



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

MARCH-JUNE 2016

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

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

Visit the Omnibus Society of America website at "www.osabus.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.

• MAY/JUNE MEETINGS

The May meeting of the Omnibus Society of America will be held on May 6, 2016, 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 on trolley coaches, and will be presented by Jeff Wein

The June meeting of the Omnibus Society of America will be held on June 5, 2015, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:30 pm.

Our June meeting will be presented by Melvin Bernero. This will be a rescheduling of his February program of photos found on the internet.

OSA Happenings

2016 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 Chooses Manufacturer for Newest-Generation Rail Cars

3/9/2016

CSR Sifang America proposal will create 170 jobs; Company will build new, \$40 million assembly facility in Chicago

The Chicago Transit Board today awarded a contract for the newest generation of CTA rail cars—the 7000-series—continuing the unprecedented modernization of the CTA under Mayor Rahm Emanuel while fostering economic development and job creation in Chicago.

The new 7000-series rail cars—the largest rail car order in CTA history—will be built by CSR Sifang America JV,

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which as part of its winning bid has pledged to build a brand-new rail car assembly facility in Chicago – the first of its kind in 35 years. The facility is expected to generate 170 jobs, and represents an investment of \$40 million.

"With this agreement, CTA riders will get state-of-the-art rail cars and Chicago returns to our roots as the place where the next generation of rail cars are built, providing good jobs for our residents. That is a classic win-win for Chicago," said Mayor Rahm Emanuel. "This historic agreement was the result of strong collaboration between the City, our federal partners, the Chicago Federation of Labor, and Jobs to Move America, and I cannot thank them enough for their partnership in making it possible. Working together we will continue to bring more 21st century manufacturing jobs to Chicago while also building a modern CTA to help power our 21st century economy."



"Providing modern trains and buses is a critical part of having a world-class transit system," said CTA President Dorval R. Carter, Jr. "This rail car purchase—the largest in CTA history—will give CTA one of the newest fleets in the United States and provide our customers with state-of-the-art trains providing comfortable, reliable rides."

In July 2014, Mayor Emanuel and the Chicago Federation of Labor announced a partnership to encourage the creation of U.S. manufacturing jobs, by working with CTA to include a "U.S. Employment" provision in the bids for the new 7000-series cars. The bid solicitation asked bidders to provide the number and type of new jobs they planned to create related to the production of the new rail cars, as well as an outline of their job recruitment and workforce training plans.

CSR submitted the lowest bid of \$1.309 billion for 846 railcars. CTA will purchase a base order of 400 cars first, with options to purchase the remainder in coming years.

Prototype models are expected to be complete in 2019; following testing, the cars will go into service in 2020. The cars will be assembled in a new facility CSR plans to build in Chicago.



CSR is one of the world's largest rail-car manufacturers, and since 1962 has built more than 30,000 rail cars for more than 20 countries in Asia, South America and the Middle East. In the United States, CSR is building rail cars for Boston's transit system.

"It has been over 30 years since the last rail car rolled off the Pullman assembly line on Chicago's Southside," said Chicago Federation of Labor President Jorge Ramirez. "Today's announcement is the culmination of nearly two years of collaboration with Mayor Emanuel to bring rail car manufacturing back to Chicago where it belongs. We commend the CTA for including the U.S. Employment Plan in this bid process, leading the way to high road manufacturing jobs, and thank Mayor Emanuel for his ongoing commitment to build a world class transit system."

"Chicago is a shining model for the rest of the nation, providing a blueprint for leveraging the billions of public transit dollars spent each year to bring back manufacturing, encourage investments in workforce training, and jobs for U.S. workers. We look forward to partnering with CSR to deliver a high road program that prioritizes the creation of career paths for Chicago's low income and communities of color," said Jobs to Move America National Policy Director Linda Nguyen Perez.

The new rails cars will feature a mix of forward-facing and aisle-facing seats, a seating configuration designed to ensure customer comfort while maximizing passenger flow and capacity. The design was based on studies CTA conducted to solicit feedback from CTA riders on preferences related to seating and design—the first time the CTA has sought rider input on seating layout.

The cars' design will resemble the 5000-series, the CTA's newest rail cars, with stainless steel bodies, LED lighting and signage, and AC power propulsion for a smoother, quieter ride. The cars will replace the oldest cars on the CTA system, some of which are more than 30 years old.

Once delivery of the new rail cars is complete, the CTA will have its youngest rail fleet in decades—reducing the average age of CTA rail cars from 26 years in 2011 to 13

years when the 7000-series are delivered. The new rail cars are projected to save the CTA about \$7M annually in reduced maintenance costs and reduced use of power.

CTA Makes Waiting for a Bus More Convenient by Adding Bus Tracker Displays to More than 50 CTA Rail Stations

3/11/2016

CTA continues to expand Bus, Train Tracker displays across bus and rail system to improve commuting for everyone

Mayor Rahm Emanuel and Chicago Transit Authority President Dorval R. Carter, Jr. today announced good news for customers who transfer from trains to buses: the agency has installed its first-ever Bus Tracker arrival-time displays at 51 CTA stations, allowing customers to quickly and easily see when their bus is coming.

"The expansion of CTA Bus Tracker combined with other recent technology investments we've made such as 4G wireless coverage in subways is helping cement Chicago's status as a premier hub for transportation and innovation," said Mayor Emanuel. "We are providing Chicagoans with the tools they need to stay connected and do what they need to do while getting to where they need to be."

The CTA placed 66 Bus Trackers displays at 51 stations, some of which have the highest numbers of customers who transfer between trains and buses, including 95th/Dan Ryan and Belmont on the Red Line; Jefferson Park and Kedzie-Homan on the Blue Line; Kedzie on the Orange Line; and Kimball on the Brown Line.

Previously, Bus Tracker signs were only found at bus shelters. On an average weekday approximately 150,000 riders make rail to bus transfers. Each sign provides the estimated arrival time for routes serving that particular bus stop within an approximately 30-minute timeframe.

