



Air Resources Board



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Mail-Out #MSC 11-27

TO: All Interested Parties

SUBJECT: THE LOWER-EMISSION SCHOOL BUS PROGRAM – RETROFIT
ELIGIBILITY

This mail-out provides guidance to school districts that may be considering retrofitting their school buses with funding from the Lower-Emission School Bus Program (LESBP).

Background

The 2008 LESBP Guidelines state (page 20) “All 1987 and eligible newer model year (MY) in-use diesel-fueled buses with current California Highway Patrol (CHP) safety certifications qualify for retrofits, provided there is an ARB-verified retrofit device available for the engine.” This mail-out revises the Guidelines for retrofit funding eligibility and sets requirements in place for buses with older chassis to help ensure they remain in service for at least five years. This change will further meet the Air Resources Board (ARB) commitment of protecting children from the harmful effects of air pollution, while providing additional flexibility to school districts.

Retrofit Eligibility Now Based on Engine MY Not Bus MY

Because achieving emission benefits greatly depends on the MY of the engine, ARB is changing retrofit project eligibility with this mail-out. Retrofit eligibility will now be based on the MY of the engine and not the MY of the bus chassis. Therefore, all diesel school buses with 1987 and newer MY engines now qualify for funding if all other requirements are met.

Requirements for Retrofitting School Buses with Chassis 30+ Years Old

In addition, ARB has concerns with installing retrofits on chassis 30 years or older, as 30 years is the standard useful life of a bus. ARB recognizes it is common practice for school districts to repower 1987 and older MY buses with newer engines as this may be the most cost-effective option of extending the service of an older bus. However, to help ensure the

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

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bus remains in service through the required five year project life additional requirements are included.

Below are the requirements for retrofitting a bus with a chassis that is 30 years or older.

- Older bus chassis may have structural integrity issues. Documentation is required confirming that the chassis is in good working order and will last through the five year project life. This includes a dealer or district engineer inspection with a subsequent report to the air district substantiating that the chassis is structurally sound, and will remain in service for five additional years.
- Language must be included in the contract that stipulates that the chassis must operate for the length of the project life or a pro-rated amount will be returned to the air district.
- Air districts may seek a case-by-case determination in lieu of the preceding and must provide documentation that is sufficient to demonstrate that the chassis will last through the project life.
- All other eligibility requirements remain including CHP safety certification, cost caps, five year project life, and ARB-verified level 3 diesel emission control device executive order.

If you have questions regarding this Mail-Out, please contact Ms. Janet Page, Air Pollution Specialist, at (916) 324-1988 or via email at jpage@arb.ca.gov.

Sincerely,

/s/

Robert H. Cross
Mobile Source Control Division

cc: Janet Page
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