



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

**MARCH-APRIL 2019**

**RUN 02-19**

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](http://www.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.

## • MAR/APR MEETINGS

The March meeting of the Omnibus Society of America will be held on March 1, 2019, in the Anderson Pavilion of Swedish Covenant Hospital, 2751 W. Winona Avenue, Chicago, Illinois. The meeting will start at 7:00 pm.

Our program for the evening will be a slide presentation by David Wilson covering an east coast trip he took many years ago.

The April meeting of the Omnibus Society of America will be held on April 5, 2019, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:00 pm.

Our program will be a slide presentation by member Bill Shapotkin covering 95<sup>th</sup> St bus and streetcar service east of State St; Willbus: Green Bay Road service via Nortran, United Motor Coach, Evanston Bus Company; and Route 215.

## Mayor Emanuel, CTA Announce Completion of Improvements to Four Green Line Stations

December 28, 2018

***Work on these four stations completed by DBEs that participated in CTA educational series***

On December 28<sup>th</sup>, Mayor Rahm Emanuel and Chicago Transit Authority (CTA) President Dorval R. Carter, Jr. announced the completion of improvements made at four Green Line stations—51st Street, Halsted, Cottage Grove and Kedzie – benefitting Chicago's South and West side communities with improved transit facilities and new opportunities for small local business owners.

A variety of subcontractors completed the work on these four stations, some of which graduated from CTA's 2017 Green Line Small Business Initiative. Through this unique program, small businesses and disadvantage business enterprises (DBEs) from Chicago's South and West sides

were provided training and assistance in order to help them compete for business opportunities on CTA projects.

"We launched the Green Line Small Business Initiative to ensure that small and local businesses that otherwise may not have had the resources or knowledge to compete for work on CTA projects could participate in the process," said Mayor Emanuel. "I am happy to see that CTA's diversity outreach efforts have created a larger, more diverse pool of candidates to compete for CTA construction project work."

Of the 24 small and local businesses that participated in the Green Line Small Business Initiative, four received DBE certification as a result of the program and six firms were able to secure improvement work on the four Green Line stations listed above, as well as the Garfield station. Additionally, 13 firms received OSHA 30 training, ten received CPR training and nine were able to continue their education with the Clark Construction Strategic Partnership Program.

"The fact that these six firms were able to compete for and win these contracts tells us that our efforts are not in vain and that we are achieving our goal of building bridges between the community, small businesses and DBEs, and CTA," said CTA President Carter. "I am encouraged by these results, but I also believe that the success of our diversity efforts shows that we can do more and go even further in our goal to build an even more diverse pool of contractors that can work with us."

The contract for improvement work on the 51st Street, Halsted, Cottage Grove and Kedzie Green Line stations was awarded to F.H. Paschen. Paschen then hired a number of subcontractors to meet the project's DBE goals, as well as some of the participants of the Green Line Small Business Initiative.

The DBE participation for each station included 35% at 51st Station, 40% at Cottage Grove, 40% at Halsted and 35% at Kedzie. Companies that worked on the Green Line stations included The Giant Painter, which painted the Kedzie and Halsted stations; R.E.A. Masonry, LLC, which worked on Halsted; Synergy Development, which provided their services at Cottage Grove and Halsted; Bartech Group, which worked at Kedzie and Halsted; and Alpha Phase, which worked on the 51st Street station.

At this time, 24 firms are positioned for potential future CTA projects as a result of their participation in the Green Line Small Business Initiative.

Each of the four Green Line stations received the following improvements, which have significantly improved the

safety of the stations and has extended the useful life of various station components:

- Replacement of existing light fixtures with LED
- Cleaning and polishing of all stainless steel surfaces
- Painting of the stairwells and stair structures
- Exit stairs have been repaired for increased customer safety
- Adding ADA-compliant hand rails
- Adding new stainless steel and glass storefront doors with frames
- Power washing the interior and exterior walls, glass and steel façade
- Adding new station identifier signage
- Sealing roof to wall connections

The cost of improvements to all four stations was \$12 million, funded by 2017 CTA bonds.

