

Green Pennant Special

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

MARCH-APRIL 2013

RUN 02-13



CTA 4319 Desplaines and Court



CTA 4333 Washington and Desplaines

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 osabus.org. At osabus.org 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.

• MAR/APR MEETINGS

The March meeting of the Omnibus Society of America will be held on March 1, 2013, 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 digital movie presentation by Bruce Moffat. Bruce will show movies from Ludwig Schurle, as well as his own.

The April meeting of the Omnibus Society of America will be held on April 5, 2012, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:30 pm.

Our program for the evening has not been finalized yet.

OSA Happenings

2013 dues for membership in the Omnibus Society of America are now being accepted. Dues for the year are \$30.00 and can be paid in person at any OSA meeting or by sending a check or money order to our post office box.

CTA Approves Sale of Surplus Properties

1/11/2013

The Chicago Transit Board today approved the sale of two CTA properties at 2600 W. Pershing Road and at 1801 W. Grace Street.

The Board approved the sale of a 274,810-square-foot property that housed the former Archer Bus Garage at 2600 W. Pershing to First American Properties LLC. First American submitted the highest bid of \$1.6 million among three bidders for the property. CTA closed the more than 100-year-old garage and redistributed about 20 bus routes in 2010.

The Board also approved the sale of a 27,726-square-foot piece of land at 1801 Grace to Commonwealth Ventures LLC, the lone bidder for the property, for \$480,000. CTA had purchased that and adjacent property in 2003 as part of the Brown Line Capacity Expansion Project, and has determined it no longer

needs the surplus property, which had been used to locate construction equipment during the Brown Line project.

The Brown Line expansion was completed in 2009 and included the renovation of 18 train stations and full accessibility for each station, as well as longer platforms and necessary related infrastructure investments to support growing ridership on the Brown Line.

The properties were sold because neither is critical to CTA operations.

CTA customers to get fresh, made-to-order meals from new rail station cafes

1/11/2013

The Chicago Transit Board today approved two leases to Butterfield Kitchen for cafes at the Roosevelt station serving the Orange, Green and Red Lines and the Jefferson Park Blue Line station, giving CTA customers the ability to pick up made-to-order breakfast, lunch and dinner. The food will be cooked on site at the rail stations.

"CTA is pleased to expand its concession offerings at these highly traveled hub train stations to include fresh meals that can be prepared for commuters on the go," said CTA President Forrest Claypool. "As the CTA continues to invest in modernizing and upgrading its rail stations and infrastructure, we will continue to seek fresh, innovative concepts that will enhance our customers' transit experience."

Butterfield Kitchen, a Wilmette-based catering company, offers high quality, organic foods including homemade sausage, scones and muffins as well as a variety of Paninis and wraps for lunch and dinner. For this venture, Butterfield Kitchen has also developed a local organic blend of Intelligentsia coffee that will be sold at both cafes.

The CTA will be Butterfield Kitchen's first retail locations. Butterfield Kitchen culinary director Nathan Proffer says the locations were chosen carefully. In addition to serving CTA customers, the Roosevelt station will cater to businesses and residents of the South Loop and offer deliveries. Jefferson Park was chosen because it is a hub for bus and train riders. The food is made to order, yet he says customers won't have to worry about missing their bus or train while waiting for their meals.

"We are excited to expand our business to CTA train stations and offer CTA customers exciting, fresh food choices," said Proffer. "The foot traffic and locations of both locations are very attractive to us as we grow our business."

The leases each have a term of 10 years with annual rent of \$2,583 per month and \$3,041 per month at Roosevelt and Jefferson Park, respectively. Both leases have annual escalations of 3 percent.

CTA Approved to Purchase 300 New Clean Diesel Buses

11/2013

The Chicago Transit Board today unanimously approved the purchase of at least 300 new buses as part of CTA's bus fleet modernization initiative announced by Mayor Rahm Emanuel and CTA President Forrest Claypool in June 2012. The board approved a contract with Nova Bus that allows for the purchase of at least 300 buses and as many as 450 clean diesel buses that will provide customers with a more comfortable and reliable ride.

"With buses providing more than 60 percent of all rides taken on CTA, continued investment and upkeep of CTA's bus fleet is critical in keeping the city moving," said CTA President Claypool. "These new buses will replace approximately 60 percent of CTA's oldest Nova buses and will ensure the CTA continues to provide safe and reliable service through a modernized fleet. What's more, by staying ahead of the curve and properly scheduling the gradual replacement of our fleet, CTA is maximizing its previous investments and preventing more costly repairs on aging vehicles in the coming years."

With a standard useful life of 12 years, the 484 6400-series Nova buses that were purchased by CTA between 2000-2002 will be gradually replaced with the new, standard (40-foot), low-floor, clean diesel buses following delivery of a prototype in December with full-production expected to begin in February 2014.

The new 37-seat buses will feature fare collection equipment for CTA's new Ventra fare payment system (to launch this summer), LED lighting, multiple security cameras and improved fuel economy. The buses will be in compliance with the latest EPA emissions standards and will meet and exceed all current ADA requirements, including two mobility device securement locations and an all-electric ramp with a decreased slope when deployed for easier access.