"CTA customers have told us that they love Bus and Train Tracker for their convenience and ease, and we're pleased to continue to invest and expand Bus Tracker to making commuting even easier for our customers who connect between trains and buses," said CTA President Dorval Carter Jr. "The addition of these signs allows customers to know when their bus is coming while more comfortably waiting in the sheltered space of CTA rail station."

The \$1.3 million project is latest in many ways CTA has improved service for customers by investing in technology in recent years under Mayor Rahm Emanuel, including:

Expanding the total number of Bus Tracker LED displays citywide (including at rail stations) to more than 400

Increasing the number of Train Tracker displays at every rail station to more than 880

Recently completed the installation of 4G wireless service in its 22 miles of Red and Blue Line subway tunnels

Launching the Ventra app last fall, which provides customers the ability to purchase and manage fares on CTA, Metra and Pace.

Expanding CTA's security camera network to more than 23,000

"This project is a great example of CTA, Pace and the RTA working together to provide a service to benefit riders," says Regional Transportation Authority Executive Director Leanne Redden. "Where possible, the signs display both CTA and Pace next bus arrival information, and were funded by the RTA allocation of Innovation, Coordination, and Enhancement (ICE) grants."

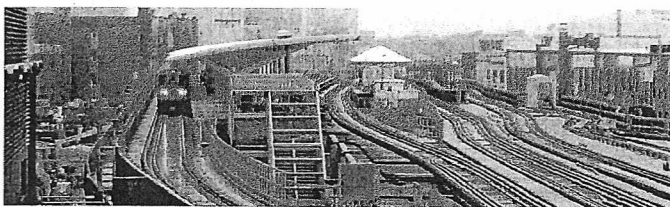
Bus Tracker information is also available to customers via text and email alerts. Customers can sign up to receive alerts online at transitchicago.com or access Bus and Train Tracker by downloading the free Ventra app, which provides real-time transit tracker information.

A full list of stations that now have Bus Tracker LED displays is available on transitchicago.com. The funding for the new Bus Tracker displays included federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and state ICE grants.

CTA to Begin Next Phase of Major Wilson Station Reconstruction Project on March 21

3/14/2016

Transformational project is now one-third complete; Phase 2 to have minimal customer impacts, with southbound Red and Purple Express trains to share a southbound track in A.M. and southbound customers using new, modern platform

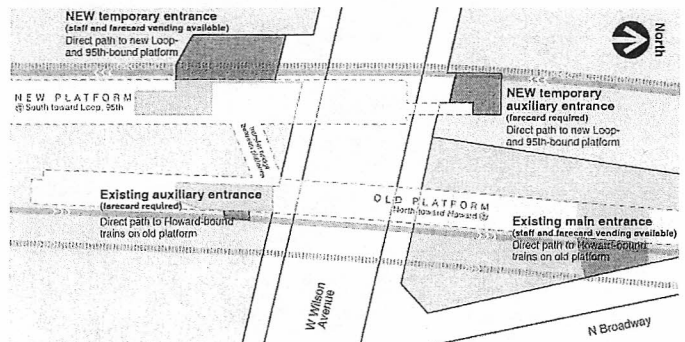


The Chicago Transit Authority (CTA) is starting the next major phase of the Wilson Station Reconstruction Project on March 21. The project, which began in late 2014, is one-third complete and customers can see the significant transformation happening at Wilson.

Announced by Mayor Rahm Emanuel in 2012, the \$203 million project is completely reconstructing the Wilson station and the station's more than 100-year-old track

structure, creating a new transfer point between the Red and Purple Lines.

"We're pleased to make great progress in delivering a modern, accessible and spacious Wilson station and brand new track structure that will provide a more comfortable, reliable ride for customers," said CTA President Dorval R. Carter, Jr. "This work is generating good jobs and will serve as a catalyst for economic development for the Uptown neighborhood."



Red and Purple Line Express service will continue during this construction phase and the Wilson station will continue to remain open. In the morning weekday rush periods only, Red and Purple Line Express trains will share one southbound track, as they have since early 2015.

Customers will see the following improvements and temporary changes for the duration of Phase 2, starting March 21:

Red Line

Service level, frequency and travel times will remain the same.

Purple Line Express

Service level, frequency and travel times will remain the same.

Southbound trains will continue to make stops at Wilson and Sheridan during morning rush only.

Purple Line Express trains will no longer stop at Addison during morning rush periods.

Wilson station

The number of entrances available to customers at Wilson will be doubled to increase customer convenience during the construction period.

Existing entrance on Broadway stays open.

Existing auxiliary entrance on south side of Wilson Avenue remains open.

New temporary entrance opens on north side of Wilson Avenue.

New temporary entrance opens on south side of Wilson Avenue, just west of existing auxiliary entrance; will be staffed with CTA customer assistant.

Southbound Red and Purple Line Express customers will begin using a brand new, noticeably modern and larger platform:

The southbound platform will be separate from the northbound platform and is most easily accessed via the new temporary entrances on Wilson.



A temporary enclosed pedestrian bridge will connect the northbound to the southbound platforms for customers making transfers.

New security cameras and lighting are being installed at the temporary entrances and exits.

Northbound customers will use existing platform, best accessed via the main Wilson entrances.

The project's second phase will occasionally require some temporary street closures and parking restrictions near the elevated structure. The CTA will work to minimize impacts on commuters and the neighborhood as much as possible, and will continue to work closely with local aldermen to finalize details and provide advance notice of impacts to sidewalks, streets and alleys. Phase 2 is expected to be completed this fall.

The \$203 million Wilson project is part of more than \$5 billion of transit improvements announced by Mayor Emanuel since taking office in 2011, including projects to build new rail stations and modernize others, purchase new buses and rail cars, and continue investments in technology to benefit customers and provide a better commuting experience. It is also one of the largest station projects in CTA history and is the latest in a series of Red Line modernization projects to take place since 2011.

