



February 17, 2012

AGENDA ITEM 4.11

TO: Regional Transportation Commission

FROM: Tina H. T. Wu, AICP
Senior Transit Planner



Lee G. Gibson, AICP
Executive Director

SUBJECT: RTC RIDE Replacement Buses

RECOMMENDATION

Authorize the Executive Director to negotiate a contract for the purchase of up to ten, 40-foot diesel-electric hybrid replacement buses; provide direction as appropriate.

SUMMARY

Ten buses in the RTC RIDE fleet will have reached the end of their useful life, defined by the Federal Transit Administration (FTA) as 12 years or 500,000 miles, by the end of this fiscal year (Replacement Schedule attached as Attachment 1). Currently, 30 percent of the road calls for RTC RIDE are due to mechanical failures from these buses. Road calls are costly to our contractor, MV Transit, and are an inconvenience to our passengers whose trips are delayed.

In FY 2012, RTC received a State of Good Repair (SGR) grant to replace these ten buses. Working with our fixed-route contractor, MV Transit, staff developed vehicle specifications in preparation for issuing either a Request for Proposals (RFP) or for reviewing piggybacking opportunities on another agency's procurement.

The advantage of issuing a RFP is that the RTC can specify exact components and features best suited for RTC's needs. The disadvantages are that it requires significant time and staff resources. Even if RTC prioritizes the project, a small procurement (i.e., fewer than 100 buses) will take at least two years from the issuance of the RFP to delivery.

The advantages of piggybacking onto an existing large procurement is that there is a significantly shorter lead time for the buses to be delivered, often within one year, and the cost per bus is typically better due to the economy of scale. The disadvantages are that the specifications may not be exactly what the RTC would choose through the RFP process and the RTC cannot make any major changes to the specifications.

During the pre-procurement phase, RTC staff contacted several agencies and bus manufacturers about piggyback opportunities and found three with SAMTRANS (Gillig), the City of Albuquerque (New Flyer), and the Minnesota Department of Transportation (Nova). RTC Finance staff has thoroughly reviewed the agreements to ensure they meet all state and federal regulations and requirements. Additionally, reference checks have been made with other agencies that have purchased vehicles through these cooperatives to ensure customer satisfaction.

Staff recommends proceeding with a piggyback procurement using one of the opportunities available to us. Buses from all three manufacturers are currently operated by RTC RIDE and each offer specifications closely aligned with our own. The piggybacking opportunities provided by these purchase cooperatives would allow the RTC to quickly and efficiently replace our buses. In addition, these manufacturers dominate the domestic bus industry and represent three of the four or five manufacturers that might respond to an RFP. Attachment 2 presents a matrix comparing our specifications with those of the three cooperatives. Pictures of each of the buses are also attached.

If approved by the Board, the Executive Director will negotiate a contract with the cooperative for the buses that best meet our specifications and budget.

FISCAL IMPACT

The FY 2013 Budget will contain \$5,662,650 for this project: \$4,700,000 from FTA State of Good Repair (SRG) allocation and \$962,650 from sales tax.

PREVIOUS ACTIONS BY BOARD

There has been no previous Board action or direction on this matter.

ADDITIONAL BACKGROUND

Other Alternatives Considered

1. Direct staff to develop and issue a RFP for replacement buses.

ADVISORY COMMITTEE(S) RECOMMENDATION

There are no advisory committee recommendations pertaining to this agenda item.

Attachments

RIDE REVENUE VEHICLE INVENTORY & REPLACEMENT/EXPANSION SCHEDULE

ATTACHMENT 1

updated: 10/24/2011 0
 last update: 04/2011 as of 10/31/11 12 note: 18 month lead time on orders

