

TRANSPORT INNOVATOR

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Welcome to *Transport Innovator*, a free newsletter dedicated to sharing information about innovative, cost-effective transportation solutions. We welcome comments and ideas for future stories. Please feel free to contact us – we look forward to hearing from you. Free subscriptions are available at www.gobrt.org

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Editorial: Why BRT Standards are Important

In this edition, Lurae Stuart describes the work of the APTA BRT standards working group, on which we currently serve as co-chair. The group is seeking to develop voluntary, recommended practices on a wide range of BRT issues, including running ways, stations, and vehicles. Here is our perspective on why recommended practices are important and the potential benefits that can be achieved.

In the US, the term BRT describes many things, including fully dedicated, rail-like systems, fancy buses operating on arterial streets with signal priority, and express buses operating on HOV lanes. This causes confusion about what constitutes BRT and creates significant challenges in communicating about BRT. For example, does BRT have a dedicated right-of-way or not? Does BRT require unique vehicles, stations, and other features? Is an express bus operating in an HOV lane a BRT system, or is it something else?

Although the group is unlikely to craft a definition of BRT, a set of recommended practices may lead to a more consistent use of the term. We recently visited three BRT systems in Latin America, and the consistency in vehicles, fare collection systems, operations, and other elements was striking. (See www.gobrt.org for more information). These cities, and the citizens they serve, know exactly what BRT means for them, which greatly reduces the time and expense of planning new systems. Perhaps we can achieve something similar in the US context.

Recommended practices can help improve the performance of our transit systems. They can provide valuable guidance on what works best in particular situations, thus ensuring that future systems take full advantage of the wealth of experience available. The recent BRT planning guide, also discussed in this edition of *Transport Innovator*, is an excellent example of the value of capturing best practices.

Greater consistency may create more opportunities for pooled procurements. Pooled procurements can help cities increase purchasing power and help suppliers expand markets, as shown by recent experience with hybrid buses.

We also might discover additional opportunities for public-private partnerships. In Guayaquil, Ecuador, a private company paid for a fiber-optic network and fare collection system. In return, the company receives a percentage of fare revenues and, in the future, hopes to sell excess bandwidth. Such innovative approaches can significantly reduce capital costs for new BRT systems.

Finally, recommended practices could improve the alternatives analysis process by making it easier to compare BRT with other options. This leads to better decision-making and the opportunity to maximize the benefits of our transit investments.

It is a privilege to work with the BRT standards working group, and we urge others to consider joining. We hope that recommended practices will help planners and others make the most of the opportunity presented by BRT.

Guest Column: APTA Committee Working to Develop BRT Guidance

Lurae Stuart

American Public Transportation Association

Transit agencies face a host of design decisions when planning a bus rapid transit system. What station structure will create a sense of permanency? Which station features are needed to minimize dwell time, increase security or enhance the customer experience? How different should the vehicles look from conventional buses? How do I create a distinctive “branding” identity?

The American Public Transportation Association (APTA) formed the BRT Standards Working Group to provide guidance in answering these questions. Working Group members include transit agencies, manufacturers and suppliers, consultants, non-profits and government representatives. The Breakthrough Technologies Institute serves as co-chair.

The Working Group’s goal is to provide the industry with recommended practices on various issues regarding BRT design and operations that will provide useful guidance and insights as more and more cities consider and implement BRT.

The Working Group was recently re-launched in April 2007. Members decided to begin by developing guidance for stations, vehicles, guideways, branding, fare collection, and precision docking.

Our next meeting is on June 26 and 27th in Eugene, Oregon, where the group will work on the first set of recommended practices. The Lane Transit District is hosting the meeting and will take attendees on a tour of the EmX BRT service, which opened earlier this year.

Committee members volunteer their time and expertise, and APTA reimburses travel for transit agency representatives. Meetings are held roughly every eight weeks. It is also possible to participate via email and the APTA Standards website, although we encourage attending some of the meetings. We try to schedule meetings to coincide with other industry events or in cities that have a BRT system which attendees can tour.

The BRT working group is part of the larger APTA Standards Development Program, which has over 30 working groups developing standards under seven programs: bus, rail, commuter rail, procurement, accessibility, security and ITS. Through the program, roughly 200 transit standards,

recommended practices and guidelines have been completed, approved and made available on APTA's web site. The program is supported by APTA member dues and US Federal grants. The standards, recommended practices and guidance documents are developed through a voluntary, consensus process.