The contract was awarded to Nova Bus, a division of Prevost Car, Inc. following a competitive bid process. According to the terms of agreement, CTA will purchase a minimum of 300 buses at an amount not to exceed \$148 million (approximately \$489,000 per bus plus spare parts and tools), with an option to purchase up to 150 additional buses following Board approval. Funding for the purchase is a combination of mostly federal formula funds and CTA bond proceeds.

The CTA's plans for an upcoming purchase of up to 150 new articulated (60-foot) clean diesel and hybrid buses, which are also part of the bus fleet modernization plan announced in 2012, will be announced upon completion of the procurement process.

In May, the Board approved the purchase of up to 100 new articulated buses from New Flyer Industries, which

began arriving late last year and are being entered into service following CTA inspection and acceptance. These new bus purchases along with the multi-year project of performing mid-life overhauls on 60% of the agency's existing fleet will result in a modernized bus fleet within the next few years.

Rockefeller Foundation Provides Additional Support for Chicago's Bus Rapid Transit Development Efforts

1/31/2013

The Rockefeller Foundation has renewed its support for Chicago's efforts to develop a Bus Rapid Transit (BRT) system through \$1 million in additional financial support for research, technical support, project management and community engagement, the Chicago Department of Transportation (CDOT) and the Chicago Transit Authority (CTA) announced today.

To date, The Rockefeller Foundation has provided nearly \$1.8 million towards the Chicago BRT program for various activities, including:

- technical assistance of a System Network Plan and overall coordination;
- branding and communications;
- outreach and education to city and community leaders, chambers of commerce, neighborhood groups and the general public;
- and land-use planning around the Western/Ashland corridors.

This support from The Rockefeller Foundation has been able to leverage approximately \$80,000 in matching support from the Chicago Community Trust (CCT), direct technical assistance from Institute for Transportation & Development Policy (ITDP), and additional support from the Boeing Foundation.

"We are thankful for the continued support of The Rockefeller Foundation for this important transportation and economic development project, which provides for additional resources for our planning and community engagement processes," said CDOT Commissioner Gabe Klein.

BRT improvements designed to make bus travel more reliable and appealing to customers include: colored pavement markings and enhanced signage clearly delineating the bus lanes; level-boarding and off-board fare collection; signal priority for buses at key intersections; distinct bus shelters at locations served by designated routes; "Next Bus" arrival signs at bus stops and nearby locations; sidewalk improvements; and the installation of protected bicycle lanes.

"Bus Rapid Transit is aimed at improving commutes along some of the most traveled corridors of Chicago," said CTA President Forrest Claypool. "In addition to the immediate benefits to CTA customers and all who share the roadway, there is potential for secondary benefits such as spurring economic growth both downtown and in our neighborhoods."

The work supported by these grants is jointly managed by the CCT, CDOT and CTA for planning, branding and community outreach projects. Other partners in the work include the Chicago Metropolitan Agency for Planning, Active Transportation Alliance, the Metropolitan Planning Council, the Chicago Architecture Foundation, the Center for Neighborhood Technology, Metropolis Strategies and the Civic Consulting Alliance.

"The Rockefeller Foundation strongly supports Chicago's ambitious efforts to develop the highest quality bus rapid transit systems for the city," said Benjamin de la Pena, Associate Director at The Rockefeller Foundation. "BRT can help cities roll out efficient transportation quickly and affordably, providing city residents with access to jobs and opportunities."

BRT plans for the Central Loop East-West Transit Corridor includes designated bus-priority lanes on two miles of streets: Madison, Washington, Canal and Clinton. The corridor would serve Union Station, Ogilvie Transportation Center, the CTA Red and Blue Line subways, Streeterville and Navy Pier. A new, off-street transportation center just south of Union Station is also part of the concept.

This BRT project would meet the goals of the Chicago Central Area Action Plan by promoting transit, bicycle use and walking, thereby making the Central Area even more of an attractive place to do business, visit and live.

The CTA recently installed improvements along Jeffery Boulevard from 103rd Street/Stony Island to Jefferson/Washington to test elements of bus rapid transit systems, and continues to work with CDOT to study the feasibility of future BRT projects on Western and Ashland Avenue corridors.

CTA Announces Plan for Newest Generation of Rail Cars

2/6/2013

Agency to seek manufacturer for 7000 series cars as part of rail fleet modernization plan

CTA President Forrest Claypool today announced the CTA is seeking manufacturers for a brand-new generation of rail cars, the 7000 series—continuing the agency's efforts to modernize the transit system to improve service and benefit customers.

This week the CTA issued an Invitation for Bids (IFB) for new rail cars that will offer customers a smoother, more comfortable ride. These rail cars, expected to begin delivery around 2016, will replace current rail stock that is nearing or beyond 30 years of age. Replacement of these aging cars will reduce service delays from mechanical breakdowns and save millions in operating costs.

The 7000 series will complement the new 5000 series cars currently being used on three CTA rail lines. In late 2011, the CTA nearly doubled its order for those state-of-the-art cars, bringing the total order to 706 cars. Approximately 190 of the 5000 series have arrived to date, with new rail cars arriving at a rate of one per weekday.

