



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

## **JULY-AUGUST 2015**

**RUN 06-15**

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](http://osabus.org). At [osabus.org](http://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.

### **• JULY/AUGUST MEETINGS**

**The July meeting** of the Omnibus Society of America will not be held due to the July 4<sup>th</sup> holiday.

**The August meeting** of the Omnibus Society of America will be held on August 8, 2015, 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 native Tom Poliak.

## **CTA Announces Plan to Strengthen Bus Operator Training**

6/12/2015

Chicago Transit Authority (CTA) President Dorval Carter Jr. today announced the CTA is taking new steps to expand and customize training for bus operators as part of the agency's ongoing efforts to improve operations and enhance safety for customers.

The changes to training include:

Additional route-specific instruction for some routes, including those that operate in the Central Business District

Increased ride-along evaluations by managers and supervisors to ensure proper adherence to procedures and policies

An increase in the total number of training days for new bus operators, including additional "practicum training," with bus instructors during field instruction

"CTA already has a comprehensive, focused training program for all our operators and follows well-established practices similar to those of other transit agencies across the country," Carter said. "But we are always looking for

ways to better serve our passengers. By strengthening the training our operators receive, the CTA will improve what

is already one of the best bus safety records in the country and, at the same time, enhance service to customers."

In addition to changes to training, Carter said he has directed CTA staff to also undertake a study to identify the most challenging routes in terms of operations and technical skill. The analysis will consider a wide range of data, including traffic levels (vehicular, bike and pedestrian), ongoing construction, number of crashes/citations, passenger volumes, and other factors. He has also directed senior bus operations managers to deploy more bus supervisory staff in the Central Business District to assist with daily operations.

The changes are in line with the principles of a new safety framework being developed by the Federal Transit Administration (FTA), known as the Safety Management System (SMS). In November 2014, the FTA chose the CTA as the first transit agency in the nation to assist in the development of SMS, which will develop uniform standards to upgrade and ensure safety for transit operations throughout the country.

As one of the first changes under SMS, starting later this month CTA bus operators will receive six weeks of training, which includes classroom instruction and field training and is comparable to training provided by many U.S. transit agencies. The extra week of training over the previous 5-week program will include additional driving instruction and general safety training, and give CTA one of the most comprehensive bus-operator training programs of any major U.S. transit agency.

Additionally, all CTA operators are required to have a Commercial Driver's License, with additional instruction/testing to receive endorsements for passenger vehicles and air brakes.

The training changes are part of a comprehensive focus on safety brought to the CTA by Carter, who has 30 years of transit experience at the local and federal level.

"Like we're doing with other aspects of this organization, we're taking a top-to-bottom look at how we approach safety," Carter said. "Our goal is to have some of the most comprehensive training and safety programs of any U.S. transit agency."

The CTA provided more than 276 million bus rides in 2014, making it one of the largest bus service providers in the nation.



## CTA Welcomes New Locally Owned Concessions to Green Line

6/12/2015

### ***Businesses Will Fill Vacant Concession Space, Improve Services at Cottage Grove and King Drive Green Line Stops***

The Chicago Transit Authority welcomes two new locally owned vendors to the Green Line, continuing CTA's strategy of partnering with local businesses as part of its ongoing expansion of concessions offerings to CTA rail customers.

The CTA Board approved new leases with Chris & Cedric Newsstand for a newsstand at the King Drive station, 400 E. 63rd St., and with Liquids 1, LLC, for a juice bar at the Cottage Grove station, 800 E. 63rd St.

"We're pleased to partner with local businesses that can provide our customers with a more convenient and pleasant commute," CTA President Dorval Carter Jr. said. "In addition to increasing CTA revenue, these local businesses will provide added amenities to Green Line customers and benefit the local community."

Chris & Cedric Newsstand is the first business venture for owners and longtime Woodlawn residents Chris Montgomery and Cedric Harris. Montgomery is a military veteran and Harris has been a lead technician with Comcast for the last eight years. The two, who are best friends, will be filling a concession space that has been vacant since construction commenced on the Lake/Englewood/Jackson Park Line in 1994.

"The Chris & Cedric Newsstand will provide the Woodlawn community and CTA riders with the latest news, magazines and more," Montgomery said. "As longtime residents of the area, we are looking forward to the opportunity to serve our community by keeping everyone up-to-date on the latest events."

Liquids 1, LLC will be operated as a juice bar by owner Donald Grayson Jr. Grayson successfully ran a juice bar while attending Ottawa University in Kansas for his Master's in Business Administration. A Chicago native, this will be Grayson's first business start-up in the area. The juice bar will fill a concession space at the Cottage Grove station that has been vacant since April 2013. Grayson said he hopes that Liquids 1 will bring a healthy option for people in the community.

"I grew up on the southeast side of Chicago and I have been riding the Green Line my whole life," Grayson said. "It has also always been a very important and personal goal to bring together commerce and health in communities of color where they are both truly needed."

The Chris & Cedric Newsstand lease is a three-year term with a net present value calculated at \$4,194.17. The Liquids 1 lease is a 10-year lease with a net present value calculated at \$23,300.97. Both leases hold two five-year options and reflect CTA's effort to eliminate

month-to-month leases and secure more long-term leases, which are mutually beneficial to the CTA, CTA tenants and the surrounding community.

Revenue generated from retail leases help boost CTA's non-farebox revenue and provide customers and the surrounding neighborhoods with additional amenities and services that help to boost local neighborhood economies.

