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CEO Roger Snoble tours Metro's new 65-foot articulated bus on display Wednesday afternoon at Metro Headquarters.



Photos by Gayle Anderson

Metro Officials get 'Sneak Peek' at New 65-Foot Articulated Bus

- The new artic is first of its kind in North America

By BILL HEARD, Editor

(Aug. 17, 2007) Longer and sleeker with more room for passengers, Metro's new 65-foot articulated bus will go into revenue service, Aug. 27, on the Orange Line.

The bus was briefly on display on Patsaouras Plaza, Wednesday afternoon, and drew the attention of CEO Roger Snoble, Chief Operations Officer Carolyn Flowers and other agency officials.



New exterior touches that set the upgraded Metro Liner apart from previous 60-foot models include darkly tinted windows that run continuously the length of the coach, and molded wheel covers on even the front wheels.

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Metro SFV GM Richard Hunt, CEO Roger Snoble and Chief Operating Officer Carolyn Flowers tour the 65-foot Metro Liner.

Inside, the extra five feet added to the front unit is noticeable in the lengthier aisle. Customers will enjoy thickly padded seats with comfortable lumbar support and enough leg room between rows for taller passengers. Overhead, longer-lasting LED lights have replaced fluorescent lighting.

Although the bus will be in full revenue service, officials also will be evaluating its performance and gauging the reaction of patrons.

The 66-seat Metro Liner is the first of its kind in North America, according to San Fernando Valley General Manager Richard Hunt, who shepherded the bus through concept, design and construction. It has 16 percent more capacity than a 60-foot articulated coach.

‘A significant increase’

“A 16-percent increase in capacity on the Metro Orange Line is a significant increase to us,” said Hunt. The Orange Line, which in June reached an average of more than 25,000 weekday boardings, has carried more than 10 million passengers since it opened in October 2005.

Despite its greater length, the bus shouldn't present difficulties to experienced operators. "People who have driven it say it's just like other artics," said Hunt. "Although you have to be a bit more conscious of the added five feet in the front car."

San Fernando Valley General Manager Richard Hunt shepherded the bus through concept, design and construction.



The 65-foot Metro Liner will operate only on the Orange Line. It also is permitted to use local streets between Division 8 and the transitway, but is not permitted at this time to provide revenue service on city streets.

Hunt credited CEO Roger Snoble's long-standing reputation in the transit industry as a major factor that encouraged the Metro Liner's manufacturer, North American Bus Industries (NABI), to take "substantial business risks" to build and deliver the 45-foot "Compo-Bus" coaches and then the 60-foot and 65-foot CNG articulated buses.

"The result is that we now have the most modern, most exciting fleet in the country," he said. "Other transit operators are now saying, 'We want what Los Angeles has.' "



Chief Operating Officer Carolyn Flowers takes note of the lengthier aisle. Customers will enjoy thickly padded seats with comfortable lumbar support and enough leg room between rows for

taller passengers. Overhead, longer-lasting LED lights have replaced fluorescent lighting.

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