CURRENT CHARACTERISTICS						PROJECTED				ACTUAL REPLACEMENT CHARACTERISTICS				Accounting Information (Per GL & Fixed Asset System)			NO COLOR INDICATES ACTUAL	
Bus #	Manufacture	Model	In-Service Date	VIN Number	LifeTime Meter	Projected Retirement Date	RTIP Year	RTIP FY	Grant Number	Type of Grant	Cost	Current Status	Asset #	Book Value as of 12/31/10	Date of Full Depreciation	Projected Replacement Funding Source		
1	301	NOVA2001	T80606 66VN	7/2000	4RKBNTGA6YR834918	428,370	6/8/2010	2010	2011	NV-03-0013/NV-90-0032	83%/95%	\$263,282	REVENUE SERVICE	RIDE	006006	\$32,910	7/1/2012	SGR
2	302	NOVA2001	T80606 66VN	7/2000	4RKBNTGA3YR834919	330,908	6/8/2010	2010	2011	NV-90-0032/NV-90-0040	95%/80%	\$264,779	REVENUE SERVICE	RIDE	006007, 007288	\$32,910	7/1/2012	SGR
3	303	NOVA2001	T80606 66VN	8/2000	4RKBNTGAXYR834920	431,385	6/8/2010	2010	2011	NV-90-0032	95%	\$263,282	REVENUE SERVICE	RIDE	006008	\$32,910	7/1/2012	SGR
4	304	NOVA2001	T80606 66VN	8/2000	4RKBNTGA1YR834921	465,158	6/8/2010	2010	2011	NV-0032/NV-90-0034	83%	\$263,282	REVENUE SERVICE	RIDE	006010	\$32,910	7/1/2012	SGR
5	307	OPTIMA2003	OPUS 29 LFB	9/2003	1Z9B5BSS23W216191	167,334	6/8/2010	2013	2014	NV-90-0040	95%	\$275,183	REVENUE SERVICE	Sierra Spirit	006884	\$107,827	8/1/2015	TIGGER/ELECBUS
6	308	OPTIMA2003	OPUS 29 LFB	8/2003	1Z9B5BSS43W216192	211,648	1/30/2015	2013	2014	NV-90-0040	95%	\$263,727	REVENUE SERVICE	Sierra Spirit	006890	\$102,561	8/1/2015	TIGGER/ELECBUS
7	472	NOVA2000	T80606 86VN	7/2000	4RKLNTGA5YR834912	571,200	1/30/2012	2010	2011	NV-0013/NV-90-0044	83%/80%	\$300,808	REVENUE SERVICE	RIDE	006004, 007534, 007027, 007288	\$33,910	7/1/2012	SGR
8	473	NOVA2000	T80606 86VN	7/2000	4RKLNTGA7YR834913	584,053	1/30/2012	2010	2011	NV-03-0013/NV-90-0038	83%/80%	\$291,026	REVENUE SERVICE	RIDE	006005, 007288	\$33,910	7/1/2012	SGR
9	474	NOVA2000	T80606 86VN	7/2000	4RKLNTGA9YR834914	595,294	1/30/2012	2010	2011	NV-03-0013/NV-90-0040	83%/80%	\$272,777	REVENUE SERVICE	RIDE	006008, 007288	\$33,910	7/1/2012	SGR
10	475	NOVA2000	T80606 86VN	7/2000	4RKLNTGA0YR834915	528,164	1/30/2012	2010	2011	NV-03-0013/NV-90-0040	83%/80%	\$272,777	REVENUE SERVICE	RIDE	006011, 007288	\$33,910	7/1/2012	SGR
11	476	NOVA2000	T80606 86VN	7/2000	4RKLNTGA2YR834916	538,445	1/30/2012	2010	2011	NV-03-0013/NV-90-0040	83%/80%	\$289,290	Returned to Service	RIDE	006012, 007288, 006322, 006323, 006324	\$33,910	7/1/2012	CMAQ/TIGGER
12	477	NOVA2000	T80606 86VN	7/2000	4RKLNTGA4YR834917	590,519	1/30/2012	2010	2011	NV-03-0013/NV-90-0040	83%/80%	\$289,061	Returned to Service	RIDE	006013, 007288, 007198	\$33,910	7/1/2012	TIGGER/ARTIC
13	489	GILLIG2004	G29D102N4	7/2004	15GGD291841074348	337,577	1/30/2016	2014	2015	NV-03-0025	80%	\$305,917	REVENUE SERVICE	RIDE	007106	\$144,461	9/1/2016	
14	490	GILLIG2004	G29D102N4	7/2004	15GGD291X41074349	359,782	1/30/2016	2014	2015	NV-03-0025	80%	\$305,917	REVENUE SERVICE	RIDE	007107	\$144,461	9/1/2016	
15	491	GILLIG2004	G29D102N4	7/2004	15GGD291541073609	333,079	1/30/2016	2014	2015	NV-03-0025	80%	\$313,679	REVENUE SERVICE	RIDE	007220	\$159,017	2/1/2017	
16	493	GILLIG2005	C21D102N4	5/2005	15GCD211451111939	304,516	1/30/2017	2015	2015	NV-03-0003	50%	\$336,939	REVENUE SERVICE	INTER-CITY	007302	\$180,168	6/1/2017	
17	494	GILLIG2005	C21D102N4	5/2005	15GCD211051111940	311,149	1/30/2017	2015	2015	NV-03-0003/NV-90-0040	50%/95%	\$336,939	REVENUE SERVICE	INTER-CITY	007303	\$180,168	6/1/2017	
18	495	GILLIG2006	G29D102N4	11/2006	15GGD291861077088	254,599	1/30/2018	2016	2017	NV-90-0040/NV-90-0044	95%	\$346,167	REVENUE SERVICE	RIDE	007550	\$225,969	11/1/2018	
19	496	GILLIG2006	G29D102N4	11/2006	15GGD291X61077089	236,963	1/30/2018	2016	2017	NV-90-0044	80%/95%	\$346,167	REVENUE SERVICE	RIDE	007551	\$225,969	11/1/2018	
20	497	GILLIG2006	G29D102N4	11/2006	15GGD291661077090	273,172	1/30/2018	2016	2017	NV-90-0046	95%	\$346,167	REVENUE SERVICE	RIDE	007552	\$225,969	11/1/2018	
21	498	GILLIG2006	G29D102N4	11/2006	15GGD291861077091	281,212	1/30/2018	2016	2017	NV-90-0046	80%/95%	\$346,167	REVENUE SERVICE	RIDE	007553	\$225,969	11/1/2018	
22	499	GILLIG2006	G29D102N4	11/2006	15GGD291X61077092	276,071	1/30/2018	2016	2017	NV-90-0046	80%	\$346,167	REVENUE SERVICE	RIDE	007559	\$228,373	12/1/2018	
23	500	GILLIG2006	G29D102N4	11/2006	15GGD291161077093	259,634	1/30/2018	2016	2017	NV-90-0046	80%	\$346,167	REVENUE SERVICE	RIDE	007560	\$228,373	12/1/2018	
