



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

## **NOVEMBER-DECEMBER 2012**

**RUN 06-2012**

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](http://www.osabus.com)". At [osabus.com](http://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.

### **• NOV/DEC MEETINGS**

**The November meeting** of the Omnibus Society of America will be held on November 2, 2012, 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 "More Musings by Mullenbach" will be a slide presentation by Mr. Mullenbach.

**The December meeting** of the Omnibus Society of America will be held on December 7, 2012, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:30 pm.

Our program for the evening will be a slide presentation by Milwaukee transit enthusiast Ed Montejano.

### **Introducing the Jeffery Jump**

9/18/2012

#### ***Pilot project will shorten commutes along Jeffery Boulevard***

The Chicago Transit Authority (CTA), with its partner the Chicago Department of Transportation (CDOT), announced on September 18, 2012, the brand name for its upcoming new, faster bus service on Jeffery Boulevard: the Jeffery Jump.

The previously announced service will operate from 103rd Street on the south side to Metra's Ogilvie and Union Stations downtown, saving an estimated five to seven minutes off of morning and evening commutes. The new service is scheduled to begin in November 2012. Road work to prepare Jeffery Boulevard for Jump service has already begun.

"We are pleased to launch the Jeffery Jump name and concept, with the priority of providing faster and more

reliable bus service to our customers," said CTA President Forrest Claypool. "The Jeffery Jump will lay the groundwork for future Bus Rapid Transit projects planned for Chicago."

The Jump service is branded to communicate the way this service allows commuters to "jump" ahead of traffic and get a "jump start" on their morning and evening commutes. Jeffery Jump buses will be visually distinguishable from other CTA buses—wrapped in bright blue with the Jump logo.

The service will test many elements of bus rapid transit. Jeffery Jump buses will travel on dedicated lanes during rush hour periods between 67th to 83rd streets. Jump buses will have traffic signal prioritization between 73rd and 84th streets, where extended green lights at intersections will allow Jump buses to move faster through the corridor.

Also, a queue jump on northbound Jeffery Boulevard at Anthony Avenue will provide a bypass lane to allow buses to advance through an intersection with a unique traffic signal. The Jump will stop approximately every half mile; local service is still provided by the #15 Jeffery Local route and will not have any changes to its current bus stops.

In addition to improving travel time, the Jeffery Jump will offer enhanced features at 20 northbound and southbound stops that will include lighted bus shelters with Bus Tracker LED displays, Jump-branded information kiosks, ADA-accessible sidewalk ramps, bike racks, benches, trash receptacles, and landscape planters.

Two stations, located at 71st and Jeffery and 100th and Paxton, will have unique sidewalk and crosswalk designs and a large canopy for protection from the weather. Curb bump-outs will limit the need for buses to merge in and out of traffic in order for customers to board.

The features of the Jump service will serve as a foundation for future Bus Rapid Transit (BRT) corridors planned for Western and Ashland avenues as well as an east-west corridor in the Loop. The Jeffery pilot will test various BRT elements along the corridor, which will be helpful in expanding the network of BRT corridors throughout the service area.

The project is funded by an \$11 million Federal Bus and Bus Facilities Livability Grant, which was awarded to the CTA in 2010.



## Mayor Emanuel Offers First Look at Planned Wilson CTA Station

10/4/2012

### ***Proposed design features modern amenities, transfer platforms***

Mayor Rahm Emanuel today unveiled the design renderings for the planned reconstruction of the Wilson Red Line station, one of the largest CTA 'L' station projects in the agency's history.

The \$203 million reconstruction project, slated to begin in 2013, will create not only a brand-new, reconfigured station to serve the CTA's busiest rail line, but also a facility that will serve as an anchor for economic development in the Uptown neighborhood.

"This is a great starting point for the future design of an important station that helps thousands of Chicagoans get to work and school each day," said Mayor Emanuel. "The Red Line is the backbone of our transportation network and this new station will drive economic activity throughout the city for years to come."



