



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

SEPTEMBER-OCTOBER 2015

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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.

• SEPT/OCT MEETINGS

The **September meeting** of the Omnibus Society of America will not be held on September 4, 2015, because of the Memorial Day holiday weekend

October meeting of the Omnibus Society of America will be held on October 2, 2015, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:30 pm.

Our program will be presented by Mike Mullenbach on the places he has visited so far in 2015.

CTA Plans to Purchase 125 New Buses as Part of Mayor Emanuel's Bus Fleet Modernization Program

8/10/2015

New purchase latest component in bus fleet modernization effort and will improve reliability of service

The Chicago Transit Authority announced today it plans to purchase 125 new buses as part of Mayor Emanuel's plan to modernize the CTA's bus fleet and improve service reliability and comfort for CTA customers.

Since 2011, the CTA has acquired an almost entirely new bus fleet, providing customers with safe, reliable and more comfortable transportation. This includes 400 new buses purchased by CTA, excluding the 125 new buses announced today, and the nearly completed overhaul of more than 1,000 buses to make them like new and extend their lifespans. With the purchase of an additional 125 buses, nearly 85 percent of the CTA's bus fleet will be new or like new.

"When I took office four years ago, the CTA was operating a rapidly aging fleet, with buses that were ready for retirement and trains that were more than 40 years old,"

said Mayor Emanuel. "Today, I'm pleased to say that we continue to deliver on our promise to create a world-class transit system by investing in a modern fleet for customers."

The new bus order, which is subject to approval by the Chicago Transit Board at its meeting on Wednesday, is part of a contract CTA awarded to Nova Bus in January 2013.

CTA has already purchased 300 buses as part of that contract and has added more than 230 of them so far to the agency's bus fleet. Today's action by the board allows the CTA to exercise a contract option to purchase an additional 125 buses, for a total of 425 new buses. The new buses will replace the oldest vehicles in the fleet – the Nova 6400-series buses, which were purchased between 2000-2002.

"Our goal is always to provide our customers with a safe, clean and reliable service, while also maintaining fiscal responsibility," said CTA President Dorval Carter Jr. "By purchasing additional new buses, we're improving the customer experience and providing more reliable service by ridding our fleet of the oldest vehicles, which are at the point of requiring frequent and costly repairs."

Each 40-foot bus will feature modern LED lighting, multiple security cameras and improved fuel economy that will make customers' rides more comfortable and reliable. The clean diesel buses will also be in compliance with the latest Environmental Protection Agency emissions standards and will meet and exceed all current Americans with Disabilities Act requirements, including two mobility device securement locations and an all-electric ramp with a decreased slope when deployed for easier access.

Since last June, CTA has gradually added new buses from the original contract order. The agency expects to begin receiving the first of the new 125 buses as early as May 2016.

Total value of the contract for the purchase of the 425 buses plus spare parts and tools is approximately \$220 million. A combination of mostly federal formula funds and CTA bond proceeds are being used to fund this purchase.

Mayor Emanuel, CTA Announce Faster Bus Service for Ashland, Western Avenues

8/18/2015

Reinstated Express Service, Bus Stop-Spacing Changes And Signal Improvements Will Provide Quicker Commutes

Mayor Rahm Emanuel and CTA President Dorval Carter Jr. today unveiled plans to improve the speed and performance of buses on two of the CTA's busiest routes: Ashland and Western Avenues.

Later this fall, the CTA will begin a three-phase effort designed to provide faster, more reliable commutes for bus riders on the #9 Ashland and #49 Western bus routes, including:

- Reintroducing rush hour express service on both routes
- Optimizing the spacing of bus stops for the local routes based on ridership.
- Expanding the installation of special transit signals to Ashland and Western that make it easier for buses to proceed through major intersections

"These improvements will help to modernize bus service along Ashland and Western, making commutes shorter and connecting more residents to jobs and economic opportunities," said Mayor Rahm Emanuel. "By modernizing bus service along Ashland and Western Avenues we will put another building block in place to create stronger neighborhoods and keep these two critical transportation corridors moving in a way that is faster, smarter, and safer."