## ***Yellow Line Service Temporarily Suspended***

Length:

**Sunday, May 17, 2015 - 10:00 PM to TBD**

Impact Level:

Service Suspended

Full Description:

Service on the Yellow Line has been temporarily suspended due to a track condition.

Shuttle buses are available to provide connecting service through the affected area. CTA #97 Skokie bus service may be a good alternative option to Yellow Line train service.

We are working to restore service as soon as possible. We apologize for the inconvenience and appreciate your understanding.

Allow extra travel time.

Shuttle bus service

Shuttle bus service operates on approximately the same frequency as scheduled Yellow Line service during hours which Yellow Line trains would otherwise operate—**approximately every 10 minutes during weekday rush periods and every 15 minutes at most other times**, in both directions.

As an added convenience, like Yellow Line service after Cubs night games, shuttle bus service hours will be extended following Cubs night games, with buses operating from Howard until Midnight.

### **Where to board bus shuttles**

<b>Howard</b>	<b>Toward Skokie:</b> In bus terminal (use Paulina exit if transferring from Red or Purple Line trains in station).
<b>Oakton-Skokie</b>	<b>Toward Dempster-Skokie:</b> At regular northbound 54A stop on Skokie Blvd., just north of Oakton St.



**Toward Howard:** At regular southbound 54A stop on the west side of Skokie Blvd, south of Searle Pkwy *or* on the west side of Skokie Blvd, north of Oakton St.

**Dempster-Skokie**

**Toward Howard:** In bus terminal near station.

Yellow Line service has been temporarily suspended due conditions that developed at a neighboring construction site on Sunday, May 17.

An earth retention system at a construction site next to our tracks in Skokie failed, causing land to erode away from our property and tracks. This event made it necessary for us to suspend Yellow Line service and institute alternatives while reconstruction of our track embankment and track is performed.



Both photos from CTA Facebook page

Today, the Metropolitan Water Reclamation District (MWRD), whose contractor is performing this work on their behalf, released a statement that noted the current investigation and planning stage is expected to take approximately two weeks. Reconstruction work will then follow, which is expected to take several more weeks.

At the end of the MWRD's work, we can then rebuild the section of track that was affected and resume service thereafter.

The MWRD has extended apologies for the inconvenience caused to affected riders and assurance that resumption of Yellow Line service is the agency's top priority following these events.

We at the CTA also appreciate your patience and understanding while we work with our peers at the MWRD and their contractor to restore service as quickly as possible.

## Wynne Transportation adds four new MCI® J4500s to their growing business

**DES PLAINES, IL — May 22, 2015 —** The Wynne family of Texas is known for a legendary entrepreneurial streak that began more than a half century ago in the energy business and moved into law, real estate and along the way, helped build the Dallas Cowboys.



In 1985, Joan Wynne got a call from the driver who was transporting her real estate clients around town — he wanted to expand the business and needed a loan. Quietly, Wynne Transportation was born. Her son and Wynne Transportation president Bedford Wynne remembers it this way:

"My mother (currently Wynne Transportation's CEO) was using limousines to take clients to dinners and site visits. I was in middle school using limousines for dances," Wynne explains. When the limousine operator needed financing, he approached my mother and said that he would handle the gas, drivers, insurance, upkeep and we could use the car whenever we wanted. Our company was born."

The Irving, Texas-based firm remains a town car and van company but moved into the motor coach industry in 2008 in a big way with the purchase of Priority One and their six-coach fleet. "Now our combined over-the-road fleet is 24 coaches and 13 mini-buses," including its recent purchase of four new model MCI J4500 coaches. "We still have our sedans, SUVs, vans, Sprinter Limos, and VanTerras. Our total fleet size is 70+ vehicles.



Ironically, we only have one limo left in our fleet that my mom uses to delight her grandchildren," said Wynne.

The company now has 18 MCI coaches. "We originally started with the MCI D-Series models as they are the workhorse of the industry, and now feature MCI J4500 coaches," said Wynne.

As for choosing MCI, he explained, "The main reason we went with MCI is that I could hit their Dallas service office with a slingshot from my office. This was very helpful when we were first starting out and we didn't have a mechanic. It is still helpful because there are still items that must be taken to dealers for repairs. The MCI service facility has improved dramatically over the years. The General Manager, Robert Kirby, goes above and beyond, staying late, answering calls on weekends, finding mechanics to work on the weekend when needed, which helps keep us on the road."

The company organizes church and corporate shuttles, university sport and student transportation as well as corporate, convention and large event transportation in its motor coach business.

The Wynne family built the Texas Pavilion at the 1964 New York World's Fair, the Le Meridian Hotel in Dallas among other hotel properties, started the Six Flags Over Texas theme parks and were original founders and partners with Clint Murchison in the NFL Dallas Cowboys football franchise.

Said Wynne, "I am very proud of my family's history and traditions. I feel very fortunate knowing that owning and operating a business is in my blood. Although transportation is new in our family lineage, I am up to the challenge of running a profitable and successful company."

Wynne Transportation's website is [wynnemotorcoaches.com](http://wynnemotorcoaches.com).

## **Executive Coach adds more luxury to its fleet with a fully featured 2015 MCI® J4500**

**DES PLAINES, IL — April 16, 2015** — In the late 1970s, Elvin McMichael was driving for a motor coach company in central Pennsylvania and noticed that he was behind the wheel of coaches at least 10 years old, standard for most motor coach companies in the area at the time.

He began to wonder how well a venture could do with a singular focus on late-model coaches with only the latest luxury features. In 1979, McMichael founded Lancaster, Pennsylvania-based Executive Coach with three other partners, a pre-owned MCI and a plan to move to new models when financially feasible.

