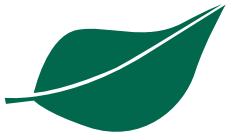


Intercity Transit Hybrid Bus Fact Sheet



The region's first biodiesel, electric buses will operate on area roads beginning summer 2010. Six new 40-foot Intercity Transit coaches with a green "bubble" top will operate on a planet-friendly mix of biodiesel, ultra-low sulfur diesel, and electricity. The buses, funded largely with federal stimulus funds, will replace 14-year-old buses.

What are the benefits of hybrid buses?

Hybrid buses:

- Significantly reduce emissions that cause smog, greenhouse gases, and public health issues,
- Reduce fuel consumption about 25 %,
- Require less maintenance,
- Reduce diesel exhaust odor, vehicle noise, and
- Have same operating reliability as traditional propulsion engine buses.

How does the hybrid bus work?

- Diesel-electric hybrid buses use both electricity and diesel, the same concept as hybrid automobiles.
- Bus Batteries store energy and recharge when the bus decelerates. When demand for power exceeds battery capacity, the diesel engine provides extra energy.
- The stored electricity is used for a cleaner and smoother propulsion.
- A computer controls the output of the two power sources, diesel and electricity, so the buses always use the most efficient source.

How were these buses paid for?

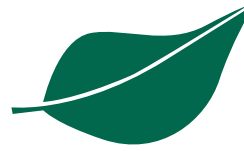
Most of the cost was paid with federal funding. American Recovery and Reinvestment Act (ARRA) funds accounted for \$2.33 million, \$750,669 came from other federal funds, and \$575,000 from Intercity Transit (local match).

What do hybrid buses cost?

Each bus cost \$579,000 (excluding tax), or \$3.7 million for all six (includes tax).



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Why is the agency pursuing hybrid buses?

Intercity Transit was an early leader in use of biodiesel as well as many conservation measures and has been widely recognized for its long history of sustainable practices. The opportunity to procure the hybrid diesel electric vehicles became feasible when significant federal funds became available to enable purchase of these buses.

How do the new buses fit with Intercity Transit's fleet?

The new buses will replace six of the oldest buses in the fleet, in operation since 1996. The hybrid vehicles will look, operate, and be maintained largely the same as all other coaches in the Intercity Transit fleet. Intercity Transit is committed to using green technology wherever possible.

What is the history of hybrid buses?

Hybrid technology began application in the public transportation industry in the past decade. In 2004, several transit agencies, including Intercity Transit, tested the diesel-electric hybrid bus for 18 months in a variety of traffic and driving conditions. Puget Sound transit agencies evaluated the test bus on its operating system, fuel consumption, operational feasibility, customer and driver acceptance, and emission level reductions. Diesel-hybrid buses are now in operation at a number of transit systems in Washington state, including King County Metro, Sound Transit, Everett Transit, Spokane Transit, and C-Tran in Clark County.



Hybrid Bus Quick Facts:

- Buses are 40 feet long; 11 feet high; 8.5 feet wide; weigh 30,800 pounds.
- Buses have a life cycle of 12 years.
- Each bus seats 37 passengers and accommodates additional standing passengers.
- Buses have GPS activated audio and visual stop announcements, air conditioning, reading lights, little road noise, and built-in safety features.
- Buses are low-floor models which accommodate easy boarding and have two wheelchair positions.
- Each bus has a fuel capacity of 112 US gallons.
- The fuel cost savings per bus is approximately \$138,000 over the life of the vehicle.
- Manufactured by Gillig located in the San Francisco Bay Area, which has a number of subcontractors based in Washington State.

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