The Green Line Small Business Initiative was a continuation of CTA's unique model for business education and outreach, which began during the Red Line South reconstruction project in 2013. During the five-month long reconstruction, which completely rebuilt the 10.2-mile stretch just north of Cermak-Chinatown to 95th Street, CTA exceeded its DBE participation goals by working with 39 minority-owned companies. Additionally, rebuilding the 44-year-old track offered DBEs the opportunity to earn \$89 million for their work on that historic project.

## **Mayor Emanuel and CTA Announce Completion of Garfield Gateway Project**

January 10, 2019

***Transformational project improves the transit experience for Chicagoans and creates a strong focal point for the historic Washington Park community***

Mayor Rahm Emanuel and CTA President Dorval Carter on January 10<sup>th</sup> announced the completion of work on the Garfield Gateway project, which made a number of improvements to the historic Green Line station for the benefit of transit riders, bicyclists and pedestrians as well as for the surrounding community.

"The newly remodeled Garfield Green Line station has created an iconic gateway to the Washington Park community and boosted the development that's already occurring here," said Mayor Rahm Emanuel. "By adding modern amenities and convenient features to this key station, we help promote further transformation of this neighborhood."

The Garfield Green Gateway Project included extending the station's platform canopies to provide more shelter; upgrading platform accessibility, improving elevators and

escalators; and installing public art and landscaping to make the daily customer experience more pleasant.

"CTA Board Chairman Terry Peterson and I have made it a priority to increase the number of small and minority-owned businesses that work for the agency on these kinds of projects," said CTA President Dorval R. Carter, Jr. "We also seek to engage the local community by hiring workers from the area whenever possible, further strengthening the proven impact a robust transit system has towards building thriving, economically-healthy communities."

As CTA does with all projects, it worked with its contractor on the Garfield Green Gateway to promote a diverse and inclusive workforce. Thanks to those efforts, CTA exceeded all of its goals for the project, attaining a minority hiring level of 63 percent and hiring 21 percent of its workforce from the surrounding neighborhood.

"Nearly 475,000 passengers rely on the Garfield Green Line station each year. The new enhancements, made possible by a federal TIGER grant, will help better serve these passengers and preserve the rich history of the Washington Park neighborhood," U.S. Senator Dick Durbin said. "I am proud to have helped secure federal funding for this project and will continue to advocate for federal investments in Chicago's public transit projects."

"This project makes important improvements to ensure the Garfield station better serves Chicago's residents and visitors and the people of the Washington Park neighborhood," U.S. Senator Tammy Duckworth said. "I will continue working to secure federal resources for investments like the Garfield Gateway Project that modernize our transportation infrastructure and create jobs in the community."

The \$43 million project rehabilitated the original Garfield station house, which was built in 1892 and located on the south side of Garfield Boulevard as part of what was that era's public transit system to the famed World's Columbian Exposition. Designated a City of Chicago landmark in 2001, the historic station was restored to its original turn-of-the-century look by the Garfield Gateway Project. No longer in use by customers, this historic stationhouse now serves as a community space.

"Federal dollars have played a significant role in revitalizing the South Side of Chicago and addressing and providing solutions to improving the commuting experience of my constituents. I am encouraged to see that the Garfield Gateway Project helped spur economic opportunities for minority and neighborhood residents. I remain committed to advocating for additional funding that will benefit not only our local economy, but improve rider experience for the Washington Park neighborhood," Congressman Bobby L. Rush said.

"It is our hope and expectation that this renovation will not only improve travel via CTA to, from and through the Garfield community, but will be a powerful catalyst for community development," Congressman Danny K. Davis said. "We look forward to the investment in this rehab paying dividends for many decades to come."



In addition to completely rehabbing the main stationhouse and the entrance to the station, the Garfield Gateway Project also includes visually enhanced architectural features embellished with new work by renowned Chicago artist Nick Cave.

The artist's multi-disciplinary artwork was re-mixed into design patterns via various materials applied to key architectural components of the station such as the stationhouse mosaic ceiling, fused glass platform windbreaks, lenticular columns and the exterior of the station's steel elevator towers.