We welcome and encourage additional participation on all of our committees. If you would like to participate, contact Jeff Hiott at jhiott@apta.com. For more information on the APTA Standards program, please visit:

<http://www.aptastandards.com/APTAStandardsHome/tabid/36/Default.aspx>

Lurae Stuart is Manager of Bus Technical Programs at the American Public Transit Association (APTA). APTA is a nonprofit international association of over 1,500 public and private member organizations including transit systems and commuter rail operators; planning, design, construction and finance firms; product and service providers; academic institutions, transit associations and state departments of transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products.

Transport Innovator welcomes guest columns on any topic related to sustainable transportation. Submissions should be no more than 1-2 pages in length and may include graphic materials. Although we may edit for length and style, we will obtain the author's permission to publish edited columns. Please send all guest columns to info@gobrt.org.

In the Spotlight:

Major new initiative to fight air pollution in Latin America

The Clean Air Institute recently signed agreements with Buenos Aires, Argentina and Lima, Peru to help fight air pollution and reduce greenhouse gas emissions. Under these agreements, the Clean Air Institute will prepare integrated air quality strategies and help develop and implement programs to reduce vehicle emissions and improve fuel quality.

The transportation sector is a significant and growing source of air pollution and greenhouse gas emissions in Latin America. In Peru, urban air pollution is responsible for roughly 3,900 premature deaths per year. Buenos Aires has over 1 million light duty vehicles, over 200,000 trucks, and two large power plants. However, the city currently lacks a complete emissions inventory and an integrated air quality plan.

There is a strong desire to address air quality in the region. In Lima-Callao, for example, 80 percent of residents in a recent survey identified air pollution as the top environmental concern for the region. The costs for the initial phase of the project are expected to be \$1 million, to be shared by the public and private sectors.

The Clean Air Institute is an independent non-profit established in 2006 to promote better air quality and reduced greenhouse gas emissions in cities around the world. The Institute is chaired by Nobel-laureate Dr. Mario Molina and currently focuses upon Latin America. More information about the Institutes main program, the Clean Air Initiative for Latin American Cities, is available at http://www.cleanairnet.org/lac_en/1415/channel.html. The Institute was formed by the Breakthrough Technologies Institute, the publisher of this newsletter.

New BRT Planning Guide Now Available

An important new resource for transit professionals is now available. Known as the *Bus Rapid Transit Planning Guide*, the document is an excellent and thorough review of BRT design and operational issues.

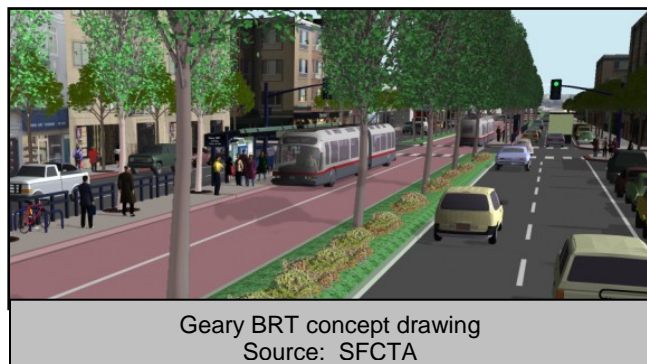
The guide is divided into six main sections, covering project preparation, operational design, physical design, integration, business plan, and evaluation and implementation. Although geared toward developing countries, the guide provides useful insights for any city considering a BRT investment.

This exceptional guidebook builds upon two prior versions and is the result of five years worth of work. Contributors include many of the world's leading BRT and transportation experts. The document is over 800 pages and is richly illustrated with photographs and diagrams, which help emphasize key points. We highly recommend the guide, which is available free of charge at: http://itdp.org/brt_guide.html.

BRT and Innovative Bus

San Francisco, California: Geary BRT plan moves ahead

A study of San Francisco's Geary Boulevard Corridor found that BRT would be faster and more reliable than current transit service and would attract about 25% more riders. The study, commissioned by the San Francisco County Transportation Authority, reviewed several options, including converting curb or median lanes to bus lanes. The study concluded that a median bus lane would improve public transit the most, reducing peak evening travel times by up to 14 minutes. The curb lane scenario would



reduce travel times by up to 13 minutes, but vehicles would conflict with other vehicles using the lanes.