Today, Executive Coach, now family-owned by McMichael and his son Dale, has a 16-coach fleet, including 14 late-model MCI coaches and a new 2015 MCI® J4500 delivered in March.



McMichael has built his MCI-majority fleet with an appreciation for their reliability, comfort and most of all, "their customer appeal." He remembers driving his first MCI back in 1979, a 10-year old MC-7. "MCI always had driver appreciation," he noted. As the company started with that single coach, he added more coaches over time.

Executive Coach's latest J4500 has Wi-Fi and full passenger electronics with a Cummins ISX 12L, 425 horsepower engine and an Allison transmission. The 2015 MCI J4500 also features a new ZF independent front suspension providing a turning radius that's nearly seven feet tighter than before and a new Bendix braking system for car-like control and ease of service.

Executive Coach serves tourist, organizational, corporate and school clients and now works with tour partners around the world including Bob Neff Tours, Westlake Tours, Lowee's Group Tours and the American Tour Guide Association.

Executive Coach's website is [www.executivecoach.net](http://www.executivecoach.net).

## **ABC DOUBLE-DECK REFURBISHMENT PROGRAM DELIVERS EXTENDED SERVICE LIFE AND EXCLUSIVE OPEN TOP DESIGN**

ABC has launched a new refurbishment program to add years of service with an exciting array of applications to the proven Van Hool TD925 double-deck bus. The program offers a number of refurbishment options to key market segments including traditional tour and charter operators, the day tour and sightseeing business, as well as a "conversion" model with customer-selected options for a variety of corporate users, professional sports teams and the conversion enthusiast. Since its market entry in 2008, the high-capacity, 81-seat coach is built by Van Hool for robust performance -- a key consideration in ABC's decision to provide this model for extended revenue service.

According to Roman Cornell, who envisioned the program and heads the company's Specialty Vehicles Division, "customer response has been very positive and validates our strategy to offer a broader commercial application to the secondary market. These units are proven performers offering all the durability of a true



double-deck bus, plus many exciting features for the sightseeing market segment. Why not extend the lifecycle of a viable market leader and offer a product that can still provide years of dependable revenue service?" states Cornell.



Currently plans are in the works for the following coach offerings:

**A traditional Charter Fleet Refurbishment Option** will offer operators a refurbished TD925 unit that has undergone a rigorous multi-point inspection for mechanical and engineering components. Additionally, the coaches will feature a number of interior and aesthetic upgrades that will provide a refreshed, service-ready vehicle to operators.

**The TD925 Sky Deck Refurbishment Option** converts the proven double-deck to an open-top sightseeing bus that offers many exclusive features including up to 85 passenger capacity – that's 15 more seats than standard open-top competitors. And unlike competing models, the Van Hool TD925 Sky Deck offers a true double-deck design with a robust suspension system designed and built to carry two levels of flooring, seating and passengers safely. With extensive experience in coach body and mechanical services, ABC's in-house team has successfully reintroduced the new TD925 Sky Deck model. The roof is removed and the top deck is taken down to its original wall frame structure and composite flooring. New perimeter wall panels and deck drains are installed to allow water to escape from the top deck area while keeping the lower level out of the elements. Seat tracks are installed to receive 61 new weatherproof seats that feature standard seatbelts which are not typically offered in an open-top sightseeing bus. Next, the interior walls and deck of the upper level is prepped for installation of a proven weatherproof two part hybrid modified polyurea seamless coating system and slip-resistant floor. Finally a stainless steel perimeter safety railing is installed. Downstairs, the upholstery is renewed offering customers a choice of seating fabric colors.

A variety of standard features include:

Seatbelts

A/C on lower level

Restroom equipped

PA system equipped

Low-floor ADA accessibility

Aluminum wheels

Paint and graphic design

Upon completion of refurbishment, the sleek TD925 Sky Deck is ready for sightseeing duty and intracity tours. With plans set to carry a limited number of stock units, the revamped TD925 Sky Deck has already proven to be a very popular program.

**Finally a third "Conversion" Option will be built featuring both a second "open deck" and third deck "Race Deck" design.** Offered to appeal to corporate customers, professional sports teams and high-end tailgaters, the Race Deck design offers customers custom build-outs in a limousine-type interior that features all the comforts of home. A flowing design will house comfortable living space that provides a full kitchen, dinette with seating for six and powder room facilities. Passengers can relax and enjoy the "main event" -- be it NASCAR, college or pro-sport tailgating, corporate outings, etc., from a custom "Race Deck" that features a collapsible roof railing or from the "open deck" which provides an ideal outdoor space for round-table seating for six and stairs to access the lower deck level. Indoor accommodations include a master bedroom with front windshield view, a full-size bath and two additional bunks. The race deck can be custom-configured to any customer preference. ABC plans on building a demo unit that will be available for test and inspection in Q3-4 of 2015.

For complete information about the Van Hool TD925 Refurbishment Program and specialty model options, please contact Roman Cornell, Executive Vice-President at 800-222-2871 or [rmcornell@abc-companies.com](mailto:rmcornell@abc-companies.com).

## DEAN TRAILWAYS ADDS FOUR VAN HOOL CX45'S TO FLEET

"We're passionately committed to offering our customers the best possible experience," says Patrick Dean, Director of Business Development of Lansing based Dean Trailways of Michigan. "One expression of that commitment is a state-of-the-art motorcoach fleet, which is part of the reason that in the past two years we've purchased four new Van Hool CX45 coaches."