The new station design features contemporary architecture including glass and steel canopies and a striking, glass-enclosed entrance along Wilson, one of two Wilson entrances. An auxiliary entrance is planned for Sunnyside Avenue, serving a newer commercial development housing Target and Aldi stores.

The project also includes significant track and signal system improvements near the station, as well as structural and viaduct work.

The Wilson Reconstruction project is part of CTA's Red Ahead program, a \$1 billion comprehensive initiative to maintain, modernize and expand the Red Line – Chicago's most-traveled rail line. Collectively, these projects are part of Mayor Emanuel's *Building a New Chicago* program, which is updating infrastructure that's critical to the city – and includes improvements that will help ensure that CTA continues to serve customers as effectively as possible.

State funding supports much of the \$1 billion Red Ahead investment. "This \$646 million investment by the State of Illinois will repair and modernize the CTA Red and Purple lines, create 2,700 jobs and strengthen our transportation network for the 21st century," said Governor Pat Quinn. "These station renovations will revitalize our public transportation system like never

before and improve the quality of life for everyone who uses it."

The new Wilson station will replace the badly deteriorated station that was built in 1923, and will result in a completely rebuilt, modern and accessible transfer station between the Red and Purple lines—the only transfer station on the Red Line between the Howard and Belmont stations. "Making Wilson a transfer station will provide much greater flexibility and convenience for both Red and Purple Line riders, and will help CTA operate more efficiently," said CTA President Forrest Claypool. "It will also help speed travel and improve access for people with disabilities."

The current scope of work will include restoration of the terra cotta exterior from the historic 1923 Gerber Building at the corner of Wilson and Broadway; a rebuilt stationhouse with elevators and other modern amenities; and new transfer platforms.

The reconstruction will also improve the appearance and pedestrian environment on Broadway and Wilson by removing some 'L' structure support columns from both the street and sidewalk.

Demolition work is expected to begin in the second quarter of 2013 with construction continuing through 2015.

To assist in honing the station's design and amenities, the CTA is seeking public feedback on the project. Customers, residents and community members are invited to learn more about the project and provide input at an open house meeting from 6-8 p.m. Thursday, October 11, at Harry S. Truman College, 1145 W. Wilson Ave.

The Wilson station will remain open throughout the construction project. However, as with any major construction project, changes in service can be expected. CTA will make every effort to minimize impacts to customers, including scheduling work that will impact service to overnight or weekends only.

Most of the project funding (\$170 million) comes from the Illinois *Jobs Now!* program, with additional funding provided by the Federal Transit Administration and tax-increment financing. "I would like to thank Senator Durbin, Representative Schakowsky and the rest of the members of the Illinois Congressional Delegation who have consistently supported federal funding for transit," Claypool said.

More information and station renderings are available at [transitchicago.com/wilson](http://transitchicago.com/wilson).

## Introducing the Jeffery Jump

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## Introducing Ventra: CTA and Pace's New Way to Pay

9/27/2012

### ***New fare payment system will provide riders greater convenience and flexibility***

The Chicago Transit Authority (CTA) and Pace today unveiled **Ventra™**, a new fare payment system that will provide CTA and Pace customers with a new and more convenient way to pay for train and bus rides.

Ventra will be available in summer 2013, and will allow customers to pay for rides with the same payment method they use for everyday purchases. Customers can choose from the following contactless payment methods: Ventra Cards, Ventra Tickets for single-ride and 1-day passes, and personal bank-issued debit and credit cards equipped with a contactless chip. Customers will simply "tap" their contactless payment card to quickly board trains and buses.

With Ventra, riders will no longer need to carry multiple cards, and will not have to worry about having cash on hand or exact change. Additionally, the "tap" transaction will be faster than inserting cash or magnetic-stripe cards into fare equipment, which will speed boarding and improve service.

"Chicago will become the first major U.S. city to adopt an open fare system for transit," said Forrest Claypool, CTA President. "The CTA is committed to investing in systems and technology that make taking public transportation easier and more convenient for our customers as CTA ridership continues to grow."