An environmental impact study is set to begin this fall and construction could begin in 2010. Construction costs are estimated at \$172-\$212 million.

Sources:

http://www.examiner.com/a-706242~Geary_bus_rapid_transit_gets_green_light.html

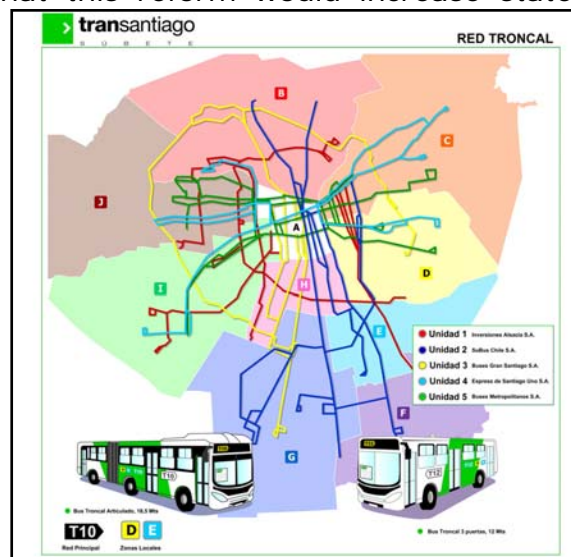
http://www.examiner.com/a-691221~Study_Bus_system_would_attract_more_riders.html

Santiago, Chile: President Urges Transantiago Improvements

Chilean President Michelle Bachelet urged lawmakers to approve \$290 million to upgrade the city's troubled Transantiago rapid bus system. The country's Transport and Finance Ministers have acknowledged that these funds will not eliminate deficits and that subsidies will be required through at least 2008.

A proposal was offered to replace the current administrator of Transantiago's finances, the Transantiago Financial Administration, with the state-owned BancoEstado. Proponents claimed that this reform would increase state control over the system and improve transparency by requiring that a monthly invoice be presented to Congress.

Transantiago was developed to replace many of the city's private micro buses with new, clean-fueled vehicles. However, a reduction in the number of transport vehicles has left portions of the city without bus service. Buses and stations have been over-crowded, passengers must walk farther to stops, and several transfers can be required to reach destinations.



Sources:

http://www.tcqnews.com/santiagotimes/index.php?nav=story&story_id=13928&topic_id=1

<http://www.chron.com/disp/story.mpl/ap/fn/4822845.html>

Cleveland, Ohio: BRT naming rights for sale

The Greater Cleveland Regional Transit Authority (RTA) is offering naming rights to its 9-mile Euclid Corridor BRT line, presently under construction and set to open in late 2008. The agency hopes to earn millions in the sale, which will name the line after the corporate purchaser (much like the corporate naming of stadiums). This move will bring in advertising income

while allowing the agency to forego advertising banners on the sides of BRT buses. This will maintain a “sleek and clean” look to the vehicles, according to RTA’s chief executive.

Source:

<http://www.cleveland.com/news/plaindealer/index.ssf?/base/cuyahoga/118042777929140.xml&coll=2>

Eugene, Oregon/Kansas City, Missouri: Federal BRT funding awarded



Eugene, Oregon EmX bus at station
Source: Lane Transit District

The US Department of Transportation will expedite funding for two rapid bus projects under the new Small Starts program. Eugene, Oregon’s BRT expansion was slated to receive \$30 million over two years, but instead will receive the entire \$30 million this year. The federal dollars will help to fund construction of the city’s 7.8-mile, \$37 million Pioneer Parkway BRT line, an extension of the city’s Franklin Parkway Emerald EmX BRT that opened in January 2007 between Eugene and Springfield.

Kansas City, Missouri will receive \$6.3 million in 2007 to implement the Troost Avenue rapid bus system. The line will be similar to the city’s current MAX rapid bus route, providing limited-stop, peak travel period bus service along a designated bus lane. The new Troost Avenue service is anticipated to provide a travel time savings of 25 percent. Nearby Johnson County is also considering a MAX-like rapid bus system to downtown Kansas City.



