

ADVANCED TRANSIT VEHICLE CONSORTIUM

Los Angeles County Metropolitan Transportation Authority
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Los Angeles, CA 90012

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NOVEMBER 6, 2006

TO: ATVC BOARD OF DIRECTORS

**FROM: JOHN B. CATOE, JR.
PRESIDENT**

RE: DISPOSITION OF ATTB BUSES AND RELATED EQUIPMENT

RECOMMENDATION

Authorize staff to dispose of remaining vehicles and related support equipment for Advanced Technology Transit Bus (ATTB) Program.

BACKGROUND

During the period 1992 – 1996, Northrop Grumman successfully developed for Metro six prototype transit buses. The intent of the program was to demonstrate potential technological advances that could be incorporated into future transit buses. In 2002, two of the prototype buses (ATTB #3 and #5) were given to Houston Metro to conduct advanced flywheel testing. Of the four remaining ATTB buses, only one (ATTB #4) is minimally operable. However, it requires costly major component upgrades to remain in testing condition. The other three ATTB buses (#1, #2 and #6) are no longer operational.

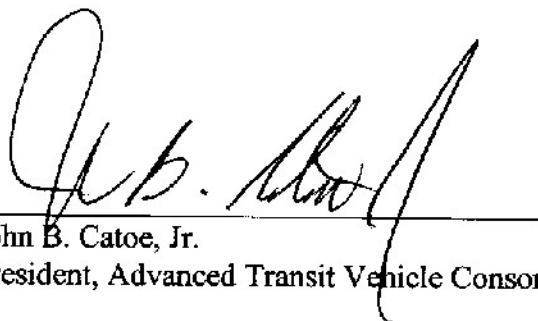
The ATTB program demonstrated the viability of several new technologies that have since become available in the US transit market including advanced CNG hybrid propulsion system, all-composite vehicle structure, continuous low-floor design, light-weight sub-20,000 vehicle, advanced wheel electric wheel motors with regenerative braking capability and advanced electric drive air conditioning system.

In addition to the four ATTB buses, a significant amount of spare parts and support equipment was purchased for this program. Unfortunately, the majority of this equipment is obsolete and has only limited resale value. As part of the ATTB disposition plan, Metro will seek to donate the ATTB vehicles and other key components to institutions of higher learning that can benefit from these assets.

ALTERNATIVES CONSIDERED

One alternative is to return one or more of the remaining four ATTB buses to operating condition. This is not recommended because of the significant cost involved to upgrade and modify the buses to operating condition. Additionally, the EPA and CARB emissions exemptions expired in 1999, and the ATTB bus engines are no longer certifiable to operate. Even if these vehicles were fully operational, FTA grant funding restrictions preclude the use of these vehicles in revenue service.

Prepared by: Mike Bottone

A handwritten signature in black ink, appearing to read "J.B. Catoe, Jr.", is written over a horizontal line. The signature is fluid and cursive.

John B. Catoe, Jr.
President, Advanced Transit Vehicle Consortium