When the project is complete in late 2017, riders will have a modern, spacious and more accessible station that will be a new transfer point for Red and Purple Line Express trains. About 2,200 feet of elevated tracks, signals and supporting infrastructure will also be relocated and reconstructed, eliminating slow zones and improving service reliability for customers, as well as providing a more pleasing street environment along Wilson Avenue and Broadway in the heart of Uptown.

The revitalized station will serve as an economic anchor for the historic Uptown neighborhood by stimulating local business and promoting job growth.

For more information about the Wilson project, visit transitchicago.com/wilson.

Bombardier Challenges \$1.3B Chicago Transit Contract Award

By Diana Novak Jones

Law360, Chicago (April 14, 2016, 8:31 PM ET) -- Bombardier Transit Corp. has filed a protest with the Chicago Transit Authority over a \$1.3 billion rail car construction bid the transit agency awarded to a Chinese company, claiming the bid evaluation process was rigged, violating federal law.

The protest, which was officially lodged with the transit agency on Monday, claims the CTA colluded with Chicago Mayor Rahm Emanuel to rig the bid process and give the project to CSR Sifang America Joint Venture, a Chinese company that agreed to build a rail car manufacturing facility on the city's economically depleted south side.

The bidding process for the project, which would use "hundreds of millions" of Federal Transit Administration funds to construct nearly 850 new cars for the city's elevated train line, improperly included Emanuel and local labor leaders with an interest in creating Chicago jobs, Bombardier said in the filing.

"It was, of course, illegal for the authority to use federal funds to deny jobs to fellow Americans outside of Chicago," Bombardier writes. "To ensure that America's generous contribution to Chicago's future is not exploited to the disadvantage of other communities, federal law and CTA rules prohibit exactly what happened here: a trade of federal money for local preferences."

The transit authority announced the contract's award to CSR on March 9, saying in a press release the contract comes with the opening of a \$40 million facility expected to create 170 jobs.

"This historic agreement was the result of strong collaboration between the city, our federal partners, the Chicago Federation of Labor, and Jobs to Move America, and I cannot thank them enough for their partnership in making it possible," Emanuel said in a statement included in the press release.

But the city can't collaborate with its transit agency on projects awarding public money, Bombardier said, and CTA regulations bar it from sharing information gleaned in requests for proposals with anyone outside of the agency's selection committee.

Plus, federal regulations bar the CTA from considering bids in light of "in-state or local geographic preferences," a factor that clearly played a major role here, Bombardier said. Breaking that rule could cost the agency the project's funding or even future federal money.

In filing the protest, Bombardier asks the contract with CSR be voided and awarded to them instead. The company also wants the CTA to pay it the \$2 million it spent on the bidding process.

The transit agency first asked for bids to build 846 7000-series rail cars in January 2013, according to the protest. At the time, Bombardier bid \$1.39 billion, but the agency announced it was rejecting all of the bids it received in an attempt to bring in more competition.

Emanuel announced shortly afterward the city was partnering with the CTA and the Chicago Federation of Labor in an attempt to use the rail car contract to create jobs in the city "wherever possible," according to the protest.

The city put out a new request for proposals in October 2014, and as bids came in Emanuel traveled to China as part of the U.S.-China Joint Commission on Commerce and Trade, Bombardier said.

The mayor gave advance notice to the media that he would announce the project's award March 6, saying the award would create jobs for the Chicago area. The announcement came before the CTA staff had formally made a recommendation on the project's award and before the CTA Board of Directors had voted on it, Bombardier said.

In the span of just a few hours following the mayor's announcement, CTA staff made a recommendation and a couple days later, the board voted to approve CSR's bid, Bombardier said.

CSR's bid was \$226 million less than Bombardier's, according to the protest.

The CTA's contract allows the agency to purchase a base order of 400 cars with an option to buy the rest in coming years, according to the agency. The cars are expected to go into service in 2020.

Representatives for Bombardier, the CTA and Emanuel did not respond to requests for comment Thursday.

Bombardier is represented by Theodore Chung of Jones Day.

--Editing by Katherine Rautenberg.

River Valley Metro nears milestone after 17 years

Believe it or not, but that little bus system that began in Kankakee County in 1999 is about to hit its 9 millionth ride — perhaps even on Friday.

And in celebration of the milestone — one which many Kankakee County people believed to be unthinkable — the River Valley Metro Mass Transit District is giving a

communitywide thank-you on Saturday in the form of free local rides.



Ken Munjoy, metro's chief operating officer, said the system administration thought if the buses provided a half-million rides per year, that would have been a solid number.

To now be approaching 1 million annual rides it almost beyond belief.

"We are just responding to the needs of our community. And that's what the system has done by expanding the number of routes and hours of service," Munjoy said.

Other than transit systems in Chicago and Champaign-Urbana, Munjoy said there is no Illinois bus system that exceeds River Valley Metro in terms of service hours. During the week, the system begins local routes at 5 a.m. and ends its day at 10:30 p.m.

The system offers 12 local routes that serves more than 350 bus stops. Also, Metro Plus provides curb-to-curb service by appointment for those who have qualifying disabilities.

The system also has two commuter routes: One providing rides to Chicago Midway International Airport and the second to University Park's Metra station.

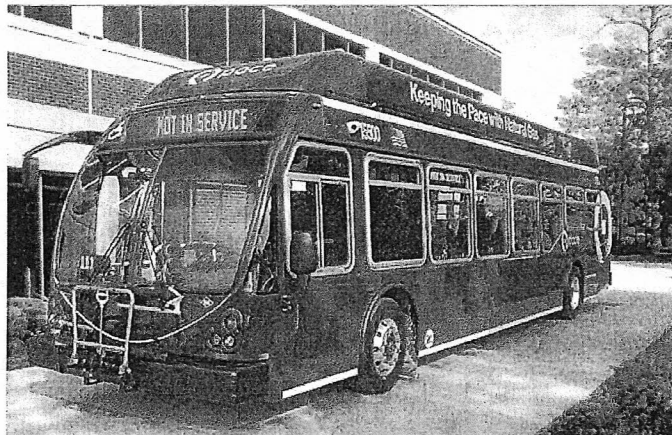
The Metra station route makes 12 round trips on weekdays, the first departing at 5:45 a.m. and the last return trip to Bourbonnais Metro Centre at 8:22 p.m. The Metra service also provides eight on Saturdays and four on Sundays and major holidays.