Kansas City MAX bus
Source: KCATA

Source:

http://www.kansascity.com/news/breaking_news/story/113194.html

<http://www.registerguard.com/news/2007/05/19/d1.cr.ltdmoney.0519.p1.php?section=cityregion>

Salt Lake County, Utah: New bus system announced

The Utah Transit Authority (UTA) has announced that it is planning a 10-mile, 12-stop BRT route in West Valley City, a city in Salt Lake County. The line will debut in spring 2008, linking West Valley commuters with the area’s light rail system. Buses will use both dedicated and mixed traffic lanes and the system will feature traffic signal priority, new stations and new vehicles.

Expected cost is \$6.7 million. If successful, UTA plans to implement additional BRT corridors in Provo, South Davis County and Ogden.

Source:

http://www.sltrib.com/westvalley/cj_5919118

Orange County, California: Rapid bus system approved

Orange County Transportation Authority (OCTA) has approved implementation of a rapid bus system along three major corridors. The new system is expected to improve travel times by a third through the use of signal priority and fewer stops. Dedicated transit lanes are also under consideration. OCTA will purchase a fleet of new CNG-powered buses for the system. The first corridor will debut in late 2008, with subsequent corridor openings scheduled for 2009 and 2010. The system is expected to cost \$133 million to complete. Planners moved forward with the new bus system after the county's controversial CenterLine rail project was canceled two years ago.

Source:

<http://www.latimes.com/news/printedition/california/la-me-octa12jun12,1,1388074.story?coll=la-headlines-pe-california>

Bangkok, Thailand: BRT construction to start

The Bangkok Metropolitan Administration (BMA) announced that construction will begin in May 2007 on the city's first BRT corridor, a 15.9-mile route between Chong Nonsi and the Ratchaphruek area. The route will feature median lanes with twelve stations. Total cost for the BRT corridor is expected to be 1.9 billion baht (about US\$58 million). The BMA has modified the original plan by reducing the bus length from 17-18 meters to 12 meters and will apply the cost savings on purchases of additional BRT buses.

Source:

http://www.bangkokpost.net/180507_News/18May2007_news14.php

Transportation Policy

Canberra, Australia: Busway plan canceled

Canberra's new minister for transport John Hargreaves cancelled plans for the Belconnen busway and has ruled out consideration of light rail for at least five years. Until April, Hargreaves shared responsibility for transport with a minister who backed the busway and additional public transportation funding. Stating that the initiatives were too expensive for a city designed for cars, Hargreaves said he opposed his predecessor's plan to spend AU\$115 million for the busway just to "save 10 minutes on the journey."

Hargreaves plans to invest instead in the Majura Parkway and to restructure the city's bus network. However, he wants to scrap plans to install passenger information systems at bus stations, because such signs would just "tell people their bus is late." An opposing party spokeswoman said that the transport portfolio had been given to "the person with the least imagination in government."

The Belconnen to Civic busway would have significantly improved travel times through Belconnen Town Centre, with an almost straight journey from the western to the eastern side of town.

Sources:

http://canberra.yourguide.com.au/detail.asp?class=news&subclass=general&story_id=577787&category=general

<http://apps.actpla.act.gov.au/plandev/tp-intro/projects/transitways/reports/routeselection.pdf>

Los Angeles, California: Budget woes may delay projects

The Los Angeles Metropolitan Transportation Authority (MTA) Board of Directors has approved a fare increase for bus and rail to help address a projected \$1.8 billion operating deficit over the next ten years. The approved increase was less than requested and the lack of funds may delay planned projects including the Expo, Gold, Green and Purple Line subway extensions and the Orange Line busway extension.



Metro Rapid bus and station
Source: MTA

The first increase will be implemented in July 2007, raising bus and rail fares from \$1.25 to \$1.50 and increasing the cost of monthly passes by 44% and daily passes by 50%. These changes are expected to generate \$30 million or more in new income for MTA. Critics claim that the fare increases will harm low income riders and MTA claims that the increases are necessary to prevent service cuts.

Currently, Metro's proposed budget preserves funding to complete the Metro Rapid bus system, which is 25% faster than regular service due to fewer stops, signal priority and peak hour headways of three-to-10 minutes. The Rapid system presently operates 15 lines, with five additional lines to debut in June 2007. Twenty-eight Rapid lines are planned by June 2008.

