulled into D9 following a day on 78/79-LAS TUNAS/HUNTINGTON DR.

In the last few months there have been only a handful of ethanol powered TMC RTS in service. 279 of the 324 methanol-to-diesel conversion buses were in service at the beginning of January.

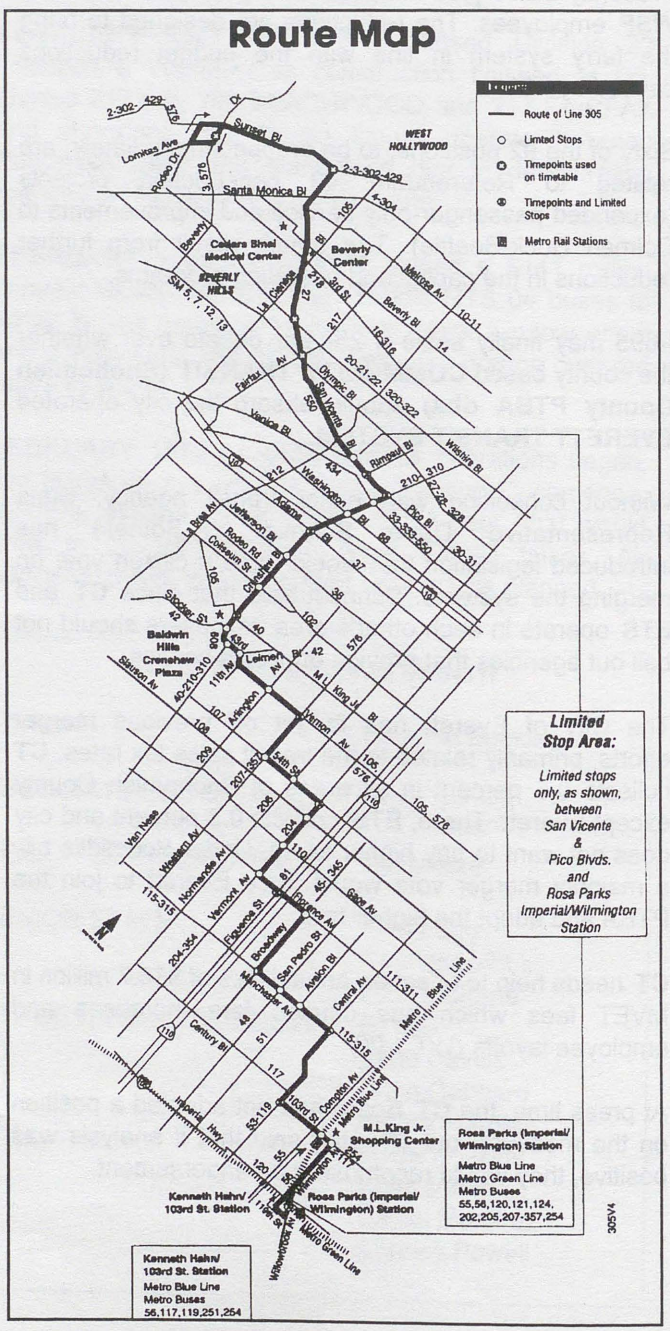
On January 2nd Line 206-NORMANDIE AVENUE was extended for direct connection with the Sunset/Vermont RED LINE Station. Buses travel Hollywood, Prospect, Hillhurst, Sunset and Vermont.

Earlier in the month, four car RED LINE trains began operating between the Hollywood/Vine Station and the North Hollywood Station terminus of the line to test all of the sub-systems as **MTA** prepares to open the subway to the San Fernando Valley in June.

Prodded by Los Angeles Mayor Richard Riordan, the **MTA** Board has voted to transfer $140,000 from the Board contingency account to the Greater San Fernando Valley Transportation Zone Interim JPA to fund an independent consultant's costing and financial analysis review of **MTA's** zone divestiture data *(WT 7/99, 1/00)*.

January 30th brought the reincarnation of Line 305-SOUTH LOS ANGELES-BEVERLY HILLS *(WT 12/95, 12/99)* which operates daily between 530AM and 1100PM with 20 minute headways during weekday rush hours and half hourly headways at other hours.

The line is a BDOF operation from Divisions 7 and 18. First day buses were (D7) - 1324, 1434, 2021, 2023, (D18) 3477, 6364 and 6454. During February, all rides will be free with regular fares beginning March 1st.