The 7000 series purchase will allow for continuous replacement of CTA's aging rail fleet—departing from past practice of waiting as much as 20 years between rail car orders. The CTA anticipates the new 7000 series cars will begin arriving shortly after the last 5000 is delivered.

"Having world-class public transportation is essential for any world-class city," said Mayor Rahm Emanuel. "This is not just an investment in our rail system but in our neighborhoods. By strengthening our transportation we will continue Chicago's economic growth and increase the quality of life for all residents."

The 7000 series would replace the oldest rail cars in the CTA's fleet, potentially reducing the average age of the CTA's fleet to less than 10 years by 2022. Without the purchase of new rail cars, the average age of the fleet will be greater than 20 years by that time. The CTA fleet currently consists of approximately 1,280 rail cars.

"The CTA is continuing its aggressive plan of investment and modernization of the nation's second-largest mass transit system, benefiting our customers and the regional economy, which depends on a vibrant, modern transit system," said Claypool. "Under Mayor Emanuel, the CTA is undertaking a massive and timely replacement of both bus and rail fleets, which includes replacing aging vehicles, improving passenger comfort and service reliability."

With the base order and options exercised, the CTA would replace its oldest rail cars, including the approximately 400 30-year-old 2600 series, built between 1981 and 1987. Additional, later-year options could allow for the timely replacement of the 256 cars in the 3200 series, which are currently 20 years old. In addition, the CTA could expand its rail fleet if ridership trends or system expansion warrants.

The 5000 series, which offers smoother rides, more space and amenities as well as security cameras on every car, has been fully deployed on the Pink Line and is currently being rolled out on the Red and Green Lines. It is gradually replacing the CTA's more than 40-year-old 2200 series and the more than 34-year-old 2400 series cars, in addition to moderately expanding the size of the

current fleet to meet growing ridership. The industry standard for a rail car's useful life is 25 years.

The 7000 series bidders will submit exterior and interior design proposals, consisting of design options such as seating configuration and aesthetic design to ensure the new cars best meet CTA's requirements.

The project, if all options are exercised, would provide CTA with up to 846 new rail cars and have an estimated value of more than \$2 billion.

Wells Street Bridge Project to Temporarily Affect CTA Service

2/11/2013

CTA to offer extensive alternative service during temporary closure; coordinating work reduces travel impacts, cost; agency encourages customers to plan ahead and allow extra travel time

As part of the Chicago Department of Transportation's (CDOT) ongoing reconstruction of the Wells Street Bridge over the Chicago River, the Chicago Transit Authority (CTA) will temporarily cease train service on the bridge for two 9-day periods in early March and late April.

CTA today announced a comprehensive alternative service plan incorporating added bus service, shuttle buses, some rerouted trains and a Loop shuttle train to alleviate some of the temporary inconveniences for both weekday and weekend riders.

During these periods, CTA train service will be significantly impacted, including reduced capacity on the Red and Brown lines during the peak of the rush period, which will result in longer commute times and more crowded trains for those who normally travel commute during weekday rush periods. **CTA strongly encourages its customers to plan ahead for longer commutes by leaving earlier, changing travel patterns or considering alternative service.**

CTA service will be affected from Friday, March 1, beginning at 10 p.m. and resume in time for the morning rush on Monday, March 11; and again beginning on Friday, April 26, beginning at 10 p.m. and resuming in time for the morning rush period on Monday, May 6.

While CDOT closes the 90-year-old Wells Street Bridge for an extensive reconstruction—rebuilding one leaf of the bascule bridge during each 9-day segment—CTA will perform needed replacement of tracks on and near the bridge. Coordinating the work will minimize the impact on CTA riders and reduce overall construction costs, officials said.

In addition to work on the bridge itself, CTA will rebuild the tracks above the intersection of Lake and Wells Streets, known as Tower 18, and replace tracks in the curves at Hubbard and Kinzie, just north of the Merchandise Mart, avoiding additional street closures

and service disruptions for CTA customers. Tower 18 is the CTA's busiest junction, with 5 of 8 rail lines passing through every weekday. This junction handles nearly 700 trains a day and nearly 500 on the average weekend.

Upgrades to Tower 18 and additional track work will increase safety and reliability for customers and is part of the CTA's \$33.8 million Loop Track Renewal project launched in March 2012. By performing the work while CDOT completes the Wells bridge repairs, CTA will reduce the duration of the work by eight days. Additionally, combining the work will save CDOT and CTA \$500,000 in construction coordination costs.

CTA will communicate the temporary service changes with customers via several methods, including large, sandwich board signs and other signage at train stations; announcements on trains, updates on social media; informational handouts at stations; and via the CTA website at www.transitchicago.com/wellsbridge.

"CDOT and CTA have been working closely together to coordinate the two projects to minimize the impact on CTA customers and reduce the overall project cost," said CTA President Forrest Claypool. "However, we encourage our customers to plan ahead, allow extra commuting time and in some instances, temporarily consider alternative service.