24	501	GILLIG2006	G29D102N4	12/2006	15GGD291361077094	263,634	1/30/2018	2016	2017	NV-90-0046	80%	\$346,167	REVENUE SERVICE	RIDE	007561	\$228,373	12/1/2018	
25	502	GILLIG2006	G29D102N4	12/2006	15GGD291561077095	267,214	1/30/2018	2016	2017	NV-90-0046/NV-90-0001	80%	\$346,167	REVENUE SERVICE	RIDE	007562	\$228,373	12/1/2018	
26	503	GILLIG2007	G19D102N4	6/2007	15GGD301171078314	191,001	1/30/2019	2017	2017	NV-90-0047	95%	\$544,027	REVENUE SERVICE	CONNECT	007633	\$381,573	6/1/2019	
27	504	GILLIG2007	G19D102N4	6/2007	15GGD301371078315	205,142	1/30/2019	2017	2017	NV-90-0047	95%	\$544,027	REVENUE SERVICE	CONNECT	007634	\$381,573	6/1/2019	
28	505	GILLIG2007	G19D102N4	12/2007	15GGD271671078468	165,479	1/30/2019	2017	2018	NV-90-0047	95%	\$369,887	REVENUE SERVICE	CONNECT	007721	\$277,414	1/1/2020	
29	507	GILLIG2007	G19D102N4	12/2007	15GGD271471078470	160,538	1/30/2019	2017	2018	NV-90-0047	95%	\$369,887	REVENUE SERVICE	RIDE	007723	\$277,414	1/1/2020	
30	508	GILLIG2007	G19D102N4	12/2007	15GGD271671078471	205,312	1/30/2019	2017	2018	NV-90-0047	95%	\$369,887	REVENUE SERVICE	RIDE	007724	\$277,414	1/1/2020	
31	509	GILLIG2007	G19D102N4	1/2008	15GGD271871078472	216,237	1/30/2020	2018	2018	NV-90-0047	95%	\$369,887	REVENUE SERVICE	RIDE	007725	\$277,414	1/1/2020	
32	510	GILLIG2007	G19D102N4	1/2008	15GGD271X71078473	210,265	1/30/2020	2018	2018	NV-90-0047	95%	\$369,887	REVENUE SERVICE	RIDE	007726	\$277,414	1/1/2020	
33	511	GILLIG2007	G19D102N4	1/2008	15GGD271171078474	190,855	1/30/2020	2018	2018	NV-90-0047	95%	\$369,887	REVENUE SERVICE	RIDE	007727	\$277,414	1/1/2020	
34	512	GILLIG2007	G19D102N4	1/2008	15GGD271371078475	209,906	1/30/2020	2018	2018	NV-90-0047	95%	\$369,887	REVENUE SERVICE	RIDE	007728	\$277,414	1/1/2020	
35	513	GILLIG2007	G19D102N4	1/2008	15GGD271571078476	208,253	1/30/2020	2018	2018	CMAQ	95%	\$369,887	REVENUE SERVICE	RIDE	007729	\$277,414	1/1/2020	
36	514	GILLIG2007	G19D102N4	1/2008	15GGD271771078477	232,600	1/30/2020	2018	2018	CMAQ	95%	\$369,887	REVENUE SERVICE	RIDE	007730	\$277,414	1/1/2020	
37	515	GILLIG2007	G19D102N4	1/2008	15GGD271971078478	207,493	1/30/2020	2018	2018	CMAQ	95%	\$369,887	REVENUE SERVICE	RIDE	007731	\$277,414	1/1/2020	
38	516	GILLIG2007	G19D102N4	1/2008	15GGD271071078479	193,534	1/30/2020	2018	2018	CMAQ	95%	\$369,887	REVENUE SERVICE	RIDE	007732	\$277,414	1/1/2020	
39	518	GILLIG2007	G19D102N4	2/2008	15GGD271971078481	188,454	1/30/2020	2018	2018	CMAQ	95%	\$369,887	REVENUE SERVICE	RIDE	007734	\$277,414	1/1/2020	
40	519	GILLIG2008	G19D102N4	2/2009	15GGD271X81079835	118,454	1/30/2021	2019	2019	NV-90-0001	95%	\$374,605	REVENUE SERVICE	RIDE	007903	\$314,771	2/1/2021	
41	520	GILLIG2008	G19D102N4	2/2009	15GGD271181079836	98,350	1/30/2021	2019	2019	NV-90-0001	95%	\$374,605	REVENUE SERVICE	RIDE	007904	\$314,771	2/1/2021	
42	521	GILLIG2008	G19D102N4	2/2009	15GGD271381079837	114,602	1/30/2021	2019	2019	NV-90-0001	95%	\$374,605	REVENUE SERVICE	RIDE	007905	\$314,771	2/1/2021	
43	522	GILLIG2008	G19D102N4	2/2009	15GGD271581079838	113,860	1/30/2021	2019	2019	NV-90-0001	95%	\$374,605	REVENUE SERVICE	RIDE	007906	\$314,771	2/1/2021	
44	523	GILLIG2008	G19D102N4	2/2009	15GGD271781079839	109,884	1/30/2021	2019	2019	NV-90-0001	95%	\$374,605	REVENUE SERVICE	RIDE	007907	\$314,771	2/1/2021	
45	524	GILLIG2008	G19D102N4	2/2009	15GGD271191079840	105,384	1/30/2021	2019	2019	NV-90-0001	95%	\$374,605	REVENUE SERVICE	RIDE	007908	\$314,771	2/1/2021	
46	525	GILLIG2008	G19D102N4	2/2009	15GGD271391079841	106,554	1/30/2021	2019	2019	NV-90-0001	95%	\$374,605	REVENUE SERVICE	RIDE	007909	\$314,771	2/1/2021	
47	526	GILLIG2008	G19D102N4	2/2009	15GGD271591079842	144,861	1/30/2021	2019	2019	NV-90-0001	95%	\$374,605	REVENUE SERVICE	RIDE	007910	\$314,771	2/1/2021	
48	527	GILLIG2008	G19D102N4	2/2009	15GGD271791079843	149,290	1/30/2021	2019	2019	NV-03-0036	80%	\$374,605	REVENUE SERVICE	RIDE	007911	\$314,771	2/1/2021	
49	528	GILLIG2008	G19D102N4	2/2009	15GGD271991079844	138,296	1/30/2021	2019	2019	NV-03-0036	80%	\$374,605	REVENUE SERVICE	RIDE	007912	\$314,771	2/1/2021	
50	529	GILLIG2008	G19D102N4	3/2009	15GGD271091079845	132,348	1/30/2021	2019	2019	NV-90-0046/NV-03-0036	80%	\$374,605	REVENUE SERVICE	RIDE	007913	\$314,771	2/1/2021	
51	530	GILLIG2008	G19D102N4	3/2009	15GGD271291079846	144,690	1/30/2021	2019	2019	NV-95-0001/NV-03-0036	95%/8							