(Continued from page 4)

AIRPORT BUS (AB)
(Ground Systems, Inc. dba)

ANAHEIM: The ANAHEIM AREA TERMINAL, on the grounds of the Disneyland hotel for many years and removed as part of the Disneyland Park expansion, has been relocated to property on Manchester, just east of Harbor and across from Howard Johnson's.

The covered terminal boarding area has been retained and the buses now serve the station from both sides. A ticket office and employee area complete the facility.

The DISNEYLAND-LAX and DISNEYLAND-ORANGE COUNTY AIRPORT routes now have adjusted pick up points in the Disneyland hotel/motel area. Service runs half hourly on both (hourly after 600PM with the last airport bound buses departing at 800PM).

The smaller hotels/motels are served by hourly shuttles connecting with the "on the hour" departures from the Anaheim Terminal while the thru buses serve the larger hotels. Some changes are the result of changes in road configurations caused by Disneyland expansion.

CALIFORNIA NEWS BRIEFS

SAN FERNANDO MISSION CITY TRANSIT *(WT 12/97)* discontinued all operations last March.

ANTELOPE VALLEY TRANSIT AUTHORITY will order 15 Gilligs (11 as replacements for 201-211 and 4 as fleet additions) by joining with the Florida Consortium and exercising one of their options for 40 foot, diesel powered buses. The first 9 are due next February and the remaining 6 by September 2001.

GOLDEN GATE TRANSIT has started a Guaranteed Ferry Boarding Program on morning San Francisco bound ferries from Larkspur to encourage more people to ride the FREE **GGT** ferry shuttle buses. A special entryway is provided for those arriving on the bus and the program is subject to the bus arriving on time and the passenger having their ferry ticket prior to arrival.

LONG BEACH TRANSIT has completed repainting the fleet into the mostly white with red and black stripes colors. 18 additional low floor New Flyers are expected by June 2000 with two electric hybrid buses in the fall.

Beginning February 21, **ALTAMONT COMMUTER EXPRESS** will add a morning southbound short turn trip by having the first arrival in San Jose return to Pleasanton and depart there at 753AM, serve Fremont, Great America and arrive San Jose at 900AM.

VALLEY TRANSPORTATION AUTHORITY
(VTA)

SAN JOSE: The TASMAN WEST LIGHT RAIL LINE opened for business on December 20th following three days of opening events and free rides.

The 7.6 mile line operates between the Baypointe Transfer Station (connection with the BAYPOINTE-SANTA TERESA rail line) and downtown Mountain View traveling through Santa Clara and Sunnyvale.

Service runs every 10 minutes weekdays, 15 minutes weekends with half hourly evening and hourly Owls.

Two NEW bus lines opened the same weekend in the Mountain View area — 47-MOUNTAIN VIEW-SAN ANTONIO SHOPPING CENTER and 48-MOUNTAIN VIEW-WISMAN & ELLIS.

Line 47 operates weekdays only between 600AM and 800PM, hourly midday and half hourly peaks along San Antonio, Casey, Marine, Garcia, Charleston, Shoreline, Villa, Hope to Mountain View Transit Center.

Line 48 operates in almost a loop primarily along Whisman, Fairchild, Ellis and Bernardo. Service runs every 30 minutes 545AM-1030PM on weekdays and 745AM-930PM on weekends.

Many other changes took place January 10th including the discontinuation of 17A-6TH & HANNA-ROSSI, 20-MILPITAS-SAN ANTONIO CTR and 46-SHORELINE INDUSTRIAL-LOCKHEED MARTIN. 23-STEVENS CREEK BLVD was extended to Foothill College while 34–FREMONT-GRANT and 50–EL CAMINO HOSPITAL-SAN ANTONIO CTR were merged with 34 traveling as before between Santa Clara and Fremont & Grant, then on Grant to El Camino Hospital and on to San Antonio Center covering most of the 50 routing.

NEW Line 33-WELLER & MAIN-BAYPOINTE STA. CONNECTS DOWNTOWN Milpitas, McCarthy Square, Milpitas Ranch and Baypointe Station replacing a portion of former Line 20.

VALLEJO TRANSIT LINES
(VTL)

VALLEJO: **VTL** fares, both within Vallejo and on the BART LINK services, were increased January 1st.