"We are eager to provide this new convenience to our customers because it modernizes our fare system using the latest technology," said T.J. Ross, Executive Director of Pace. "Remaining current with emerging payment methods ensures we're staying in step with the demands of our customers."

CTA and Pace will also continue offering special fares and various priced fare products, like 30-day and 7-day passes, and will still accept cash on buses. Customers will also eventually be able to use compatible mobile phones to pay for train and bus rides.

The transit agencies retain full control of their fare structures while enabling customers to easily transfer between both services using the same form of payment.

The Ventra Card is a new dual-purpose card that includes a Transit Account and an optional Money Network® Prepaid Debit Account. In addition to using the card to pay for train and bus rides, CTA and Pace customers can activate the Prepaid Debit Account for everyday purchases like shopping online or buying groceries, and for paying bills and getting cash at ATMs.



Ventra Cards and fare products will be sold at vending machines in rail stations, and will be made available at up to 2,500 retail locations throughout Chicago and the suburbs. Many of the locations will be within blocks of CTA rail stations and CTA and Pace bus stops.

Customers are encouraged to visit [ventrachicago.com](http://ventrachicago.com) for information and to sign up to receive updates as CTA and Pace implement the new fare payment system.

CTA has been working with Cubic Transportation Systems to design the new system since announcing the partnership in November 2011, when CTA awarded the \$454 million contract. Pace joined the contract in July 2012.

Cubic will provide all of the fare collection equipment, maintenance and support. Once the system is live, CTA and Pace will pay Cubic a monthly fee plus a fee per "tap," or paid fare.

The new system is expected to result in a savings of more than \$50 million to the CTA over the life of the 12-year contract, and resolves the need for CTA and Pace to upgrade and maintain existing fare collection equipment that is nearing the end of its useful life.

Cubic will begin installing the new Ventra fare machines at rail stations this October, along with new touch-pads on buses and at turnstiles. The fare machines and touch-pads will not be operational until the system's pilot testing in spring 2013.

Ventra will be available to all customers in summer 2013. At this time, both new and existing fare media will be accepted. In 2014, all CTA and Pace fare media, including the Chicago Card and Chicago Card Plus, will be replaced with Ventra.

There will be comprehensive public outreach and education campaigns to ensure a smooth transition to this modern and convenient new fare payment system.

For more information, visit [ventrachicago.com](http://ventrachicago.com).

## **CTA Adds Additional Door Chime Feature to Newest Rail Cars to Assist Passengers**

10/11/2012

The Chicago Transit Board approved an important upgrade to its newest 5000 series rail cars that will benefit visually impaired customers. Chimes will be added to let passengers know when doors are opening, in addition to the chimes that now play when doors are closing. The CTA decided to provide the additional audio cues to assist passengers after receiving feedback from customers who indicated they had trouble locating train car doors from the platform.

"This issue was brought to our attention because the new and improved rail cars were so quiet, some visually impaired customers had difficulty hearing the doors opening," said CTA President Forrest Claypool. "The valuable feedback led us to seek the door chime modification to ensure the new ADA features we're

providing on the 5000 series work in the best possible way for our customers."

The modification requires a software change that will be made to the entire purchase order of 706 rail cars. All new cars currently in Chicago will undergo a retro-fit, which will not impact operations.

The change order for the door chimes are at no additional cost to the CTA.

Bombardier Transportation, a recognized leader in the manufacturing of mass transit vehicles, provides the 5000 series cars. To date, 126 cars have been delivered and are currently deployed on the Green and Pink Lines

The total cost of the rail cars \$1.137 billion, which is funded by two CTA bond issuances backed by sales tax receipts. The remainder is paid for by \$150 million in federal funds.

## **CTA Adds 57 ATMs, New Concessions at Rail Stations**

10/11/2012

***New offerings part of agency's strategy to improve customer experience, increase non-farebox revenue***

The Chicago Transit Board today approved a plan to add 57 new automated teller machines to all eight CTA rail lines, increasing the number of ATMs for customers by 72 percent. In addition, the Board today approved five new leases that include a new produce shop, a new pastry shop and three newsstand locations at CTA rail stations, all of which will provide additional customer conveniences for CTA's growing ridership and assist the agency in its ongoing efforts to increase non-farebox revenue.