The service changes include:

WEEKDAY SERVICE: March 4-8, April 29-May 3

AM/PM Rush Period Service (6 a.m. to 10 a.m. and 2 p.m. to 7 p.m.):

- **Purple Line Express:** There will be no Purple Line Express service to the Loop for the weekday periods of March 4-8 and April 29-May 3. Purple Line trains will terminate at the Howard Station. Customers can transfer to Red Line trains at Howard or should consider alternative transportation.
- **Brown Line (elevated):** one of every three southbound Brown Line trains will terminate service at the Merchandise Mart.
 - Customers should consider taking the Brown line to the State Street Subway due to limited service to the Merchandise Mart.
 - **Bus Shuttle (free):** customers who wish to connect with other Loop trains to continue their trip can exit at the Chicago Avenue station and take a bus shuttle to the Clark/Lake and Washington/Wells stations.
- **Brown Line (subway):** the remaining (2/3) southbound Brown Line trains will travel through the Red Line State Street subway, with Brown Line service terminating at Roosevelt.

- **Loop Shuttle Train (free transfer):** will be provided to operate only around the Loop to assist Brown Line customers who exit another train in the Loop. Will operate from approximately 4:30 a.m. to end of service (approximately 1:30 a.m.).
- **Bus Service Alternative (South of Fullerton):** to assist Brown Line passengers on the southern portion of route and Red Line customers at the North/Clybourn station, CTA will add temporary weekday bus service to the peak travel direction during the AM and PM rush periods along the #37 Sedgwick route (normal bus fares will apply).
 - Some of this additional service will be put in as a temporary deviation to the route with service starting at the Armitage Brown Line station (via "#37A Sedgwick/Armitage" buses) and then connect to North/Clybourn Red Line Station and resume the regular #37 route at North and Sedgwick. The #37 extends south into the Loop to the Clinton Blue Line stop.
 - Additional service will also be added to the #37 Sedgwick route starting/ending at Fullerton.
- **Added Bus Service:** additional service will be added to other existing bus routes: #22 Clark AM/PM rush; #146 Inner Drive/Michigan Express and #147 Outer Drive Express PM rush only.

Midday (10 a.m. to 2 p.m.) and Evening (7 p.m. to 10 p.m.) Service:

- **Brown Line:** Service will be reduced and trains will operate every 10-12 minutes with 8-car trains operating to Merchandise Mart only. No Brown Line trains will operate in the subway.
- **Loop Shuttle Train (free transfer):** will be provided to operate only around the Loop to assist Brown Line customers who exit another train in the Loop. Will operate from approximately 4:30 a.m. to end of service (approximately 1:30 a.m.).
- **Red Line:** Additional off-peak service will be added.

Late Evening Service (after 10 p.m.):

- **Brown Line:** After 10 p.m. and before the start of AM rush service, southbound Brown Line trains will only operate to the Chicago/Franklin station. Shuttle buses will operate to the Loop.

Weekend Service: March 2-3; March 9-10; April 27-28; May 4-5

- **Brown Line:** service will terminate at Chicago/Franklin.

- **Green/Pink Line:** service from the west will terminate at Clinton/Lake.
- **Orange Line:** service will terminate at Washington/Wells (trains will travel on Van Buren and Wells sides of the Loop only).
- **Green Line (63rd/Cottage/Ashland):** trains from the south will terminate at Adams/Wabash and a shuttle train will provide service to Clark/Lake.
- **Blue Line:** service will be unaffected.
- **Red Line:** will operate normally with additional service to accommodate increased passenger use.
- **Bus Shuttle Alternative (free):** a weekend bus shuttle will operate between the following stations: Chicago/Franklin, Clinton/Lake, Washington/Wells and Clark/Lake.

CTA to Expand Surveillance Cameras on Rail Cars

2/11/2013

Adding cameras to every rail car part of Mayor Emanuel's plan to increase safety and security on nation's second-largest transit system

The Chicago Transit Authority is making sure criminals think twice before attempting to commit a crime aboard its trains. CTA last week began a seven-month long project to install high-definition cameras in approximately 850 existing, older model rail cars to assist law enforcement in crime-fighting efforts and deter crime.

This project is a continuation of Mayor Rahm Emanuel's efforts to improve the safety and security across the CTA, while making long-term investments to ensure Chicago is supported and driven by a first-rate transit system.

"Having a world-class public transportation system is a key goal of my administration, and making sure that Chicagoans can have a safe experience on board our trains and buses is a top priority," said Mayor Emanuel. "These additional cameras will work directly with the many other upgrades we've made to improve the experience of our passengers, so they can get to work and school smoothly and safely."

CTA's newest generation of rail cars, the 5000 series, has cameras on every car. Those rail cars have been deployed on the Pink Line and are currently replacing rail cars on the Green and Red lines. Now, CTA will retrofit its older 2600- and 3200 series rail cars with new surveillance cameras. Each rail car will be equipped with an on-board recording device and four 360-degree high definition cameras, which provide the same amount of surveillance coverage as the seven cameras installed on the 5000 series rail cars.

