



Private Partnership Project

CNG Fueling Facility Complete at Div.5; Second Unit Ahead of Schedule at Div. 7

(Dec. 3) The new CNG fueling facility at Division 5 - constructed under a unique design/build partnership with a private company - has been accepted two months ahead of schedule and is now in daily use.

A second design/build CNG facility at Division 7, also under construction by Trillium USA, Inc., of Salt Lake City, should be completed by the end of January, a month ahead of schedule. Construction on both facilities began last May.

Divisions to get new buses

Fifteen Neoplan CNG buses, on loan from Division 10, have been assigned to Division 5 during the fueling facility's testing phase. In January, the division will receive the first of its new CNG buses - 20 New Flyer high-floor coaches. By the end of 2000, Division 5 is expected to have a 100 percent CNG fleet of 220 buses, about half of those to be low-floor coaches.

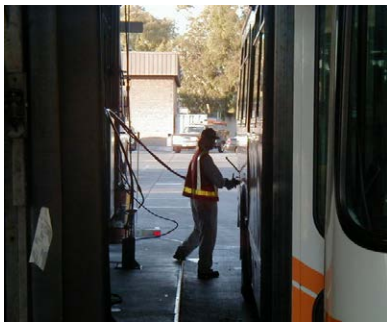
At least 215 new NABI CNG buses will be assigned to Division 7. Division 3, meanwhile, will receive 113 New Flyer CNG buses.

Under the design/build agreement, Trillium is contracted to provide CNG compressors and fuel-island dispensing units for each of the divisions. The MTA has a contract option for construction of CNG facilities at a third division to be selected soon.

MTA to operate units

Following testing and acceptance of the fueling facilities, they are operated by MTA service attendants and maintained by MTA Maintenance personnel under the supervision of Trillium personnel.

The total cost for the CNG fueling facility project at divisions 5 and 7 will be \$22 million over a 10-year period. The MTA pays Trillium a lease fee of \$91,000 per month for each of the



facilities, plus 12.8 cents per unit of gas pumped. At the end of the 10-year period, the MTA will own the facilities.

The fueling facilities at division 5 and 7 have a capacity of 2,000 cubic feet of natural gas per minute and can fuel an empty bus in four to five minutes, according to a Trillium executive. With insulation and special cooling equipment, the units make less noise than similar facilities - an important consideration for division neighbors.

To ensure that CNG buses can be fueled during a power outage, says Warren Fu, director, Facilities Engineering, the fueling units are powered by internal combustion engines instead of electrical motors.

[Back to MTA Report](#)