

**MOTION BY DIRECTORS VILLARAIGOSA, KNABE AND
ANTONOVICH**

Super Low/Zero Emission Bus Program

The Los Angeles County Metropolitan Transportation Authority (MTA) was a pioneer in moving its bus fleet to cleaner alternative fuels and continues to be a national leader, with the largest fleet of compressed natural gas (CNG) buses in the U.S. and a 100% CNG fleet.

This transition from diesel to CNG buses was not made for economic or business reasons.

It was known and it is the case that the transition would cost MTA more than continuing with a diesel fleet through higher vehicle costs and new fueling infrastructure.

Instead, the MTA Board made this transition for public policy reasons, namely to reduce emissions (particulate matter, nitrous oxides, and sulfur oxides) and improve public health.

The MTA Board decided to make an investment in cleaner air for the residents, workers, and visitors of Los Angeles County and the South Coast air basin.

Since MTA started buying CNG buses there has been a growing focus on reducing greenhouse gases (GHG) as well.

Today, emerging technologies offer the hope of super low or zero emissions, including electric, fuel cell, and hybrid buses.

However, buses featuring these technologies have a number of challenges for operating agencies like MTA, including limited in-service experience, relative higher vehicle acquisition costs, and potential additional infrastructure costs.

On the other hand, these newer buses may reduce operating and maintenance costs and lower life cycle costs than our current fleet.

As a matter of public policy, MTA should continue to be on the forefront of deploying lower emission buses, but we should do so in a fiscally and operationally prudent manner.

I THEREFORE MOVE that the MTA Board direct the CEO to develop a recommended strategy and timeline, subject to future review and approval by the MTA Board, for transitioning to super low/zero emission buses.

###