This project is the latest in more than \$8 billion of transit investments made by Mayor Emanuel and CTA since 2011 to improve Chicago's neighborhoods and transit services.

## **Mayor Emanuel and CTA Launch New Public Wi-Fi Service in Downtown Blue Line Subway Station**

January 13, 2019

***Nation's First Subway System Fully Equipped with 4G Wireless Service Now Providing Free Internet Access at Clark/Lake Station; More Stations to Come***

Mayor Rahm Emanuel and Chicago Transit Authority President Dorval R. Carter, Jr. today (Jan 13, 2019) announced the availability of free WiFi network service at the CTA's Clark/Lake Blue Line subway station—the latest investment in technology to benefit customers and improve commutes.

"By adding WiFi service, we are helping keep commuters connected in the fast-paced, digital world," said Mayor Rahm Emanuel. "This service will benefit the thousands of daily commuters and travelers who pass through this station every day."

The new Wi-Fi service, which provides riders with free, fast internet service, is ideal for regular commuters and visitors who want to quickly download media, large files or simply access the Internet without using up their data from their monthly wireless service packages.

"Free WiFi provides our customers another option for connectivity," Carter said, "This is yet another added convenience we're offering our customers to help make taking public transit an even more appealing option."

CTA will expand WiFi coverage to the Washington, Monroe and Jackson Blue Line subway stations by the end of the month.

Mayor Emanuel has made multiple investments in technology that benefits CTA customers. In 2015, the Mayor brought 4G wireless service to the subway system, making CTA the largest public transit system in North America with 4G coverage in its entire subway. The \$32.5 million deal was brokered by the Mayor's Chicago Infrastructure Trust and was completely funded by America's four major wireless providers.

The free Wi-Fi network is made possible by connectivity upgrades to CTA's extensive subway wireless network, which was upgraded in late 2015 as part of Mayor

Emanuel's ambitious endeavor to make the City of Chicago the first largest city in North America to provide transit riders with full 4G wireless coverage across its entire system of subway stations and tunnels.

CTA currently has continuous 4G coverage crossing 22 miles from O'Hare airport through the underground tunnels and platforms of the Red and Blue Lines, the CTA's two busiest rail lines.

Other technologies have also greatly boosted the CTA customer experience, including expansion of Train Tracker and Bus Tracker functionality, digital information and train tracker screens at rail stations, new digital screens on buses, and a dramatically expanded and modernized security camera network.

## **CTA Extends #111A Pullman Shuttle Route to Better Serve Chicago's Far South Side**

February 13, 2019

***Extended route will serve new Pullman Community Center and offer new connections to five CTA bus routes***

Today, January 13, 2019, the Chicago Transit Board approved an ordinance to extend the #111A Pullman Shuttle route and offer improved transit service and connections in the historic Pullman community. This is the latest in a series of bus and rail improvements made under the leadership of CTA President Dorval R. Carter, Jr. to strengthen and improve transit services on Chicago's South and Far South sides.

Service along the #111A Pullman Shuttle began in the fall of 2013 to provide direct access to new retail developments in the area. CTA's decision to extend the route, which provides daily service every 25 minutes from approximately 6:20 a.m. until 7:40 p.m., was based on community feedback for improved connections to nearby bus routes and service to the newly built Pullman Community Center and nearby shopping center.

"At the heart of any Chicago community is public transit linking members of the community together via buses and trains to their jobs, schools, parks, shopping and more," said CTA President Carter. "Our goal with this service enhancement is to help foster the ongoing growth this historic community has seen in recent years and improve the lives of those who work and reside in the area with a stronger and more convenient transit network."

Currently #111A buses operate between Cottage Grove/115th and the Pullman Park Plaza shopping center at Doty/109th. With the new route extension, #111A buses will continue northeast from Doty/109th to 103rd St and Stony Island, nearly doubling the length of the route and providing riders connections to five nearby bus routes: #J14 Jeffery Jump, #15 Jeffery Local, #26 South Shore Express, #28 Stony Island and #106 East 103rd.