Dean Trailways was founded by Patrick's father, Kellie P. Dean, in 1994, to support Dean Transportation's service carrying Michigan's special needs students to the Michigan School for the Blind in Lansing, and the Michigan School for the Deaf in Flint, from the Upper Peninsula of Michigan. They currently own 25 luxury coaches as part of Dean Transportation's diverse operation which includes 1,500 school buses and a number of transit routes. The Trailways division has grown to include Charters, Tours, Line Runs and Sports Packages.





The four new CX45's are equipped with Cummins ISX engines coupled to Allison B500G5 transmissions and have 3 point seat belts, Alcoa Durabright aluminum wheels, REI Deluxe entertainment systems, wood grain flooring, 28-110 volt outlets, 4G WiFi, and Van Hool's unique passenger rear window. Two of the coaches have contoured parcel racks with six 23" video monitors, while the other two have enclosed racks.

All four offer Van Hool standard safety features including back up camera, lane departure system, Kidde fire suppression, daytime running lights, curbside perimeter lighting and static aiming lights.

"From the beginning of our motorcoach operation, ABC has treated us like family and has gone the extra mile," according to Dean. "They exhibit the same commitment to us that we offer our customers and it has helped us to succeed."

Pete Bachrach, ABC's Senior Account Manager, says, "Patrick Dean and his staff are some of the most professional and practical individuals I've dealt with. From Nicole Enz, their Charter Manager to Scott Blackmer and his technicians, they clearly understand the idiosyncrasies that come with running a charter and tour company, and are willing to give the little extra to make Dean Trailways as successful as possible."

## **A P XPRESS TAKES DELIVERY OF 2015 VAN HOOL CX45**

"We'd like to think of A P Xpress Bus Company as an ideal combination of traditional value and youthful energy," says Tim Wilson, the Hyattsville, MD, based charter company's CEO. "Our Chairman and founder, Arthur Peterson started the company with a single used coach in 1995 after a successful career in construction. I was 21 when I started in the bus industry, and worked for several Washington, DC, area companies, in a variety of jobs on my way up, before becoming a partner and CEO at A P Xpress Bus at the age of 30."

According to Wilson, "The company continues to build on the reputation for superior service that 'Mr. Pete' insisted upon. He's a real stickler for quality in every aspect of A P Xpress' relationship with customers. That results in lots of happy people and repeat business. With

all the safety and passenger comfort innovations recently coming on line, part of offering first rate transportation is operating modern coaches."



A P recently took delivery of a new ADA equipped CX45 motorcoach from ABC Companies, Van Hool's exclusive North American distributor. The 56 passenger luxury coach is powered by a Cummins ISX engine in combination with an Allison B500G5 transmission.

In addition to some of Van Hool's standard features including back up camera, lane departure system, Kidde fire suppression, daytime running lights, curbside perimeter lighting and static aiming lights, A P Xpress ordered an REI Elite Entertainment system with 6 video monitors, Saucon WiFi, 28 110 volt electrical outlets, passenger cup holders and Alcoa Dura Bright Aluminum wheels.

"Our customers love the CX45," points out Wilson, "and we've found it to be remarkably versatile. It works well on everything from school charters to our retail luxury tours. I had great experiences with Van Hool vehicles while working at another company, so I knew what to expect and it's really nice having a coach that does a good job on every type of trip. In my experience ABC treats their customers the same way we treat ours - like family."

ABC's Account Manager Jonathan Robbins said, "It has been such a pleasure working with Tim and Mr. Pete at A P Xpress. Everyone at ABC Companies is looking forward to this new partnership!"

## **GOLDFIELD STAGES TAKES DELIVERY OF TWO 2015 VAN HOOL CX'S**

"It's the classic bus industry story," says Goldfield Stages' Kevin McClintock. "In 1978 I was a 19 year old washing buses at a big Los Angeles based coach company and training to be a driver. I got the bug, and in 1984 my wife, Dalyce, and I moved to San Diego. We started Goldfield with two used 35' coaches. Dalyce handled sales and administrative duties while I did maintenance, bus washing and driving." Since that time Goldfield ([www.goldfieldstage.com](http://www.goldfieldstage.com)) has become San Diego's second largest bus company, with one of the region's most modern fleets, with charter vehicles



ranging from a 13 passenger executive van to 29 and 30 passenger mini-coaches and 25 full size motorcoaches.



Specializing in luxury charters, McClintock attributes their consistent double digit annual growth to a passion for quality service - trying to exceed their customer's expectations on every trip. "Our customer service is not by accident - we periodically hire an outside consultant to do customer service training for the entire company," McClintock points out.

The growth accelerated in 2007 when they purchased another local company and virtually doubled in size overnight. "Kevin and Dalyce's work ethic and their commitment to their customers is inspiring and instructive to watch. Going from washing buses to operating a modern fleet takes special people," says Charlie Walser, ABC Companies Senior Account Manager.

Goldfield recently took delivery of two new 2015 Van Hool CX's from ABC Companies, Van Hool's exclusive North American distributor. The luxury coaches, powered by Cummins ISX engine coupled to Allison's B500 Six-Speed Automatic (Gen5) transmission boast Van Hool's exclusive contoured parcel rack with 22" video monitors, leather seats, rear passenger windows and wood grain floors".

"Our fleet is primarily made up of Van Hool coaches. We've found them to be very reliable, easy to work on, with great support by ABC, and most importantly, our clients love them," McClintock says. "In the early days it was difficult to get used coaches financed, but ABC, from Goldfield's beginning, was there. They really became more of a partner with us than simply a bus sales or financing company. They really wanted us to succeed."