The basic fare rose from $1.00 to $1.25 while Vallejo to BART or Fairfield is now $2.75, Fairfield to BART is $3.75 and Vacaville to BART is $4.25. Senior/Disabled and Student fares also increased.

(Continued on page 6)

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SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: January 2nd brought new 900AM-500PM Sunday service on four lines – 19-RIO LINDA-NORTH HIGHLANDS, 26–FULTON AVE, 54-C.R.C.-PARKWAY ESTATES and 93-CITRUS HEIGHTS-HILLSDALE, new Saturday hours on 84–WATT AVE-NO. HIGHLANDS and discontinuation of three other lines, 77-CAPITAL CENTER LUNCH SHUTTLE, 78-GOLD CENTER LUNCH SHUTTLE *(WT 1/99)* and 138-HOTEL DASH (*WT 5/98).*

RT is currently awaiting delivery of twelve 40 x 102 CNG powered Orion Vs and four Chance American Heritage Streetcars, also CNG and likely very similar to the five **RIVERSIDE TRANSIT AGENCY** has.

The Chances will be used on a special shuttle route in the downtown area and also on a DOWNTOWN-RALEY FIELD shuttle for the new River Cats Triple A Pacific Coast League baseball team. The new stadium is located in West Sacramento, just across the Sacramento River and southwest of the Tower Bridge.

The River Cats will play 71 home games, mostly on weekday nights, which means the shuttle line will start just before the afternoon peak hour is over.

SAN DIEGO TRANSIT CORPORATION METROPOLITAN TRANSIT SYSTEM (SDTC/MTS)

SAN DIEGO: The METROPOLITAN TRANSIT DEVELOPMENT BOARD has obtained 14 used Gilligs *(WT 8/99)* through Transit Sales International, three ex **REGIONAL TRANSIT** and 11 ex **OCTA** via **WESTERN TRANSIT SYSTEM,** see Equipment Report.

The first nine (or ten) were assigned to **SDTC** while **MTS** received five (or four) -- 1710 has yet to be seen.

These units were designed to allow for service expansion while awaiting delivery of 43 new low floor New Flyers *(WT 11/98).*

The buses are painted all white with a blue belt rail stripe on **SDTC** and a red stripe on **MTS** buses. They have been observed on Lines 25, 932 and 933.

MTS 990-CARMEL MOUNTAIN RANCH-HILLCREST *(WT 11/97)* was substantially altered on January 30th including an northward extension to Rancho Bernardo Industrial Park, deletion of the UCSD Medical Center segment, an extension to downtown via Washington, Polk, Park Blvd, University, 4th Ave inbound and 1st Ave. outbound to/from 1st and C. 990 runs north in the morning, south at night.

NEW and operationally combined with 990 is 980-RANCHO BERNARDO-NORTHWEST POWAY-SAN DIEGO EXPRESS, which runs south in the morning and north at night via Rancho Bernardo Dr, Pomerado Rd, Ted Williams, I-15 HOV Lane, Hwy 163, 10th Ave, B St, 4th Ave and Broadway to 1st Ave and C. Service is offered every half hour on weekdays between 530AM-1000AM and 200PM-700PM.

VIP TOURS & CHARTERS (VIP)

LOS ANGELES: **TRAVELWAYS, INC.** has acquired **VIP TOURS & CHARTERS SIGHTSEEING, INC.,** the largest provider of sightseeing tours in Los Angeles area with a fleet including 11 buses (some MCI 102D3 and Van Hool T-800s) and 28 minibuses, Econoline/ Metrotrans T/As and Econoline XLTs.

The fleet, which had been painted dark blue with gold striping and white lettering, is now being repainted white with green and blue lettering and logos, the **TRAVELWAYS** system colors.

VIP offers 18 tours to the traditional Southern California tourist spots starting at points in both Los Angeles and Orange County and offers shuttles to and from all area airports, called VIP EXPRESS SHUTTLE.

NATIONAL NEWS BRIEFS

TRAVELWAYS, INC. has been selected as the ground transportation provider for Las Vegas based **SCENIC AIRLINES,** with daily sightseeing flights to the Grand Canyon, Monument Valley and Bryce Canyon.

