



Welcome to another issue of The Green Pennant Special, the official publication of The Omnibus Society of America.

Through this publication we hope to keep our readers informed of events happening in the transit industry in Chicago and other cities in the United States.

Visit the Omnibus Society of America website at "www.osabus.com". At osabus.com we will be posting upcoming fan trips and meetings information, as well as membership information.

Please visit our site when you have a chance and give us your opinions and comments.

• SEPTEMBER OSA MEETING

The September meeting of the Omnibus Society of America was held on September 2, 2005, in the Anderson Pavilion of Swedish Covenant Hospital, 2751 W. Winona Avenue, Chicago, Illinois. The meeting will start at 7:30 pm.

Our program for the evening will be a slide presentation by Melvin Bernero on many different subjects.

The hospital is on California near Foster. Winona is one half-block south of Foster. By public transportation, take the 92 Foster to California. From the Ravenswood Brown Line, take the 93 North California from Kimball, get off after it turns onto California from Foster and walk back south. Or, take the 11 Lincoln from Western; get off at Carmen (One block south of Foster) and walk west on Winona.

There is some parking on California and Winona. The parking structure is on the west side of California just south of Foster.

• CTA CORNER

The Chicago Transit Authority began construction the week of August 1st on a new Park & Ride facility along the O'Hare branch of the Blue Line. Located adjacent to the Harlem station at 5550 N. Harlem Avenue, the additional 53 parking spaces will provide a convenient travel option for CTA customers who wish to combine driving and public transit, as well as generate additional revenue for the CTA.

When the new lot opens this fall it will have 53 parking spaces including three spaces designated for customers

with disabilities, new signs, a parking pay station area, canopies to protect customers from the elements and improved landscaping. Parking will cost \$2.00 per day.

Construction began August 1 and will last approximately two months. During the first two weeks of construction, the drive in front of the station currently used as a drop off and pick up point to the station will be closed. The drive will re-open in mid-August while the construction on the Park & Ride lot continues.

Chicago-based Old Veteran Construction, Inc. will perform the construction work valued at \$75,000. The Federal Transit Administration has provided funding for the project.

The addition of the Blue Line Harlem Park & Ride facility will bring the total number of Park & Ride lots in the CTA system to 18, with a total of 6,289 spaces. (www.transitchicago.com 7/29/05)

A comprehensive audit of the Chicago Transit Authority ordered months ago has not begun because agency officials have refused to sign an agreement that would require them to reimburse the state for the probe, the Illinois auditor general said in a letter August 2nd.

In May, the Illinois House directed the auditor general's office to conduct financial, compliance and performance audits of the cash-strapped CTA, which received a \$54.3 million bailout from the state.

The review was supposed to begin soon after the legislative action. But in a letter to the co-chairman of the Legislative Audit Commission, Auditor General William Holland said the CTA has not signed an inter-governmental agreement, which is necessary because his office does not have authority to conduct probes of local government. Among other things, the document would require the CTA to pay for the review, except for in-house expenses.

CTA Chairwoman Carole Brown said she welcomes the audit but questions whether legislators wanted the transit board to pay for the review. If so, the CTA must determine how it will pay for it and then obtain approval from the CTA and regional Transportation Authority boards to amend the budget, she said.

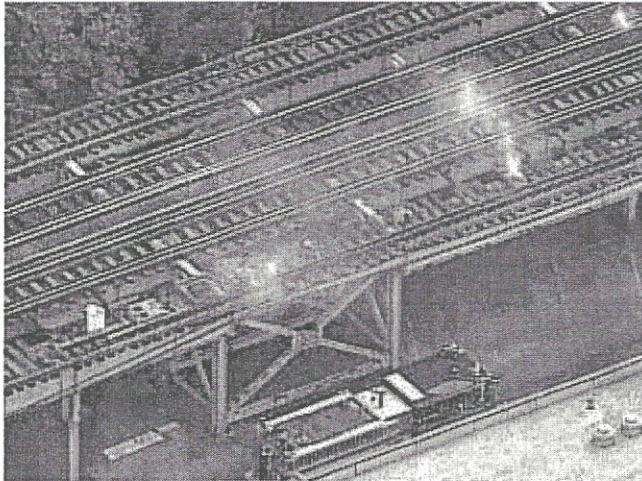
"We don't want to be perceived as stonewalling," Brown added. "We just think it's prudent to come up with a revenue source to pay for it."