The route extension goes into effect at the start of service on March 31, 2019. Costs associated with the

route extension are approximately \$405,000 annually and are part of CTA's operating budget.

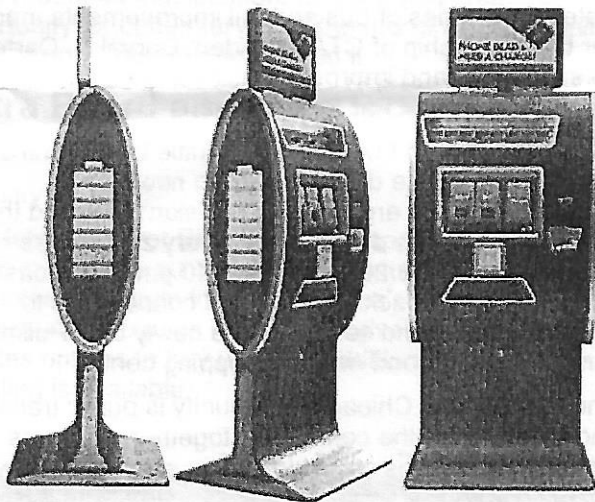
## An Array of New Amenities is Inbound for CTA Rail Customers

February 13, 2019

*From phone chargers to photos to food, CTA customers will enjoy more conveniences as they travel to work, school or home*

The Chicago Transit Authority today announced a pilot program to bring new amenities for customers at various rail stations across the CTA system. Three specialty vending machines will dispense everything from mobile device charging packs, to souvenir photos, to fresh and healthy snacks for commuters --- the latest initiative by CTA President Dorval Carter to further improve the transit riding experience.

The MobileQubes vending machines will dispense battery charging packs for iPhones and mobile devices that customers can either purchase or rent. There is a \$4.99 initial fee and \$0.99 daily fee thereafter. Rentals can be returned at any machine nationwide. CTA has agreed to a pilot of 35 machines at 26 stations, mostly along the Red Line. The machines will provide a convenient way for customers to re-charge their electronic devices.



The **DNP Photo Booth** will be located at the Chicago Red Line station as part of the pilot program and will provide a convenient way for customers and tourists to get photos for recreational, travel and business use. This machine can be used for passport and ID photos (\$14.99), as well as souvenir photos and portraits (\$5).