COACH USA, INC. has announced the acquisition of nearly a dozen companies including **ALL WEST COACHLINES, INC.** (Sacramento) and **GOODALL'S CHARTER BUS SERVICE/GRAY LINE OF SAN DIEGO.**

As part of a series of British based companies purchasing American transportation firms, FirstGroup, PLC has acquired Ryder Public Transportation Services from Ryder System, Inc. RPTS included Ryder Student Transportation Services, Ryder/ATE (formerly **ATE MANAGEMENT & SERVICE COMPANY)** and Ryder MLS, understood to be the largest American provider of fleet maintenance services. Ryder/ATE has been renamed FIRST TRANSIT, INC.

(Continued on page 7)

MERCED COUNTY TRANSIT
Merced, California

FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR	NOTES
M3-M6	Ford/El Do	Econ/Aerotech	KHC35324-327	1989	
M7-M8	Ford/Collins	Econ/Diplomat	SHA09262,261	1995	
M9-M15	Ford/Goshen	Econ/Goshen GCII	—	1998	
M17-M18	Champion	CTS	M2103926,928	1992	
M19-M20	Champion	CTS	M2103978,977	1992	
M25-M27	Ford/National	Econ/Escort 158	KHC04343,342,341	1989	
M28-M30	Ford/National	Econ/Escort 158	KHB63761,344,759	1989	
M31-M33	Ford/Collins	Econ/Diplomat	LHA93884,877,886	1991	
M34-M35	Ford/Collins	Econ/Diplomat	MHA31047,043	1991	
M36-M37	Ford/Collins	Econ/Diplomat	PHB18637-638	1993	
M38-M39	Ford/Collins	Econ/Diplomat	SHA73317-316	1995	
M40-M47	Ford/Collins	Econ/Diplomat	mixed	1996	1
M50-M58	Bluebird	QBRE2903	VF073523-531	1997	
M59-M60	Bluebird	QBRE2903	VF073521-522	1997	
M61-M63	Gillig	40TB1026V92T	J1082486,481,490	1988	2
M149-M150	Ford/Collins	Econ/Diplomat	MHA52985, MHB24229	1991	

-NOTES-
1. VINs are THB41870, THA90432, THA90430, THB17409, THB36647, THB41869, THB41868, THB38648
2. Ex BART EXPRESS 19120, 19115, 19124

(Continued from page 6)

EL CONEJO BUS LINES, INC.
(ECBL)

DALLAS, TX: **ECBL** has filed suit against **GREYHOUND LINES, INC.** and its wholly owned carrier holding company, Sistema Internacional de Transporte de Autobuses, Inc. (SITA, Inc.) in Federal Court in Austin, TX. claiming that the companies are charging ticket prices below the actual cost of operations in an effort to drive **ECBL** and other competitors out of business.

Starting in 1992, **ECBL** operates a fleet of 18 Van Hool coaches on routes connecting Laredo with San Antonio, Houston and Dallas; also Dallas, Kansas City and Chicago and operates from Laredo south into Mexico with four daily round trips to/from Monterrey.

SITA controls a number of bus companies including **AUTOBUSES AMERICANOS, AUTOBUSES AMIGOS, AUTOBUSES CRUCERO S. A. de C.V.** and **GOLDEN STATE TRANSPORTATION COMPANY.** Working with several Mexican bus carriers, **GLI** is now able to provide cross border service at several major gateways between the United States and Mexico.

GLI and SITA have denied the allegations and said they will prove their case in court.

EDITORIAL

ORANGE COUNTY TRANSPORTATION AUTHORITY has proposed a system route restructuring for June 2000 implementation that would "straight line" much of the existing system and create a number of new lines.

In many cases, the realignments would cause passengers who now have a one vehicle trip to need to transfer to complete the trip. The biggest known deterrent to using public transit is the need to transfer to make certain trips.

There are some very good ideas in the program – all day service the length of Grand/Glassell/Kramer on Line 59; new Line 73 on Red Hill, Newport, Balboa; new 75 along Jamboree with plans for a northward extension to Santiago Canyon College; reinstatement of service on Hamilton/Victoria on Line 80 and Line 89 running the length of Laguna Canyon and El Toro.