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CTA

A track fire caused major problems for thousands of CTA commuters on the city's North Side Wednesday, August 3, 2005. Trains began moving again shortly before 6:00 pm after a track fire late Wednesday afternoon forced transit officials to shut down the Purple and Brown Line trains between the Merchandise Mart in the Loop and Belmont Avenue on the North Side.



(Abc7chicago.com image)

Small fires broke out on the elevated tracks near 1600 N. Burling. The fire involved old ties on the abandoned Track One in the area.

• PACE PATTERN

With Governor Blagojevich's signing of House Bill 1663 on July 29th, Pace Suburban Bus became the sole provider of all ADA (American with Disabilities Act) services in the City of Chicago and the surrounding six counties. The Bill states that Pace will become the official operator of CTA's (Chicago Transit Authority) ADA services by July 1, 2006. Pace will continue to provide its current suburban ADA services.

Many senate and house sponsors, including chief sponsor in the Senate, 39th District State Senator Don Harmon of Oak Park, and members of the Committee on Mass Transit were instrumental in the creation of this legislation which gives oversight and funding responsibility to the Regional Transportation Authority (RTA). The Mass Transit Committee, headed by 18th District Illinois State Representative Julie Hamos of Evanston, and its Paratransit Subcommittee headed by 59th District State Representative Kathy Ryg of Vernon Hills, were particularly influential in taking this regional transit approach.

Along with the RTA and CTA, Pace wants to create a program that works well for all persons with disabilities. Extensive community outreach will be undertaken to educate and involve the public during the transition of services.

Pace considers the Governor's action a vote of confidence in their ability to operate efficient, quality transportation. The agency's experience and use of technology should result in region wide services that are better coordinated and easier to use. (www.pacebus.com August 2, 2005)

At their August 3rd meeting, Pace Suburban Bus Board members got their first glimpse of budget issues they'll be facing in 2006. They were given two possible scenarios. Should they use Federal 5307 capital funds as they have in the past, there would be an estimated shortfall of \$4 million; if they are not used, the shortfall grows to nearly \$34 million.

Pace Executive T.J. Ross doesn't deny there are challenges ahead. Issues are being raised now to show there are significant problems that Pace wants to work with the RTA (Regional Transportation Authority) on solving. Ross said the RTA is "looking for ways to help us and we're looking for ways to help them."

Chief among his concerns is the growing reliance on capital monies to close the budget gap. Ross doesn't see the use of 5307 funds as a long term solution. The Pace fleet is fine for now but he wants to keep the core business healthy so the agency can move on to new projects that make greater use of technology to shorten the time of Pace trips. The Capital Program Pace is proposing includes the purchase of 270 vehicles which will be used primarily for vanpools and paratransit services.

The suburban agency also needs to identify the costs of transitioning, and eventually absorbing, ADA (Americans with Disabilities Act) service now provided by the CTA. In accordance with House Bill 1663, Pace is slated to operate that service by July 2006.

There is good news in Pace's 2006 budget picture. Ridership and revenue numbers should continue to grow. Ridership is increasing this year at a rate of more than 6 percent with an additional increase of more than 3 percent predicted for 2006. Revenue for 2006 is projected to increase by 4 percent.

Pace's 2006 proposed operating budget is \$173 million, an amount approximately 7 percent higher than 2005.

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PACE

Rising fuel costs continue to be a problem along with bus repair parts and health care costs. Less fares and other revenue sources, the agency's funding requirement should be about \$115 million.

Pace submits its preliminary 2006 budget to the RTA August 15th. The RTA advises Pace of its funding marks by September 15th. Revisions are then made before a proposed budget is reviewed and released by the Pace Board for a round of public hearings in late October. (Google businesswire.com August 9, 2005)

Judi Kulm, spokeswoman for Pace, the suburban bus agency, said that among the initiatives to receive funding is transit signal priority on Rand Road from Des Plaines to Wauconda. Transit signal priority modifies the normal operation of a traffic signal to better accommodate transit vehicles, like buses or streetcars, and helps a bus keep to its schedule better.

"It allows us to operate more efficiently. We see that as a way for Pace to be more competitive with cars," said Kulm. About \$670,000 has been earmarked for that project in the new legislation.

