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DATE: **October 6, 1999**
TO: **BOARD OF DIRECTORS**
FROM: **JULIAN BURKE**
SUBJECT: **FINAL FUEL STRATEGIES REPORT**

In October 1993, the Board of Directors passed an Alternative Fuel Initiative (AFI) policy, which stated that alternative fuels should be used for all future bus procurements. The agency now operates the largest natural gas transit bus fleet in the world with 694 CNG buses in service and procurement plans in place for an additional 661 CNG buses by December 2000. In May 1997, the Board discussed the possibility of allowing greater flexibility in the selection of bus fuel technologies for future bus procurements. While reaffirming its support for improving air quality, the Board directed staff to develop a performance based Bus Technology Policy to guide future bus procurements.

Per the Board's directive, staff has been working for several months on development of a report that evaluates existing fuel technologies. After consultation with the environmental community, a draft report was developed and distributed to the Board and to the agency's key stakeholders in May 1999. The MTA also commissioned the services of an outside consulting agency to provide an independent review of the draft report.

The final *Fuel Strategies for Future Bus Procurements* report has now been completed and is being distributed to the Board to provide guidance in the development of policy for future bus procurements. The final report evaluates available fuel technologies, operating and capital costs, reliability considerations, and the air quality impact of operating CNG and clean diesel bus fleets.

The final report was prepared with input from the environmental community and other key stakeholders. Prior to the development of the report, meetings were held with the California Air Resources Board, South Coast Air Quality Management District, Southern California Association of Governments, Coalition for Clean Air, California Energy Commission, and the Southern California Gas Company to develop an awareness of key concerns related to the procurement of alternative fuel and diesel transit buses.

The draft report was distributed to each of the key stakeholders, peer groups, MTA Board members, and an independent, outside consultant for review in May 1999. Many of the comments received by the key stakeholders and the external consulting team were then incorporated into the final report. In addition, the complete text of the comments received from the stakeholders and the external consulting team is included in the appendix of the final report, along with an evaluation of the comments to specifically identify revisions to the final report, provide clarification of key issues, and present discussion on areas of differing viewpoints.

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As part of the MTA's accelerated bus procurement plan and in response to the recent court order, it is likely that the MTA will initiate procurement of a large number of new buses in the next few months. This is an opportune time to review issues of cost and safety in the context of regional goals related to mobility and air quality.

Also attached for your information is a recently published report on *Analysis of Costs and Emissions Associated with Replacement of Transit Bus Fleets* prepared for the California Transit Association by Vitetta Group. MTA staff is available to provide briefings to any interested Board member or Board staff member.

ATTACHMENT

Fuel Strategies for Future Bus Procurements (August 31 1999 – final)

Analysis of Costs and Emissions Associated with Replacement of Transit Bus Fleets
(August 24, 1999)