"We're already seeing what impact cameras on all CTA rail cars will have in deterring crimes and assisting police in the apprehension of those committing crimes on and off our system," said CTA President Forrest Claypool. "In the span of eight months — with less than 15 percent of rail fleet equipped with cameras and operating on three of our eight rail lines — images pulled from our 5000 series rail cars have assisted police in the apprehension of at least 14 offenders in connection with 15 cases. With more cameras, we will be able to step up our efforts to fight crime on the system."

President Claypool has systematically added thousands of cameras to the CTA's video surveillance network. More than 3,600 cameras are now installed across the rail system, including train stations, and up to 10 cameras on each bus in a fleet of 1,800 vehicles. By late this year, the agency's rail fleet of 5000-, 3200- and 2600 series rail cars will all be equipped with multiple surveillance cameras and on-board recording devices, and hundreds of new camera-equipped 5000 series cars will have replaced older 2200 and 2400 series cars being gradually retired.

CTA to upgrade 5000 series light fixtures, add rail cars

2/13/2013

The Chicago Transit Board today approved a contract amendment to improve lighting in its newest generation of rail cars, the 5000 series, to LEDs, and increase the total order of the new 5000 series currently being manufactured by Bombardier Transit Corp. to 714 cars. To cover the costs of those improvements, CTA will apply a spare parts credit and has agreed to make an accelerated payment to Bombardier.

Under the amended contract, CTA will change the interior fluorescent lighting to LEDs, which use less energy, are brighter and have an average life expectancy of 12 years. The average life expectancy of fluorescent light bulbs is about two years, and requires special hazardous material handling procedures. Currently, CTA has taken delivery of 202 of the rail cars and has 192 in service. The new rail cars have been fully rolled out on the Pink Line and are being added to the Red and Green Lines. The rail cars currently in CTA's possession will have all lighting replaced and all new cars will have LED lights installed in them at the Bombardier plant prior to shipment to CTA.

The Board also approved amending the Bombardier contract to allow CTA to acquire an additional eight rail cars, bringing the total order to 714 from 706, which will allow the CTA to have additional cars to more quickly replace aging rail cars, some of which are more than 40 years old. CTA will advance Bombardier an accelerated payment of \$61 million and apply a spare parts credit of \$15 million in return for the LED lights and the eight rail cars. The total value of the 5000 series project is about \$1.1 billion.

"The CTA is pleased to continue its plan to modernize its rail fleet, which will continue to improve reliability, safety and comfort for our customers," said CTA President Forrest Claypool. "Additional cars will allow CTA to replacing older rail cars more quickly, and LED lights will provide better illumination for customers and lower lighting-related costs for CTA."

CTA anticipates taking delivery of all 5000 series rail cars by the end of 2015. Last week CTA announced it had issued an Invitation for Bids (IFB) seeking manufacturers for a brand-new generation of rail cars, the 7000 series, continuing the agency's efforts to modernize the transit system to improve service and benefit customers.

Bill would merge transportation, planning agencies

Goal is increased transit use, elimination of duplicate services, legislator says

By Richard Wronski, Chicago Tribune reporter

February 18, 2013

In response to critics who contend the Regional Transportation Authority is broken, legislation has been introduced in Springfield that calls for merging the RTA and the Chicago Metropolitan Agency for Planning into a new entity.

The reborn agency — the bill doesn't specify a name — would have the transportation oversight power of the RTA along with the planning, land-use and funding authority of CMAP.

Its 18-member board would be similar in political and geographical representation to the RTA's and CMAP's, coming from Chicago and the surrounding counties. But there would be a new political wrinkle: Three additional members would be appointed by the governor.

Under the legislation, the new agency would have specific goals, particularly "doubling the use of public transit" by 2040 and eliminating waste and duplicate efforts by RTA and CMAP.

"You've got to set goals," said State Sen. Terry Link, D-Waukegan, the bill's sponsor. "If you don't set goals, there's no incentive to work harder."

Link said his bill, the Transportation Modernization Act, would streamline the planning and oversight agencies "to more effectively address the region's growth and transportation challenges."

Critics contend the RTA hasn't provided strong enough oversight of the CTA, Metra and Pace. They also blame it for a decline in public transit ridership from 700 million trips in 1983 to 652 million trips in 2011.

"We've given (the RTA) more teeth to do what they need to do, but I don't think they've accomplished what they should have," Link said. "This (merger) is one of the ways we can make it better for everybody."

A civic group, Metropolis Strategies, began calling last year for an end to the RTA and the merger of the agencies. Its campaign was spearheaded by the group's president and CEO, George Ranney, who is credited with being the architect of the RTA when it was created nearly 40 years ago.

Another goal, Link said, would be to reduce the cost of governance. He estimates a merger would save \$10 million a year "but not cost the taxpayers of Illinois a dime."

The agencies are similar in many ways, and frequently collaborate and share research.

The RTA has a staff of about 119, and its 2013 budget is \$32.9 million; CMAP's workforce is 102 with a \$15.7 million budget for 2013, according to the agencies.

The RTA is the umbrella agency overseeing public transportation in northeastern Illinois. It was created in 1974 with approval of a referendum proposal in the six-county region, but has evolved over the decades.