The Midway route also makes 12 weekday round trips, five on Saturdays and three on Sundays and major holidays. The Monday through Friday run begins with its first Manteno departure at 5 a.m. and the last arrival back to Manteno at 10:45 p.m.

Munjoy said River Valley didn't want to let this milestone pass without saying thank-you to the community and its riders. He said he expects an even bigger celebration when the 10 millionth ride nears.

Pace opens CNG fueling facility in Markham

Pace is going green- and expects to save some green at the same time as the agency begins the process of replacing its fleet of diesel buses with models powered by compressed natural gas (CNG). Pace leaders were joined earlier this week by federal, state and local officials at the dedication of an all-new fueling facility at its South Division garage in Markham on which the agency recently completed construction. When the buses enter service this summer, Pace will be the first transit agency in the Chicago area and the third in the state to adopt CNG technology for its fleet.



Pace has taken delivery of its first 20 CNG buses, with an additional 71 on order that will replace the remaining diesel buses at Pace South Division upon arrival. The first CNG buses will enter service this summer following completion of vehicle testing, staff training and additional garage retrofits to accommodate the CNG vehicles. Once the entire South Division fleet is converted to CNG-powered buses, Pace estimates up to \$1 million will be saved on its fuel costs versus what is spent today on diesel fuel, and those savings will rise as other garages are converted to CNG operations in the future.

According to economic impact formulas, the project created up to 300 direct and indirect jobs. Additionally, CNG is produced domestically, reducing dependence on foreign oil and supporting economic development in the U.S. energy sector.

Pace studied the experiences of other U.S. transit agencies with various forms of green technology including CNG, hybrids and electric buses and determined that CNG would provide the best economic benefit. Roughly two in five transit buses in the United States is powered by alternative fuels, with one in five powered by CNG. Los Angeles Metro estimates it realizes operating cost savings between 10 and 20% since it retired its last diesel bus in 2011 in favor of an all-CNG fleet, and reduced the release of greenhouse gases by about 300,000 pounds per day as well.

Because CNG is a clean-burning fuel, Pace can meet ever-tightening EPA emissions guidelines without costly equipment designed to trap particles that diesel engines release into the air. Pace officials also note other environmental and financial benefits: without the carbon deposits left in engines by diesel fuel, buses can operate on longer intervals between oil changes and will no

longer need potentially expensive midlife engine overhauls.

NILES FREE BUS MODERNIZATION PROJECT SUMMARY

INTRODUCTION

Pace and the Village of Niles conducted a study to improve integration between the Niles Free Bus routes and the Pace Milwaukee Corridor Arterial Rapid Transit (ART) Bus project. The objective is to improve access for residents, employers, and businesses in the Village of Niles. The Niles Free Bus system (Pace routes 411, 412, and 413) has a unique identity and long history of serving the residents of Niles. Today the Free Bus connects community locations with stops at Golf Mill Mall, Village Hall, the Leaning Tower YMCA, and the Village Crossing Shopping Center, among other locations. Transit improvement projects, including the Milwaukee Corridor ART project, present an opportunity to modernize and interconnect the current service and increase the utility of the Free Bus system for the benefit of the entire community.

COMMUNITY OUTREACH

The community outreach process was extensive and included the following engagement activities:

- Stakeholder Interviews conducted in February 2014 gathered valuable input from large employers, shopping centers, Notre Dame High School, Village departments, the local YMCA, and the Chamber of Commerce.
- On-Board and Online Surveys (Winter/Spring 2014) were conducted to identify rider demographics, travel patterns, unmet needs, and perceptions of the service. 1,058 onboard surveys and 21 online surveys were collected.
- Project Fact Sheet outlining project background, objectives, key deliverables, project schedule, and ways to stay engaged in the process. The fact sheet was distributed on all Niles Free Bus routes and at key activity centers throughout the Village of Niles.
- The Village Website and Social Media provided an opportunity to distribute project information and obtain feedback from residents. The website included the on-line surveys and links to the project's Facebook page and Twitter feed.
- Pop-up Meetings were conducted at four Village of Niles events and locations in March and May of 2014 to distribute information on the project and solicit public input.
- Two Rounds of Public Meetings were held in March and June of 2014 to present information on existing conditions at the first and the proposed service alternatives at the second. A total of 42 individuals attended the second

public meeting when the proposed service alternative was presented.

RIDERSHIP

The majority of existing Niles Free Bus riders are highly dependent on transit for mobility needs. Nearly 60% of Niles Free Bus riders earn an annual household income of no more than \$30,000, while more than 70% of riders do not have access to a personal automobile. Most riders use the Niles Free Bus service to access shopping and work destinations, both locally and regionally. In addition, a large amount of latent travel demand exists for longer distance work trips, suggesting the importance of seamless connections between the Niles Free Bus routes to other regional services that Pace provides.

The Niles Free Bus routes (Pace routes 411, 412, and 413) combined carry fewer than 750 riders per day. Relative to other Pace routes that service the Village of Niles the ridership is relatively low, even within the Village. This is attributable to a number of factors but the limitations imposed by circulating only with Niles and the relative indirectness of the service are major factors. In the course of the study one of the alternatives considered was to use the Free Bus to connect to transit hubs, especially Skokie Swift, outside the Village of Niles. A universal decision was reached to continue to focus the Free Bus service within Niles.

However, as a direct result Pace is now aware of service gaps in the existing Pace network and has committed to a work plan item to resolve those gaps. The recommended plan resulting from the study (see description below) will improve service to most Niles residents with:

- Faster, more direct, simpler service within Niles
- Consistent 30 minute frequency all day, every day
- Better timed trips for school and employment destinations
- Service 7 days a week for all routes
- Earlier morning service
- Convenient transfers for Free Bus riders at Golf Mill Mall and Village Crossing Shopping Center
- Full integration with Milwaukee ART at Niles Park District Oasis Water Park and Golf Mill Mall.
- The end result is a forecasted 9 % improvement in annual ridership on the service.