## SCENICRUISER DONATED TO MUSEUM OF BUS TRANSPORTATION

Last year the Museum of Bus Transportation (MBT) completed one of their most successful summers ever, in large part due to the excitement surrounding one new exhibit. "It seems like every visitor can relate to it," says President Tom Collins, referring to an iconic 1956

General Motors PD4501 Scenicruiser - the Hershey PA based MBT's latest addition.



Gratified by the positive attention that the coach brought to both the Motorcoach Industry and the Museum, ABC's Chairman and CEO, Dane Cornell, has decided to donate the coach to MBT. "We feel this will give more people the opportunity to see how much our industry has contributed to the country and how far it has progressed over the years."

The restored high level coach had been on loan from ABC Companies. "Attendance at the museum was up last summer, and we think that's in great part due to the public's interest in this iconic motorcoach." He explained that it's not just bus enthusiasts that flock to the display, but everyone that loves the 1950's.

According to Collins, "Over the years ABC has provided great support to MBT. Clancy Cornell has served several terms on the Board. He, Dane Cornell, and everyone at ABC have been instrumental in restoring four of our most popular historic coaches." The four coaches were restored by several ABC facilities, including Faribault, MN, Camden, NJ and Winter Garden, FL.

The coach will be formally donated by ABC Companies to the museum in a ceremony at MBT's annual "Spring Fling" on June 6.

The Scenicruiser design was a collaborative effort by Greyhound Lines and General Motors. It was the first 40' highway coach in North America, and its styling, passenger amenity and engineering advances changed the motorcoach industry for generations to come. Only a thousand Scenicruisers were manufactured, all originally sold to Greyhound Lines. Bearing serial number 932, this is one of the last built.

Clarence Cornell was still operating Faribo Lines in Faribault, Minnesota, when he became one of the first private companies to buy Scenicruiser's as Greyhound began to release the buses to the industry. ABC has restored this coach to Faribo's configuration.

As recently as May of 2010 this coach completed a 3,100 round trip from ABC's Florida facility to the "Hounds of the Mother Road" celebration in Adrian, Texas.



MBT's Collins pointed out, "One of the things that makes ABC special is that they really are rooted in the bus business. They have a unique sense of where their success has come from and the Museum of Bus Transportation is very grateful for all their efforts to preserve our mutual history."

The Museum of Bus Transportation ( [www.busmuseum.org](http://www.busmuseum.org) ) is located in Hershey PA, sharing a facility with the Antique Automobile Club of America. One building houses two world class collections, antique automobiles, as well as MBT's Bus fleet, offering a unique opportunity to see both under a single roof . Hershey itself is a tourist mecca, with a number of attractions including world famous "Hersheypark" and "Hershey's Chocolate World."

## Fox Valley Market Analysis & Restructuring

### Public meetings to share proposed Fox Valley (Aurora) service changes announced.

#### Introduction

Over the past two decades, the Fox Valley area has seen significant population growth, but ridership on public transit on buses in this area has dropped by 40% since 2000.

Additionally, while the Hispanic community represents 41% of Aurora's population, only 19% of our riders are Hispanic, according to a recent survey, indicating there are opportunities to improve service for this community. To address these trends, Pace began a study of the Fox Valley area's transit needs and to redesign our bus services accordingly.

A market analysis studying the area's travel patterns and preferences was completed in February, 2015. This study included a survey of 878 local residents and employees, as well as focus groups of Hispanic residents. More information on this effort can be found in the "Project Documents" section below.

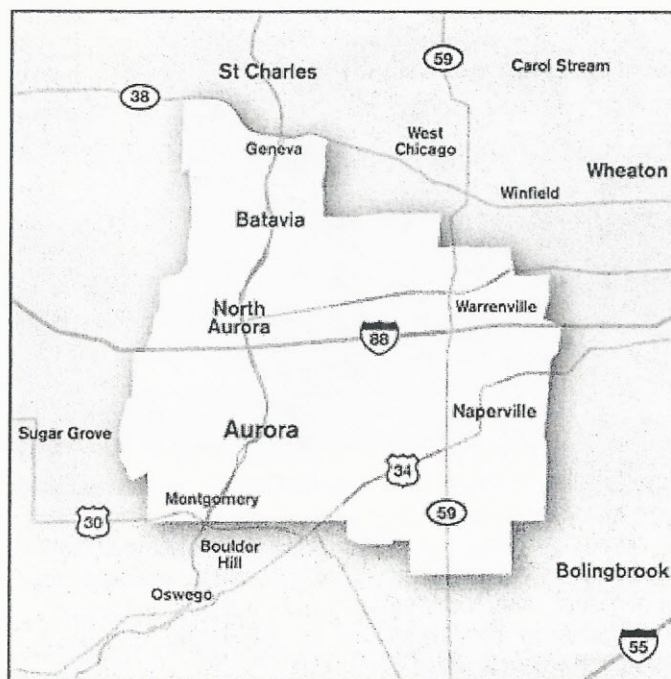
Based on what we learned from the market analysis, Pace staff identified a set of goals to guide the bus network redesign. In the section below, we outline these goals and describe the changes that are proposed to improve Pace services so that they better match current travel patterns and community preferences. In June, 2015, Pace will hold a series of public forums to seek feedback on the proposed changes. We look forward to engaging with all members of the community to ensure the revised transit system will be a success!

#### Fox Valley Network Restructuring Goals

Pace set four basic goals for this restructuring. These were selected primarily to reflect the priorities that were identified in our market analysis survey.