RIDE REVENUE VEHICLE INVENTORY & REPLACEMENT/EXPANSION SCHEDULE

ATTACHMENT 1

4	479	GILLIG2003	G29D102N4	10/2003	15GGD291X31073569	374,187	1/30/2015	2013	2014	NV-90-0037	95%	\$305,643	SPARE	RIDE	006939	\$125,229	12/1/2015	
5	484	GILLIG2004	G29D102N4	7/2004	15GGD291941074343	356,240	1/30/2016	2014	2015	NV-03-0026	80%	\$305,917	SPARE	RIDE	007101	\$144,461	9/1/2016	
6	485	GILLIG2004	G29D102N4	7/2004	15GGD291041074344	336,394	1/30/2016	2014	2015	NV-03-0026	80%	\$305,917	SPARE	RIDE	007102	\$144,461	9/1/2016	
7	486	GILLIG2004	G29D102N4	7/2004	15GGD291241074345	344,381	1/30/2016	2014	2015	NV-03-0026	80%	\$305,917	SPARE	RIDE	007103	\$144,461	9/1/2016	
8	487	GILLIG2004	G29D102N4	7/2004	15GGD291441074346	343,684	1/30/2016	2014	2015	NV-03-0026	80%	\$305,917	SPARE	RIDE	007104	\$144,461	9/1/2016	
9	488	GILLIG2004	G29D102N4	7/2004	15GGD291641074347	328,000	1/30/2016	2014	2015	NV-03-0026	80%	\$305,917	SPARE	RIDE	007105	\$144,461	9/1/2016	
10	492	GILLIG2005	C21D102N4	5/2005	15GCD211251111938	294,009	1/30/2017	2015	2015	NV-03-0025/NV-03-0003	80%/50%	\$336,939	SPARE	INTER-CITY	007301	\$180,168	6/1/2017	
11	506	GILLIG2007	G19D102N4	12/2007	15GGD271871078469	154,177	1/30/2019	2017	2018	NV-90-0047	95%	\$369,887	SPARE	CONNECT	007722	\$277,414	1/1/2020	
12	517	GILLIG2007	G19D102N4	1/2008	15GGD271771078480	125,489	1/30/2020	2018	2018	CMAQ	95%	\$369,887	SPARE	RAPID	007733	\$277,414	1/1/2020	
13	606	NEW FLYER2010	NWFL TBU	7/2010	5FYH7YU0XAB037804	46,784	1/30/2022	2020	2021	NV-77-0001	100%	\$979,603	SPARE	RAPID	007914	\$938,788	2/1/2021	

Active Fleet: 72 Spare Ratio: 22.0%
 Spares: 13
 Peak: 59

RIDE REVENUE VEHICLE INVENTORY & REPLACEMENT SCHEDULE
 CONTINGENCY FLEET

CURRENT CHARACTERISTICS														Accounting Information (Per General Ledger & Fixed Asset System)				
Bus #	Manufacture	Model	In-Service Date	VIN Number	LifeTime Meter	Projected Retirement Date	RTIP YEAR	RTIP FY	Grant Number	Type of Grant	Cost	Current Status	o	Asset #	Book Value as of 12/31/10	Date of Full Depreciation	Projected Replacement Funding Source	
1	447	NOVA1997	T80606	4/1997	4RKLDTGA5VR832138	612,037	1/30/2009	2007	2007	NV-90-0027	95%	\$245,703	CONTINGENCY	CONTINGENCY	001422	\$0	6/1/2009	CMAQ/95-0001
2	452	NOVA1998	T80606	3/1998	4RKLNTGA5WR832994	635,015	1/30/2010	2008	2008	NV-03-0010	83%	\$245,384	CONTINGENCY	CONTINGENCY	001426	\$0	5/1/2010	CMAQ/95-0001
3	454	NOVA1998	T80606	4/1997	4RKLNTGA9WR832996	621,502	1/30/2009	2007	2007	NV-03-0010	83%	\$245,384	CONTINGENCY	CONTINGENCY	001429	\$0	5/1/2010	CMAQ/95-0001
4	455	NOVA1998	T80606	3/1998	4RKLNTGA0WR832997	650,213	1/30/2010	2008	2008	NV-90-0023	80%	\$245,384	CONTINGENCY	CONTINGENCY	001432	\$0	6/1/2010	CMAQ/95-0001
5	456	NOVA1998	T80606	3/1998	4RKLNTGA2WR832998	621,621	1/30/2010	2008	2008	NV-03-0010	83%	\$245,384	CONTINGENCY	CONTINGENCY	001427	\$0	5/1/2010	CMAQ/95-0001
6	457	NOVA1998	T80606	3/1998	4RKLNTGA4WR832999	655,449	1/30/2010	2008	2008	NV-03-0010	83%	\$245,384	CONTINGENCY	CONTINGENCY	001430	\$0	5/1/2010	CMAQ/95-0001
7	460	NOVA1998	T80606	4/1998	4RKLNTGA9WR833002	642,763	1/30/2010	2008	2008	NV-90-0023	80%	\$245,384	CONTINGENCY	CONTINGENCY	001433	\$0	6/1/2010	CMAQ/95-0001
8	462	NOVA1998	T80606	4/1998	4RKLNTGA2WR833004	622,638	1/30/2010	2008	2008	NV-90-0023	80%	\$245,384	CONTINGENCY	CONTINGENCY	001436	\$0	6/1/2010	CMAQ/95-0001
9	465	NOVA1999	T70606	3/1999	4RKNNNTGA7XR833882	541,437	1/30/2011	2009	2009	NV-90-0027/NV-90-0040	80%	\$261,346	Replaced with Artic	CONTINGENCY	001443, 007268	\$6,952	5/1/2011	TIGGER/ARTIC
10	468	NOVA1999	T70606	4/1999	4RKNNNTGA2XR833885	544,242	1/30/2011	2009	2009	NV-90-0027/NV-90-0029	80%/83%	\$261,346	Replaced with Artic	CONTINGENCY	001446, 001447, 001448, 007268	\$6,952	5/1/2011	TIGGER/ARTIC