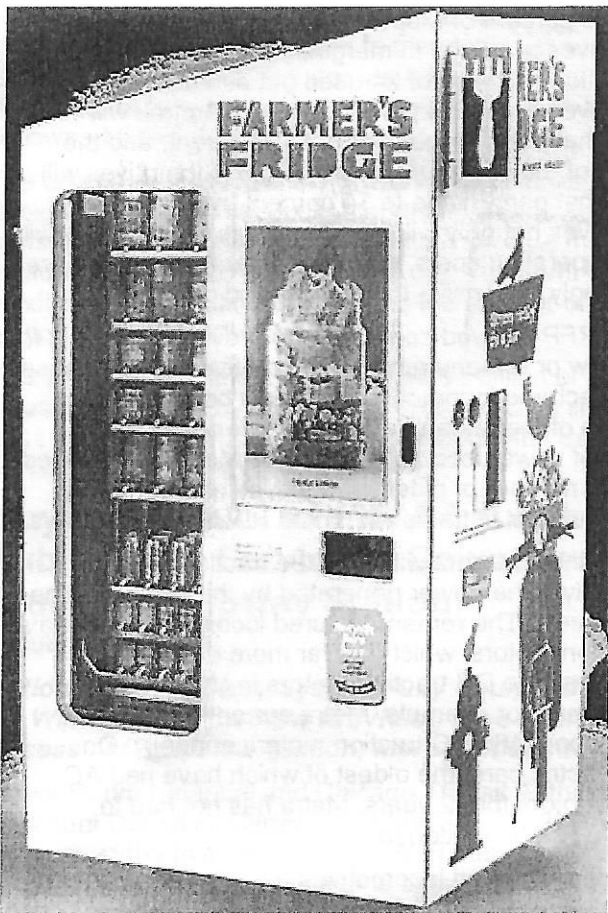


Chicago-based **Farmer's Fridge**, uses organic, locally sourced food ingredients to make fresh, ready-to-eat snacks and meals that are made in the Fulton Market district. Four new vending machines will be installed at Grand (Red), Fullerton (Red, Brown, Purple), Indiana (Green) and Damen (Pink), offering healthy food options such as salads, soups, sandwiches, bowls, snacks and drinks/sparkling water. This is another convenience for customers seeking to find a healthy snack/meal alternative for work, school or home, saving them time as they commute.

"It has been my goal since day one to further enhance the transit rider experience and these pilots keep CTA on the cutting-edge of offering transit riders unique and practical services as part of any trip on our system," said CTA President Carter. "This is just one way we are taking a fresh look at making taking public transit even more convenient for the on-the-go traveler."

The vending companies will cover all costs of installation, maintenance and even electricity used to run these specialty machines. CTA contracted with Jones Lang LaSalle (JLL) to market Authority concession and vending opportunities that will generate non-farebox revenue for CTA. JLL identified these three v





## METRA News

### New reverse-commute service to Lake County begins March 4

(February 20, 2019) -

A two-year reverse-commute pilot project funded by a public-private partnership between Metra and Lake County businesses and governments will begin on March 4 on the Milwaukee District North Line, Metra announced today.

Metra and Lake County Partners, an economic development corporation affiliated with Lake County businesses and governments, worked together to investigate the viability of increased service and propose a pilot project. The groups will evenly split the \$1.4 million cost of operating one new reverse-commute train in each rush period as part of a two-year demonstration project. They also will work on a definitive agreement to divide the \$4.75 million cost of installing universal crossovers near Lake Forest, with the partners contributing \$2.75 million, Metra contributing \$1 million and local governments contributing \$1 million.

"We are excited to launch this test of new reverse-commute service between Chicago and Lake County," said Metra CEO/Executive Director Jim Derwinski. "We are hopeful that this initiative will build our ridership, help local businesses to recruit top talent and have a positive impact on economic activity in Lake County. This partnership also is an innovative way to test the demand

for service to Lake County and potentially improve our infrastructure."

The public-private partnership agreement was the culmination of a process that began with an appearance by Lake County officials at a Metra Board meeting in April 2018. The officials asked Metra to explore ways to improve reverse-commute service to Lake County in order for them to effectively recruit and retain employees living in Chicago. They also argued that better train service would reduce pollution and roadway congestion and improve employee productivity and satisfaction. AbbVie, Horizon Pharma, Trustmark Insurance, Tenneco, Northwestern Lake Forest Hospital, Lake County government, the city of Lake Forest and the village of Deerfield are participating in the agreement.

"With this new service, it is now easy to live downtown and work in Lake County," said Lake County Partners President and CEO Kevin Considine. "This is a tremendous opportunity for city dwellers to build careers at any of our globally recognized companies."

Metra's current schedule is not ideal for reverse-commute riders to and from the Lake Forest, Deerfield and Lake-Cook Road stations, the stations closest to several major employers, including AbbVie, Horizon Pharma and others. There are no morning outbound express trains, and the afternoon trains are either too early or too late for most workers.

Under the new schedule, Metra has added a new outbound express Train 2191, departing Union Station at 6:25 a.m. and arriving in Lake Forest at 7:15 a.m. The train will make all stops in Chicago between Union Station and Edgebrook and then operate as an express to Lake Cook Road. (Pending an agreement with CP, which is anticipated soon, this train will be moved to an earlier slot, departing Union Station at 5:35 a.m. and arriving at Lake Forest at 6:25 a.m.) Metra also changed the schedule of one inbound afternoon train (2146) to create express service from Lake County, and added a new Train 2194, departing from Lake Forest at 5:35 p.m. and arriving at Union Station at 6:26 p.m. The schedule of Train 2148, which now arrives at Union Station at 6:11 p.m., would be pushed back three minutes.