Extend service to new destinations that have high travel demand. This was the top-rated improvement chosen in the survey, and several major destinations were

identified that are beyond the reach of our current network.



Provide more frequent service during more hours of the day. The survey results show a strong desire for service to be more frequent and run for more hours of the day. Current riders were especially interested in adding evening service, while non-riders were especially interested in service frequency.

Replace routes that perform poorly, but maintain service to key destinations. Many of Pace's Fox Valley-area routes fail to meet ridership goals and should be redesigned. Important community destinations will continue to be served in the new network, but we will work to find methods of serving them in new ways that can attract better ridership.

Simplify the transit network. Our research showed that most people are unfamiliar with existing bus service. We plan to build a new network that is easier to understand and better meets the needs of the development occurring in the communities we serve.

#### Proposed Improvements

A map of the restructured Fox Valley network can be viewed by clicking [this link](#). The proposed network extends service to new destinations that have developed near Aurora's eastern and northern boundaries. New timed transfer points are created where customers can easily connect between routes. And service frequency improves on most routes to every 30 minutes, with evening service running until at least 8pm on weekdays.

Detailed maps of how each route would be impacted can be viewed below.

#### Existing Routes

Route 530 West Galena - Westfield - Naperville is mostly unchanged



Route 714 College of DuPage - Naperville - Wheaton is mostly unchanged

Route 524 West Aurora is modified

Route 533 Northeast Aurora is modified

Route 802 Aurora - Geneva via Lake is modified

Route 521 East Circulator is replaced

Route 528 Aurora - Rush-Copley Medical Center is replaced

Route 529 Randall Road - 5th Street is replaced

Route 532 Illinois Avenue is replaced

### **New Routes**

Route 540 Farnsworth Avenue is proposed

Route 559 Illinois Rt. 59 is proposed

Route 722 Ogden Avenue is proposed

Southeast Aurora Call-n-Ride is proposed

Naperville-Aurora Call-n-Ride is proposed

The restructuring represents an increased investment by Pace, with financial assistance from the RTA ICE program. These improvements involve dramatic changes to the Fox Valley network with an emphasis on building ridership by serving the destinations and areas with the highest demand. After the changes, Pace projects bus ridership in the area could grow by approximately 30%, and the number of residents in the area with easy access to transit could grow by approximately 21,000.

## **Metra to boost weekend service on Rock Island Lines**

### **Weekend express trial schedule will shave about 20 minutes from trips**

(May 28, 2015) – Starting June 6 and lasting through Nov. 29, Metra will launch a trial program to enhance weekend service on the Rock Island Line by adding express trains that will speed the trip between suburban stations and downtown Chicago by about 20 minutes.

On weekdays, the Rock Island Line has trains that use the Beverly Branch as well as express trains that use the mainline tracks to bypass Beverly. But under the current weekend schedule, all trains on Saturdays and Sundays use the Beverly Branch to and from downtown. That creates a slower trip for riders who board in Blue Island or stations further south between Blue Island and Joliet.

Under the new trial service – which is timed to coincide with the months of peak weekend ridership – six mainline express trains will be added to the schedule in each direction on Saturdays and Sundays, creating speedier service for suburban riders without affecting service to those along the Beverly Branch. Suburban customers going to a Beverly Branch station and branch riders heading to the suburbs will need to transfer at Blue Island. The schedule has been designed to make

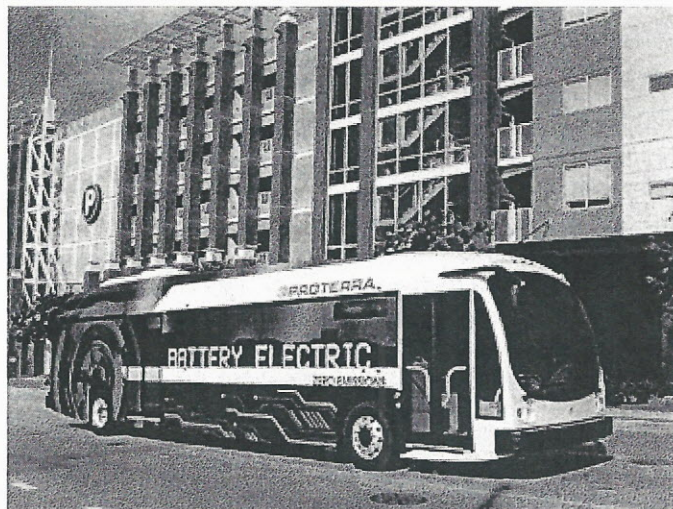
that transfer easy and convenient. (Customers wishing to make such a transfer should tell their conductor on the first leg of their trip so their ticket can be marked appropriately.)

The service improvement is being funded with a \$313,000 grant from the RTA's Innovation, Coordination and Enhancement (ICE) program. That money is being matched with \$313,000 in Metra funds.

"We have heard from riders over the years that they're discouraged from riding on weekends because it takes too long to get downtown," said Metra Executive Director/CEO Don Orseno. "We're expecting that this significant enhancement – cutting 20 minutes from the schedule – will encourage more people to come on board, where they'll discover we have fast, reliable, comfortable and safe service. Many thanks to the RTA for helping us fund this project."

## **The Proterra® Catalyst™ Zero-Emission Bus, Breaks Records at Altoona in Efficiency, Gradeability, Weight and Acceleration**

ALTOONA, Pa., June 10, 2015 — Proterra, the leading provider of zero-emission battery-electric buses, announced today that it has not only completed the structural testing program at the Altoona Bus Research and Testing Center, the transportation industry's gold standard, but its new Catalyst bus has broken records for efficiency, gradeability, weight and acceleration.