"The CTA is committed to providing new amenities and conveniences for our customers," said CTA President Forrest Claypool. "As the CTA continues to heavily invest in upgrading rail stations and track infrastructure, our stations have become more attractive to local businesses, spurring new development in the communities we serve as well as growing new revenue for the CTA."

After a competitive bid process, the Chicago Transit Board approved a new contract with Peoria, Ill.-based Welch ATM, which will provide the 57 ATMs. Welch ATM provides ATM management for the Southeastern Pennsylvania Transportation Authority, CityLink (Greater Peoria Mass Transit District), Walgreens, K-Mart, Six Flags theme parks, as well as many college campuses and financial institutions. The three-year license agreement is expected to generate \$70,000 per year through August 2015.

The Board also approved new leases, including one small business that was identified through CTA's minority outreach efforts: Lunderman Produce will open at the Ashland/63<sup>rd</sup> station on the Green Line and will represent the only produce business currently on the



CTA system. Interurban Café and Pastry shop will be the first business to be located at the recently renovated Grand Avenue Red Line station.

In addition, INS LLP, which leases spaces at other CTA properties, will open three additional newsstands at Cumberland and Jefferson Park stations on the Blue Line and at the Chicago Red Line station.

Each new concession lease has a 10-year term and combined will earn approximately \$1.4 million in non-farebox revenue for the CTA throughout the life of contracts.

Earlier this year, the first Starbucks opened at the North/Clybourn Red Line station and Glazed and Infused, a gourmet doughnut shop, opened at the Armitage Brown Line stop.

## Speedier Bus Service Still Down The Road

Posted: Wednesday, October 17, 2012 3:00 pm  
TOM ROBB Journal & Topics Reporter

Pace suburban bus system board members approved a \$4 million project management oversight contract with HNTB Corporation for Pace's planned and somewhat delayed Arterial Rapid Transit (ART) system.

Large scale route changes could be coming to the Niles Free Bus system because Pace sees it as a feeder to the new ART system.

Niles trustees recently approved service reductions to the free bus system and tabled a vote to impose a small fare on the bus for a future village board meeting.

The first two Pace lines proposed for ART service, Route 270 Milwaukee Avenue and Route 250 Dempster Street, run through Niles.

Pace spokesman Patrick Wilmot would not give a timeline for when the 270 or 250 ART lines might come on line, but did say it was doubtful it would happen in 2013.

Route 208 Golf Road through Niles has also been discussed as a possible ART line, but Wilmot said the Golf Road ART line would not begin before Milwaukee or Dempster.

Route 270 runs from the Jefferson Park CTA/Metra Blue Line station in Chicago to Golf Mill Shopping Center in Niles. Route 250 runs from the "Kiss and Fly" at O'Hare Airport through Des Plaines and Niles to Evanston.

The Pace contract comes just as the Chicago Transit Authority brought its first ART route, called the Jeffrey Jump, on line on Chicago's South Side this week.

ART bus lines are designed to improve commuting much the way rail does. Pace officials said there are longer distances between stops, bus shelters are designed with ticketing machines to speed boarding and said special traffic lights would be installed giving ART buses priority.

Assistant Niles Village Manager Steve Vinezeano said sequencing work to better time traffic signals has already begun along Milwaukee Avenue.

Wilmot said when the system is fully functional; traffic signals for buses would be separate from those for other vehicles allowing them a head start on other traffic.

Pace buses equipped with GPS units would communicate the bus' position back to a central computer. Wilmot said when buses are behind schedule a signal would be sent from the central computer to the traffic signals making a request for the light to either turn green 10-seconds earlier to stay green 10-seconds longer to allow buses through.

Wilmot said the bus signal priority is not at all like systems installed in ambulances, fire trucks and other emergency vehicles that can turn a red light green on demand.