RIDE REVENUE VEHICLE INVENTORY & REPLACEMENT SCHEDULE
 OUT OF SERVICE - PENDING SALE/TRANSFER

CURRENT CHARACTERISTICS														Accounting Information (Per General Ledger & Fixed Asset System)				
Bus #	Manufacture	Model	In-Service Date	VIN Number	LifeTime Meter	Current Info	RTIP YEAR	RTIP FY	Grant Number	Type of Grant	Cost	Current Status	o	Asset #	Book Value as of 12/31/10	Date of Full Depreciation	Projected Replacement Funding Source	
1	448	NOVA1998	T80606	4/1/1998	4RKLNTGA8WR832990	527,218	IRFO disposal approved	2008	2008	NV-03-0010	83%	\$245,384	Out-Of-Service		001423	\$0	5/1/2010	CMAQ/95-0001
2	449	NOVA1998	T80606	4/1/1998	4RKLNTGAXWR832991	576,179	IRFO disposal approved	2008	2008	NV-03-0010	83%	\$245,384	Out-Of-Service		001424	\$0	5/1/2010	SGR
3	450	NOVA1998	T80606	4/1/1998	4RKLNTGA1WR832992	523,243	IRFO disposal approved	2008	2008	NV-03-0010	83%	\$245,384	Out-Of-Service		001428	\$0	5/1/2010	CMAQ/ARTIC
4	451	NOVA1998	T80606	3/1/1998	4RKLNTGA3WR832993	627,071	Replaced with ARTIC	2008	2008	NV-03-0010	83%	\$245,384	Out-Of-Service		001425	\$0	5/1/2010	TIGGER/ARTIC
5	453	NOVA1998	T80606	5/1/1998	4RKLNTGA7WR832995	526,197	IRFO disposal approved	2008	2008	NV-90-0023	80%	\$245,384	Out-Of-Service		001431	\$0	6/1/2010	CMAQ/ARTIC
6	458	NOVA1998	T80606	5/1/1998	4RKLNTGA5WR833000	575,641		2008	2008	NV-90-0023	80%	\$245,384	Out-Of-Service		001437	\$0	6/1/2010	CMAQ/ARTIC
7	459	NOVA1998	T80606	5/1/1998	4RKLNTGA7WR833001	583,130	IRFO disposal approved	2008	2008	NV-90-0023	80%	\$245,384	Out-Of-Service		001435	\$0	6/1/2010	CMAQ/ARTIC
8	461	NOVA1998	T80606	4/1/1998	4RKLNTGA0WR833003	600,730		2008	2008	NV-90-0023	80%	\$245,384	Out-Of-Service		1434	\$0	6/1/2010	CMAQ/ARTIC
9	463	NOVA1998	T80606	7/1/1998	4RKLNTGA4WR833005	555,165		2008	2009	NV-90-0023	80%	\$256,459	Out-Of-Service		001438, 007268	\$0	6/1/2010	CMAQ/ARTIC
10	464	NOVA1999	T70606	5/1/1999	4RKNNNTGA5XR833881	568,269	Replaced with ARTIC	2009	2009	NV-90-0027/NV-90-0040	80%	\$261,346	Out-Of-Service		001441, 001442, 007268	\$6,952	5/1/2011	TIGGER/ARTIC
11	466	NOVA1999	T70606	3/1/1999	4RKNNNTGA9XR833883	536,519	Replaced with ARTIC	2009	2009	NV-90-0027/NV-90-0040	80%	\$261,346	Out-Of-Service		001444, 007268	\$6,952	5/1/2011	TIGGER/ARTIC
12	467	NOVA1999	T70606	5/1/1999	4RKNNNTGA0XR833884	574,913	Replaced with ARTIC	2009	2009	NV-90-0027/NV-90-0040	80%	\$261,346	Out-Of-Service		001445, 007268	\$6,952	5/1/2011	TIGGER/ARTIC
13	469	NOVA1999	T70606	5/1/1999	4RKNNNTGA4XR833886	531,311		2009	2009	NV-90-0027/NV-90-0040	83%/80%	\$261,346	Out-Of-Service		001449, 007268	\$6,952	5/1/2011	CMAQ/ARTIC
14	470	NOVA1999	T70606	5/1/1999	4RKNNNTGA6XR833887	510,892		2009	2009	NV-90-0027/NV-90-0040	83%/80%	\$261,346	Out-Of-Service		001450, 007268	\$6,952	5/1/2011	CMAQ/ARTIC
15	471	NOVA1999	T70606	5/1/1999	4RKNNNTGA8XR833888	514,337		2009	2009	NV-90-0027/NV-90-0040	83%/80%	\$261,346	Out-Of-Service		001451, 007268	\$6,952	5/1/2011	CMAQ/ARTIC

DATE(YEAR(H49)+\$1\$4,MONTH(\$I\$3),DAY(30))