Source:

<http://www.latimes.com/news/local/la-me-mta26may26.1.2868518.story?track=rss>

<http://www.latimes.com/news/local/la-me-mta28apr28.1.2409766.story>

http://www.latimes.com/news/local/los_angeles_metro/la-me-rapid5jun05.1.7786516.story?coll=la-commun-los_angeles_metro

Denver, Colorado: FasTracks transit plan over budget

Denver's FasTracks plan will now cost \$6.2 billion, putting it \$1.5 billion over the budget. The increase is due to rising construction costs and work added to the original plan, including changing a planned five station diesel-powered rail line from downtown to Denver International Airport into an eight stop electrified rail line. RTD states it can still deliver the basic program - which includes 119 miles of new rail transit, three rail extensions, 18 miles of BRT, and improved bus service – but will need to cut some project elements. The agency will also consider using private companies to operate some routes. FasTracks is financed by a voter approved 0.4-cent transit sales tax increase.

Source:

http://www.rockymountainnews.com/drmn/local/article/0,1299,DRMN_15_5543848,00.html

Northern Virginia: Subway costs rise, ridership projections decline

The projected cost of Virginia's controversial Dulles Corridor Metrorail extension has jumped to \$5.15 billion, or roughly \$224 million per mile. Since 1997, the estimated cost has increased by \$3.7 billion.

At a June 4 briefing, project staff reported that average weekday boardings for the first phase will be roughly 10 percent lower than the number of boardings reported in February by the Federal Transit Administration. No explanation was offered for the drop in ridership.

The project has generated significant controversy regarding a proposed aerial alignment through Tysons Corner, the region's commercial center. Advocates argue that an elevated train, at some points 35 feet high, will blight the skyline and make transit-oriented development very difficult. To reduce costs, some pedestrian access features have been dropped from the project.

Several hundred citizens attended the June 4 briefing to request consideration of a tunnel option. The Fairfax County Board of Supervisors rejected requests to consider a tunnel and failed to approve a motion to hold a public hearing. The Board subsequently approved over \$400 million in local funding for the project.

Rail to Dulles is now the most expensive new transit line seeking a federal grant agreement, exceeding the \$4.7 billion Second Avenue Subway (Phase I) in New York. The first phase, which is projected to achieve the greatest ridership, is expected to attract 18,400 daily new transit riders in 2030. Northern Virginia is expecting roughly 920,000 new residents by 2030, according to the Metropolitan Washington Council of Governments.

Source:

Staff

Atlanta, Georgia: Sales tax could fund proposed BRT projects

The Metropolitan Atlanta Rapid Transit Authority (MARTA) won approval from local governments for a sales tax extension from 2032 and 2047. The extension is needed to support MARTA's efforts to borrow about \$2 billion now for new projects. MARTA has proposed four new transit projects, including express bus service which they refer to as the I-20 East BRT line to Stonecrest Mall and an I-20 west BRT line to Fulton Industrial Boulevard.

Source:

<http://www.ajc.com/services/content/metro/dekalb/stories/2007/04/24/0424MetMarta.html>

Houston, Texas: BRTs in Public-Private Partnership Program

Two Houston BRT projects, the North Corridor and Southeast Corridor, will participate in the U.S. Department of Transportation's Public-Private Partnership Pilot Program. The program, known as Penta-P, is designed to study whether public-private partnerships help agencies complete transit projects faster, improve cost estimation, and enhance project performance. A private consortium will design and build the two BRT lines, estimated to cost \$432 million. Construction is scheduled to begin this year, with service to begin in 2011.

A suit filed against Houston Metro claims that Metro's BRT and rail construction projects violate a 2003 voter referendum approving the city's long-term transit plan, which called for more rail lines. Metro is now implementing BRT on four corridors that were originally planned as rail lines, and it is altering the route of the fifth rail line. Metro says the referendum provides flexibility in implementing the approved transit plan.