While conventional diesel buses average 3.86 MPG, the Proterra Catalyst achieved the best efficiency rating ever for a 40' transit bus at 22 MPGe. Nearly six times more efficient than a diesel or CNG bus, the Catalyst is also 15% more energy efficient per mile than the closest competitors' electric bus on the same test, which translates to a lower lifetime energy consumption of 15%. Notably, Proterra's new 40' bus is more energy efficient per mile than most light-duty trucks and SUVs on the road today.



In addition to energy efficiency, the Proterra Catalyst broke records in gradeability, weight, and acceleration. Gradeability has been a historic obstacle for electric buses, which until now, weighed more and had less power, making steep inclines difficult if not impossible to climb. The Catalyst conquered a 15.5% grade, unprecedented in this test by an electric bus, making it an ideal option to serve metropolitan areas with challenging topography in West Coast cities including San Francisco and Seattle. Made of carbon fiber and advanced composite materials, Proterra's unibody design is a prime driver for its high performance with regard to weight and durability. With a curb weight of only 27,370 lbs., the Proterra Catalyst is not only lighter than any other electric bus, leading to greater efficiency, but is also more durable than buses made of aluminum or steel and less prone to corrosion. The transit industry has traditionally struggled with vehicle weight, especially for new technologies like hybrid, CNG and EV. By designing the vehicle from the ground-up, using the most advanced technology and materials, Proterra has eliminated the vehicle weight concern for EV. As proof of the vehicle's superior power-to-weight ratio, the Proterra 40' Catalyst also achieved 0-20 acceleration in just 6.7 seconds. Rapid acceleration is particularly critical for keeping routes running on time, allowing bus operators to move in and out of traffic with greater ease.

"To break not one, but four records at Altoona is a major milestone not just for us, but for the industry as a whole and is a testament to how far electric bus technology has come," said Ryan Popple, CEO of Proterra. "In an industry hungry for innovation, to receive these kinds of results from rigorous testing organizations such as Altoona helps to assure transit managers and civic leaders that electric buses can outperform fossil fuel vehicles and are a durable and reliable investment."

#### About Proterra:

Proterra is a leader in the design and manufacture of zero-emission vehicles that enable bus fleet operators to significantly reduce operating cost while delivering clean, quiet transportation to the community. Proterra has sold to 14 different transit agencies throughout North America. Proterra's configurable EV platform, battery and charging options make its buses well-suited to a wide range of transit and campus routes. With unmatched durability and energy efficiency based on rigorous U.S. certification testing, Proterra products are proudly designed, engineered and manufactured in America, with offices in South Carolina and Silicon Valley. For more information visit:

<http://www.proterra.com/> and follow us on Twitter @Proterra\_Inc.

## RTA Provides Funds to Update Zoning Regulations in Four Communities

(Published: 05-28-2015)

### ***Community Planning Program helps encourage transit-oriented development***

The Regional Transportation Authority (RTA) is pleased to announce the kickoff of four transit-oriented development (TOD) zoning projects that were allocated funding through the RTA's 2015 Community Planning Program. These projects are among 16 that were awarded in 2015 with funding totaling \$810,000. The RTA is providing approximately \$85,000 in federal grant and local match funds to support these zoning updates that will encourage transit-friendly development.

The new zoning regulations are slated for Brookfield, Evanston, Forest Park and Highwood to encourage transit-oriented development (TOD), streamline the approval process for future TOD projects, examine and possibly adjust off-street parking regulations, and ultimately help each of these communities achieve a pedestrian and transit-friendly environment that complements its community's character.

"We are pleased to be able to move these communities forward in terms of transit access for residents. The new TOD zoning regulations encourage the appropriate development to enhance the vibrancy of these communities, spur economic growth and increase ridership," said Leanne P. Redden, RTA Executive Director.

The following four communities will update their TOD zoning regulations thanks in part to RTA support:

- Brookfield officials will examine the community's three Metra station areas to identify potential zoning regulation updates to encourage TOD investment. The update will be guided by the 2020 Master Plan, funded in 2004 through the RTA Community Planning Program.
- Evanston officials will examine the city's parking regulations to determine the appropriate amount of off-street parking required in TOD areas. Revisions could be made to CTA and Metra rail station areas in Evanston if a citywide TOD parking policy is implemented. Evanston officials hope the zoning ordinance update will increase the use of transit, balance the supply of off-street parking needs in TOD areas and refine off-street parking policy.
- Forest Park officials will work to revise the community's zoning regulations along both Harlem Avenue (between the Harlem / Lake Green Line CTA station and 16th Street) and Roosevelt Road (between First Avenue and Harlem Avenue). The updated zoning regulations will streamline the development approval process and encourage pedestrian and transit-friendly development along both corridors.
- Highwood officials will rewrite the zoning code for its downtown area to include detailed transit-



supportive zoning standards and design guidelines, consistent with the RTA-funded Community Planning program TOD plan completed in 2014.

These are examples of many TOD plan implementation projects funded through the RTA's Community Planning Program. To date, the program has completed more than 90 TOD plans using a combination of RTA, local and federal funds, totaling nearly \$10 million.

The RTA is currently accepting applications for the 2016 Community Planning Program. For more information please visit [www.rtachicago.org/applications](http://www.rtachicago.org/applications).