RTC RIDE Hybrid Bus Major Components Matrix

ATTACHMENT 2

Component	Make	Model	SAMTRANS	Albuquerque	MDOT
			Gillig	New Flyer	NOVA
Engine	Cummins ISB	ISB 2010 280HP	x	x	x
Transmission / Electric Drive	Allison EV-40	EV-40 Hybrid Drive Option	x	x	x
Front Axle	Meritor (Rockwell)	FH946	x	x	o
Rear Axle	Meritor (Rockwell)	71163	x	x	o
Fuel Tank Capacity		3CR12 - 120 gallon transverse mounted tank	x	o	o
Air System Compressor	Wabco	18.7 cfm (Wabco)	x	x	x
Air System Dryer	SKF	Dual Turbo 2000	x	o	x
Steering	TRW	TAS 65	x	x	x
Wheelchair Ramp	Ricon	FR2SS (6:1) fold out located at front door	x	o	o
Air Conditioning / Heater	Thermoking	Thermoking HVAC S 391 Screw Style Compressor	x	x	x
Door Control	Vapor	Vapor Doors	x	o	o
Tires & Wheels	Firestone	Wheels - aluminum Alco - Machine finished without Dura-Bright	x	o	x
Driver's Seat	Recaro	Ergo Metro	x	x	x
Passenger Seats	Amseco Metropolitan	Amesco Metropolitan	x	x	x
Passenger Windows	Ricon	Hidden Frame Bonded Style	x	x	x
Exterior Lamps	Dialight	LED Lamps	x	x	x
Interior Lights	I/O Controls	LED Lamps	x	o	o
ITS System	SIEMENS	Transitmaster	x	x	x
Farebox	GFI	41" High Odyssey Farebox	x	x	x
Destination Signs	Twin Vision	100% Amber LED	x	x	x
Front Run Sign	Twin Vision	14 rows x 36 columns, 100% LED	x	x	x
Floor Covering	Altro Transfloor	Altro Transfloor	x	x	o
Exterior Mirror Curbside	B&R	BRT Streamline Effects Class "A" with remote control	x	x	x
Multiplex Controls	Dinex I/O Controls	G3 System with single point interface Auxillary ITS module - Required for SIEMENS System Integrated Dash/Console Witnesses	x	x	o
Fire Supression System	Amerex	V-50	x	x	x
Bike Rack	Sportworks	DL-2 (2) Bike Racks	x	x	x
Video Surveillance System	Kalatel	Mobilview IV (7) Color camera system	x	x	x
Auto Chains	On-Spot	On-Spot Automatic Chain System	x	TBD	x
Price Per Bus			\$634,482	\$642,182*	\$596,500*

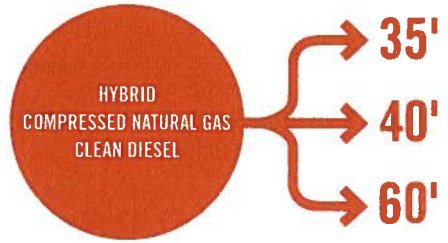
*Price does not include options

NEW FLYER Xcelsior

newflyer.com/xcelsior



PHOTO BY LARRY M. LEVINE

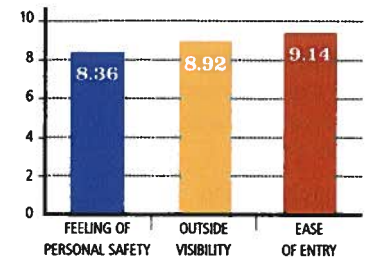


BETTER BY DESIGN

The numbers tell us that Xcelsior exceeds expectations. The data from passenger surveys, feedback from drivers and testing at Altoona all say the same thing – that we've built a better bus. Since its introduction in 2008, we have built or have on order more than 1600 Xcelsiors – in 35', 40' and 60' lengths and with a variety of propulsion systems.

Our objectives were to deliver life cycle savings and improve the experience for passengers and drivers. Better fuel economy, lighter weight, disc brakes and the industry's first LED headlights make this a better bus by far. Looks like Xcelsior really is better by design.

EXCELLENCE RATING



XCELSIOR IS JUST BETTER

5.88
MILES PER GALLON

*BEST FUEL ECONOMY RECORDED AT ALTOONA

INDUSTRY'S ONLY
LED HEADLIGHTS
including **6YR**
best-in-class WARRANTY

DESIGNED TO LAST 12 YEARS. SAVINGS OF OVER \$6,000 OVER THE LIFE OF THE BUS.

best-in-class
RAMP RATIO

1:7

- EASIER MAINTENANCE
- FASTER ACCESS TO COMPONENTS
- CORROSION-FREE

8.5 out of 10
OVERALL IMPRESSION
RATED BY PASSENGERS

FIBERGLASS EXTERIOR PANELS

72 dBA

*LOWEST IN-CLASS INTERIOR NOISE RECORDED AT ALTOONA TEST TRACK

BATTERY RELOCATION EXTENDS LIFE

transitioning to
DISC BRAKES
SAVES ABOUT
\$13,000
over the life of the bus.

40% PER CENT

IMPROVEMENT IN FUEL ECONOMY WHEN COMPARED TO A SIMILAR BUS ON THE SAME ROUTE.

2% PER CENT

5% PER CENT

A FIVE PERCENT REDUCTION IN WEIGHT CAN RESULT IN A TWO PER CENT INCREASE IN TIRE MILEAGE WHICH MEANS FEWER OPERATING DOLLARS SPENT ON TIRE REPLACEMENT.