Carter said that the express bus service, with limited stops roughly every half-mile, will save up to 22 minutes on trips along each route. Optimizing the spacing between bus stops on the local routes could save up to 12 minutes for customers on local buses while still providing customers with convenient access. "These are important and substantial time savings that will benefit thousands of commuters every day," he said, adding that the changes will also help improve vehicular flow along each route.

"Transit Signal Priority is a great example of using technology to improve transit service, moving people more quickly and more safely through high-traffic corridors, said CDOT Commissioner Rebekah Scheinfeld.

The express buses, which will run during the morning and afternoon rush periods, will make stops every half-mile and at rail transfer points and complement local bus service. Optimizing stop spacing on local routes by removing some of the least-used stops would allow buses to travel faster by reducing the time it takes buses to frequently merge in and out of traffic. CTA will undertake a community process to solicit feedback on proposed changes, which will begin later this year.

Transit-signal priority (TSP) upgrades traffic signals to provide faster, more efficient bus operations. Through TSP, buses communicate with signal controllers to hold green lights longer or shorten red lights to allow buses to proceed through the light, which improves bus reliability with minimal impacts on overall traffic.

"The Regional Transportation Authority (RTA) is funding technology to speed up buses and create efficiencies to benefit riders across the region," said RTA Executive Director Leanne Redden. "We are proud to partner with the CTA, CDOT and other transportation stakeholders to secure this funding and facilitate this important project."

Redden went on to note that in 2012, the RTA secured a \$36 million federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant and is providing \$4 million in local match to fund program management, engineering and implementation of the program. She explained that approximately half of these funds have been committed to CTA.

TSP work, being spearheaded by the Chicago Department of Transportation (CDOT) in partnership with the RTA, is expected to be completed along South Ashland Avenue from Cermak to 95th Street by spring 2016, followed by Western (Howard to 79th) by the end of 2016, and the remainder of Ashland (Cermak to Irving Park Road) by the end of 2017.

Pace to extend Route 550 to Crystal Lake via Randall Road

August 7, 2015 3:00:00 PM

Route extension, expanded hours of service and new midday service to begin August 17

ARLINGTON HEIGHTS, IL- Buses will operate earlier in the morning and later in the evening, and all-new midday service will be added to Pace Route 550 beginning August 17, but those aren't even the most substantial changes to the route. On that day, Route 550 will continue past its current northern terminus at the Northwest Corporate Park near Randall Road and Northwest Parkway in Elgin to the Crystal Lake Metra Station, providing new service to Carpentersville, Algonquin, Lake In The Hills, and Crystal Lake.

"We are excited to provide this new connection between Elgin and Crystal Lake, which will provide better access to jobs, shopping and other destinations on the Randall Road corridor in McHenry and Kane Counties," said Pace Chairman of the Board Richard Kwasneski. "We're grateful to the local communities for their support on this project, and particularly to the RTA for providing the important ICE program funding for the additional service."

The current Route 550 alignment operates between the Pace Elgin Transportation Center in downtown Elgin (adjacent to the Metra Station) and the Northwest Corporate Park, with service to Judson University, the Big Timber Metra Station, Sherman Hospital and other destinations. The new extension to Crystal Lake connects with the Metra UP-Northwest Line at the Crystal Lake Station as well as other Pace routes serving McHenry County. The genesis for the extension comes from the McHenry County Transit Plan, which recommended a route connecting Crystal Lake with Elgin.

The route will also operate between 5:30am- one hour earlier than the current hours of service- and 8:22pm, which is more than an hour later than the current schedule. The current route does not operate between 9:43am and 3:15pm, whereas the new schedule maintains service throughout the midday period. Buses will also operate more frequently during certain parts of the day. Previews of the new schedules are available in the Passenger Notices section of PaceBus.com.