SERVICE PROPOSAL

Three service alternatives were developed to meet the needs of the residents and accomplish project goals. After discussions and presentations to key stakeholders, business groups, and the general public, the alternatives were refined into a preferred service alternative. The proposed service

alternative takes advantage of the strengths observed in the existing system and improves areas of the system in need of updating. Importantly, by improving the directness of the service and trimming unproductive service, the recommended plan uses about 1% fewer bus hours than the current service and one less vehicle. Therefore, it will cost slightly less to operate on an annual basis than the current service.

IMPLEMENTATION

To improve transit access for Niles residents, employers, and businesses, the Niles Free Bus System will change beginning May 2, 2016.

Service changes include a new service, Route 410; the restructuring of Route 411 and Route 412; and the discontinuation of Route 413. **EFFECTIVE MONDAY, MAY 2, 2016.**

To improve transit access for Niles residents, employers, and businesses, the Niles Free Bus System will change beginning May 2, 2016. Service enhancements include **more frequent** service, a **simpler** routing structure, improved service to key destinations, **faster** and more direct service within Niles, **early morning** and **weekend** service on all routes, and **better timed** trips for school and employment destinations.

- A new service, Route 410, will be created -

Route 410 New Map Preview Route 410 New Schedule Preview

NEW Route 410 East Niles Local will serve the east side of Niles, replacing part of Route 411. Service will run every 30 minutes.

- Routes 411 and 412 will be restructured -

Route 411 New Map Preview Route 411 New Schedule Preview

Route 412 New Map Preview Route 412 New Schedule Preview

Route 411 Niles Local Service will be split into two separate routes. A redesigned Route 411, renamed as "West Niles Local" will serve the west side of Niles, while a new Route 410 will replace service on the east side of Niles. Service in areas with no or low ridership will be discontinued or reduced. Service will run every 30 minutes.

Route 412 Niles Shopper's Special will be extended to serve Dee Road, while discontinuing or reducing service in unproductive areas. It will be renamed as "North Niles Circulator." Service will run every 30-40 minutes.

- Route 413 will be discontinued -

Route 413 Niles South End Special will be discontinued, and Routes 410 and 411 will replace service in its high ridership areas.

At Golf Mill Mall, convenient transfers can be made between new Routes 410, 411, and 412. At Village Crossing Shopping Center, convenient transfers can be made between new Routes 410 and 411. At both locations, most transfers between new Routes 410 and 411 can occur without even having to get off the bus. Please consult the new schedules, dated May 2, 2016, for connection opportunities.

Pace announces public hearings to discuss DuPage County service modernization plan

March 15, 2016 2:00:00 PM
Media Release Office: (847) 228-4225
Contact: Patrick Wilmot (847) 228-4225

Highlights include all-new Ogden Avenue bus route and over \$1 million of new service

ARLINGTON HEIGHTS, IL- Continuing its practice of modifying existing bus service to improve efficiency and reinvesting the savings to improve current service or add new bus routes, Pace will restructure several routes in western and central DuPage County this summer. The service agency's service modernization plan increases the number of trains served on Metra's BNSF Line and invests over \$1 million toward new bus service in the area. Public hearings to discuss the proposed changes occur March 29, 30 and 31 in Naperville, Lisle and Downers Grove respectively. Impacted communities include Naperville, Lisle, Downers Grove, Woodridge and Lombard.

The all-new Route 722 Ogden Avenue will operate approximately every 30 minutes Monday through Saturday between the Naperville Metra Station and Yorktown Center in Lombard. A portion of the new route overlaps the existing routing of Route 714 College of Dupage - Naperville - Wheaton Connector on Ogden Avenue, so Route 714 will be rerouted to provide new service to Diehl Road and Washington Street in Naperville. Route 722 will also overlap much of the existing Route 829 Lisle - Naperville Office Corridor in the Warrenville Road area, so Route 829 would be combined with the new route. However, Route 722 will be scheduled to meet all trains currently served by Route 829 and the expanded service on Route 722 would meet two additional evening trains not served by Route 829.

"We're working every day to improve both service and efficiency, and this proposed plan is another example of this type of effort that we have implemented successfully in numerous other parts of the region," said Pace

Chairman of the Board Richard Kwasneski. "We encourage the people who live and work in the area to join us at our public hearings to learn more about the service proposal, ask questions and provide feedback that we can use to shape the final plan."

Pace routes connecting local neighborhoods in Downers Grove with the village's two Metra stations will be adjusted to improve efficiency by combining Route 464 West Downers Grove with Route 821 IL53/83rd St. - Belmont Metra Station and realigning Route 462 Southwest Downers Grove to have a simplified, shorter routing. The new, combined route would meet six Metra BNSF Line trains not currently served by the existing service.

In Naperville, Route 684 Naperville-Maplebrook and Route 686 Naperville-Old Farm would be combined into a single route with simplified routing, as the two current routes operate geographically close to one another. Pace analyzed ridership patterns for both routes, and the combined route will serve the areas with the highest demand for ridership to mitigate impacts on current customers. Additionally, some customers can use Route 678 Naperville-Carriage Hill, which operates on Washington Street, as an alternative. The same strategy would be employed to combine existing Route 688 Naperville-Huntington and Route 689 Naperville-Hobson Village. Again, some customers impacted by the change can consider using Route 678 as an alternative. As in Downers Grove, the new, combined routes would serve six additional Metra BNSF Line trains not met by the existing service.

The public hearings are an opportunity for attendees to learn more about the proposed changes and to ask questions and provide feedback to staff. Based on the input received, the plans may be adjusted before the Pace Board of Directors votes on whether to approve the plan at their April 13 meeting. Implementation of the service changes is tentatively scheduled for June.

