

Riverside Transit Agency

Transition to Clean Fleet

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Topics

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RTA General Information

- Joint Powers Agency
- Governing Board comprising of 18 elected officials from 14 cities and 4 members of the Riverside County Board of Supervisors
- Service area of 2,500 square miles

Revenue Vehicles

- 114 – 40ft directly operated fixed route CNG buses
- 114 – Contractor operated cut-a-way and small buses
- 13 – 32ft Commuter Link CNG buses
- 6 – Trolley buses

Bus Routes

- 38 - Fixed Routes Services
- 5 - Commuter Services
- 1 - Trolley Service
- Traveling 11.3 million miles annually
- Operating 605,000 hours annually

Ridership

- 7.3 Million Annual Boardings
- 16,000 Daily Boardings

Methanol Buses

- Operated 3 – 40ft retrofitted RTS buses in the early 1990s'
- Experienced poor fuel economy
- High rate of injector failure
- Premature catastrophic engine failure

Particulate Trap Buses

- Operated 20 – 1992 RTS Buses
- Experienced lower fuel economy
- High rate of trap filter and heater failures
- Increased rate of engine failures

CNG Bus Fleet

- Currently operate:
 - ◆ 17 – 1995 Flexibles with Cummins L10 260G engines
 - ◆ 3 – 1997 New Flyers with Detroit Diesel Series 50G engines
 - ◆ 47 – 2001 NABIs' with Detroit Diesel Series 50G engines
 - ◆ 47 – 2002 NABIs' with Detroit Diesel Series 50G engines
 - ◆ 10 – 2003 Thomas' with Cummins B5.9G engines
 - ◆ 3 – 2005 Thomas' with Cummins B5.9G engines
 - ◆ 4 – 1994 Chance Trolleys with Cummins B5.9G engines
 - ◆ 1 – 1996 Chance Trolleys with Cummins B5.9G engine

CNG Pros and Cons

- 25% Lower fuel economy
- Increased fuel and engine systems repair cost and maintenance
- 65% Reduction in fuel cost
- Cleaner emissions

Future Plans

- RTA Board of Directors mandated all future bus purchases to be alternative fuels.
- In the beginning stages of a joint project with Lubrizol and the SCAQMD to test a less expensive improved catalytic converter on a CNG NABI bus powered by a Detroit Diesel Series 50G engine.