Pace is also getting \$1.25 million for its bus rapid transit project on Cermak Road, affecting several communities, including Lombard, Cicero, Berwyn, Broadview and North Riverside. Bus rapid transit, a concept relatively new to the Chicago area, combines some of the features of rail systems – operating in dedicated lanes and fee collection before boarding – with the cost savings of using over-the-road vehicles.

Pace and the Regional Transportation Authority have agreed to settle a lawsuit the suburban bus agency filed in 2002 that alleged the RTA had reduced its subsidy at an unfair rate, forcing the bus agency to cut service.

Pace originally sought \$138 million in damages. Instead, it agreed to settle in exchange for permission to use certain revenues – that are not fares – to count toward its farebox recovery ratio, which is the percentage of operating costs that must be covered by passenger fares, according to an agreement signed August 5 by each board's chairman.

With the RTA's permission, Pace has used that approach to meet its farebox recovery ratio for the last two years, a spokesman said.

The agreement also stated that if those revenues were not available, the RTA will consider reducing Pace's farebox recovery ratio. (www.chicagotribune.com August 12, 2005)

• METRA MATTERS

Metra's first two Electric Line trains with on-board toilets are set to pick up passengers starting in September, with 24 more cars to hit the tracks by early 2006.

But greater commuter relief – the \$420 million contract for 160 restroom-equipped train cars for the South Suburban line – is about to get flushed.

Without the state bonding authority to pay the bill, Metra officials fear the train-car manufacturer will no longer honor the agreed price past September, a year beyond the original sale date.

And that could force Metra to start the bidding process again – potentially boosting the train car price tag and keeping a complete fleet of trains with toilets off the Electric Line for years.

The train car purchase was originally delayed when state leaders decided not to extend the expiring Strategic Capital Improvement Program bond program.

Metra twice extended the purchase contract with Sumitomo Corporation of America while waiting for new state funding that never came.

IDOT spokesman Mike Claffey said the SCIP bond program expired and there is no new revenue to bring it back to life,

Claffey said IDOT leaders expect the federal transportation appropriations bill – which passed Congress and is awaiting President Bush's signature – will include some money for rail-cars. And IDOT officials have promised state matching funds will be available to meet federal grants.

But unless new funding can be secured next month, it may be too late to save the current deal. Metra spokeswoman Judy Pardonnet said the Electric Line cars remain the agency's "top capital priority," but its hands are tied without the state dollars.

"We cannot shuffle money for other capital programs [to cover the cost]. Other federal money is already earmarked for specific projects and matching state money," she said.

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(Cont from page 4)

METRA

Chicago Southland Chamber of Commerce president Kevin McNully said he was warned of the likely train car trouble months ago in a letter from Metra board chairman Jeff Ladd. (www.suntimes.com August 2, 2005)

The proposed Metra commuter rail line from Kenosha north to downtown Milwaukee has been awarded \$80 million in federal funding over the next five years, state legislators said on Monday, August 1, 2005.

The funding would be used for the proposed expansion of Metra's Union Pacific North Line. The project was first considered in the early 1990's but had stalled in recent years as political leaders struggled with ways to pay for it. A key engineering study of the project is expected to begin this month.

The 33-mile extension would link Kenosha, the Metra line's current northern endpoint, to downtown Milwaukee through stops in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, St. Francis and Cudahy.

Startup costs for the project are expected to top \$150 million, with annual operating costs nearing \$20 million.

The preliminary engineering process will help determine the source of those funds and will also likely help determine who will oversee the operation of the Metra extension.

The federal money for the project is included in the Transportation Reauthorization bill that funds the nation's transportation system for the next five years. A joint Senate/House Conference Committee, which resolves the difference between the Senate and the House versions of the bill, has included these funds in the bill. The House passed the bill Monday morning and the Senate is expected to take up the bill later Monday where swift approval is expected. Wisconsin Democratic Senators Herb Kohl and Russ Feingold and Congresswoman Gwen Moore (D-Milwaukee) had identified the commuter rail as a priority for funding, the legislators said.

"A new commuter rail line which strengthens the regional ties between the communities of southeast Wisconsin and northeastern Illinois can help our area attract and retain good jobs," Moore said in a statement. "And besides the fact that my communities of Cudahy, St. Francis, and South Milwaukee will gain important new access to its passenger rail option, this \$80 million

project will mean the creation of jobs for people in our area." (Milwaukee.bizjournals.com August 1, 2005)

The south suburbs were elated with the news this week that a pair of major Metra projects will move forward.