DENVER RTD EXERCISES OPTION FOR 42 MORE MCI COMMUTER COACHES

DES PLAINES, ILLINOIS, MARCH 7, 2016: (TSX:NFI) (TSX:NFI.DB.U) Motor Coach Industries ("MCI"), a subsidiary of New Flyer Industries Inc. (the "Company"), the largest bus and motor coach manufacturer and parts distributor in North America, will build 42 more MCI D-Series Commuter Coaches for Denver Regional Transportation District ("RTD"), valued at approximately \$24.6 million. Denver RTD is exercising an option on an earlier contract for 54 commuter coaches delivered in 2013. The agency purchased 59 additional MCI Commuter Coaches in 2015 for its new Flatiron Flyer BRT (bus rapid transit) service between Denver and Boulder.

The newest coaches, to be delivered later in spring, will operate on RTD regular-route express service.

"The new coaches are replacing 12- to 15-year-old models that have reached the end of their useful lifespan," said Bruce Abel, Denver RTD's Assistant General Manager of Bus Operations. "MCI has been a great vehicle for us, and they were the successful bidder in our original RFP. We look forward to providing exceptional service to our passengers with these latest coaches."



The MCI Commuter Coach features plush, forward facing seating and overhead parcel racks with individual reading lights and airflow controls. Engineered to provide a comfortable, safe ride on express and highway routes, Denver RTD's new Commuter Coaches are each equipped 110V / USB outlets at each seat, bike racks, a wheelchair lift and the latest clean-diesel engine technology for near-zero emissions. The model, 2015's best-selling coach, also offers ease of maintenance and low total cost of operation. MCI's data shows the model to be 10 times more reliable than the closest competitor, according to MCI.

"Denver is often lauded for its excellent public transportation system, which takes riders nearly anywhere in the Mile High City by light rail, bus or on our Commuter Coach," said Tom Wagner, MCI Vice President of Public Sector Sales. "We're honored to serve Denver as RTD continues to expand and offer an upscale passenger experience, helping to get commuters out of their cars and fight traffic congestion."

Denver RTD is constructing the voter-approved FasTracks transit expansion that will add 122 miles of new commuter rail and light rail, 18 miles of bus rapid transit service, 21,000 new parking spaces at rail and bus stations, and enhanced bus service across the eight-county district. All together Denver RTD operates more than 1,000 buses and has a fleet of 119 MCI Commuter Coaches. Learn more at RTD-Denver.com.

KRAPF'S COACHES REFRESHING ITS ENTIRE FLEET WITH MCI MODELS; CHOOSES ITS FIRST TWO MCI J4500S FOR WORKHORSE PERFORMANCE AND LUXURY PASSENGER COMFORT

DES PLAINES, ILLINOIS, MARCH 21, 2016: (TSX:NFI) (TSX:NFI.DB.U) Motor Coach Industries ("MCI"), a subsidiary of New Flyer Industries Inc. (the "Company"), the largest bus and motor coach manufacturer in North America announced that Krapf's Coaches, Inc. has a long reputation for quality service and luxurious accommodations for its passengers — and that's why it's decided to go MCI.



MCI has delivered two 2016 MCI J4500 coaches to the West Chester, Pennsylvania, operator's headquarters to help kick off Krapf's strategic plan to renew its fleet over the next eight years.

"We're in the process of a fleet revitalization," said Gary Krapf, president and third-generation of the family-run company. "Our goal is to offer a fleet of newer models. It's what our market demands."

Krapf's, which has a long purchasing history with MCI, plans to refresh its entire fleet exclusively with MCI models. "We've been a long-time customer and have an agreement to upgrade our fleet semi-annually based on our specs. This way, we get exactly what we want."

And lucky Krapf's passengers will get what they want. Optional features on Krapf's new MCI J4500 coaches include plush seating with footrests and leather headrests, interior simulated woodgrain finishes, Tarabus Harmonia wood flooring, 110v seatback power outlets with USB ports in every row, and a state-of-the-art REI entertainment system with HD LCD monitors.

Krapf's drivers will enjoy backup cameras and GPS for an extra level of security to the model's already robust standard safety features that include electronic stability control and tire-pressure monitoring systems. One of Krapf's newest MCI J4500s is equipped with a wheelchair lift and both coaches have Detroit Diesel engines featuring the newest clean-diesel technology for near-zero emissions.

"We couldn't be happier about this agreement," said Patricia Ziska, MCI Vice President of New Coach Sales. "There's nothing better than providing quality, customized coaches for a diversified, creative operator like Krapf's. They're excellent at seeing group and transit opportunities in their home market and all around the country, and we at MCI are very excited about becoming a bigger part of that."

Krapf's unveiled the new arrivals to employees and others during a mini-celebration at its West Chester headquarters. "It was an initiation and kickoff of our fleet revitalization program," said Krapf. "We're happy with the J4500. It's an upscale coach that's right for our high-end charters."

Krapf's Coaches serves all types of groups, from students to seniors, with a fleet of 14 coaches.

Krapf Bus Companies started in 1942 with two school buses and has become one of the most successful, diversified ground transportation operators in the United States.

As one of the largest family-owned pupil transportation companies in the nation, Krapf's fleet of 1,500 school buses transport over 95,000 students each day during the school year. Meanwhile, Krapf's Transit maintains several contracts with Southeastern Pennsylvania Transportation Authority (SEPTA) and a high-profile agreement with the Independence Visitor's Center to operate the Philly Phlash, a hop on-and-off service with 22 stops at key Philadelphia destinations.

Through the Philadelphia Industrial Development Corporation, Krapf's also operates the Navy Yard Shuttle with five state-of-the-art vehicles looping across the 1,200-acre business campus and connecting to Center City. And since 1984, Krapf's has provided paratransit service for Chester County known as Rover Community Transportation.

Krapf's also has a relationship with MCI's parent New Flyer Industries, Inc. — the company also has a New Flyer Excelsior and seven New Flyer MiDi's in their fleet.

Learn more at www.krapfbus.com.