## **HONOLULU AWARDS NEW FLYER A CONTRACT FOR UP TO 20 60-FOOT XCELSIOR® TRANSIT BUSES**

**Winnipeg, Manitoba, Canada – June 12, 2015:** (TSX: NFI) (TSX: NFI.DB.U) New Flyer of America Inc., a subsidiary of New Flyer Industries Inc. ("New Flyer" or the "Company"), the leading manufacturer of heavy-duty transit buses in the United States and Canada, announced today that Oahu Transit Services Inc., located in Honolulu, Hawaii awarded New Flyer a contract for up to 20 heavy-duty 60-foot, clean diesel transit buses (40 equivalent units or "EUs").

The contract, valued at approximately \$17 million dollars, is a firm order for 10 Xcelsior XD60 buses, with options for an additional 10 XD60s. New Flyer has been supplying buses for Honolulu for the past 14 years and has built and delivered 155 60-foot diesel and diesel hybrid buses to date.

"We are proud to have been selected to build our market leading Xcelsior bus once again for Oahu Transit," said Paul Soubry, New Flyer's President and Chief Executive Officer. "These buses will replace existing models that have reached the end of their useful life and will help transport Honolulu's annual ridership of more than 7.3 million."

## **DENVER EXERCISES OPTIONS FOR 18 XCELSIOR® 60-FOOT ARTICULATED NEW FLYER BUSES**

**Winnipeg, Manitoba, Canada – May 28th, 2015:** (TSX: NFI) (TSX: NFI.DB.U) New Flyer of America Inc., a subsidiary of New Flyer Industries Inc. ("New Flyer" or the "Company"), the leading manufacturer of heavy-duty transit buses in the United States and Canada, announced today that the Regional Transportation District ("RTD") of Denver, Colorado exercised options for 18 additional heavy-duty 60-foot Xcelsior clean diesel buses (36 equivalent units or "EUs").

RTD has an active transit bus fleet of 1,032 buses with an average bus fleet age of nine years. The addition of these 18 Xcelsior articulated buses will help RTD serve

their 2.8 million service area population encompassed in 40 municipalities, six counties and two city/county jurisdictions.

The options, valued at \$12 million, represent Denver RTD's fourth such commitment to purchase transit buses from New Flyer in the last two years and brings the total number of New Flyer buses built for Denver to 110 (220 EUs).

"Adding New Flyer to our bus fleet has helped us embark on another exciting chapter in RTD's long history of providing the best possible vehicles and service to our customers," said Bruce Abel, RTD Assistant General Manager of Bus Operations. "We look forward to continuing a highly productive working relationship with New Flyer that benefits our passengers, bus operators and maintenance teams."

"We're proud to be awarded yet another contract from RTD," said Paul Soubry, New Flyer's President and Chief Executive Officer. "This is a first class transit agency that operates in a very challenging and demanding operating environment, and we are confident that our Xcelsior buses will continue to play a key role in RTD's service excellence."

## **Toronto's transit agency is raising new alarms about its much-delayed streetcar order, expressing doubts that Bombardier can keep to its latest commitments.**

The Toronto Transit Commission ordered 204 new streetcars and was supposed to have about three dozen of them operating by the end of last year.

Instead they had three, amid production and labour problems that slowed delivery and prompted the transit agency to reject some vehicles as being subpar.

A new report released in advance of next week's TTC board meeting reveals how the agency and Bombardier worked for months to find common ground on how much production could be sped up. They reached a tentative agreement at the beginning of June – but the TTC is raising doubts only two weeks later.

"TTC staff believe that there is a high risk that Bombardier may not be able to meet its revised schedule submitted on June 1, 2015 for year end 2015," the report reads, "and a medium risk that Bombardier may not meet the revised schedule for contract completion of 204 new streetcars by 2019."

Meeting the overall deadline of 2019 has been repeatedly cited by TTC chief Andy Byford as being absolutely non-negotiable.



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On Tuesday he confirmed he would accept no movement on the final deadline.

"To even entertain a slippage I think would encourage the wrong outcome," he said.

"It's letting them off the hook if we say 'oh okay then, make your best efforts and we'll discuss an end-date later.' No, I think customers have waited long enough for these new streetcars."

The transit chief executive officer said that Bombardier has overhauled their workforce and production process at their Thunder Bay plant, as well as improving quality at their facility in Mexico.

He has been told that Bombardier will be able to produce four streetcars a month, starting in July.

The contract is confidential but Mr. Byford said that there is "a liquidated damages regime" that is being worked through as a result of the production delays so far. It could ultimately result in what are effectively refunds to the TTC for part of the streetcars' price.

Mr. Byford is planning a trip next week to Bombardier's production facility in Northern Ontario. He is to be accompanied by councillor and TTC chair Josh Colle.

"[We] will be going to Thunder Bay to see the ombardier plant and also speak with Bombardier officials and Bombardier workers, to obviously stress the urgency from our end ... but also to see with our own eyes what the status [of the vehicles is]," Mr. Colle said at a TTC event Monday.

"We've tried, obviously, everything within our legal toolbox to impress upon them how important this is. I think it sends a strong message to Bombardier as to how serious we are when we show up on their doorstep."

The latest delivery schedule was the result of a protracted back-and-forth between Bombardier and the TTC.

According to the transit agency, the manufacturer proposed four different schedules – in January, February, March and April – before the two parties settled on one this month.

The schedule has been tentatively accepted by the TTC.

But the TTC remains unconvinced it will be met, an uncertainty the report blames on documentation provided by Bombardier and the TTC's assessment of "production readiness" at the plants in Ontario and Mexico.