AC TRANSIT DISTRICT
Board of Directors
Executive Summary

GM Memo No. 05-045
Meeting Date: February 16, 2005

Committees:
Planning Committee □ Finance Committee □
External Affairs Committee □ Operations Committee □
Board of Directors □ Financing Corporation □

SUBJECT:
Discussion regarding seating configuration on new buses.

RECOMMENDED ACTION:

☐ Information Only  ☑ Briefing Item  ☐ Recommended Motion

Fiscal Impact:
Unknown

Background/Discussion:
Request by President Wallace (Board 9/1/04) for discussion regarding bus seating configurations on new buses.

Current Van Hool 30 ft. (A300K) and articulated buses (AG300 – commuter and standard version) under development in Belgium are of a “true low floor” design. This design provides for a relatively flat floor in the vehicle from front to rear but requires the use of raised platforms throughout the bus for most seat mounting. This requirement is based on the structural requirements of the vehicle and mounting of suspension, steering and equipment components under the vehicle.

BOARD ACTION:  Approved as Recommended [ ]  Other [ ]
Approved with Modification(s) [ ]

[To be filled in by District Secretary after Board/Committee Meeting]

The above order was passed on ________________________, 2005.

Rose Martinez, District Secretary
By ______________________
The articulated vehicles under development are procured from an option agreement on contract 2001-763. Major changes are limited as they require significant engineering modifications. Extensive modifications would negatively impact costs and development lead-time. Seating configuration on the standard articulated model is similar to current AG300 vehicles within our fleet. The commuter version articulated model will be equipped with three doors. This change will allow the bus to accommodate additional seating. The seating style and arrangement will be revised to reflect this change for a commuter style vehicle. General floor configuration will remain the same as a standard AG300.

The 30 ft. vehicle under development will utilize a Cummins ISB diesel engine. This engine configuration has allowed a redesign of the engine compartment cover (doghouse) structure and provided additional space for the lower floor level installation of four seats on the street side of the vehicle directly behind the bus operator and in front of the engine compartment cover.

All passenger seating will be supplied by Kiel, a European transit bus seating supplier.

Prior Relevant Board Actions/Policies:
None

Attachments:
None

Approved by: Joe DeProspero, Chief Maintenance Officer
Prepared by: Douglas Byrne, Technical Services
Date Prepared: February 1, 2005