Amendments to the RTA Act in 1983 and again in 2008 substantially changed the agency's organization, funding and operations and boosted its oversight of the CTA, Metra and Pace.

CMAP is a relatively new and low-profile agency. It was formed in 2005 when the legislature merged the Chicago Area Transportation Study and the Northeastern Illinois Planning Commission.

The RTA has a 16-member board appointed by political leaders from each of the six counties. Five members are appointed by the mayor of Chicago.

In a statement Friday, RTA Executive Director Joe Costello said the merger bill "does not change any of the RTA's responsibilities and will not improve mass transit."

CMAP's 15-member board is appointed by political leaders from seven counties. CMAP's board has discussed the idea of merging with the RTA but has not taken a position on the proposal.

The board, a spokesman said, believes "we need to take a regional approach to funding and (the) provision of transit services."

Gray Line Tucson/Citizen Auto customizes new 2013 MCI® J4500 coach, wins most creative tour award at Gray Line annual meeting in Paris

SCHAUMBURG, IL — December 20, 2012 — Creativity comes naturally to Gray Line Tours Tucson/Citizen Auto. After taking the Most Creative Tour award at the Gray Line annual meeting last summer, the family-owned company has built on the momentum by customizing its new 2013 J4500 coach with many of the model's popular options to make it its own.



"We waited for the redesign to update our fleet and keep it youthful," said fourth-generation leader TJ Morgan, Jr., a former professional musician who knows how to wow a crowd. "Our passengers are thrilled with it. It's a good-looking coach. We added a lot of options and updated our graphics to complement Gray Line's new logo. This is our first coach with clean-diesel engine technology, and we like the improvements we're seeing in fuel economy."

Passengers are sure to appreciate the drama and elegance of the interior, which features wood-like flooring, wood-grain enclosed parcel racks, spacious seating, a state-of-the-art entertainment system with 15-inch, flat-screen monitors, WiFi and 110-volt outlets at each seat. Morgan also opted for a Detroit Diesel engine and three-point passenger seatbelts as an extra safety measure to the model's electronic stability control, fire-suppression and tire pressure monitoring systems that come standard. In addition to the swooping new LED headlights and appealing design, the exterior on Gray Line Tucson's J4500 sports optional chrome mirrors and wheels along with a new paint scheme.

"We're excited about the prospect of putting the new J4500 into play this season," said Morgan.

Renowned for its exceptional sightseeing trips to popular local destinations, regional adventures and package tours, Gray Line Tucson also offers educational tours to learn about wildlife in the Sonoran Desert, the cuisine of Tucson or the reality of life along the Mexican border. The company won the "Most Creative Tour" award for its "Border Crisis: Fact and Fiction" during Gray Line International's annual meeting this past summer in Paris. The tour, which takes travelers on a three- to four-hour trip from Tucson to the Nogales area, allows passengers an up-close view of the border and a chance to hear from law enforcement agents, ranchers and local business people. The tour has garnered recognition from media outlets including CNN and the Arizona Star.

A pioneer in charter transportation, Gray Line Tucson/Citizen Auto's history dates back to 1916. It was founded by TJ Morgan's grandfather four years after Arizona statehood. Today the company has a fleet of 12

motor coaches, 35 school buses, vans and a highly successful freight division. TJ grew up in the business at the side of his father, Tom J. Morgan, CEO, working in early every aspect of the business from ticket sales to loading baggage. A musician at heart, with a career path that also has included horse-training, TJ Morgan's creative endeavors extend industry wide. He serves on the Gray Line board and chairs the America Bus Association's environmental committee and its tour and charter council. Learn more at www.graylinetucson.com.

Trans-Bridge Lines first in area to get seven new 2013 MCI® J4500 coaches; plans new Park and Ride facility

SCHAUMBURG, IL — January 7, 2013 — Knowing that part of being first-rate is putting the emphasis on "first," Trans-Bridge Lines has become one of the first operators to take delivery of the MCI J4500 coach, redesigned for 2013 with greater curb appeal and improved operational efficiency. It's not the first time Trans-Bridge has leapt to the forefront with a new model — it was the very first operator to take delivery of MCI's Renaissance E4500.



Trans-Bridge's newest J4500 coaches are wheelchair lift equipped and offer onboard amenities including a spiral entryway, tiered theater seating, enclosed parcel racks and individual air-flow and lighting controls. Standard safety features include Electronic Stability Control, a fire suppression system and a tire pressure monitoring system. Trans-Bridge selected environmentally friendly upholstered seats made of recycled materials, an option the company has been selecting in its last several new coach purchases. Its latest coaches also feature new clean-diesel engine technology for near-zero emissions to further the company's commitment to going greener.

Trans-Bridge will feature six of its seven 2013 J4500 coaches on its regular-route commuter service to New York City. Its other model, outfitted with additional upscale amenities including a galley, leatherette-trimmed seating for 50 passengers, enclosed parcel racks with a

faux-marble finish and a entertainment system, will be available for upscale charters.