Sources:

http://www.fta.dot.gov/regional_offices_6864.html

http://www.chron.com/CDA/archives/archive.mpl?id=2007_4352304

http://www.chron.com/CDA/archives/archive.mpl?id=2007_4324260

Ottawa, Canada: Rail spending mania

Ottawa city officials spent \$9.6 million for consulting, engineering, surveys and other fees for a light rail project during a two-month period just prior to its cancellation. City Councilor Maria McRae denounced the spending, saying that the city should not have authorized the expenditures knowing that the project was in jeopardy. The proposed 30-km, 23-station light rail line was terminated, in part, due to uncertain Federal and Provincial funding. The cost for the line would have been CA\$10-\$20 million/km (US\$15-30 million/mile), and the city has already spent CA\$73 million (US\$68 million) on the project over the past six years.

Source:

<http://ottsun.canoe.ca/News/OttawaAndRegion/2007/05/16/4183675-sun.html>

Washington, DC: Semi-finalists announced for Urban Partnerships

The US Department of Transportation (DOT) recently announced that 9 cities are semi-finalists to sign urban partnership agreements with DOT. The Urban Partnership program will provide up to \$1.1 billion to address traffic congestion. The program is designed to fight congestion by promoting congestion pricing, bus rapid transit or express buses, telecommuting, and new technologies. For more information, visit: <http://www.fightgridlocknow.gov>.

Johannesburg: Monorail proposal conflicts with planned BRT

South Africa's Gauteng Province has announced plans to build a 27-mile monorail linking central Johannesburg with Soweto in time for the 2010 World Cup. The R12 billion (US\$1.7 billion) monorail would be fully financed, constructed and operated by an Indonesian consortium, New Sight Vision (Newcyc).

The plans came as a surprise to the Johannesburg City Council, which approved construction of the Rea Vaya BRT late last year. The mayor's transport representative expressed concern that the monorail could conflict with planned BRT system. South Africa's transport minister also criticized the project. He noted that the project was not presented to him, as required by law for all rail projects, and that it conflicts with Johannesburg's bus plans. He also expressed concern over the contract procurement process.

Sources:

<http://allafrica.com/stories/printable/200705170224.html>

<http://allafrica.com/stories/printable/200705180056.html>

<http://www.moneyweb.co.za/mw/view/mw/en/page87?oid=92907&sn=Detail>

Washington, DC: FTA Releases New Starts Guidance and Report

The US Federal Transit Administration recently issued final guidance on policies and procedures for the New Starts and Small Starts programs, which fund the construction of new transit projects. The guidance complements previous guidance issued in 2006.

Among other things, the final guidance eliminates requirements for project sponsors to submit information on operating efficiencies and environmental benefits. According to the FTA, these measures do not help distinguish among projects seeking federal funding. FTA is studying new ways to measure environmental benefits of new transit proposals and may propose to use a new measure in the future.

The FTA also released an assessment of the New Starts program prepared by Deloitte, a consulting firm. The report found that New Starts generally is perceived as a good program within the industry. The report noted, however, that the New Starts process is viewed as burdensome. It also

noted that enforcement of policies is inconsistent and that requirements for each stage of project development are not clearly defined. Among other things, the report recommended the development of performance measures and clear goals for the program, and to link funding decisions more closely to these measures and goals.

Source:

<http://www.fta.dot.gov>

New Jersey: Congestion charge could overwhelm transit

New Jersey Governor John Corzine expressed concern that a proposed congestion charge for New York City could overwhelm New Jersey's transit system with new transit riders. The congestion charge plan, which is pending before the New York state legislature, would charge \$8 for cars and \$21 for trucks to enter Manhattan below 86th street between the hours of 6 a.m. and 6 p.m.

Source:

<http://www.app.com/apps/pbcs.dll/article?AID=/20070619/NEWS03/706190309>

Alternative Fuels

New York State: BAE to use lithium-ion batteries in hybrid drive

BAE Systems, the hybrid drive supplier for Orion, recently announced that it would begin offering lithium-ion batteries in its next-generation hybrid systems in 2008. BAE's hybrid drive currently uses lead-acid batteries. The company reports that the lithium-ion batteries are lighter, easier to maintain and will last longer. The batteries will be supplied by a Massachusetts-based battery manufacturer, A123Systems.

Source:

http://www.baesystems.com/Newsroom/NewsReleases/autoGen_10747202843.html

King County, Washington: Contract to purchase up to 500 buses

King County, Washington has signed a contract to purchase up to 500 New Flyer buses over the next five years. Most of the buses will be articulated hybrids, although the contract gives the city flexibility to purchase a variety of buses, including diesel or European-style coaches designed for BRT. The purchase is believed to be the largest of its kind in North America and is part of the county's voter-approved Transit Now initiative to expand bus service. Metro currently operates 214 articulated hybrid buses, the largest such fleet in the nation.

