

Resolution 05-53
Attachment C

Board's Directed 15-day Modifications
(concepts)

1. Retain the 0.2 gram per brake horsepower-hour NOx standard for 2007 – 2009 urban bus engines.
2. Allow transit agencies to purchase buses containing diesel engines not meeting the 0.2 gram per brake horsepower-hour NOx urban bus standard, but meeting the California heavy truck standards for 2007 – 2009. However, in order to maximize NOx emission benefits require diesel path transit agencies with 30 urban buses or more to retrofit existing urban buses and transit fleet vehicles with a level 3 PM verified diesel emission control strategy with a minimum NOx emission reduction of 40 percent or more, if available, for each new model year 2007-2009 diesel urban bus purchased that does not meet the 0.2 gram NOx per brake horsepower-hour standard (in model years 2007 through 2009). If a level 3 PM diesel emission control strategy with a minimum of 40% NOx reduction is not available for the remaining engines then the engines may be retrofitted with a level 3 PM diesel emission control strategy with a minimum of 25% NOx reduction. The retrofit requirement would apply on a one-to-one basis for every new purchase until all diesel urban buses and transit fleet vehicles within their fleets are retrofitted or any remaining urban buses or transit fleet vehicles are unable to be retrofitted, subject to Executive Officer verification that all available retrofitting has been accomplished.