"We think the 2013 J4500 is a very attractive, deluxe coach with a very modern look," said Tom JeBran, President of Trans-Bridge. "We started featuring our later J4500 models on our scheduled-service routes. We like the wide-ride suspension, stability control and operational performance. Our passengers have taken to the model. Our drivers like the location of the wheelchair lift and the larger baggage bays on trips to the airports and cruise ships."

Trans-Bridge is also in the initial engineering and architectural phase of a new Park & Ride facility on its property. "We're looking into the economics of a more modern structure that will provide us with more office space and offer increased convenience and security for our riders," said JeBran, who, with his brother Jim JeBran, executive vice president, represent the third generation of family members to lead the company. Trans-Bridge is one of the largest privately held operators in the country, employing more than 200 people and operating a motor coach fleet of 68 MCI models.

Trans-Bridge is a member of several industry associations including the American Bus Association, where Tom JeBran is chairman of its Board of Directors. The company is also a member of the prestigious IMG (International Motorcoach Group) and the Pennsylvania Bus Association, where Jim JeBran is past chairman of its Board of Directors. To learn more, visit www.transbridgelines.com.

Martz Group orders 46 MCI coaches for 2013 delivery

SCHAUMBURG, IL — January 7, 2013 — As an industry leader and one of the largest privately held operators in the nation, the Martz Group, which includes Martz Trailways, is dedicated to keeping its fleet young and well equipped. The company has ordered 46 new 2013 MCI coach models with wheelchair lifts, three-point passenger seatbelts and more.

Martz' 24 MCI® J4500 and 22 MCI® D4505 coaches will also come equipped with the newest-generation ACTIA multiplex system for simplified diagnostics. Advanced standard safety features on both models include electronic stability control, SmartWave® tire pressure monitoring and a fire suppression system. As an additional safety measure, Martz has added optional drive-cam and GPS systems. Deliveries are expected to begin May.



"We are committed to offering our passengers the very best; it's why we keep a newer fleet with the amenities and technologies that provide a safe, reliable and comfortable ride," said Craig Smith, Martz CEO. "We like the updates to the J4500 model and appreciate the workhorse qualities of the D model."

Restyled for 2013, the MCI J4500 has updated curb appeal with angled LED headlights and more than 30 improvements to further reliability. Inside, Martz' new J4500 coaches will have hardwood-look flooring and plush passenger seats with dual 110-volt outlets. Martz also added MDSS, MCI's Dynamic Stability System, an electronically controlled air suspension system that maintains consistent ride height automatically; the system also allows drivers to choose alternative ride heights that can be four inches higher or lower than the standard setting, along with 3.5-inch to 4-inch kneeling at the front step. The system improves the coach's handling, maneuverability and fuel economy.

The J4500 has been the industry best seller for the past eight years; the D4505, renowned for its low operating cost, is part of the industry's all-time best-selling model line. MCI, which turns 80 this year, is the industry leader. "We are dedicated to providing Martz with the highest-quality, Reliability Driven coaches, parts and aftermarket services. We appreciate the confidence they place in MCI," said Rick Heller, MCI President and CEO.

"We are pleased that Martz has once again turned to MCI and trusts our models for reliability, easy service and style," said Patricia Ziska, Vice President of Sales, Private Sector. "It's gratifying to see Martz' enthusiasm for the restyled J4500. Plus, their option choices demonstrate their leadership

and desire to put passenger safety and comfort first. We're proud to be able to offer Martz these advances."

Founded in Plymouth, Pennsylvania, in 1908 by Frank Martz to transport area coal miners to their jobs, the company first known as White Transit Company is today a multi-state enterprise that spans the East Coast from Pennsylvania to Florida. The company took the Martz name in 1922. In addition to Martz Trailways, the Martz Group, also includes Martz National Coach, Martz Gold Line/Gray Line, Martz First Class Coach, ANC Tours by Martz Gray Line in Arlington, Virginia, and Martz Travel. Martz operates scheduled service to New York, Philadelphia and Atlantic City. All together, Martz employs more than 500 people and operates 250 coaches.

Martz was one of the founding members of the Trailways Bus System organization. Its first bus, which was built in 1908, is on display at the bus museum in Hershey, Pennsylvania.

To learn more visit www.martzgroup.com

Nova Bus and CAT roll out first articulated bus in SC

Clemson University students will be able to set their eyes on a new style of transportation. Clemson Area Transit, a trusted Nova Bus partner, is putting into service the first articulated bus in South Carolina this morning.

CAT leads the state with the introduction of new technologies like Nova Bus' LFS Artic as an economical, efficient way to ease overcrowding on busy routes. "We double the capacity and only use one bus to accomplish as much transportation," said Al Babinicz, CAT General Manager. "The 'bendy bus' technology eventually could help solve transportation problems throughout South Carolina."

CAT dubbed its LFS Artic the "bendy bus" because of its center articulation that allows the bus to corner tightly and handle city streets as easily as a regular bus. Similar LFS Artic buses are currently in operation in large urban centers including New York City and Montreal.

The high-capacity vehicle provides optimal passenger flow since it offers the industry's largest center aisle. It is also equipped with Nova Bus' proprietary electric engine cooling system, resulting in significant fuel savings, reduced greenhouse gas emissions and competitive life cycle costs.