## Huntley thinks smaller on future road projects

By STEPHEN Di BENEDETTO -  
sdbenedetto@shawmedia.com Northwest Herald

Created: Sunday, October 14, 2012 5:30 a.m. CDT  
HUNTLEY – Village officials will set their sights on a smaller road project in 2013 after accomplishing major feats this year on Huntley's infrastructure.

Residents shouldn't expect a ribbon-cutting or groundbreaking as they experienced this year when the wider Route 47 officially opened and construction crews started building a full Interstate 90-Route 47 interchange.

Instead, officials will focus on developing the local road system, starting with the \$5 million extension to Kreutzer Road west of Route 47. The expansion should provide better access to the downtown for residents living in Huntley's growing west side, said Lisa Armour, senior village assistant manager.

"It has been on the radar for a number of years," Armour said. "We have the funding. It's been designed. ... It's a ready-to-go project."

The Village Board this week unanimously approved updates to the village's long-term transportation plan, which includes current information on the Route 47 widening and \$69 million interchange project. The plan also details future goals, including numerous road extensions and the additions of a Metra train station and Pace bus route.

But Armour said the Kreutzer Road project likely will be the only project started in 2013. The village plans to release construction bids for the \$5 million project in January.

Unlike major road projects this year, the village will have to foot most of the cost for the Kreutzer extension. County money will cover about \$1.5 million of the project, Armour said.

Once construction starts, Kreutzer Road will extend west of the Regency Square strip mall along Route 47, then



connect north to Main Street. The road would better serve District 158's Harmony Road campus and allow for future development on the west side of the village, Armour said.

Residents hoping for accessible public transportation in Huntley will have to wait a few more years. The village has identified potential locations for a Metra station, but Metra officials have yet to bankroll the project, Armour said.

A Pace bus service between the village and Elgin could happen sooner because the idea has garnered support from McHenry and Kane counties.

But the service wouldn't include a full-service route until officials can build a Metra station, Armour said. The village then would combine both services into a transportation hub for the area, according to the village's plan.

"Like any of these kinds of projects, you have to keep the conversation going with the appropriate entities," Armour said. "We continue to look at the needs that are out there and try to identify options to address it, and the challenge to that always is trying to find the funding."

## **Quinn joins in breaking ground on Joliet transportation hub**

By Janet Lundquist [jlundquist@stmedianetwork.com](mailto:jlundquist@stmedianetwork.com)  
September 21, 2012 1:57PM

**JOLIET** — Two years from now, the property south and east of the Will County Courthouse in downtown Joliet will likely look vastly different.

Work to transform the area into a transportation hub officially began Friday, with ceremonial shovelfuls of dirt tossed by local and state officials.

Gov. Pat Quinn was the guest of honor, and stood alongside Joliet Mayor Tom Giarrante, Will County Executive Larry Walsh, state Sen. Pat McGuire and a crowd of other movers and shakers.

"This is an important day for Illinois, and a real important day for the people of Joliet," Quinn said.

In two years, the city would like to cut the ribbon on a new, \$40 million multimodal transportation center. It will include a new, two-story train station for Metra and Amtrak commuters as well as new rail platforms.

The platforms will separate passenger lines from freight lines. Pedestrian tunnels will connect to a bus station.

The city of Joliet is starting with the first phase of the project, a 400-space parking lot.

Quinn pointed out the beauty and history of Union Station, and how the project will blend the past with the future.

The entire development, which will include the existing Union Station, will be tied together by design and cover six city blocks.

Extended train boarding areas will stretch as far as Van Buren Street for the Metra Heritage Corridor Line and Eastern Avenue for the Metra Rock Island Line. The new train station will be built across the tracks to the east of Union Station.

The bus station will be south of Union Station with a turnaround drive extended to Marion Street. A section of New Street would be eliminated to create a pedestrian plaza in front of the bus station.

Two other plazas would be created along Jefferson Street on the north end of Union Station and on the north end of new train station.

