

FTA

FEDERAL TRANSIT ADMINISTRATION

Transit Research & Hydrogen Fuel Cells

Sean Ricketson

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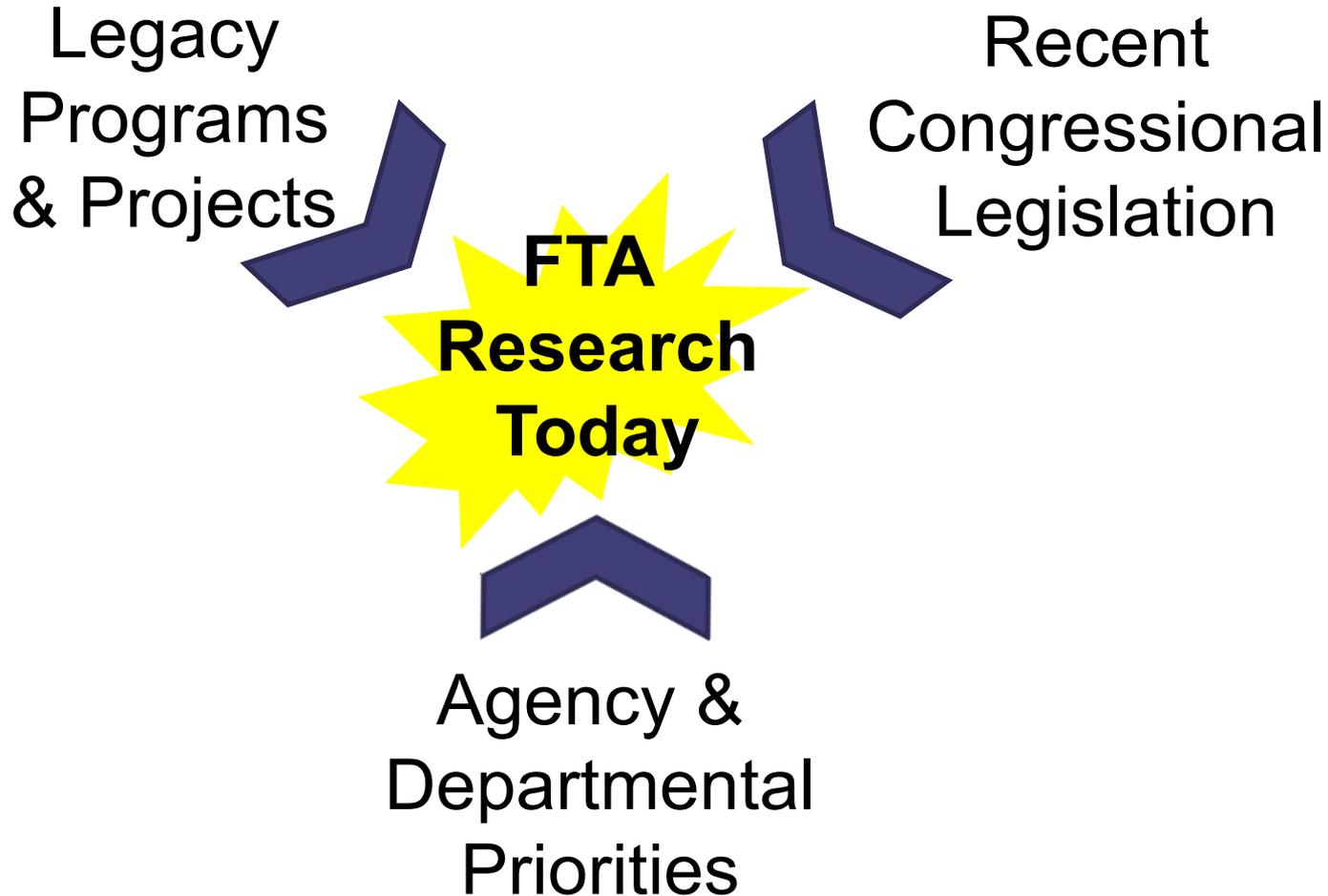


