



sbXpress



About the Omnitrans sbX Bus Rapid Transit (BRT) Project

The sbX BRT Project is the first of-its-kind express service to be constructed in the Inland Empire. It is the beginning of an intermodal public transit system in the San Bernardino Valley that will reduce vehicle congestion while providing the public an environmentally friendly alternative that is sophisticated, cost effective, and time efficient.

The 15.7-mile corridor spans between northern San Bernardino and Loma Linda. It will include 16 art-inspired stations at key university, government, business, entertainment and medical centers as well as four park-and-ride facilities. For more information about the project, visit us at www.omnitrans-sbx.com, follow us on Twitter @sbXnews or call the helpline toll-free at (855) sbX-NEWS / 729-6397.



GRIFFITH GREW WITH CALIFORNIA

Griffith Co., the firm contracted by Omnitrans as a joint venture with Comet Electric, Inc. to construct the E Street Corridor sbX Bus Rapid Transit Project, has an impressive history as a well-established local company.

At the turn of the previous century, California was positioned to take on the incredible growth and earned itself the moniker of "The Golden State." Many roads, bridges, tunnels, dams and flood control structures were about to be built but established major construction general contractors were few and far between.

Then in 1902, the firm of Fairchild-Gilmore-Wilton incorporated (License No. 88) and set up a single office in Los Angeles. Four years later, George P. Griffith joined the company, stepping in as director before being elected as vice president. He became president in 1920, and in 1921, Fairchild-Gilmore-Wilton was renamed Griffith Company.

Between the years of 1906 and 1929 – even during the Great Depression– Griffith Company's assets multiplied over 12 times. Originally focusing primarily on paving, grading, underground, site development and concrete work, the company's project list began to encompass a variety of engineering projects, including buildings, bridges, dams, railroads, flood-control structures, national security and airports.

Today, Griffith Company employs 568 people in Southern California. The Griffith-Comet joint venture to build sbX will create over 200 jobs, including construction workers hired locally for the project. Though its offices are spread throughout the Southland, the firm will work with its joint-venture partner in mobile trailers on the corridor.

A profile on Comet Electric, Inc., Griffith Co.'s joint-venture partner firm, will appear in the December edition of sbXpress.



Griffith Company team members celebrate at the Omnitrans E Street Corridor sbX Groundbreaking Ceremony. Pictured from left to right: Ryan Aukerman, District Manager Southern Region - Jamie Angus, Executive Vice President - Sadaqat Rana, Project Manager



New Flyer Xcelsior 60, similar to the model being produced for the sbX project, on display at the American Public Transportation Association Conference in New Orleans in October.

EXPRESS BUS UNDER PRODUCTION

A prototype vehicle for the soon-to-be-constructed E Street Corridor is under production.

The first of the 14 60-foot-long coaches, being built at the New Flyer of America, Inc. assembly plant in Crookston, Minn., is due for completion in the fall of 2012, with delivery of the remaining fleet scheduled for early 2013.

“This is a unique vehicle for a unique project,” said sbX Program Manager Milind Joshi. “Ours is the first 60-foot articulated five-door bus in the country fueled on compressed natural gas.”

Joshi said Omnitrans could not find such a bus in production, so it solicited bids to have a custom-made fleet that would meet the requirements of passenger boarding in exclusive lanes that meets southern California’s strict air-quality fleet vehicle requirements. “There were 60-foot articulated CNG buses with three-doors and five-door buses that are diesel/hybrid – but nothing that met our needs,” he said.

Omnitrans officials visited the New Flyer plant in October to review production specifications. The XC-60 is 102 inches wide, with a roof height of 133 inches. It is equipped with a Cummins 320 horsepower engine, an Allison B500R transmission and Knorr disc brakes. All five doors are wheelchair-accessible. The interior can hold up to 106 passengers (41 seats with a standing capacity of 65). It has two wheelchair locations and four interior bicycle racks.



Interior of New Flyer Xcelsior 60

The prototype will be built from the outside in and will undergo rigorous endurance and stability exams at New Flyer on a test track, followed by the standard FTA test procedures at a plant in Altoona, Penn., before the other 13 are manufactured.

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