SEPTA, Foothill Transit and King County Metro Join Proterra's Growing Roster of FTA Low-No Grant Program Winners

Demand for the Proterra Catalyst® Bus Surges with 33 New Orders from Philadelphia & Seattle

BURLINGAME, CA, April 21, 2016—Proterra, the market leader of zero-emission, battery-electric buses in North America, today announced it won the majority of the vehicles awarded by the Federal Transit Administration (FTA) Low or No Emission Vehicle Deployment Grant. The Low-No grant winners will use their funds to purchase 33 Catalyst® buses, bringing Proterra's total number of orders to 155 vehicles from 16 transit agencies across the United States. With new and existing Proterra customers building their zero-emission vehicle fleets, this announcement underscores the rising demand for Proterra® zero-emission battery-electric buses and highlights that the electric bus market is taking more mainstream market share.

As one of the largest transit agencies in the United States, serving 3.9 million people in five counties in and around Philadelphia, the Southeastern Pennsylvania

Transportation Authority (SEPTA) will receive \$2,585,075 from FTA and use the funds to purchase 25 Proterra Catalyst buses and five overhead chargers. SEPTA will be procuring more zero-emission vehicles with less Low-No funding than any other grant recipient, which is a testament to SEPTA's electric vehicle vision and state of the EV bus market. Proterra zero-emission buses will be deployed on Routes 29 and 79 in South Philadelphia.

"SEPTA is excited to be able to move forward with the purchase of 25 emission-free electric buses from Proterra," said SEPTA Board Chairman Pasquale T. Deon. "SEPTA already has one of the greenest bus fleets in the nation, with over half of our vehicles operating diesel-electric hybrids. The addition of electric buses furthers our commitment to a sustainable future for our riders and local residents."

On the heels of completing one of the most rigorous performance tests, King County Metro Transit, serving the greater area of Seattle Washington, will now be able to fully electrify two routes using new funds from FTA's Low-No Program for eight new Proterra Catalyst vehicles. Recently, the Catalyst simulated one year of operation and averaged 325 miles of driving each day with a constant 97 passenger equivalent load during King County's accelerated durability and reliability test. Over the testing period, the Proterra Catalyst averaged 15 MPGe, which is 213 percent more efficient than current King County Metro 40' diesel buses and is expected to improve to 18 MPGe with normal passenger loads.

Proterra's first customer and the first agency in the U.S. to operate EV buses in revenue service, Foothill Transit, also received Low-No grant funding that will go towards electric charging facilities and support the transit agency's ongoing electric bus program. Foothill Transit, which serves more than 14 million customers in Los Angeles County, will be receiving 15 more EVs from Proterra this year and next, including the first commercial deliveries of Proterra's long-range XR technology vehicles, which will be fully compatible with their existing Fast Charge FC vehicles and chargers, bringing Foothill's all-electric fleet to nearly 10 percent of the transit agency's total.

"This is a big win for Proterra and the industry alike because it signals continual market demand for zero-emission vehicles," said Ryan Popple, CEO of Proterra. "We are pleased to be supporting SEPTA, Foothill Transit and King County Metro in their electrification efforts and are committed to designing and manufacturing state-of-the-art, zero-emission buses that ultimately save our customers time and money."

Proterra Zero-Emission Buses Complete Two Million Miles of Service

Equivalent to a bus traveling coast to coast 855 times, from San Diego, California to Jacksonville, Florida

BURLINGAME, CALIF., March 1, 2016 – Proterra Inc., the market leader in North America of zero-emission battery-electric buses, today announced that its national fleet has surpassed two million miles of revenue service, providing communities coast to coast with clean, quiet transportation. With 63 buses on the road today in Texas, California, Massachusetts, Nevada, Kentucky, Tennessee, Florida, South Carolina and Washington, Proterra is ramping up production in 2016 to meet the market's growing need for clean, quiet, efficient transit solutions. These highest-performing electric buses are making both an economic and environmental impact on the communities they serve today. In aggregate, Proterra has saved transit agencies across North America over 420,000 gallons in fuel and prevented more than 7.6 million pounds of CO₂ emissions.

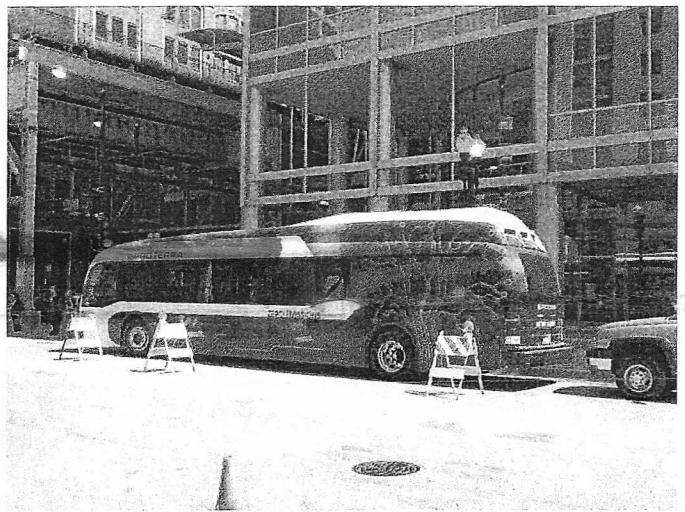
In 2014, Clemson Area Transit (CATBUS) in Seneca, South Carolina became the first transit system in North America to completely electrify its entire fleet, following the deployment of Proterra battery-electric buses. "We're proud of the precedent we set early on and are pleased to see our transit agency peers begin to adopt transit solutions like Proterra's that address the economic and environmental hurdles we're facing as a nation," said Al Babinicz, executive director at CATBUS.

Doran Barnes, Executive Director at Foothill Transit in Pomona, Calif. is equally satisfied with results. "For the last five years, we've been operating Proterra zero-emission buses and are excited to expand our electric fleet with 13 new Catalyst® vehicles coming into service," said Barnes. "With the latest round of Catalyst buses, nearly 10 percent of our fleet will be all-electric, a fact we're extremely proud of."

