

## Summary of Policy

The Los Angeles County Metropolitan Transportation Authority (the agency) has long been a leader in the deployment of state-of-the-art alternative fuel buses. Based on discussions with the public, meetings with members of the environmental community, and discussions among the Board of Directors (the Board), it is apparent that maintaining the environmental leadership is important to the organization and the Los Angeles community as a whole. Therefore, all future bus procurements will be alternative fuel powered only.

## Historical Perspective

Los Angeles is one the nation's largest and most congested urban areas. It has long suffered from the worst air quality in the U.S. In one of the first alternative fuel transit bus demonstration projects to be sponsored by the Federal Government, the Southern California Rapid Transit District was one of three participating agencies in the 1973 UMTA sponsored California Steam Powered Bus project.

From then on, the SCRTD experimented with various emission reduction strategies such as particulate traps, methanol/avocet and CNG. In 1989, 30 methanol and 10 CNG buses were purchased as a fleet test program. In 1991, the Los Angeles County Transportation Commission approved a grant application to the US Department of Transportation for a study to evaluate the durability and reliability of low emission bus engines and a study to develop design documents to convert or construct bus transit facilities to provide alternate fueling capabilities. In 1992, the organization purchased 303 methanol buses. The Board decided in October 1993 that it would purchase only buses that used alternative fuels, and authorized \$89 million for a bus purchase.

CNG buses proved more reliable than methanol/ethanol. Fueling facilities and large scale CNG bus service began in 1995. The Board asked staff in May 1997 to create a performance-based bus technology policy that included as its primary goal the reduction of diesel carcinogenic particulate and other emissions. The Board has reaffirmed its commitment to alternative fuels several times during bus procurements, most recently in May 2000. The agency operates the nation's largest alternative fuel transit bus fleet. By 2006 the fleet will be 100% CNG powered.

In February 2000, the California Air Resources Board (CARB) adopted several statewide regulations that required public agencies to reduce fleet emissions. The CARB regulations required agencies reaffirm commitments to 1) purchase only alternative fuel buses, 2) to meet stringent emission requirements for those diesel buses still in service, and 3) to start purchasing zero emission vehicles by 2010. In the interim, it required agencies to declare intent to follow a diesel path or an alternative fuel path forward. In maintaining unwavering support for the 1993 Alternative Fuel Initiative Policy, the Board declared its intent to follow the alternative fuel path forward.

Locally, the Air Quality Management District adopted Rule 1192 "Clean On-Road Transit Buses." Effective July 1, 2001, public transit fleet operators with 15 or more vehicles will procure or lease alternative fuel vehicles that rely on compressed or liquefied natural gas, propane, methanol, electricity, fuel cells or other advanced technology only. Hybrid-electric and dual fuel technologies that use diesel fuel are not considered alternative fuel technologies under this rule.

## Last Board Action

May 25, 2000 – Alternative Fuel Initiative

The Board approved Burke substitute motion, amended by Bernson and Fasana for Alternative 4 authorizing the 370 base buy as CNG with no recommendation for the option buses continuing the Board's Alternative Fuel Policy, at an additional cost over the twelve year life cycle of \$27.1 million in capital and \$39.6 million in operating expenses compared to diesel for the 370 buses Bernson amendment that staff recommendation include the following:

- A. within 30 days, staff initiate an expansion of the existing ultra low sulfur diesel fuel (EC Diesel) test program to evaluate the installation of continuously regenerating traps (CRT's) or other similar particulate filters on ten methanol conversion buses.
- B. upon successful completion in February 2001 of the ultra low sulfur diesel fuel (EC Diesel) test program currently underway at the Arthur Winston division, staff be directed to initiate a program to install CRT's or other similar particulate filters by February 2002 on the entire remaining diesel fleet projected to remain in service after January 2003.
- C. staff provide status reports to the Board on a quarterly basis on the ultra low sulfur diesel test program; and

Further that agency continues to be a leader in the area of clean fuel vehicle technology including the exploration of new technologies such as fuel cells to accomplish the goal of improving ambient air quality in the region.

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