CAT plans to use its LFS Artic primarily on the Red Route to transport Clemson University students, faculty and staff to and from campus. As part of its plan for older buses, CAT expects to retire a total of eight buses, of which several will be replaced by articulated buses.

CAT already owns five 40-ft Nova LFS Smart Buses, purchased in 2012. "We value our partnership with Clemson Area Transit, and we were pleased that they turned to us again for a proven, reliable transit solution to help them tackle their capacity challenge, enhance their productivity and ultimately, better serve the community," added Jean-Pierre Baracat, President of Nova Bus.

Nova Bus receives major order for hybrid buses from Quebec

Volvo Buses' North American subsidiary, Nova Bus, has received an order for 475 hybrid buses from Quebec in Canada. This is the single largest order for hybrid vehicles that the Volvo Group has ever signed to date. The buses are scheduled for delivery beginning of 2014. The order also encompasses an option for approximately 1200 vehicles.

Long-term cooperation

The customer, ATUQ, is a consortium consisting of the province's nine transit authorities.

"This order underlines the strong relationship ATUQ and Nova Bus have developed over the years," said Jean-Pierre Baracat, President of Nova Bus. "ATUQ has renewed its confidence in our company and vehicles once again, and we are glad to continue to work together to further enhance transit services in our communities."

ATUQ is a longtime key customer of Nova Bus', with their partnership stretching back to the seventies.

Environmentally optimized technology

Compared with conventional diesel-powered buses, the Nova LFS HEV offers approximately 30% lower fuel consumption and greenhouse gas emissions. In parallel with the continued enhancement of hybrid technology, Nova Bus is working on the development of other environmentally optimized solutions such as plug-in hybrids and all-electric buses.

"One important part of Nova Bus' vision is to be a leader in green efficiency and electro-mobility. We believe that lower-emissions buses help meet urban challenges such as congestion and improve quality of life," says Stefan Tilk, President Business region Americas, Volvo Buses.

Chicago Transit Authority Proposed Open Fare Media Fees

Notice is hereby given that the Chicago Transit Authority ("CTA") desires public comment before it considers an ordinance to adopt proposed fees for certain fare media when the new open fare system goes into effect later this year. No changes are proposed for the prices of fares and passes. A public hearing will take place Monday, March 11, 2013 at 6:00 P.M., at Chicago Transit Authority headquarters located at 567 W. Lake Street, second floor conference room, Chicago, Illinois 60661. This facility is accessible to people with disabilities.

In 2013, the CTA is transitioning to an open fare payment system known as Ventra that customers can use throughout the Chicago region on public transportation provided by CTA and Pace. The open fare payment system will allow customers to pay for CTA transit services with the contactless reusable Reloadable Cards or with their own contactless personal credit/debit cards. The Reloadable Card can be used to add transit passes or other stored transit value. As a convenience, individual customers can also purchase a Limited Use Ticket, which is a contactless disposable ticket usable for a single ride or as a 1-Day Pass, but is not reloadable. Similarly, as a convenience, the CTA will make Limited Use Media that is not reloadable available for bulk sales in the single ride, 1-Day, 3-Day, 5-Day and 7-Day Pass format.

The following proposed fees will be applied:

1. Limited Use Media Fee

To offset production costs, a fee of \$0.50 will be included in the purchase price of the disposable Limited Use Ticket for a single ride and for disposable tickets sold in bulk for single ride, 1-Day, 3-Day, 5-Day and 7-Day Passes.

2. Reloadable Card Purchase Price Refund

Similar to the Chicago Card (which will be phased out when the open fare system is implemented), there will be a one-time cost for purchase of the Reloadable Card of \$5.00 plus the cost of any initial stored value or pass product. The \$5.00 will be refunded immediately as

Omnibus Society of America
PO Box A3051
Chicago IL 60690

S SUBURBAN IL 604

21 FEB 2013 PM 9 1



60019181300



stored value for transit use upon the customer's registration of the Reloadable Card within ninety (90) days of purchase.

3. Dormancy Fee on Transit Account

After eighteen (18) months of inactivity, a \$5.00 dormancy fee will be deducted each month from any stored transit value in a transit account, whether on a Reloadable Card or a personal credit/debit card. If a transit account includes an unused transit pass, the pass will be converted to stored value in an amount equal to the purchase price of the unused pass at this time. The dormancy fee will be deducted each month until the stored transit value is depleted. Any customer use of the stored transit balance, whether before or after a dormancy fee has been assessed, restarts the 18-month period before a dormancy fee will be assessed.

The CTA will host a public hearing for interested persons or agencies to provide comment with respect to social, economic, environmental and other related aspects of the proposed fees for select fare media used to access the open fare payment system.

Written and oral comments will be considered prior to implementation of the proposed fees. This input will be welcomed at the public hearing or by correspondence addressed to Chicago Transit Authority, Fare Revenue Programs Department, 567 W. Lake Street, Chicago, Illinois 60661. Input can also be sent via e-mail to: openfare@transitchicago.com. The deadline to submit written comments is Tuesday March 12, 2013 by 12:00 P.M.