"Working with the private sector to achieve their employment goals by attracting talented young people who desire to live in Chicago is a win-win-win situation," said Metra Chairman Norm Carlson. "The city of Chicago, Lake County and the employers all benefit. Public assets and operating funds are leveraged by private investment to enhance rail service that is a green solution. We look at this partnership as being a prototype for future expansions of Metra's service to benefit the public. This is regional cooperation at its finest."

There would also be a few other schedule adjustments to help relieve crowding or to better reflect actual operating conditions:

- A new morning inbound Train 2192 will depart Lake Forest at 7:48 a.m., making stops at Lake Cook Road, North Glenview, Golf, Edgebrook and Western before arriving at Union Station at 8:40 a.m. That should relieve crowding on Train

2120, which will now make fewer stops and have a slightly adjusted schedule, and Train 2122, whose schedule will remain the same.

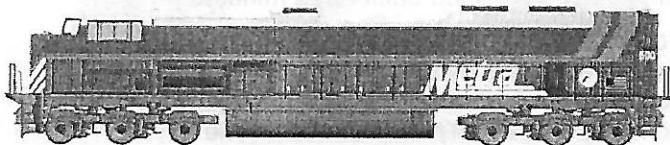
- Later evening Trains 2154 and 2160 will have their departure times shifted back by 5 to 8 minutes. North Central Service Train 120 (which uses the Milwaukee North tracks) will have its schedule moved up by 5 minutes.
- Outbound rush hour Trains 2145 and 2147, which now depart Union Station at 5:58 p.m. and 6:19 p.m., would now depart at 6:05 p.m. and 6:25 p.m.
- Pending an agreement with CP, which is anticipated soon, a new outbound Train 2193 will be added to the schedule, departing Union Station at 3:20 p.m. and making stops at Western, Healy, Morton Grove, Glenview, North Glenview, Northbrook, Lake Cook, Deerfield and arriving in Lake Forest at 4:14 p.m.

If the pilot project shows that there is a strong market for reverse-commute service and that the service is self-sustaining, the partners agree to enter into an agreement to fund the construction of new universal crossovers near the Lake Forest Station. A crossover allows trains to switch between tracks. Constructing crossovers at Lake Forest would allow Metra to turn trains around at that location, which would create an opportunity for better service in the morning and evening rush periods if demand supported it.

## Metra Board approves locomotive purchase

(February 20, 2019) -

The Metra Board of Directors today approved a \$70.9 million contract to purchase 15 remanufactured locomotives to begin to replace Metra's aging fleet. The contract with Progress Rail Locomotives of La Grange includes options to buy up to 27 additional locomotives, if funding is available.



"Our goals with this locomotive purchase are to increase reliability and improve the state of good repair on our system," said Metra CEO/Executive Director Jim Derwinski. "These like-new locomotives will be replacing some of the oldest locomotives in our fleet, and we would expect to see a significant increase in reliability as these newer locomotives are introduced."

Progress Rail will take existing EMD SD70MAC freight locomotives and upgrade and configure them for passenger use. All components will either be refurbished, upgraded or new. The newly remanufactured locomotives will be designated as SD70MACH locomotives.

About 70 percent of Metra's current fleet of 147 locomotives are rated in marginal or poor condition. The introduction this year of 24 used but new-to-Metra locomotives that were purchased from Amtrak will reduce that percentage to about 45 percent, and the addition of the remanufactured freight locomotives will reduce that percentage to 14 percent by 2023. Newer locomotives not only will increase reliability, but they will reduce operating costs, since the older locomotives are increasingly expensive to maintain and operate.

Metra's RFP allowed companies to provide proposals for either new or remanufactured locomotives. Metra chose remanufactured locomotives primarily because it can buy more of them than new locomotives. A greater number of newer locomotives means Metra can replace a greater number of older locomotives and operate a greater number of trains with more reliable locomotives.

One big improvement will be in the traction motors, which deliver the power generated by the diesel engine to the wheels. The remanufactured locomotives will have AC traction motors, which are far more durable and reliable than the DC traction motors in Metra's older locomotives. For example, Metra currently needs to replace about 160 DC traction motors annually. On Metra Electric cars, the oldest of which have had AC traction motors for 12 years, Metra has not had to change a single traction motor.