Station work complete at Racine and State

Blue Island Branch stations get new platforms and warming shelters

(August 11, 2015) – Metra crews have completed major renovation work at the State Street and Racine Avenue Stations along the Blue Island Branch of the Metra Electric Line.

The \$272,000 project at State Street included rebuilding the existing stairs and railings, adding new stairs to the south end of the platform, installing new stringers and deck board to the platform, replacing the existing warming house, renewing the platform lighting, replacing a chain-link fence with wooden railings and associated carpentry and painting work.

The \$230,000 project at Racine Avenue included the renewal of the platforms, adding new stairs to the south end, replacing the existing warming house and associated carpentry and painting work.

The work at both stations is part of Metra's 2015 station beautification program, an annual effort to make our station environments more inviting and welcoming. All work under this program is performed by Metra employees. In some cases, the work is intended to address minor issues such as paint, concrete patching, window replacement, gutter repair and platform sealing. In others, more extensive work such as platform decking and stair replacement is performed. These issues if left unattended contribute to the deterioration of station facilities and leave a less than favorable impression on our passengers and the community as a whole.

"Through this program, we are working to create the best environment for our commuters so that they can feel safe, secure and comfortable while waiting for our trains," said Metra Executive Director/CEO Don Orseno. "We think the skilled Metra craftsmen who worked on these two stations have created much more welcoming facilities for the benefit of our customers."

Metra installing free charging stations

Electrical outlets will be available at four of Metra's downtown stations

(Aug. 18, 2015) – Metra announced today that it is installing charging stations at Millennium Station, Van Buren Street Station, LaSalle Street Station and the Ogilvie Transportation Center to provide its customers

with a convenient and free place to recharge electronic mobile devices including smartphones, tablets and laptops. Charging stations at Millennium Station were installed last week and all four stations are expected to be complete by September. Metra also anticipates installing charging stations in the coming months in its ticketing area at Chicago Union Station.

"We've heard from our customers that charging stations would be a useful amenity for people waiting for trains and we stepped up to the plate and got it done," Metra Executive Director/CEO Don Orseno said. "Our goal is to convince more drivers that Metra offers a safe, efficient travel option that enables commuters to access the technology they want and deserve."

A recent study by the Chaddick Institute for Metropolitan Development at DePaul University indicated more than three times as many Metra riders are performing electronic tasks such as texting and reading emails on phones today compared to five years ago. Fewer than 14 percent of passengers were performing such tasks in 2010, compared to 44 percent this year.

The study also indicated that commuter dependence on electronic devices may be boosting Metra ridership, which has grown despite fare increases that have boosted the cost of travel. This suggests that other factors – including the value passengers place on using electronic devices while traveling – may be offsetting some of the effects of rising fares.

"Making the right capital investments so that riders have access to technology is a good business decision for Metra," said Orseno. "It helps us attract and retain the riders we need to keep ticket revenues up and fare increases down."

Metra has taken other notable steps to cater to passengers who use technology by installing power outlets in railcars and pursuing the mobile ticketing app, expected to launch this fall.

The charging stations were fabricated using manpower and resources available at Metra's rail yard shops at an estimated cost of between \$6,000 to \$7,000 for all four station installations. The agency is also working to explore ways to provide free Wi-Fi service in waiting areas at its downtown stations.

Avant-garde Autobus Galland gets two new MCI® J4500 coaches, offers innovative tours

DES PLAINES, IL — July 24, 2015 — There's an art to the way Autobus Galland, Laval, Quebec, runs its charters and tours. A fleet of pristine coaches, top-notch drivers and superior service provide the framework, under the broad brushstrokes of a talented third-generation family member. Michel Galland, whose grandfather Paul Galland founded the company in 1941, is at the helm, assisted by Anna DiFruscia, director of operations and sales, who oversees tours. Both are forward thinkers committed to innovation.