This year, Proterra will nearly double its production capacity as an increasing number of transit agencies see zero-emission buses as a credible and proven alternative to diesel, CNG and hybrid buses. With 30 percent fewer parts than alternative technologies, the Proterra Catalyst dramatically reduces maintenance and operating costs and is more cost-effective over the 12-year life of each bus, saving customers around \$450,000 over the vehicle's lifetime. The Proterra Catalyst is also the most efficient 40' transit vehicle, with the longest range per kWh of energy storage and the lowest fuel cost per mile, at 22 MPGe and 1.7 kWh/mile.

"This latest milestone exemplifies the economic, environmental and civic value of electric mass transit and demonstrates to the transit agencies that diesel—often viewed as a necessary evil—is no longer necessary," said Ryan Popple, CEO of Proterra. "By democratizing electric mobility through zero-emission mass transportation, we are providing both our customers and their passengers alike the best transit technology on the road today."

On April 13th, Proterra had one of their 40 foot demos on display outside of CTA Headquarters. Here are a few photos supplied by Bruce Moffat.



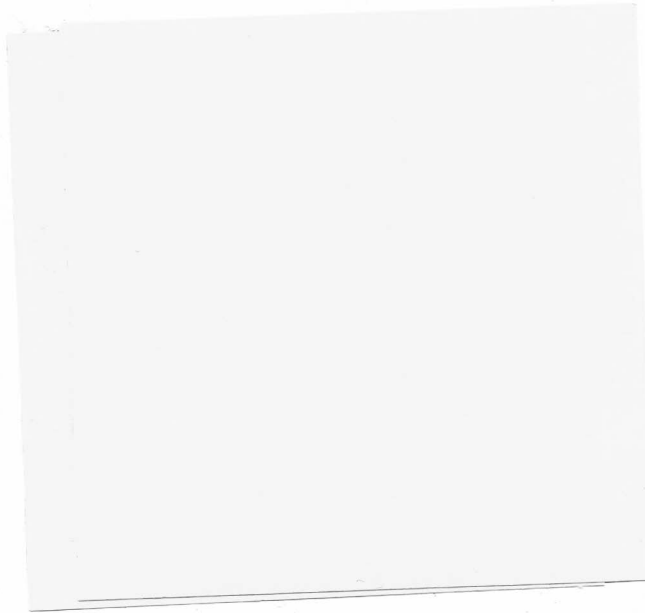
Denver RTD opens 'A Line' commuter-rail route to airport

The Regional Transportation District of Denver (RTD) on Friday opened the 23-mile University of Colorado A Line commuter-rail route, which marks one of the first transit projects built by a public-private partnership in the United

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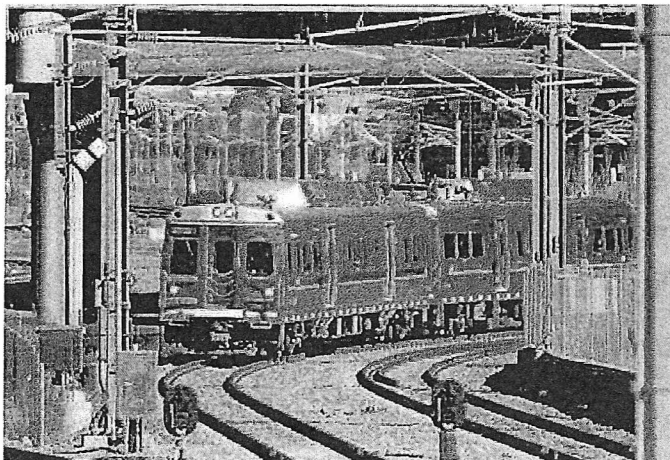
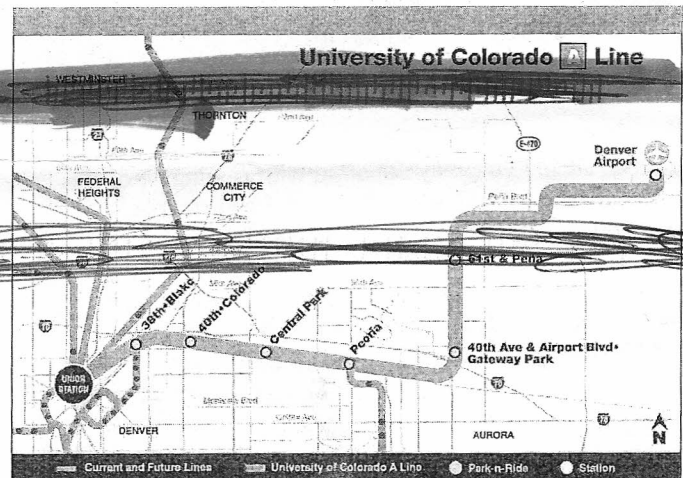
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The Regional Transportation District of Denver (RTD) on Friday opened the 23-mile University of Colorado A Line commuter-rail route, which marks one of the first transit projects built by a public-private partnership in the United States.

The \$1.2 billion line, which runs from downtown Denver to Denver International Airport, is part of the \$7 billion FasTracks expansion plan that calls for building 122 miles of new rail routes, among several other transit improvements.



Trains will make the journey from Union Station to the airport in 37 minutes, or about half the time of driving, Federal Transit Administration (FTA) officials said in a press release.

The A Line is also part of the \$2 billion Eagle Public-Private Partnership (P3) project, which includes the under-construction Gold Line commuter-rail project, a commuter-rail maintenance facility and electric multiple-unit vehicles. The FTA is contributing \$1 billion through its capital investment grant program toward that project, while the U.S. Department of Transportation is providing \$62 million in other funds.

The remaining costs are covered by state and local sources, including a private contribution.

Under the P3 arrangement, a private team known as Denver Transit Partners agreed to fund a share of the project, assuming much of the risks and allowing RTD to minimize public costs for construction. The team includes Balfour Beatty Rail, Parsons Brinckerhoff, Sysra, Wabtec Corp. and others.