The remanufactured locomotives have a similar design to Metra's F59 locomotives so Metra will be able to use the same parts inventory and won't need different training and maintenance programs. There will be a 34 percent increase in horsepower. Another major upgrade is a microprocessor-controlled brake system.

The remanufactured locomotives will meet the Environmental Protection Agency's Tier 3 emissions standards. Replacing 42 of Metra's current locomotives that are rated Tier 0+ with 42 Tier 3 locomotives will eliminate 61 tons of nitrous oxide emissions annually – the equivalent to taking 6,600 cars off the road.

## PACE News

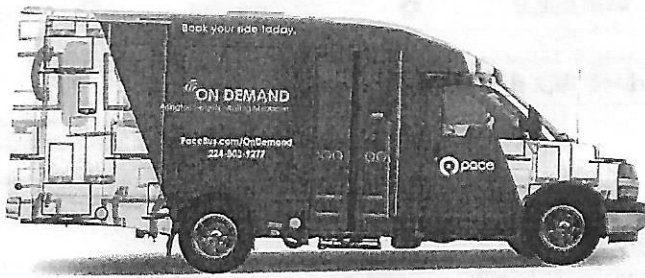
### Pace Call-n-Ride is now called Pace On Demand

New name; Same affordable ride right outside your front door.

Pace On Demand (formerly known as Call-n-Ride) offers reservation-based, shared-ride service in 11 designated service areas throughout the suburban region. All you have to do is book online or call to reserve your trip at least one hour in advance and pay with Ventra (\$2.00 per trip) or cash (\$2.25) when boarding.

On Demand is open to the general public, so anyone can book a trip and ride the service, as long as the trip starts and ends within one of the On Demand zones. For information on similar paratransit-style services within northeastern Illinois, see our explanation of available services.





Online reservations are now available for the Arlington Heights - Rolling Meadows On Demand, the Batavia On Demand, the Round Lake Area On Demand, the Vernon Hills-Mundelein On Demand, the St. Charles-Geneva On Demand and the Southeast Aurora On Demand.

Even though all eleven of the newly renamed On Demand services now have updated vehicle exteriors with a new logo and color scheme, the reservation phone numbers have not changed.

The online booking feature will come to all On Demand services in 2019--and that technological upgrade played a role in updating the brand name for this category of Pace service, since you can now reserve your rides by means other than calling.

Visit Pace's online reservation website to create an account and start booking your trips online today.

## **Pace Eliminating Five Poorly Performing Services**

Several services approved for elimination as part of the Pace 2019 budget will no longer operate after March 3, 2019. Pace's 2019 budget includes the elimination of 12 poorly performing services in total and the reallocation \$1.2 million into a \$1.7 million service enhancement effort that will reduce overcrowding, improve on-time performance and support the launch of the Pulse Milwaukee Line, which is expected this fall.

The services to be eliminated in March are:

- \*Saturday service on Route 348 (last day of service: March 2)
- \*Route 362 (last day of service: March 1)
- \*Route 532 (last day of service: March 1)
- \*Saturday service on Route 540 (last day of service: March 2)
- \*Saturday service on Route 546 (last day of service: March 2)

Pace has worked to encourage ridership on these routes, but they are not performing to Pace's standards. As a responsible steward of taxpayer dollars, Pace can no longer support these routes which do not generate the necessary fare revenue. Later this year, additional routes that do not meet minimum performance standards of efficiency, productivity and ridership will be discontinued. Those services are Route 209 (Saturday

service only), Route 304, Route 326, and Route 504 (Saturday service only). Pace Routes 661, 809 and 824 were eliminated effective January 21.