A state Illinois Jobs Now! grant will pay for \$37 million of the work, while the city will contribute \$7.5 million gleaned from the 2008 annexation agreement with CenterPoint Properties. The Burlington Northern Santa Fe Railway will contribute \$2.2 million.

The project has a triple benefit, McGuire said before taking his place on the stage behind the governor.

It will provide jobs, and, once finished, a convenient way for people to get to their jobs. It will also make it easier to get to Joliet, which could boost tourism.

"If it's good for Joliet, it's good for Will County," Walsh said, while he waited for the governor to arrive for the ground-breaking ceremony.

Each official that spoke during the ceremony also mentioned one of the best features of the project — the jobs it will create, both during and after construction ends in 2014.

"This is what it's all about. Economic growth based on location also depends on transportation," Quinn said. "The best way to get good jobs, especially jobs you can support a family on, is to invest in transportation."

At one point during his speech, Quinn raised his voice slightly. He wanted a crowd of protesters chanting a short distance away to hear what he was saying.

"There are some people, frankly, who want to keep things ... the way they are," he said. "Sometimes we have to tell the people what they need to know. We have to reform our pension system."

The protesters hoisted signs printed with "Pensions are a promise" and "Respect Illinois Unions" while chanting, "Hey hey, ho ho, Quinn's cuts have got to go." Some wore shirts that read, "Save IYC Joliet."

Quinn, who plans to close the Joliet youth detention center and a youth detention center in Murphysboro by Dec. 31, said consolidating the state's facilities would save taxpayer money.

"We have to understand that we have a governor who believes in ethics and integrity and believes in jobs," he continued. "This governor believes that we should do the right thing for Illinois all the time."

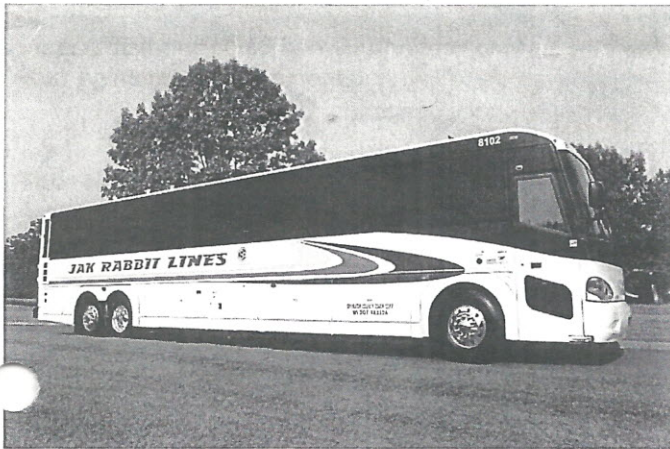
By the time officials finished shoveling from the ceremonial dirt pile, the protest had broken up.



## County Coach's Jak Rabbit takes delivery of first new MCI® D4505

**SCHAUMBURG, IL — August 30, 2012** — Jak Rabbit Lines, the charter division of County Coach Corporation, Rye, New York, lives up to its name with coaches that are constantly on the go. The company's newest arrival, a 2012 MCI D4505 coach, was selected for its style, performance and appeal to professional team clients that include the NHL. The coach is already at work taking team members to stadiums and airports.

"We like the new styling of the D4505 and we wanted something different," David Kucera, President of the 57-year-old family business. "This is our first D4505. We've had other MCIs over the years; including the MC-8 and 102 DLs. MCI has always built a reliable vehicle."



Jak Rabbit's new D4505 seats 55 and comes equipped with electronic stability control, SmartWave® tire pressure monitoring and a fire suppression system as standard safety features, along with an optional drive cam and GPS tracking. The new coach, powered by clean-diesel engine technology for near zero emissions, complies with EPA regulations and the company's own green standards. "All of our coaches are equipped with diesel particulate filters, and we have an idling policy that's been a model for school bus companies in other districts," said Kucera.

The company, founded by Kucera's father, Joseph, in 1955, was first named Lincoln Coach; the name changed in 1978 after the purchase of County Coach, a charter and school bus operator now serving five districts in New York and Fairfield, Connecticut. The charter division was renamed Jak Rabbit Lines, using the initials of the founder, who, while officially retired, still monitors passenger numbers and visits the garage regularly, according to his son.