U.S. Department of Transportation
Federal Transit Administration

Key Topics in Public Transit Research

- This discussion introduces selected programs supported by the FTA research office that may be of interest to the hydrogen and fuel cell technology industry

FTA Research – Overview



FTA Research – Overview

- **Legacy Programs**
 - National Fuel Cell Bus Program
 - LoNo Program 2013-15
- **Recent Congressional Legislation**
 - Low or No Emission Program 2016-Present
 - LoNo Component Testing
 - Expansion of FTA's Bus Testing Program
- **Agency and Departmental Priorities**
 - Safety, Innovation, Efficiency

Fuel Cell Bus Program

- In 2005 Congress created FTA's National Fuel Cell Bus Program, signed by President Bush, to advance the commercialization of fuel cell buses
- Funded for 7 years - 2006-2012 ~ \$13 million per year, ~\$90 million total



Fuel Cell Bus Program 2019

- **All funding obligated**
- **5+ remaining active projects, all involving bus operations support, several with extensions**
 - 1. New Flyer 60' FC Bus
 - 2. Two FC Buses in Ohio
 - 3. Battery Dominant FC Bus
 - 4. FC Bus in Orange County, CA
 - 5. AC Transit FC Bus Fleet Support
 - Plus support to National Renewable Energy Laboratory (NREL) for evaluations

Fuel Cell Bus Program 2019

Final program activity is
in Ohio and California

- Stark Area
Regional Transit
Authority

- AC Transit
- OCTA
- Sunline







NREL Evaluations

- FTA, with support from DoE, funds bus evaluations by the National Renewable Energy Lab
- NREL provides evaluations of real-world technology bus performance
- NREL gathers data on a variety of metrics of both new technology buses and conventional technology as baseline
 - Maintenance costs
 - Operating costs
 - Reliability (Miles Between Roadcalls)
- Consistency over time and across projects ensures data confidence and comparability

LoNo 2013-2015

- Low or No Emission Vehicle Deployment Program
 - Funded from the FTA Research Budget (Section 5312) for the purchase of clean transit vehicles
 - 17 Projects, \$77.5M, 111 buses, mostly battery-electrics
 - Includes 13 Fuel Cell Buses at SARTA & Sunline
 - The performance of the SARTA buses is being evaluated by NREL

Low-No 2016 to Present

- Low or No Emission Vehicle Deployment Program
 - Funded from FTA’s Bus Capital Program (Section 5339) until 2020
 - So far, three years, 2016-18:
 - 123 projects, \$195M
 - Including 2 fuel cell buses pending delivery, one at SARTA, and one at Champaign-Urbana
 - <https://www.transit.dot.gov/funding/grants/lowno>

LoNo CAP

- Low and No Emission Component Assessment Program (LoNo-CAP)
- Up to \$3M/year, total
- Auburn University and Ohio State
- FTA pays 50% of the cost for the testing of bus components including batteries, fuel cells, power management
 - Tests maintainability, reliability, performance, structural integrity, efficiency, and noise
- Voluntary, no passing or failing scores

Bus Testing

- FTA's Model Bus Testing Program (Altoona Testing) tests new transit bus models for
 - safety
 - structural integrity and durability
 - reliability
 - performance (including brakes)
 - maintainability
 - noise
 - fuel economy and
 - emissions

Bus Testing cont'd

- To be eligible for purchase a transit bus using FTA funds, buses must receive a passing score
- Until the FAST Act, bus testing occurred at Penn State only (Altoona Testing)
- Now, testing is being expanded to include Ohio State and Auburn Universities
- This presents a challenge to ensure all three facilities are identical in capability and procedures

Bus Testing & LoNo-CAP

- As a result of the need to coordinate three centers, as well as the ongoing work under LoNo-CAP, FTA has the opportunity to support innovative research effort going forward focused on facilitating bus and component testing and research

Thanks!

Sean Ricketson, Office of Research, Demonstration
and Innovation

Federal Transit Administration

sean.ricketson@dot.gov

202-366-6678