

State of California
AIR RESOURCES BOARD

Resolution 98-49

September 24, 1998

Agenda Item No. 98-10-04

WHEREAS, Section 39600 of the Health and Safety Code authorizes the Air Resources Board (Board) to take actions as necessary to execute the powers and duties granted to and imposed upon the Board;

WHEREAS, extensive reductions in oxides of nitrogen (NOx) and combustion generated particulates from diesel engines are needed in order to meet California's State Implementation Plan (SIP) commitments for ozone and particulate matter;

WHEREAS, older pre-1977 school buses emit three times more NOx than new alternative fuel school buses and four times more particulate matter (PM10);

WHEREAS, replacement of diesel buses with cleaner alternative-fuel buses has been found to be a cost-effective means of reducing ozone-forming emissions; for example, ARB's evaluations of the use of motor vehicle registration fees have shown that compressed natural gas (CNG) transit and school buses have achieved a cost-effectiveness in the range of \$10,000 and \$12,000 per ton of emissions of NOx reduced;

WHEREAS, on August 27, 1998, following extensive scientific review and public hearings, and consistent with the Scientific Review Panel and the Office of Environmental Health Hazard Assessment's conclusions, the Board formally identified particulate emissions from diesel-fueled engines as a toxic air contaminant, and has initiated the risk management process to determine how best to reduce exposure to these emissions;

WHEREAS, the Board, through the adoption of Resolution 98-35, has directed its staff to begin the risk management process for particulate emissions from diesel-fueled engines, including convening a Diesel Exhaust Advisory Committee to assist staff in the identification of measures and strategies to reduce these emissions and exposure to them;

WHEREAS, replacing diesel powered school and transit buses with cleaner, alternative fueled buses is a clean air strategy for meeting health-based air quality standards for ozone and particulate matter and has the added benefit of reducing exposure to diesel particulate emission which have been identified as a toxic air contaminant;

WHEREAS, the United States Congress, with the strong bipartisan support of the California Congressional Delegation, has substantially increased funds available for transportation-related projects and programs that reduce air pollution through the adoption of the Transportation Equity Act for the 21st Century (TEA-21);

WHEREAS, Congress included in TEA-21 several programs that are potential sources of funds for purchase of cleaner alternative-fuel public transit vehicles, including the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Clean Fuels Formula Grant Program, the Transit Formula Grant Program, the Transit Capital Investment Program, and the Surface Transportation Program;

WHEREAS, California's share of CMAQ funds has been increased under TEA-21 by more than 100 percent, to an average of about \$300 million per fiscal year between 1998 and 2003;

WHEREAS, the CMAQ Program is a potential source of funds for purchase of clean-fuel school buses as well as public transit buses;

WHEREAS, potential sources of local and state matching funds for cleaner alternative-fuel bus purchases include motor vehicle fee surcharge funds, State trust funds for heavy-duty vehicle emission reductions; transportation sales tax revenues, school transportation funds and school bus replacement and infrastructure funds;

WHEREAS, technical training, infrastructure development, and commitment to alternative fuel programs are important to their success.

NOW, THEREFORE, BE IT RESOLVED that the Board calls upon State, local and federal agencies, including air districts, regional transportation planning agencies, local governments, public transit agencies, school and community college districts, the California Department of Transportation, the California Transportation Commission, the California Energy Commission, and elected officials to join together with us in actions to "clean the fleet." We support immediate and continuing efforts to replace diesel-fueled school and public transit buses with cleaner alternative-fuel buses, including the provision of necessary infrastructure and technical training. We strongly urge air pollution control districts and air quality management districts to take a leadership role in bringing together affected agencies to agree on steps needed to implement diesel school and public transit bus replacement.

BE IT FURTHER RESOLVED that the Board recommends the following targets for clean fuel bus purchases to take advantage of significant public health benefits available to California through TEA-21 programs:

For school buses, replacement of the remaining 2200 pre-1977 Type 1 diesel buses by 2003, at an approximate annual cost of \$60 million in CMAQ funds and \$8 million in local/state matching funds. This will be an important step toward the eventual replacement of all diesel-fueled school buses.

For public transit buses, replacement of the remaining 5000 diesel-fueled buses by 2010, and exclusive purchase of alternative fuel buses for fleet expansion, at an approximate annual cost of \$180 million in TEA-21 and subsequent federal funds and \$40 million in local/state matching funds.

BE IT FURTHER RESOLVED that the Board directs staff to distribute this resolution and its recommendations to County Boards of Supervisors and City Councils, to State, local and federal transportation, education and air quality agencies, and to school and community college districts. The Board further directs staff to work with air districts to engage these parties in discussions to plan and fund the conversion of California's school and public transit bus fleets to cleaner alternative fuels. The Board further directs staff to keep the Diesel Exhaust Advisory Committee apprised of its efforts.

I hereby certify that the above is a true and correct copy of Resolution 98-49, as adopted by the Air Resources Board.



Pat Hutchens, Clerk of the Board