Galland's two new MCI J4500 coaches, adding to four 2014 MCI J4500 coaches, for example, come equipped with the latest safety technology, including electronic stability control, a new ZF independent front suspension for a superb turning radius and ride quality, and a Bendix braking system that delivers car-like control for drivers. The MCI J4500 is also renowned for premium workhorse reliability, low total cost of operation, and significant fuel economy gains.



"The J4500 is an all-around coach," said Galland. "I like its spiral entry, driving stability and road handling." Galland, who is mechanically inclined, first managed the company's maintenance after graduating from HEC Montréal (École des Hautes Études commerciales de Montréal), the Université de Montréal business school, in 1978. "A lot has changed over the years, and it's important for us to always refresh and stay modern for our customers."

Galland equips its fleet of 20 coaches with its own GPS featuring telematics. The system collects key data such as asset operation, location, engine status, fuel efficiency, driver hours and driving habits. "Most important is customer happiness," said Galland. "The data is used to better analyze how drivers are offering excellent service."

Customer loyalty is the return. "We have many long-lasting relationships and have transported the chefs that serve the Formula One races for 10 years," said DiFruscia, who was born in Montreal, grew up in Laval and began working for Galland 20 years ago to manage the company's newly acquired tour agency.

"We serve a large territory," said DiFruscia. "In addition to working with tour operators in Ontario and Quebec, we have relationships in Vancouver to Tokyo." Galland is known for its dependable charters and customized, creative tour packages. "We don't have one niche," said DiFruscia. "Charter work includes corporations, schools and sports teams, and we even work with film crews."

Through its travel agency, Galland is capable of booking voyages. To attract baby boomers to the pleasures of group travel by motor coach, DiFruscia gets creative. If it's a trip to an art exposition, DiFruscia's team will arrange a meeting with the artist or sculptor. A recent shopping spree included a personal shopper who offered

help with selections and style advice. "You have to be innovative, but mostly it's been customers' trust that has allowed us to grow."

Autobus Galland began as school bus company and grew steadily. Jean-Charles, Michel's father, joined the company in 1949, which was then managed by Paul and elder son Real. When Paul Galland retired in 1957, he left the business to his sons. The charter business began in 1974 when the company provided free transportation to senior citizen's clubs and sports associations on behalf of the City of Laval. In 1980, Real retired, leaving Jean-Charles and Michel in charge. The younger Galland officially took responsibility for the company 22 years ago. Jean-Charles, now 82, still drops in at the office. "My father was an entrepreneur; I'm not bad, but he's better," said Galland. "I watched him take care of the customer relationships; he is a king to me. I studied business, which made us a good fit. He gave me the love for what I do."

Galland possesses a vast expertise in all types of bus transportation, with a total fleet of 125 vehicles including school buses, shuttles and vans, all transporting several hundred thousand passengers annually. Learn more at galland-bus.com.

Motor Coach Industries marks new milestone with NJ TRANSIT; Agency places order for 772 MCI® Commuter Coaches

Accessible, Wi-Fi ready, and passenger seatbelts in new 45-foot cruiser-style, 57-seat passenger clean-diesel coaches; Will replace older models

DES PLAINES, IL — July 15, 2015 — In one of the largest contracts between NJ TRANSIT and Motor Coach Industries (MCI), New Jersey's public transportation board of directors has authorized the purchase of 772 fully featured MCI 45-foot Commuter Coaches.



In the latest equipment purchase in a 33-year relationship between NJ TRANSIT and MCI, the \$395 million order for clean diesel, cruiser-style coaches will offer NJ TRANSIT riders three-point seatbelts, comfortable forward-facing seating for 57 passengers, as well as individual airflow controls and reading lights.

The six-year delivery schedule for the new Commuter Coaches will begin in 2016.

This latest order between MCI and NJ TRANSIT will replace existing MCI coaches in New Jersey's fleet. MCI has delivered over 2,000 Commuter Coaches to the agency since 1982. NJ TRANSIT was one of the first public transit operators to use the MCI Commuter Coach to reach outlying city and expanding suburban areas.