NEW FLYER

Headquarters/ Winnipeg Facility

711 Kernaghan Ave
Winnipeg, Manitoba
R2C 3T4 Canada

Ph: 204.224.1251
Fx: 204.224.4214

Customer Services Organization

25 DeBaets St
Winnipeg, Manitoba
R2J 4G5 Canada

Ph: 204.982.8400
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Crookston Facility

214 5th Ave SW
Crookston, Minnesota
56716 USA

Ph: 218.281.5752
Fx: 218.281.5672

St. Cloud Facility

6200 Glenn Carlson Dr
St. Cloud, Minnesota
56301 USA

Ph: 320.203.0576
Fx: 320.203.0584

www.newflyer.com



	35'	40'	60'
MEASUREMENTS			
Length	36' - 3" (11.05m) over bumpers; 35' - 5" (10.80m) over body	41' - 0" (12.50m) over bumpers; 40' - 2" (12.24m) over body	60' - 10" (18.54m) over bumpers; 60' - 0" (18.29m) over body
Roof Height	126" (3.2m) over A/C; 130" (3.3m) over hybrid cooling fans; 133" (3.38m) over CNG roof enclosures	126" (3.2m) over A/C; 130" (3.3m) over hybrid cooling fans; 133" (3.38m) over CNG roof enclosures	126" (3.2m) over A/C; 130" (3.3m) over hybrid cooling fans; 133" (3.38m) over CNG roof enclosures
Step Height	14" (356mm) with 305 tires	14" (356mm) with 305 tires	14" (356mm) with 305 tires
Front step height/kneeled	10" (254mm) with 305 tires	10" (254mm) with 305 tires	10" (254mm) with 305 tires
Interior height - floor to ceiling	79" (2m) over front and rear axle; 95" (2.4m) mid-coach	79" (2m) over front and rear axle; 95" (2.4m) mid-coach	79" (2m) over front and rear axle; 91" (2.3m) mid-coach
Tire Size	305/70R22.5	305/70R22.5	305/70R22.5
Aisle Width	22" to 24" (559mm to 610mm) (varies with seat model); 19" to 22" (482.6mm to 559mm) between wheelchair fixed barriers (varies with seat model)	22" to 24" (559mm to 610mm) (varies with seat model); 19" to 22" (482.6mm to 559mm) between wheelchair fixed barriers (varies with seat model)	22" to 24" (559mm to 610mm) (varies with seat model); 19" to 22" (482.6mm to 559mm) between wheelchair fixed barriers (varies with seat model)
Wheel Base	226.75" (5.8m)	283.75" (7.2m)	229" (5.8m) front / 293" (7.4m) rear
PROPULSION			
Transmission/hybrid drive	Allison B400; Voith and ZF options available	Allison B400; Voith and ZF options available	Allison B400; Voith and ZF options available
Hybrid drive	Allison EP 40 hybrid drive; BAE HybriDrive®	Allison EP 40 hybrid drive; BAE HybriDrive®	Allison EP 40 hybrid drive; BAE HybriDrive®
Engine Options	Cummins ISL 280 / Option - Cummins ISB280 (Hybrid) / ISL-G 280 (CNG)	Cummins ISL 280 / Option - Cummins ISB280 (Hybrid) / ISL-G 280 (CNG)	Cummins ISL 330 / Option - Cummins ISL 330 (Hybrid) / ISL-G 320 (CNG)
CAPACITY			
Seats	Up to 34	Up to 42	Up to 59
Standees	Up to 33	Up to 43	Up to 57
ACCESSIBILITY			
Number of Doors	2	2	2 or 3
Wheelchair Accessibility	660lb (299kg), 32" (813mm) wide, 1:7 slope. Flip out NFIL ramp, front door	660lb (299kg), 32" (813mm) wide, 1:7 slope. Flip out NFIL ramp, front door	660lb (299kg), 32" (813mm) wide, 1:7 slope. Flip out NFIL ramp, front door
Wheelchair Locations	2 - front location (other options available)	2 - front location (other options available)	2 - front location (other options available)
WEIGHT			
Curb Weight diesel/ hybrid/CNG	Approx. 24,500/27,000/27,000 lb (11,113/12,247/12,247 kg) (varies with customer options)	Approx. 26,000/28,500/28,500 lb (11,793/12,927/12,927 kg) (varies with customer options)	Approx. 39,000/42,000/43,000 lb (17,690/19,051/19,504 kg) (varies with customer options)
CLEARANCES			
Approach/departure/ breakover angles	9°/9°/12°	9°/9°/9°	9°/9°/12° (front) 9° (back)
TURNING RADIUS			
Turning radius (body, with aluminum wheels)	39' (11.9m)	44' (13.4m)	44' (13.4m)
MAIN COMPONENTS			
Floor	Composite at rear interior step, ACQ Plywood remainder (dB Ply used on upper deck). Tarabus, Altro, RCA	Composite at rear interior step, ACQ Plywood remainder (dB Ply used on upper deck). Tarabus, Altro, RCA	Composite at rear interior step and over center axle, ACQ Plywood remainder (dB Ply used on upper deck). Tarabus, Altro, RCA
Electrical System	Vansco multiplex with integrated dash instrument panel	Vansco multiplex with integrated dash instrument panel	Vansco multiplex with integrated dash instrument panel
Cooling System	Hydraulic fan drive / electric cooling fans optional	Hydraulic fan drive / electric cooling fans optional	Hydraulic fan drive / electric cooling fans optional
Fuel Tank	100 US gallon (379 L) recommended; 125 (473 L) US gallon available	100 US gallon (379 L) recommended; 125 (473 L) US gallon available	100 US gallon (379 L) recommended; 125 (473 L) US gallon available
HVAC	Thermo King RLF1 (A/C and heat or heat only) for Diesel & Hybrid, Thermo King T-14 for CNG	Thermo King RLF1 (A/C and heat or heat only) for Diesel & Hybrid, Thermo King T-14 for CNG	Thermo King Dual RLF (A/C and heat or heat only) for Diesel & Hybrid, Thermo King RLF front unit and T-15 evaporator rear unit for CNG
Axles	MAN VOK 07 front disc brakes MAN HY-1336 rear disc brakes, single reduction axle	MAN VOK 07 front disc brakes MAN HY-1336 rear disc brakes, single reduction axle	MAN VOK 07 front disc brakes ZF AVN 132 center dis brake MAN HY-1350 rear disc brakes, single reduction axle (All with common disc brakes)



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THE GILLIG BRT



The GILLIG BRT variant is a combination of styling packages applied to the GILLIG Low Floor bus to enhance appeal, differentiate service, and make a noticeable impact on the community.

