

May 15, 2000



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TO: BOARD OF DIRECTORS

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SUBJECT: ARTICULATED BUS SPECIFICATION

BACKGROUND

At the March meeting, the Board approved a motion by Director Fasana that directed staff to develop a specification for articulated and bi-articulated buses, with driver-side passenger doors to enhance vehicle flexibility and to speed passenger loading and unloading for possible use on Bus Rapid Transit Projects. This is a status report.

STATUS

Staff has developed a draft specification for a 60 foot Low Floor Articulated Bus, with two doors and 58 seats, plus an option for a third curb side passenger door. We have also included an option for two driver side passenger doors. In the next two weeks, we will transmit the draft specification to the existing bus manufacturers for an industry review and comment. A copy of the draft specification is available upon request.

The specification which generally follows the APTA Standard Bus Procurement Guidelines calls for a 60 foot Low Floor Articulated Bus powered by a conventional diesel engine. At present, some bus manufacturers are evaluating methods to produce an alternative fueled, articulated bus. However, such a bus with adequate performance capability is not currently available in the marketplace.

The inclusion of the optional driver side passenger doors may require extensive design and structural testing, as well as a revised fare collection system. The industry review will be helpful in the structural feasibility determination.

Bi-articulated vehicles are not currently permitted on public streets in many states. The Federal Transit Administration is in the process of developing technical specifications for Bus Rapid Transit (BRT) vehicles, which may include a bi-articulated configuration.

Staff will keep the Board informed as we move forward with the development of this specification.

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