## **Philadelphia exercises options for an additional New Flyer 115 hybrid-electric buses**

February 13, 2019 | New Flyer

**St. Cloud, Minnesota, USA – February 13, 2019:** (TSX: NFI) New Flyer of America Inc. ("New Flyer"), a U.S. subsidiary of NFI Group Inc. ("NFI"), the largest bus manufacturer in North America, today announced it is advancing fourth-year production of 115 Xcelsior® forty-foot diesel-electric hybrid, heavy-duty transit buses for the Southeastern Pennsylvania Transportation Authority ("SEPTA"). This is the fourth installment of a five-year contract by SEPTA for a total of 525 hybrid buses awarded to New Flyer in May 2016.

The hybrid Xcelsior buses support SEPTA's "SEPT-AINABLE 2020" program, focused on achieving sustainability through a "triple-bottom-line" approach that includes the natural environment, healthy communities and workforce, and economic vitality.

Through its investment in hybrid bus technologies, SEPTA has significantly reduced bus energy consumption, which accounts for approximately half of all of the agency's transportation energy. At the conclusion of the five-year New Flyer contract, hybrids will comprise 95 percent of SEPTA's bus fleet.

"New Flyer is proud to continue delivering hybrid electric technology to SEPTA as it expands low-emission transit and further reduces transportation emissions," said Chris Stoddart, President, New Flyer of America. "We're committed to supporting SEPT-AINABLE 2020 and delivering safe, reliable, and sustainable mobility solutions to Philadelphia and the surrounding communities."

SEPTA is one of only two U.S. transit authorities operating all five major types of terrestrial transit vehicles: regional rail trains, heavy rapid transit trains, light rail vehicles, trolley buses, and motor buses with a total annual ridership of over 300 million. In 2016, SEPTA earned the Governor's Award for Environmental Excellence. It also earned the Energy Storage North America Innovation Award (2014), American Public Transportation Association's (APTA) "Gold" Recognition Level for Sustainability (2012), APTA's "Outstanding Public Transportation System Achievement Award" (2012), and the Environmental Protection Agency's (EPA) "Energy Star" Award for the SEPTA Headquarters (2010).

## **Boston Expands Electric Hybrid Bus Fleet**



January 21, 2019 | New Flyer

## Published by Smart & Resilient Cities

Boston's electric bus fleet is set to get bigger, and better for the environment, as city leaders and transportation officials continue to make clean transportation a priority. The Massachusetts Bay Transportation Authority (MBTA) has executed options for 194 heavy-duty, forty-foot Xcelsior® diesel-electric transit buses from New Flyer of America Inc. The announcement was made in a news release issued in early January by New Flyer of America. New Flyer is the U.S. subsidiary of NFI Group Inc., the largest transit bus and motor coach manufacturer in North America. Since 2002, New Flyer has delivered over 750 buses to MBTA, including diesel-electric hybrids and low-emission compressed natural gas (CNG) buses.

In related news, for its part, New Flyer has also recently announced the formation of New Flyer Infrastructure Solutions™ ("Infrastructure Solutions"), a service dedicated to providing safe, reliable, smart, and sustainable charging and mobility solutions. With the announcement, New Flyer becomes the first North American bus manufacturer to offer a comprehensive infrastructure service.

The Massachusetts Bay Transportation Authority, more commonly known as the T, is one of the oldest public transit systems in the United States. It's also the largest transit system in Massachusetts. As a division of the Massachusetts Department of Transportation (MassDOT), the MBTA provides subway, bus, Commuter Rail, ferry, and paratransit service to eastern Massachusetts and parts of Rhode Island. As such, MBTA is the public agency responsible for operating most public transportation services in Greater Boston, Massachusetts.

The hybrid buses, supported by Federal Transit Administration (FTA) grants, will replace end-of-life vehicles. MBTA ordered its first New Flyer hybrid bus in 2010, and now has more than 200 forty-foot and 70 sixty-foot diesel-hybrid buses currently in operation, as it continues to focus on clean transportation initiatives for the greater Boston area.

"As MBTA focuses on clean transportation, the addition of New Flyer's extended-range hybrid buses – complete with start/stop technology running on emission-free battery power inside the Silver Line tunnel – will help fulfill its environmental needs while increasing transit service," said Chris Stoddart, President, New Flyer of America.