Source:

<http://www.metrokc.gov/exec/news/2007/0516bus.aspx>

Helsinki, Finland: Concept ethanol hybrid bus debuts

A concept ethanol-hybrid bus debuted in May at the International Association for Public Transport World Congress in Helsinki. The full-size bus, built by Scania, combines an ethanol fuelled engine with an electric motor and Maxwell supercapacitors. Scania claims the buses will improve fuel economy and cut emissions by at least 25 percent. Twelve ethanol-hybrid buses will begin regular operation in Stockholm in 2008 and 2009, financed in part by the Swedish government.



Scania's ethanol-hybrid bus
Source: Scania

Source:

http://www.scania.com/news/Press_releases/2007/Q2/N07031EN.asp

<http://www.autobloggreen.com/2007/05/17/scania-shows-new-ethanol-hybrid-bus/>

Germany: DaimlerChrysler developing diesel hybrid Citaro

DaimlerChrysler is developing a diesel-hybrid version of its Mercedes-Benz Citaro bus, the same platform used for the company's prototype fleet of fuel cell buses. The new hybrid Citaro will employ a series hybrid system using lithium-ion batteries stored on the roof. The company plans to unveil the prototype hybrid later this year, with pilot operation projected to begin in 2008. DaimlerChrysler indicated that they see the diesel-hybrid Citaro as a logical step on the way to a fuel-cell-powered transit bus.

Sources:

<http://www.dcx.com/dccom/0-5-7165-1-862463-1-0-0-0-0-1371-7165-0-0-0-0-0-0.html>

http://www.greencarcongress.com/2007/05/daimlerchrysler_1.html

Belgium: New Van Hool fuel cell bus for European market

Belgian bus manufacturer Van Hool and UTC Power unveiled a new 43-foot hybrid fuel cell bus designed for the European transit market. Five 40-ft Van Hool hybrid buses equipped with UTC Power fuel cells currently are operating in California and Connecticut. The new bus will be delivered to DeLijn, Belgium's largest bus fleet operator, to begin service in June. After six months, it will be delivered to other European transit agencies for test operations.

Source:

<http://biz.yahoo.com/prnews/070514/nem018.html?v=6>

Montebello, California: Purchase of 150 gas-hybrid buses



The city of Montebello, California will purchase 150 full-size gasoline hybrid buses, to be delivered to seven California transit agencies over the next five years. The purchase was made under the Federal Transit Administration's pooled procurement program, which provides federal funding for 90 percent of the purchase price. The vehicle manufacturer is New Flyer, and ISE Corporation will supply the hybrid drive system.

Sources:

http://www.greencarcongress.com/2007/05/montebello_ca_t.html

http://www.isecorp.com/ise_news/ise_press_releases/may-25-2007-montebello-gasoline-hybrids.php

Quick Notes

Bus driver rescues toddler

A Fort Wayne bus driver found a toddler wandering alone in the middle of the street. The driver blocked traffic with his bus to protect the boy and waited for police to arrive. The toddler was unhurt and was asking for his bed and his mother.

Source:

http://www.fortwayne.com/mld/newssentinel/news/local/17394174.htm?source=rss&channel=newssentinel_local

Thank you for not smoking

Bus riders in Coventry, United Kingdom are being asked to help enforce a new anti-smoking law. The law prohibits smoking in bus shelters that are more than 50 percent enclosed and goes into effect on July 1. Hotline numbers will be posted in bus shelters enabling violators to be reported. The maximum fine is £50.

Source:

http://iccoventry.icnetwork.co.uk/0100news/0100localnews/tm_headline=-shop-a-bus-shelter-smoker-&method=full&objectid=19326410&siteid=50003-name_page.html

Free book, anyone?

Lake County, Florida public transit riders are being offered free paperback books. Riders will receive a bookmark that can be redeemed at the local public library. The offer is open through August 21.

Source:

http://www.orlandosentinel.com/news/local/lake/orl-icnotes1807jun18_0.5510949.story?track=rss