



The three CNG fuel compressor units installed at Arthur Winston Division 5 include shielding to reduce noise. Identical units were placed at divisions 1 and 7.

## **MTA Engineering Completes First CNG Public/Private Partnership Project at Three Bus Divisions**

By STEFANIE SPIKELL

(May 8, 2001) The MTA recently completed the third of three CNG bus-fueling facilities as part of a \$35 million first-of-a-kind public/private partnership with Trillium USA, Inc.

The achievement is impressive because it saved the MTA a capital outlay of \$13.5 million, increased the agency's CNG fueling capacity by 55 percent and put the new fueling stations in service perhaps a year sooner than the MTA could have on its own.

The new fueling systems were constructed at Metro Bus Division 1, at Arthur Winston Division 5 and at Division 7. Trillium will own and operate the equipment for 10 years. After that, the MTA may buy the equipment for \$1 or contract with Trillium to continue to operate the facilities.

The MTA recently issued a request for proposals for construction of CNG facilities at divisions 2, 6 and 9.

CNG buses were pioneered by the MTA more than 10 years ago in support of the Alternative Fuels Initiative sponsored by the Federal Transit Administration. Over the past five years, the MTA has increased its CNG fleet to more than 50 percent of its buses.

### **Forced to hasten construction**

With the MTA's Accelerated Bus Procurement Plan committing the agency to buying 2,100 buses by 2004, the agency was forced also to accelerate installation of CNG fueling facilities. The partnership with Trillium USA was an innovative approach to rapid construction of the new facilities.

Warren Fu, Director of Facilities Engineering, says the partnership allowed the MTA to speed its construction process while lowering its costs.

"Trillium USA provided the finance, design, development, supply, construction, testing and maintenance of the new fueling facilities at our bus divisions," he says. "All facilities were completed ahead of schedule and with minimal disruption to MTA Operations."

This approach saved six to twelve months compared with the MTA's

conventional design-bid-build schedule.

**'Served our need well'**

"Trillium USA, a leader in CNG facility construction, served our need well while engaging their own company in a profitable venture," says Joel Sandberg, Deputy Executive Officer of Engineering.

"This is the kind of win-win situation the MTA is proud of. We have served the need of our public for faster turnaround on bus maintenance," he adds. "We have served our own need for cost-effective solutions and we have provided work for a company with specific technical expertise."

Trillium's CNG fueling systems have had no reported failures and have caused no service disruptions since they became operational.

The team that executed the three projects included Warren Fu, Engineering; Richard Hunt and Don Ott, Operations; Victor Ramirez, Procurement; and Mark Barton and Jan Hull from Trillium USA, Inc.  
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