

ADVANCED TRANSIT VEHICLE CONSORTIUM

Los Angeles County Metropolitan Transportation Authority
900 Lyon Street, MS 30-2-1
Los Angeles, CA 90012

Board of Directors:

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

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

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

Bonnie Lowenthal
*Metro Board Member and
City Councilmember
City of Long Beach*

Antonio Villaraigosa
*Metro Board Member and
Mayor City of Los Angeles*

Zev Yaroslavsky
*Metro Board Member and
Supervisor, Third District
Los Angeles County*

Alternates:

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

Michael Cano
*Deputy
Fifth District
Los Angeles County*

Karen Heit
*Transportation Deputy
City of Long Beach*

Jaime De La Vega
*Deputy Mayor
City of Los Angeles*

Vivian Rescalvo
*Deputy
Third District
Los Angeles County*

Executive Vice President:

Richard Hunt
*Service Sector General Manger, San
Fernando Valley
Metro*

Chief Financial Officer

Josie Nicasio
*Controller
Metro*

MINUTES

REGULAR BOARD MEETING BOARD OF DIRECTORS

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

Monday, August 13, 2007, 12:00 pm

Directors/Alternates Present:

Michael Bohlke, Chair
Michael Cano
John Fasana
Bonnie Lowenthal

Executive Vice President – Richard Hunt
Chief Financial Officer – Josie Nicasio

- 1) APPROVED **minutes of Board Meeting held November 6, 2006.**

- 2) APPROVED **ATVC Staff Appointments:**
 - a) Richard Hunt as President of ATVC.

 - b) John Drayton as Executive Vice President of ATVC.

- 3) RECEIVED AND FILED **Status Update on ATVC Demonstration Projects.**
 - a) HCNG

 - b) Hybrid Bus Procurement

Mike Bottone, Director of Equipment and Vehicle Acquisition, reviewed ATVC demonstration projects, including gasoline hybrids, HCNG engines, battery buses, and fuel cell buses.

Director Cano asked which projects will most likely be funded, given that sources of funding have not been identified for all projects.

Mr. Bottone responded that the ISE battery bus project may be funded by California Air Resources Board (CARB). He noted that this project has received a grant. Staff will be meeting with CARB officials tomorrow. Staff has met with UTC Fuel Cells to discuss a possible joint test using the latest fuel cell technology, and has advised UTC officials to forward a letter or proposal to the ATVC Board for further discussion.

Director Cano asked if Metro staff actively lobbies for sources of funding at the federal or state level to create new revenue streams.

Mr. Bottone indicated that staff submitted grant applications but has not yet received a response. Mr. Hunt added that staff actively pursues the grant process and that there is a great deal of effort to find funds for these projects at the federal and state level. He stated that he will ensure that the concerns expressed by the ATVC Board are forwarded to Metro's government relations team.

Mr. Hunt stated that staff is interested in examining ways to use the battery bus to help meet operations goals for zero emission vehicles.

Chair Bohlke inquired about the platform identified for the 40' compo-bus.

Mr. Hunt responded that staff is looking at reconfiguring an existing 40' compo-bus into a battery bus.

4) RECEIVED AND FILED **Status Update on Metro Bus Procurements.**

- a) 60' Articulated CNG Bus
- b) 65' Articulated CNG Bus
- c) High Capacity Composite Bus

Mr. Bottone provided an overview of bus procurements. He stated that with regard to the 60' articulated CNG first option order, 96 buses have been delivered and accepted. All buses were delivered prior to the June 30 contract deadline. Regarding the 60' articulated CNG second option order, 95 buses are scheduled to be delivered before December 31, 2007. He reviewed the new equipment and upgraded engine included as part of the second option order. Mr. Bottone stated that staff is requesting Metro Board approval to initiate a new procurement for 45' composite vehicles in September 2007.

Director Lowenthal asked if weight or material costs play a major role in the selection of composite buses.

Mr. Hunt responded that weight is an important factor. He stated that approximately 12 years ago, Metro developed the first true hybrid, composite transit vehicles in conjunction with the federal government. The vehicles produced were lightweight, more durable, and had a longer useful life. In addition, the strength and durability of the vehicle structure, which is composed of carbon-fiber, wood, resin, and fiberglass, have proven to be impressive.

Director Cano asked about the possibility of exceeding the FY10 emission standards and how the standards mesh with the FY14 standards.

Mr. Hunt responded that Metro is required to meet the current emission standards when it procures a vehicle. He stated that the new compo-bus procurement for vehicles to be delivered in FY09 and FY10 will meet FY10 standards. If the agency purchases vehicles after FY10, it will have to meet the standard that is set at the time of purchase. He indicated that zero-emission vehicles may need to be purchased after FY10.

5) RECEIVED AND FILED **Cummins-Westport Engine Update.**

Mr. Hunt reported that the Cummins-Westport natural gas engine is the first CNG engine that was specifically designed for use with CNG fuel. When Metro first acquired articulated buses, there were three natural gas engine manufacturers. Currently, Cummins-Westport is the only manufacturer of this type of engine. He stated that the engine failure rate has been higher than anticipated, and that the problem appears to stem from the fuel control system. Metro has filed a Fleet Defect declaration on this engine which has been acknowledged by both Cummins-Westport and NABI. All engine failures have been repaired under the warranty provisions of the bus procurement contract.

