

Attachment 1: Concepts for Proposed Amendments to the ARB Fleet Rule for Transit Agencies

Statewide Urban Buses

1. Harmonize the urban bus engine exhaust emission standards with the California Heavy-Duty Truck standards beginning with the 2007 model year. The current standard for California urban bus engines in 2007 is 0.2 g/bhp-hr oxides of nitrogen (NOx). Based on conversations with engine manufacturers, staff believes it is likely that only alternative-fuel engines will meet this standard until 2010, when diesel engines will be at the 0.2 g/bhp-hr NOx level. Staff has already modeled the emissions expected under two scenarios: no bus purchases by transit agencies on the diesel fuel path until 2010; or bus purchases of diesel engines certified to 1.2 g/bhp-hr NOx starting in 2007. The latter scenario results in greater emission reductions because of the turnover of dirtier diesel engines to cleaner diesel engines than does the scenario with no turnover of diesel engines until 2010.

South Coast Urban Buses

1. All public transit fleets operating in the South Coast Air Basin meet the requirements of the alternative fuel path, as specified in the current Fleet Rule for Transit Agencies. Under this scenario, the six transit agencies in the South Coast that are currently on the diesel path would be placed on the alternative-fuel path. These six transit agencies may be able to delay, by two years, the final reduction of diesel PM emissions as alternative fuel path agencies have until January 1, 2009, to reduce diesel PM to 85 percent of their baselines.
2. Adopt a more stringent fleet average requirement than the October 1, 2002, requirement for public transit fleets operating in the South Coast Air Basin. Transit agencies were required to meet a NOx fleet average of 4.8 g/bhp-hr as of October 1, 2002. Transit agencies in the South Coast Air Basin currently have an overall average of 3.14 g/bhp-hr, with alternative fuel path transit agencies having a lower NOx fleet average than diesel path agencies.

South Coast Transit Fleet Vehicles

1. Adopt more stringent fleet average standards for transit vehicles operating in the South Coast Air Basin than was adopted at the February 24, 2005, public hearing. Although this is an option, staff notes that the recently adopted rule for transit fleet vehicles covers more vehicles than is covered by the Rule 1192 because ARB's rule captured all revenue and non-revenue buses and trucks operated by transit agencies. Staff therefore needs to determine if there is an added benefit to further reducing the fleet average standards for South Coast transit fleet vehicles.