NJ TRANSIT will use this order to replace older 2000-2008 models, many with more than 500,000 miles. Specifically, they'll replace 235 45-foot and 360 40-foot MCI coaches operated by NJ TRANSIT, and 177 45-foot MCI coaches operated by private carriers contracting with the agency.

NJ TRANSIT estimates the new MCI Commuter Coaches will allow the agency to boost seating capacity by six percent.

Latest features

The MCI Commuter Coach is renowned for its durability and quality; built with a rugged semi-monocoque structure that elevates passengers and drivers above traffic, while safety features including electronic stability control offer even more security.

Compliant with the Americans with Disabilities Act (ADA), the new coaches will offer cleaner engine technology with Diesel Exhaust Fluid (DEF) to reduce exhaust emissions required by the latest Clean Air Act amendment.

"We are tremendously honored that NJ TRANSIT has once again selected MCI," said Rick Heller, MCI President and CEO. "Our Commuter Coach has been the mainstay in its express service capabilities for decades. Today's announcement for 772 additional vehicles marks another milestone in an important customer relationship centered on coach performance and innovation." The MCI Commuter Coach was the industry best-seller in the public sector in 2014. Heller points out that MCI's long relationship with NJ TRANSIT has helped drive company sales records and innovation. MCI won its first contract with NJ TRANSIT in 1982 for 700 MC-9 cruiser buses, purchasing another 415 in 1987. In 2000, the agency gave MCI the biggest public transit order in North American bus-industry history at the time with a 1,400 vehicle purchase.

NJ TRANSIT was also the first U.S. public transit agency to purchase new-model CNG MCI Commuter Coaches, starting with a 50-coach order as part of a 1999 pilot program and adding 27 more units the following year. It recently replaced those inaugural models with 177 CNG MCI Commuter Coaches delivered in 2014 and 2015.

"MCI greatly values our relationship with NJ TRANSIT," said Patrick Scully, MCI Executive Vice President of Sales and Marketing. "Our newest models incorporate next-generation leaps in engine technology, efficiency, environmental innovation and passenger comfort. Our innovations will help New Jersey Transit to deliver reliability, value and environmental benefits to the riding

public in the state. Furthermore, we're committed to providing NJ TRANSIT with superior parts and service to support the agency's strong reputation for dependable commuter express service."

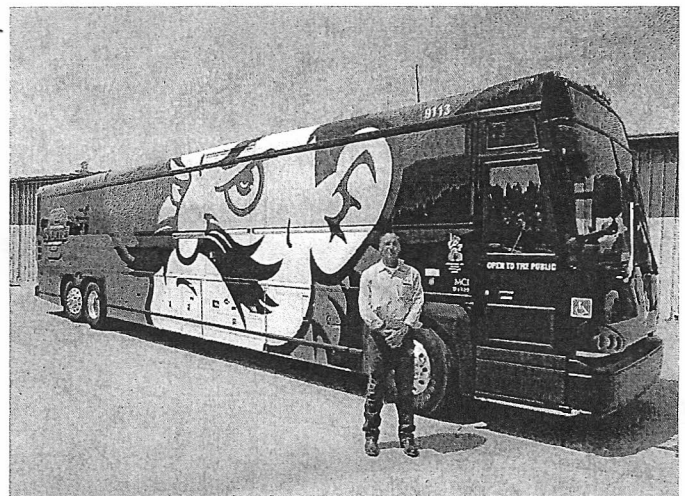
A Star in Public Transit

Transit agencies appreciate the MCI Commuter Coach's highly competitive per-seat price and workhorse reliability. The MCI Commuter Coach continues to grow its reputation in longer-distance public transit express service by offering low cost of ownership; a lower per-seat cost with 42 percent more seating capacity (versus a typical 40-foot transit bus); and an excellent MDBF (Mean Distance Between Failures) rate, measured as the #1 performer with the fewest failures per vehicle among all bus types.

NJ TRANSIT is the nation's third largest provider of bus, rail and light rail transit, linking major points in New Jersey, New York and Philadelphia.