But Metra officials issued a warning Friday, August 12th, saying there's no guarantee both commuter rail projects will happen.

The proposed SouthEast Service Line to Crete and the extension of the Electric Line – from University Park to the planned site of the new south suburban airport – were included in a \$286 billion transportation bill signed by President Bush.

But Metra said the pair of projects face long odds of surviving when they compete for dollars with transportation projects across the country.

The proximity of the two proposed commuter lines – they are less than five miles apart in spots – could doom the chances for one of them when the federal government distributes funding nationwide. One line also could siphon riders from the other, Metra officials said.

"If both projects are funded, we will do both of them," Metra spokeswoman Judy Pardonnet said. "It is unlikely both will be approved. If they are, that's great."

Both projects are being pushed by U.S. Rep. Jesse Jackson Jr. (D-2nd), of Chicago, who disagreed that one of the projects likely will be sacrificed for the good of the other.

"Both projects are necessary and both serve different needs," Jackson said. "The SouthEast Service Line will provide additional and long-overdue transit service to the far southern suburbs and northwest Indiana. The Electric Line extension to the airport will tie the new airport into the regional transportation network. Sure, the two lines run parallel in the city, but they go to different places and serve different needs."

In the transportation bill that expires in 2009, Metra identified as priorities the \$550 million SouthEast Service Line and the \$1 billion STAR Line from O'Hare International Airport to Joliet.

But Metra also was saddled with pet projects added to the bill by lawmakers.

Among the "member initiative" projects are commuter rail extensions to Ottawa, Rockford and Milwaukee. (Cont on page 5)

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METRA

The \$300 million Electric Line extension, championed by Jackson, falls into that category, Pardonnet said.

"The SouthEast Service Line is our No. 1 priority," she said. "That is the No. 1 priority of the region."

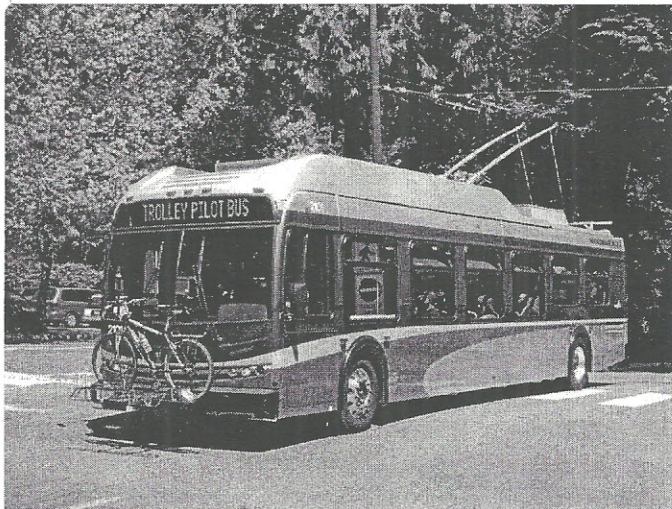
Ed Paesel, of the South Suburban Mayors and Managers Association, called on Metra to continue planning for the SouthEast Service and Electric line improvements. He said studies during the planning process will determine whether one or both are unnecessary.

Paesel noted that the future of the two rail projects will require input from the region. Metra alone cannot decide their fate, he said.

"We will make that choice," Paesel said. "Moving forward with the planning on one line does not jeopardize the other." www.dailysouthtown.com August 14, 2005)

• ELECTRIC TRANSIT NEWS

Manufacturers of TransLink's (Vancouver B.C.) new electric trolley fleet officially handed the prototype bus to TransLink and Coast Mountain Bus Co. officially on July 20, 2005.



The pilot vehicle is the first of 228 state-of-the-art trolleys that will provide pollution-free, fully accessible transit to thousands of transit customers on Vancouver and Burnaby's trolley routes

The trolleys are being built by New Flyer Industries of Winnipeg and will be powered by an electric propulsion system made by Vossloh Kiepe of Germany. Representatives from both companies were on hand in

Stanley Park July 20th to officially turn over the new bus to TransLink Chairman Doug McCallum.