The goal of the BRT variant is to add appealing styling without compromising function, performance, reliability, and parts commonality. This variant adds noticeable styling features to the proven Low Floor base vehicle, so while appearance is dramatically enhanced, the functional and working parts of the bus are left unchanged. Suspensions, steering, propulsion, and other chassis systems are the same as in the proven and reliable Low Floor buses, as are the HVAC, doors, driver and passenger amenities. This allows most parts, training, preventative maintenance, usage, as well as vehicle dependability to be common with the rest of the GILLIG Low Floor bus fleet.

The BRT variant includes three new cosmetic styling feature packages. First, we re-designed the front cap to incorporate a one-piece sloping windshield and triangular quarter windows. A new headlight arrangement, bumper, and a new dash, along with a new rear cap and matching taillights add to the stylish look. Additionally, flush side windows can be integrated for a smooth and clean side appearance. Front and rear roof fairings can be added as an optional third element. These cosmetic changes maximize appearance impact while minimizing functional changes.

The BRT variants are available on 30', 35', and 40' Low Floor models and can be ordered along with the Hybrid variant for maximum community, environmental and economic impact. If you want to make a strong and positive impact on your community with minimal product or performance risk, this is the way to do it!

Beauty may be subjective—but GILLIG's style is always



noticeable

The Gillig BRT Bus

Three Basic Models to choose from...

40' Low Floor

Overall Length - 41'
Overall Height - 125"
Overall Weight - Add up to 300 Lbs

All other features and dimensions and general specifications are the same as the standard GILLIG Low Floor 40' bus.

35' Low Floor

Overall Length - 37'
Overall Height - 125"
Overall Weight - Add up to 300 Lbs

All other features and dimensions and general specifications are the same as the standard GILLIG Low Floor 35 bus.

30' Low Floor

Overall Length - 31'
Overall Height - 125"
Overall Weight - Add up to 300 Lbs

All other features, dimensions and general specifications are the same as the standard GILLIG Low Floor 30' bus.

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TECHNICAL SPECIFICATIONS



**DESIGNERS AND ENGINEERS
SPENT COUNTLESS HOURS
MAKING EVERY LINE ATTRACTIVE.
ESPECIALLY THE BOTTOM ONE.**

At Nova Bus, we're driven by your city. But we're also driven to build sleek-looking buses that combine high performance with a competitive life cycle cost. And that's precisely what we're doing. From an engineering perspective, well, let's just say we don't take a back seat to anyone, with proven technologies, high fuel efficiency and an ease of maintenance. All of which contribute to cost savings and a highly attractive bottom line.

NOVA BUS
Driven by your city

NOVA BUS SPECIFICATIONS



LENGTH	40.0'	62.0'
PROPULSION OPTIONS	ULSD, Hybrid	
SEATING CAPACITY	Up to 41	Up to 62
LOADING CAPACITY (SEATED AND STANDING)	Up to 80	Up to 112
ELECTRIC/ELECTRONIC SYSTEM	Volvo Multiplex system (VBEA)	
STRUCTURE	Stainless steel	
OUTSIDE SHELL	Fiberglass and thermoplastic skirt panels	
ROOF-MOUNTED HVAC	Multiplex control Carrier heater Carrier AC 353 with 05G compressor Thermo King Athenia with X430 compressor	
STOP HEIGHT	Not kneeled: 14.6" Kneeled: 10.6"	
WIDTH	102.0"	
HEIGHT (WITH AC)	ULSD: 124.0" Hybrid: 128.0"	
WHEELBASE	Front to rear axle: 244"	Front to mid axle: 244" Mid to rear axle: 253"
INTERIOR HEIGHT	93" excl. rear axle 76" above rear axle	
TURNING RADIUS (OUTSIDE BODY)	40' 10"	44' 8"
TIRES	Michelin XZU2 305-70R22.5	Front & rear tires: Michelin XZU2 305-70R22.5 Mid tires: Continental HDU1 385-55R22.5.
FLOORING SYSTEM	Composite	
DOOR WIDTH	35" or 47"	
ENGINE OPTIONS	ULSD: Cummins ISL 8.9 280 HP Hybrid: Cummins ISB 6.7 280 HP	ULSD: Cummins ISL 8.9 330 HP Hybrid: Cummins ISL 8.9 330 HP
TRANSMISSION OPTIONS	ULSD: ZF EcoLife (6 sp) Allison B400R (6 sp) Voith D864.5E (4 sp) Hybrid: Allison H 40 EP	ULSD: ZF EcoLife (6 sp) Allison B500R (6 sp) Voith D864.5E (4 sp) Hybrid: Allison H 50 EP
AXLES	Front ZF RL-85 Rear ZF AV-132	Front ZF RL-85 Mid ZF AVN-132 Rear ZF AV-132
BRAKE SYSTEM	All-wheel disc brakes	
FUEL TANK CAPACITY	ULSD: 125 US gal. Hybrid: 82 US gal. or 125 US gal.	ULSD: 142 US gal. Hybrid: 142 US gal.

OPTIONS AVAILABLE:

- Suburban or shuttle applications
- Under-seat lighting
- Overhead luggage racks
- Personal reading lamps
- Work tables
- Wide doors
- Bike rack
- Flush-mounted windows
- Profiled roof treatment
- BRT-style mirrors
- Integrated front fascia with recessed fog lights
- Smooth exterior side walls
- Color-coordinated wheel covers and sleek rear fascia