Staff will continue to work closely with the vendors and monitor the problem. Mr. Hunt noted that other transit operators have experienced similar problems with buses that are supplied with the same engine.

Director Fasana expressed concern about the availability of natural gas engines from only a single manufacturer. He asked if there is a backup plan if Cummins-Westport decides not to continue producing these engines, and whether any other companies have expressed interest in manufacturing the engines.

Mr. Hunt responded that John Deere is reconsidering entering the market. He added that the HCNG project is built on a Hyundai engine platform. Hyundai has a considerable CNG product line, but it hasn't been certified for use in the U.S.

Director Fasana inquired about progress on gasoline hybrids.

Mr. Hunt responded that gasoline hybrids appear promising as the engines are durable and quiet. Delivery of these vehicles is scheduled for the end of this year or early next year.

Director Cano stated that the market is not established enough to sustain multiple competitors. He commented that this is a ripe opportunity for collaborative efforts among agencies nationwide that are in the market for cleaner vehicles to pool resources and ideas to cut down on the barriers of entry for businesses that wish to enter this market. He asked if staff anticipates that there will be a standardized process amongst agencies to determine the best type of fuel engines and other equipment.

Mr. Hunt stated that staff has pursued several avenues to extend collaboration with various agencies, both nationally and locally. He noted that he chairs the American Public Transportation Association's Clean Propulsion and Technology Committee which meets twice a year nationally to discuss these types of issues. Industry officials also share ideas and stimulate business interest through the California Transit Association.

Mr. Hunt reviewed leading manufacturers of hybrid vehicles both nationwide and within California. He stated that the standards for selection of fuel engines continue to evolve, and that presently the demand within the transit industry as a whole is not significant enough to drive the market for these types of technologies.

6) RECEIVED AND FILED Status Report on ATVC Website.

Mr. Drayton reported that staff recently established an ATVC website within Metro's master website. He presented real-time slides of the new website, which is accessible to the public. It may be found by clicking on the "Projects and Programs" link on the metro.net website. The new website includes an overview of the ATVC, listing of current projects, meeting minutes, research documents, and contact information. He noted that staff is working on updating the Directors/Alternates section of the website.

Mr. Hunt stated that as the newly appointed ATVC president, he will do everything possible to provide timely information to the ATVC Board. He reported that the consultant contract expires early next year. Staff will initiate the process for a new Request for Proposals, and will make a recommendation at a future meeting for a structural analysis consultant contract.

7) PUBLIC COMMENT – none.

8) Consideration of Items Not on the Posted Agenda – none.

9) ADJOURNED at 1:10 p.m.

Michelle Chau

Prepared by: Michele Chau
Board Specialist

ADVANCED TRANSIT VEHICLE CONSORTIUM

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

AUGUST 13, 2007

ATTENDANCE ROLL CALL								
ITEM NO.	<u>SUBJECT ITEMS</u>	<u>ACTION TAKEN</u>	A	P	P	P		
			DE LA VEGA	LOWENTHAL	FASANA	BOHLKE (Chair)	RESCALVO	CANO
1	APPROVE MINUTES OF BOARD MEETING HELD NOVEMBER 6, 2006.	APPROVED	A	Y	Y	Y	A	Y
2	CONSIDER - ATVC STAFF APPOINTMENTS (REFERENCE BURKE AND SNOBLE LETTERS) A. APPOINTMENT OF RICHARD HUNT AS PRESIDENT OF ATVC B. APPOINTMENT OF JOHN DRAYTON AS EXECUTIVE VICE PRESIDENT OF ATVC	APPROVED	A	Y	Y	Y	A	Y
3	RECEIVE AND FILE - STATUS UPDATE ON ATVC DEMONSTRATION PROJECTS A. HCNG B. HYBRID BUS PROCUREMENT	RECEIVED AND FILED	A	Y	Y	Y	A	Y

ADVANCED TRANSIT VEHICLE CONSORTIUM

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

AUGUST 13, 2007

ATTENDANCE ROLL CALL

ITEM NO.	<u>SUBJECT ITEMS</u>	<u>ACTION TAKEN</u>	A	P	P	A	P	
			DE LA VEGA	LOWENTHAL	FASANA	BOHIKE (Chair)	RESALVO	CANO
4	RECEIVE AND FILE - STATUS UPDATE ON METRO BUS PROCUREMENTS A. 60' ARTICULATED CNG BUSES B. 65' ARTICULATED CNG BUS C. HIGH CAPACITY COMPOSITE BUS	RECEIVED AND FILED	A	Y	Y	Y	A	Y
5	RECEIVE AND FILE - CUMMINS-WESTPORT ENGINE UPDATE	RECEIVED AND FILED	A	Y	Y	Y	A	Y
6	RECEIVE AND FILE - STATUS REPORT ON ATVC WEBSITE	RECEIVED AND FILED	A	Y	Y	Y	A	Y
7	PUBLIC COMMENT	NONE						