The 40-foot pilot vehicle will be used to gather operating data and fine-tune specifications before the new trolleys start to roll off the assembly line in Winnipeg next year.

The contract for the new \$27.3-million fleet represents one of the largest public transit vehicle purchases in North America. In total, 228 trolley buses will be delivered: 188 standard, 40-foot buses, and 40 articulated, 60-foot buses – the first articulated trolley buses to be operated in the Vancouver area. The standard trolleys will begin arriving in August of 2006 and the articulated buses will go into service in mid-2008. Both types of buses will be housed in the new Vancouver Transit centre, which opens in 2006.

One of the most interesting features of the new trolleys is their modern, AC traction power system – reliable technology similar to the propulsion systems used in light-rail rapid transit vehicles and hundreds of trolley buses all over the world.

The new trolleys will replace the current fleet of trolley buses that have been in service for more than 20 years. Thanks to the new trolleys, customers will be able to enjoy more reliable service, especially in winter conditions.

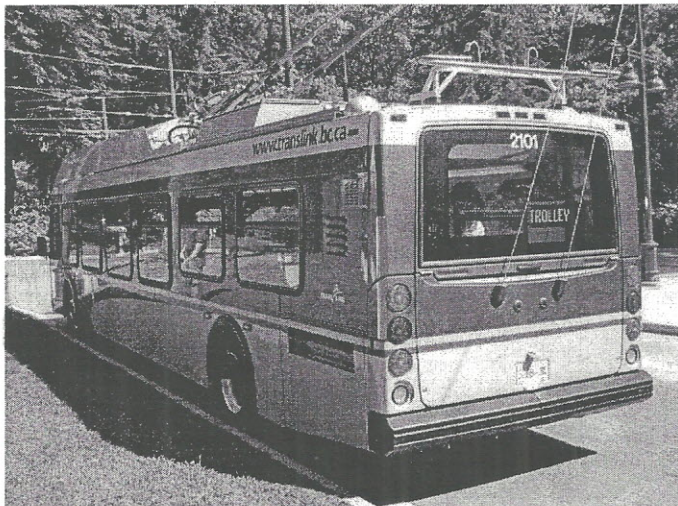
New technology for the trolley poles, for example, will make it less common for the poles to detach from the overhead wires.



The buses will also sport stylish ergonomic seating, sophisticated on-board electronics to increase the safety of operations, and graffiti-reducing features, such as a special lining on the windows and stainless-steel frame seats. (www.translink.bc.ca July 20, 2005) (Cont on page 6)

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ELECTRIC TRANSIT



• SUBURBAN NEWS

We made mention in a previous issue of Green Pennant that the Village of Downers Grove had purchased six former Pace 2200 series Ikarus transit buses.

Jeff Waxman has supplied the following renumbering information:

Pace No.	Downers Grove No.
2243	11
2231	12
2250	13
2255	17
2218	18
2221	20



Here we see Downers Grove #17 (ex-Pace 2255) arriving at the BN/SF Downers Grove Metra Station to pull an afternoon commuter shuttle. (Mel Bernero photo)

In a few months, a used Pace bus, probably red and white, will shuttle residents to doctors offices, malls and grocery stores throughout Lake County.

The Lake Villa Township board recently approved spending \$2,500 for the 15-seater, which will have handicapped access, Lake Villa Township Supervisor Dan Venturi said.

The bus will serve residents in three townships – Lake Villa, Antioch and Grant – and will be based out of the Lake Villa Township office, Venturi said. All three townships will share in maintenance and other costs of the service, he said.

The service should be up and running by October and will have a set weekly schedule that will pick up residents at their homes. From there, the bus will have weekly destinations, such as doctor's offices, malls and grocery stores, Venturi said.

The bus fare will probably be about \$1 per trip – or less than half the current price of one gallon of gasoline, Venturi said.

Residents in northern Lake County have been complaining about a lack of mass transportation for months. Many senior citizens said the Pace dial-a-ride system fills up too fast, leaving lots of residents without a ride. Aggravated residents packed two board meetings in November, complaining the dial-a-ride system wasn't working. They also handed Venturi a petition with dozens of signatures. The other township also heard complaints.

Venturi said the dial-a-ride service will still exist.

"We're not looking to replace dial-a-ride, just supplement it," he said.

