

ADVANCED TRANSIT VEHICLE CONSORTIUM

Los Angeles County Metropolitan Transportation Authority
One Santa Fe Ave., MS 63-4-1,
Los Angeles, CA 90012

March 2, 2017

2:00 pm

RECAP of Proceedings

Regular Board Meeting ATVC Board of Directors

LACMTA Headquarters
One Gateway Plaza
3rd Floor Board Room

Call to Order at 2:00 p.m.

Directors/Alternates Present:

Borja Leon (Chair)
John Fasana
Kathryn Barger
Ben Benoit
Ara Najarian

Officers

James T. Gallagher, President
John Drayton, Executive Vice President
Donna Mills, Chief Financial Officer
Michele Jackson, Board Secretary

1) APPROVED minutes of Board Meeting held September 14, 2016

BB	AN	BL (CHAIR)	JF	KB	
Y	Y	Y	A	Y	

2) APPOINTED Kathryn Barger to the ATVC Board to replace her predecessor Michael Antonovich and David Perry as her Alternate.

BB	AN	BL (CHAIR)	JF	KB	
Y	Y	Y	A	Y	

3) RECEIVED ATVC President's Report

a) Update on electrification plans on the Metro Orange and Silver Lines

President Gallagher explained that the ATVC is a consortium formed to look at bus technology options to improve emissions and hopefully reduce costs. John Drayton noted that Metro has the large3st clean air fleet in North America. Currently ordering 400 – 60 ft. and 600 – 40 ft. CNG buses; and we have the right to make a portion of this contract zero emission. Metro also plans to try sharing electric charging equipment with Foothill.

The first challenge is the cost of zero emission buses. It would cost billions to convert our entire fleet. Range is another problem. On a bus promising 150 mile range, we have been lucky to get 100 miles. Weight is also a problem.

Director Leon said Seattle had recently purchased zero emission buses. Staff responded that we might not be able to meet axle weight limits for California.

Director Leon requested a report back on those buses.

Staff continued that other issues include training for mechanics and what to do with the batteries at the end of their lifespan.

We are purchasing 60 ft. electric Artics for the Orange Line and putting 3 Siemens opportunity chargers on the line.

By 2020/2021 we expect to have zero emission on the Silver Line. The charging equipment costs \$600-700,000 per charger.

(Continued on next page)

BB = B. Benoit	AN = A. Najarian	BL = Borja Leon	JF = J. Fasana	KB = K. Barger
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LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

(Item 3 – continued from previous page)

The Silver Line is 29 miles long and uses the 110 Freeway which is too rough for these buses. They need to be able to go 65 mph.

Currently in the process of rolling out the near zero emission buses - .02 bhp Nox. Metro fleet will be all near zero emission by 2025.

Director Najarian questioned whether Metro should be making a commitment to one of these technologies.

Staff responded that we have already committed to low Nox engines. As we replace current buses we will go to best available technology. Hoping to get to longer range batteries so that we don't have to purchase too much opportunity charging equipment. We will be purchasing more buses in 20/21. At that time we will have another decision to make regarding technology.

Director Fasana said if he had to make a big purchase of buses today, he would buy CNG. He wants more information about why this procurement needs to take place now.

Staff indicated that 1,000 new buses will be purchased over the next five years and 20% of those could be zero emission battery electric.

Director Leon requested at the next meeting to have a schedule for transition and an implementation plan.

Director Fasana asked staff to return to the Operations Committee in April with the implementation plan and schedule.

BB	AN	BL (CHAIR)	JF	KB	
Y	Y	Y	Y	Y	

4) AWARDED BY 2/3 VOTE contract to BYD for the purchase of five 60' articulated battery electric transit buses.

BB	AN	BL (CHAIR)	JF	KB	
Y	Y	Y	Y	Y	

5) Consider items not on the posted agenda, including:
items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Board; and items requiring immediate attention because of an emergency situation or where the need to take immediate action came to the attention of the Board subsequent to the posting of the agenda.

6) ADJOURNMENT

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