Plans to shorten 47 and 49 at The Block, reroute 57 to stay on Bristol and the 60 on 17th and rerouting Lines 70 and 72, all of which will require passengers to and from downtown Santa Ana to transfer, need to be re-thought. Keeping 47, 49 and 57 traveling into SATT would not compromise the program, but would continue to provide important services. Ideas about the 26, 30 and 33 also need further review.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Oakland Airport "The Flyer"	9901-9915	Gillig	G18B102N4/X1070298-312	2-3/99	
Utah Transit Authority (UT)	9931-9997	Gillig	G18D102N4/X1070700-766	1999	
Norwalk Transit System	7053-7060	Gillig	G18D102N4/X1070982-989	10/99	
Steamboat Spgs Trnst (CO)	55-56	Gillig	C21A096N4/X1089359,966	08/99	
Los Angeles County MTA	5000	New Flyer	C40/WU019297	1998	
	5001-5010	New Flyer	C40/XU020050-20059	1999	
	5011-5012	New Flyer	C40/XU020100-20101	1999	
	5013-5052	New Flyer	C40/XU020060-20099	1999	
	5053-5222	New Flyer	C40/XU020102-20271	1999	
Golden State Transp Co	52230	MCI	102DL3/X—52230	1999	
-USED-					
San Diego Transit Corp	1701-1703	Gillig	4096TA6V92T/C1080388,400,406	1982	1
	1704-1705	Gillig	4096TA6V92T/D1080470,480	1983	2
	1706-1707	Gillig	4096TA6V92T/D108—	1983	
	1708-1709	Gillig	4096TA6V92T/D1080513,521	1983	3
	1710	Gillig	4096TA6V92T/D108—	1983	
Metropolitan Transit Sys	1711-1714	Gillig	4096TA6V92T/-,-,-,D108004	1983	4
Azul Y Blanco (MX)	1-238	Gillig	3596TA6V92T/D1080547	1983	5
	1-133	Gillig	3596TA6V92T/D1080548	1983	6
-DISPOSITIONS-					
AC Transit	1326	Gillig	40TB966V92/D1080321	1983	7
Phoenix Transit Sys (AZ)	5113	AM General	9640A-8/0219	12/75	7
Santa Cruz MTD	832	GMC	T6H-4523N/1240	1974	8
	843	GMC	T6H-4523N/2342	1976	8
	859,867	Grumman	870 45102-8-1/90964,90972	09/79	8
	870-871	Grumman	870 45102-8-1/91546-91547	1980	8
Gardena Muni Bus Lines	790	Grumman	870 53102-8-1/91624	1980	8
	793-795	Grumman	870 53102-8-1/91607,91657,91714	1980	8
	796-798	Grumman	870 53102-8-1/91559,91629,91752	1980	8
Phoenix Transit Sys (AZ)	4307,4309	GMC	TH8201/384,379	1978	8
	4312	GMC	TH8201/—	1978	8
	4765	AM General	9640A-8/0183	11/75	8
Omnitrans	417	GMC	T80204/BV810631	1981	8
Seattle Metro (WA)	1643-1644	Flyer	D10240C/D900/1509-1510	1979	8
	1745	Flyer	D10240C/D900/1815	03/80	8
	1879	Flyer	D10235C/D900/1659	12/79	8
	(12)-see below	MAN	SG220-18-2/see below	1978	9

-NOTES-

1. Ex Sacramento Regional Transit 4703, 4715, 4721.
2. Ex Western Transit Systems 407, 406 (OCTA 4006, 4016).
3. Ex Western Transit Systems 402, 409 (OCTA 4049, 4057).
4. Ex Western Transit Systems 412 (OCTA 4040).
5. Ex OCTA 4519.
6. Ex OCTA 4520.
7. To Commuter Bus Lines in Lynwood and for resale.
8. To Transit Sales International in Temecula.
9. Fleet Nos. 1410, 1419, 1420, 1441, 1445, 1490, 1495, 1513, 1515, 1522, 1540, 1547 and VIN Nos. 297-0013, 0022, 0023, 0047, 0057, 0102, 0107, 0125, 0127, 0134, 0152, 0159.

ORANGE COUNTY TRANSPORTATION AUTHORITY 2101, NABI 040.09/XA140370, is a 40', low floor, LNG powered bus and the pilot bus of an order for 232 units, is now on the property and being readied to be operated in revenue service. The bus is in the modified two stripe (orange over blue) color scheme with new graphics.