Before October, Venturi needs to hire a bus driver and paint the new bus. He is thinking red and white for colors.

"We'll see, I don't want to spend more on paint than I did on the bus," he said. "But I want it to look good." (Daily herald August 17, 2005)

• REGIONAL NEWS

To insulate itself from the state's budget woes, the Chicago area should consider creating its own revenue source for transit capital expenses, a top transit official said Thursday, August 4th.

Creating such a source would make sure the area doesn't lose millions of dollars for projects in the federal transportation bill passes last week, regional Transportation Authority Chairman James Reilly said.

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REGIONAL

In the past, the region has relied on state funds to leverage federal money for buses, trains and major projects, such as the recent Blue Line renovation. But local matching funds are scarce these days because the state is grappling with budget problems and has not renewed multiyear programs like Illinois FIRST.

Consequently, it makes sense for the region to develop its own revenue source so Metra, Pace and the CTA could plan capital expenses without worrying that state funding could disappear, Reilly said. He did not offer a plan, such as a new regional tax or bond issue.

"How are you going to produce that?" Reilly said. "I don't know. But it's a concept I think we are going to be talking about more and more to, as best we can, insulate the capital program for regional transit from state budgetary problems which inevitably come in cycles."

Pressure is on the state and region to come up with matching funds now that Congress passed the long awaited multiyear transportation bill that President Bush will sign in Aurora on Wednesday, August 10th, Reilly said. Without the local funding, Illinois won't get federal money.

The legislation authorizes several new transit projects, such as Metra's suburb-to-suburb STAR Line and the Southeast Service Line from Chicago to Crete. It also signed off on the Chicago Transit Authority's Circle Line, a downtown circulator that would connect CTA and Metra lines, and extensions of the Red, Orange, Blue and Yellow Lines.

The bill only authorizes the projects, so now the service boards must compete with other states for federal funding. In the past, the Federal Transit Administration has favored states that have come up with more matching funds.

"Put differently, if the State of Illinois is not prepared to go forward with this and provide that match, there are 49 other states that are more than happy to take money that's destined for Illinois otherwise," CTA Executive Director Frank Kruesi said. (www.chicagotribune.com August 5, 2005)

The Village of Skokie recently received a \$417,000 federal grant for the design of a downtown Oakton Street stop for the Skokie Swift rapid transit line.

The grant, administered by the Chicago Area Transportation Study, comes from the federal

Congestion Mitigation and Air Quality Improvement program and is expected to cover most of the design costs for the proposed station.

Skokie planning supervisor Steve Marciani said that the village has wanted to build a downtown stop on the Skokie Swift line for years. A study in 2003 funded by an RTA grant showed that opening a train station near Oakton Street and Skokie Boulevard is feasible, and Skokie officials applied for design and construction grants last year.

Although the design grant is the only funding the village has received this year, Marciani said that Skokie officials have applied for construction grants that would come from the same federal and local sources.

He said that construction costs for the station are estimated to be about \$12 million, and a timeline for construction depends on the availability of funds, but that architectural design and engineering will begin this summer.

Village officials say that the process has been speeded up by the sale of Pfizer's 28-acre property in downtown Skokie to Forest City Enterprise, a Cleveland-based developer with plans to renovate the site and create a state-of-the-art life sciences research park.

Officials anticipate that the sale of the Pfizer property and the construction of a research park will revitalize downtown Skokie and give the village an economic boost, and the village has agreed to provide \$10 million in public incentives to Forest City for the project.

Forest City Science and Technology Group president Gayle Farris said that the research park could employ up to 3,200 workers, making the availability of mass transit an important factor. "Having mass transit is the key to the success of the site," Farris said. "We want to integrate the campus into the community and help create an urban village in downtown Skokie."

Demolition work on five of the nine existing buildings on the site is set to begin this summer to make way for new research and office facilities. A total of 326,000 square feet of new or renovated space is planned.

Farris said demolition should be completed by fall and that there could be tenants working in some buildings on the 23-acre campus by then. The entire research park is expected to be fully leased and operational in 4 to 5 years.

The campus, which will be called the Illinois Science and Technology Park, is next to the site of the proposed Skokie Swift station.

