

ADVANCED TRANSIT VEHICLE CONSORTIUM

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

April 25, 2005

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TO: BOARD OF DIRECTORS

**THROUGH: JOHN B. CATOE JR.
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**FROM: RICHARD L. HUNT
EXECUTIVE VICE PRESIDENT**

SUBJECT: STATUS UPDATE ON ATVC ACTIVITIES

ISSUE:

Report on status of ATVC activities since the last ATVC Board meeting.

BACKGROUND:

At the March, 2004 ATVC Board meeting, staff was given authorization to proceed with soliciting manufacturers for proposals on alternative fuel high capacity hybrid vehicles.

North American Bus Industries (a major bus supplier to Metro) declined to participate. New Flyer responded that they were interested in submitting a proposal.

Over the past few years, New Flyer has emerged as a leader in hybrid powered transit vehicles. New Flyer has built and delivered gasoline and diesel 40 foot hybrid vehicles that are in operation currently in Southern California with other transit agencies.

A gasoline powered high capacity articulated hybrid bus will offer a solution to Metro's need for high capacity vehicles, will meet 2007 emissions regulations, and serve as a stepping stone to 2010 zero emission vehicles.

Due to Metro's need for high capacity alternate fuel vehicles, the proposal

submitted to the ATVC would be the first gasoline powered articulated hybrid vehicle that New Flyer has produced.

Several meetings and discussions have been held between New Flyer and staff to determine the technologies employed, operating characteristics and styling features of the vehicle they would submit a formal proposal on.

Staff has received New Flyer's formal proposal, and along with the ATVC technical consultant have reviewed the proposal and will be bringing a recommendation to the board shortly.

HCNG (hydrogen enriched CNG fueled) Vehicles

Over the past six months staff and the ATVC consultant have had several meetings and factory visits with Collier Technologies to explore the benefits of HCNG (hydrogen enriched CNG) engines would have in reducing exhaust emissions. Collier claims, and has demonstrated with test data, that a properly configured engine running on HCNG fuel will meet 2007 emissions standards.

Through informal meetings, Collier has expressed interest in initiating a new project to test 2 or 3 HCNG engines and a modified fueling station. The test will utilize Metro vehicles and serve as a test platform for determining suitability of the engine in a transit environment. One additional potential benefit of this test would be helpful in evaluating the Daewoo CNG engine in its normal CNG configuration as a candidate for new engine purchases for re-powers of the existing fleet.

Before a request is made to Collier for a formal proposal, staff would like to present the concept to Metro senior management and the ATVC Board for concurrence and support.

In November the ATVC completed a grant application with the U.S. Department of Energy for a multiple vehicle test of advanced design high capacity vehicles built exclusively to be powered by HCNG. The application also includes plans for a modified fuel station to supply fuel at normal operating capacities and flow rates.

In April the ATVC was notified by the U.S. Department of Energy that the grant application for HCNG vehicle testing was not accepted due to the limited scope of vehicles being tested (urban transit only), and the limited geographic area being served by the tests.

Ongoing work continues in the evaluation of new technologies to meet 2007 and 2010 emissions standards, including fuel cells, electric trolley, and battery powered electric zero emission vehicles. Finally, the ATVC consultant has been exploring partnering opportunities with engineering schools on technology projects.

BUDGET UPDATE

During the FY 2006 Metro budget development process, it was decided not to pursue the projects ATVC is currently working on, and has directed Metro staff to reprogram funds originally given to the ATVC to other projects and priorities within Metro.

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Richard L. Hunt.
Executive Vice President, Advanced Transit Vehicle Consortium

Copy: Metro Board Members
Metro CEO – Roger Snoble