

# ADVANCED TRANSIT VEHICLE CONSORTIUM

Los Angeles County Metropolitan Transportation Authority  
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Los Angeles, CA 90012  
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## Board of Directors:

**Yvonne Brathwaite-Burke**  
*MTA Board Member and  
Supervisor, Second District  
Los Angeles County*

**Michael D. Antonovich**  
*MTA Board Member and  
Supervisor, Fifth District  
Los Angeles County and  
Governing Board  
S.C.A.Q.M.D*

**Beatrice LaPisto-Kirtley**  
*Councilmember City of Bradbury  
and Governing Board  
S.C.A.Q.M.D*

**James K. Hahn**  
*MTA Board Member and  
Mayor City of Los Angeles*

**John Fasana**  
*MTA Board Member and  
Councilmember City of Duarte*

**Frank C. Roberts**  
*MTA Board Member and  
Mayor City of Lancaster*

**Zev Yaroslavsky**  
*MTA Board Chair and Supervisor,  
Third District  
Los Angeles County*

## Alternates:

**Michael Bohlke**  
*Assistant Chief Deputy  
Second District  
Los Angeles County*

**Rosa Fuquay**  
*Deputy  
Fifth District  
Los Angeles County*

**Paul Hudson**  
*MTA Board Member*

**Dr. S. Roy Wilson**  
*Supervisor, Fourth District  
Riverside County and  
Governing Board  
S.C.A.Q.M.D.*

**Samantha Bricker**  
*Deputy  
Third District  
Los Angeles County*

## President:

**John B. Catoe, Jr.**  
*Deputy Chief Executive Officer,  
MTA*

**Cynthia Gibson**  
*Executive Vice President*

## MINUTES/PROCEEDINGS

### REGULAR BOARD MEETING BOARD OF DIRECTORS

MTA Headquarters  
3rd Floor - Board Room  
One Gateway Plaza, Los Angeles

July 10, 2003

Called to order at 11:10 a.m.

### Directors/Alternates Present:

Michael Bohlke, Chair  
John Fasana  
Rosa Fuquay  
Paul Hudson  
Carol Kim  
Frank Roberts

President – John B. Catoe, Jr.  
Chief Financial Officer - Josie Nicasio

1. Public Comment

None

2. APPROVED **Minutes** of Board Meeting held April 30, 2003.

3. CONSIDERED **Budget Plan for the ATVC** Technology Roadmap.

John Drayton, Vehicle Acquisition Manager, reviewed with the Board the current MTA Bus Acquisition Plans. He reported that delivery is scheduled in 2004-2005 for 100 CNG 45-foot high capacity buses with an additional 200 CNG 60-foot articulated buses scheduled for delivery in 2005-2006. The potential vehicle acquisition options include up to 400 CNG articulated buses through 2010 with future needs averaging approximately 200-400 buses per year after 2009.

Mr. Drayton discussed with the Board the following vehicle procurement goals and objectives: vehicles need to exceed all applicable federal, state and local emission regulations, vehicles need to be cost effective to operate and vehicles need to meet MTA service quality, reliability and maintenance standards. Mr. Drayton reviewed the advanced vehicle technologies, which are expected to meet MTA goals. These include the CNG vehicles with catalyst and hybrid vehicles for the 2007 ultra-low emissions options.

Mr. Drayton reported that currently the overall budget for ATVC is \$9 million with a grand total of \$12 million earmarked through 2010. The recommended ATVC investments will focus on those technologies that are consistent with MTA's procurement goals. The recommended investment for hybrid technologies is \$3-5 million through 2007. Fuel cell technologies have a recommended investment of \$3-5 million through 2010, which is currently deferred. The recommended investment for other advanced technology including energy storage, batteries, opportunity charging electric/trolley bus is \$1 million through 2010. Mr. Drayton further reported that hybrid technology options will be presented to the Board within the next year.

4. RECEIVED update on **Trolleybus Feasibility Study**.

Dr. Arieli reviewed with the Board the trolleybus feasibility study. He reported that the scope of the study was to compare the system

performance and the capital and operating costs of LRT and BRT using trolleybuses. From the study, Dr. Arieli concluded that ridership and operational speed are identical for BRT and LRT, capital costs for BRT are only 1/3 of those for LRT, the higher end of the operating costs for BRT are overlapping the lower end for those of the LRT, trolleybus system performance is greatly superior to bus, capital costs for trolleybuses exceed those for bus by approximately \$1.7 million per mile, and operating costs for trolleybus are lower per revenue hour and boarding and higher per revenue mile.

Rosa Fuquay made a motion, seconded by Dr. Arieli recommending that the ATVC Board direct staff to identify lines where trolleybuses would be applicable. Mr. Catoe noted that this study would be a part of the restructure of the bus system vs. the long range transportation plan or the short range transportation plan. Mr. Catoe further stated that during the restructuring, areas where electric trolley will be applicable will be identified.

5. **RECEIVED Fuel Cell Demonstration Project/Hybrid Technology Training.**

The ATVC Board forwarded the presentation on Fuel Cell Demonstration Project/Hybrid Technology to the Operations Committee of the MTA Board. Also noted, on both days of the Board Committee meetings, a fuel-cell powered bus will be available for viewing in the plaza.

6. Items not on the posted agenda – None

Adjourned at 12:05 p.m.

Prepared by: Jennifer A. Schwager  
Recording Secretary

Michele Jackson  
Board Secretary