The company has a fleet of 85 vehicles, including 12 coaches, and a growing customer base. "We do get new business every year. Even through the recession and harder times, we still prevail," said Kucera, who credits the company's success to family, teamwork and the dedication of 100-plus employees.

"My brother Greg is Director of Maintenance, and he is responsible for our reliability record," said Kucera. "When you serve clients like the National Hockey League, there's no room for error." Another brother, Jon, is General Manager, and their sister Rosie helps with the school bus division. A third generation is working its way up the ladder. David's son Joey, a college graduate and film major, works in the garage when he isn't part of a film crew. David's daughter Julianne works in the office when not attending college.

A member of the American Bus Association, Jak Rabbit/County Coach is also involved in local charities. For several years, the company has hosted a "stuff the bus" challenge to benefit Pajama Program, which provides new pajamas and books to needy children. Many media outlets have covered the company's charitable works including The Wall Street Journal, which wrote about Kucera in its "Donor of the Day" column in 2010. To learn more, visit [www.countycoach.com](http://www.countycoach.com).

## Bauer's IT takes delivery of Setra coaches from MCI, orders 10 more Setra S 407s to serve LAX FlyAway

**SCHAUMBURG, IL — October 8, 2012** — San Francisco's Bauer IT (Intelligent Transportation) has geared up to provide Los Angeles with the same premium level of ground transportation it already offers the Bay Area. The company has won a contract to serve LAX FlyAway, a convenient non-stop, regularly scheduled round-trip bus service transporting passengers from Park & Ride lots in Los Angeles and surrounding communities to Los Angeles International Airport.



Bauer's IT is considered a pioneer in eco-conscious transit, offering riders a smart and attractive alternative to driving. Known for its signature style, featuring a high-end fleet of polished jet-black vehicles that are luxuriously appointed, Bauer equips its coaches with premium seating and high-tech amenities including Wi-Fi and 110V outlets; allowing commuters to work on board or relax in comfort. New coaches are equipped with the latest, greenest engines for near-zero emissions. This year Bauer added 15 Setra S 407 coaches for its new LAX FlyAway San Fernando Valley routes and recently took delivery of an additional six Setra S 417 models from MCI. The company has ordered another 10 Setra S

Omnibus Society of America  
PO Box A3051  
Chicago IL 60690

407 models for its new Downtown Los Angeles LAX FlyAway routes.

MCI, the leading builder of intercity coaches in the North America, holds the distribution rights to Setra coaches and parts in the U.S. and Canada. The Setra brand is renowned for superior engineering, safety and European styling. The Setra S 417 offers top-of-the-line luxury, and the Setra S 407 stands on its performance to meet the grueling demands of scheduled service. Electronic Stability Program (ESP), all-wheel disc brakes and ABA braking with anti-slip control and Allison retarder are standard features on Setra models.

Bauer's IT will serve LAX FlyAway service between Union Station in downtown Los Angeles and Van Nuys in San Fernando Valley.

Bauer's IT was founded by Gary Bauer with one limousine when he was just 18 years old. In the course of nearly two decades, Bauer IT has grown to a fleet of over 200 vehicles and 250 employees

#### About Bauer

Bauer's IT continually addresses ways to remain an industry leader and takes its environmental impact very seriously. In 2009, the United Motorcoach Association awarded Bauer's IT the prestigious "Green Highway" award for its commitment to green stewardship, and in 2008 the company was selected as "Operator of the Year" by Limousine Digest. Bauer's IT is very close to being carbon neutral and is working with corporate America to help realize this goal. With over 320 fixed-route, shuttle, paratransit and commuter vehicles, Bauer's IT safely moves over 5,000,000 people per year. Bauer's IT is a leader in safe transportation practices and has received many awards of excellence over the years for the intense and comprehensive safety, driving and training programs. Visit: [www.bauersit.com](http://www.bauersit.com).