Oklahoma State University's Big Orange Bus service turns green with three new MCI® D4500 coaches powered by CNG

DES PLAINES, IL — August 19, 2015 — Looking to make the grade with better air quality and lower fuel costs, America's Brightest Orange — Oklahoma State University (OSU) — has switched its bus fleet to compressed natural gas. Its three new CNG MCI D4500 coaches, equipped with wheelchair lifts and Wi-Fi, will serve the University's Big Orange Bus (BOB) transit system, which shuttles students, faculty, staff and the public between the university's Stillwater and Tulsa campuses.



"It's a big milestone: We're the first in the state to have a bus fleet that is completely CNG," said Tom Duncan, Oklahoma State University Transit Service Manager, crediting BOB service with increases in employment, educational opportunities and attendance at OSU's Tulsa campus. "The majority of ridership is tied to the university, but residents and travelers to the area find the service convenient because we connect with Greyhound

and Tulsa International Airport. And the free Wi-Fi allows riders to take care of business while they commute, rather than spending hours driving."

Beyond valuing the environmental benefits, OSU likes the lower costs associated with CNG and the riding comfort of the MCI D4500 coach.

"While the cost of CNG varies, the target we're working off of is \$1.50 a gallon, which should save us about \$100,000 a year," said Duncan. "Our drivers like the steerable tag axle and rear-raise on the coach. We haven't been shy about driving the coaches around while training our drivers, and the graphics attract a lot of attention."

Indeed, it's hard to miss a bright orange bus that's emblazoned with an image of Pistol Pete, OSU's mascot. But even less flashy MCI D4500s have attracted attention around the country, thanks to the model's highway-dedicated design, low total cost of operation and top reliability, with fewer failures per vehicle than all other types of buses. Passenger like the model's forward-facing seating, reading lights, airflow controls, 110-volt outlets, Wi-Fi connectivity and three-point passenger seatbelts.

The Big Orange Bus travels a 71-mile route between Stillwater and Tulsa Monday through Friday. The system is self-sustaining through bus fares and state and federal funds.

OSU has a Ride System smartphone app that displays bus routes and real-time locations, along with estimated arrival times at each stop. The university uses Twitter to announce delays and route changes, texting information related to passengers' specific stops.

All together, OSU operates 24 CNG vehicles on a system that includes fixed route, shuttle and paratransit service. As the school year gets underway, Duncan said he expects to transport 6,000 passengers a day system wide. "We're usually filled to capacity." To learn more, visit www.osu-tulsa.okstate.edu/bob.

Travel by Bus! charts new course with five MCI® J4500s

DES PLAINES, IL — August 20, 2015 — Motor coach companies are accustomed to going in new directions to get where they want to go. And that's exactly what happened when Travel by Bus!, Miami, decided to switch its fleet from one manufacturer to MCI. With its purchase of five 2015 MCI J4500s, the eight-year-old company has prioritized reliability and value, along with all the style and comfort for which the best-selling model is known.

"We wanted to renew our fleet, and we looked around for about four months," said President Gunther Meyer, who co-owns the company with three partners. "We chose MCI because of the reliability, value, and five-year resale value."

Meyer also said that the company was looking for a manufacturer that would be in the market for the long

run. "We're a growing company, and we're always looking to be a step ahead," said Meyer. "We're looking for a coach company that's going to be there."



Travel by Bus! ordered its new J4500s with backup cameras, three-point seatbelts and Bendix Wingman Advanced, an active collision mitigation system. The company also opted for power outlets and offers Wi-Fi on its vehicles. The 2015 J4500 also comes with a variety of model improvements, including an independent ZF front suspension for tighter turning and an improved ride; and Bendix brakes that offer car-like control. The J4500's clean-diesel powertrain additionally achieves fuel-economy gains over its competitors. Safety technologies include Smartire tire-pressure monitoring and Amerex fire suppression.