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REGIONAL

The CTA line provides nonstop rapid transit service between Dempster Street in Skokie and the Howard Street station on the Red Line in Evanston. The CTA also is considering extending the line north, perhaps to the Old Orchard shopping center. (Nadic newspapers week of May 8, 2005)

Illinois may be forced to adopt a pay-as-you-go strategy to prevent losing millions of dollars in federal funding designated for road and transit projects, the state's top transportation official said Tuesday, August 9, 2005.

The Band-Aid approach offered by Transportation Secretary Tim Martin to finance the state's portion of scores of local highways, bridge and mass-transit projects came as Gov. Rod Blagojevich signed legislation combining two transportation and land-use agencies in northeastern Illinois into a single regional planning board.

It also occurred on the eve of a visit to the Chicago area by President Bush to sign national transportation legislation. The bill would increase the state's share of federal highway grants by 33 percent through 2009 if Illinois lawmakers can come up with the required matching funds.

Merging the Northeastern Illinois Planning Commission and the Chicago Area Transportation Study into one agency is intended to foster smarter anti-sprawl growth patterns in the region and ease traffic congestion by improving the coordination of residential development with road and mass-transit projects. The 15-member regional planning board will be appointed by elected officials in the seven-county region.

Declining to provide specifics, Martin said there is "plenty of room to pay as you go."

He and Blagojevich have vowed that no federal money for Illinois would be left sitting on the table because of lack of state matching funds.

But the governor and state lawmakers have failed to reach agreement on possible new taxes or state bonding authority to leverage the federal capital construction dollars. State lawmakers also have postponed tackling permanent transit-funding solutions to subsidize the money-losing operations of the CTA, Metra and Pace.

"Illinois and this region did extraordinarily well in the transportation bill that the president signed on Wednesday, August 10, 2005. It's an opportunity that we should not lose," CTA President Frank Kruesi said. "The question now is, at what point will Springfield act?" (www.chicagotribune.com August 10, 2005)

Illinois must find at least \$2.8 billion over the next four years to capture all the federal money slated for the Prairie State in the new federal transportation spending appropriations act.

That estimate offered Thursday, August 11th by the Metropolitan Planning Council is the latest hint to Gov. Rod Blagojevich and state legislators to act quickly, lest other states prove they're better prepared to win money for their road and transit projects.

Illinois must prove it's ready to shoulder its share of the financial burden once Congress starts working on the appropriations bills that will actually allocate money set aside by the legislation, said Natasha Holmes, the council's senior transportation associate.

The council – a nonpartisan group of business and civic leaders advocating a regional approach to growth and development – estimates the state must spend \$864.8 million through 2009 to provide the required 20 percent match for federal funds allocated to the states by present spending formulas

Another \$2 million will be needed to match federal funds slated for Metra, Pace and CTA projects like the STAR Line, bus rapid transit and el service extensions.

The council isn't alone in putting pressure on state lawmakers to find money for such projects. Last week, James Reilly, chairman of the Regional Transportation Authority, said the region needs \$500 million annually for the next 10 years to both build new transit projects and maintain the current system.

On Tuesday, August 9th, Illinois Department of Transportation Secretary Tim Martin said the state can find the \$864.8 million match without borrowing, thanks to the gas and driver's license fees – money that supports the state's road fund, which pays for road and highway projects.

Money for transit capital projects comes from the state's general fund, however, and the question remains whether the state will have to borrow or raise taxes to match the federal transit funds and raise money for capital spending. (www.rednova.com August 12, 2005)

Kenosha Bus Trip Notice

Date: Saturday September 10, 2005

Time: 1:00pm to 5:30pm

Start Point: J. McCarthy Transit Center (8th Ave. & 54th St.)

Type of buses: Nova Bus* and an ex-MCTS Orion V Bus

The first 2 hours will be on the Nova Bus to cover beautiful areas of the city from 1:00pm to 3:00pm. This bus was delivered with baggage racks and a roll sign. A very rare bus of the 21st century.

After the first part of trip, there will be a ½ hour break from 3:00pm to 3:30pm for lunch or a ride on the streetcar.

The last 2 hours will be on the Orion V bus 4013 to cover more areas of the city from 3:30pm to 5:30pm. This is an ex-Milwaukee County Transit System 3728.

Fare: \$21

***If Nova Bus is out of service, we will use an ex-Oshkosh Flexible.**

We will have a great bus day.

See ya on the bus!

Best Bus Wishes

Ed Montejano
Ed Montejano

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