Travel by Bus! prides itself on its personalized service, right down to making sure that late-night calls are answered by staff as opposed to an answering service. The company employs an administrative staff of four, plus about 13 drivers and additional mechanics for its current fleet of 11 coaches. Its website is www.travelbybususa.com.

NORTHFIELD LINES TAKES DELIVERY OF FOUR 2015 VAN HOOL CX45'S

Eagan, Minnesota, based Northfield Lines has recently taken delivery of four ADA compliant 2015 Van Hool CX45's from ABC Companies, Van Hool's exclusive North American distributor.

Reflecting Northfield's commitment to passenger comfort, the coaches are equipped with wood-grain floors, 110 volt outlets, WiFi, enclosed parcel racks and REI elite entertainment systems with 6 large video monitors, magazine nets, cup holders, Alcoa Dura Bright aluminum wheels, window shades and Van Hool's unique rear passenger windows.

The 56 passenger coaches come with Van Hool's standard safety features including Kidde fire suppression, Smartwave tire monitoring, automatic traction control, lane departure warning, backup camera and are UN ECE-RU66 rollover certified. They are

powered by Detroit DD13 engines coupled to Allison B500G5 transmissions.



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"ABC and John McFarlane have become like family to us. They seem as committed to our success as we are," says Northfield CEO John Benjamin. "Over the years, as we've expanded the company, we have worked hard at remembering where we came from. Our sales staff meets weekly to discuss how to better serve clients. We genuinely care about our customers, but even a good marriage needs fine tuning. We look for new ways to show them that they're our number one priority."

McFarlane points out, "Northfield has won numerous awards for excellence because they provide the region with a variety of services performed at a superior level. They prove that it's possible for a relatively small coach operator to be remarkably diverse. It's difficult for large companies to diversify effectively, and almost unheard of for a small company to do it successfully. They've done it with both style and quality."

Greyhound Connect Launches New Rural Service Between Chicago and Davenport

July 8, 2015

Greyhound, in partnership with Lee County and the Illinois Department of Transportation, recently launched service between Chicago and Davenport, Iowa. Greyhound Connect will bring Greyhound service to the

communities of DeKalb, Rochelle, Dixon, Naperville and Moline and connect those smaller communities with the national intercity bus network. Greyhound Connect will offer customers the opportunity to access both Greyhound intercity service and other transit options at most of the stop locations. Customers now have the option to travel to and from cities not previously served by Greyhound and can experience convenient and seamless connectivity to Greyhound's national network of more than 3,800 destinations.



"Greyhound is excited to partner with Lee County and the Illinois DOT to offer customers more travel options in Illinois," said Dave Leach, president and CEO, Greyhound Lines, Inc. "Customers are now able to travel to the smaller, rural communities in Illinois, as well as major cities within Greyhound's network. We look forward to maintaining this partnership for the benefit of our customers for years to come."

"The Illinois Department of Transportation is very excited about this intercity bus demonstration project," said David Spacek, Deputy Director of Transit, Illinois DOT. "Lee County and Greyhound have been great and patient partners as we moved this project forward. The ability to fund two round trips per weekday will provide us with meaningful service information as to the demand for rural intercity bus in Illinois. We also see this as an opportunity for those living along the I-88 Corridor to access not only intercity bus, air and rail transportation to other parts of the country, but have an alternative to driving into Chicago for the day or several days for shopping, entertainment or recreational purposes."

Service is available at the following locations:

Chicago: 630 W. Harrison St.

DeKalb: Holmes Student Center, Northern Illinois State University Campus, 377 Normal Rd Slip 8.

Rochelle: Petro Rochelle Travel Plaza.

Dixon: Reagan Transit Center, 210 E. Progress Drive.

Naperville: Route 59 Metra Station.

Moline: Metrolink Center Station, 1200 River Drive

Davenport, IA: 304 W. River Drive.

Omnibus Society of America
PO Box A3051
Chicago IL 60690



CTA 700 Kimball-Addison



CTA 7959 Halsted Orange Line



CTA 701 Paulina-Polk



CTA 8097 Grand-Sacramento