

Fleet Rule for Transit Agencies

Public Workshops

May 17, 2004 - Sacramento

May 18, 2004 - El Monte



Why Reduce In-use Diesel Emissions?

- Diesel Engines are Long Lived
- New Engine Standards Offer Long Term Reductions
- In-use Emission Rules Provide Near-Term Reductions
- Control Technology is Available

Diesel Risk Reduction Plan - In-Use Engine Measures

- On-Road Engines
 - ✓ – Solid Waste Collection Vehicles
 - Public HDV Fleets
 - Private HDV Fleets
- Off-Road Engines
- ✓ • Stationary Engines
- Original Focus was on Retrofitting

Approaches for Regulations

**In-Use Diesel Vehicle
Emission Reductions**



NOx/PM Fleet Reduction

-Transit Agency Rule

**Best Available Control
Technology (BACT)**

-Trash Truck Rule

-Public Agencies Rule

Fleet Rule for Transit Agencies

- Adopted 2000; Amended 2002
- Affects buses own/operated by a public transit agency that meet the definition of “urban bus”
- Stresses advanced technologies
- Directed fuel path selection for new purchases
- Fleet NO_x and PM emissions reduction method

In-Use Urban Bus Requirements

- Low Sulfur (<15 ppm) Diesel Fuel
 - as of July 1, 2002
- 4.8 g/bhp-hr NO_x Fleet Average
 - as of October 1, 2002
- PM Reductions 2003 through 2008
 - Goal is 85% Reduction from Baseline

Scope

Fleet Rule for Transit Agencies

- Not Covered by the Current Rule:
 - Other Transit Agency Vehicles
 - Public Agency Buses
 - E.g., Airports, Universities
 - Other Buses: Not urban buses
 - Private Buses
 - Charters, Tourism

New Requirements: Who Will it Affect?

- Public Transit Agencies
 - Cities, counties, MTAs, JPAs, Councils of Government
 - Operating vehicles not defined as “urban bus”
 - Newly formed agencies

New Requirements: What Will it Affect?

- “Transit Fleet Vehicles”
 - Vehicle over 8,500 lb GVWR, not “urban bus”
 - Includes charter, dial-a-ride, paratransit, inter-city, etc.
 - Vehicles owned by private or non-profit that provide transit services for a public transit agency
 - Owned or operated by a transit agency

Proposed Changes to Fleet Rule for Transit Agencies

- Move to New Sections
- Add “Newly Formed” Transit Agency
- Increase Flexibility in Meeting Urban Bus PM Reductions
- Add Transit Fleet Vehicle Regulations
 - “Transit Fleet Vehicle” Definition
 - NO_x and PM Fleet Requirements
 - Reporting Requirements

New Sections

New Section for all in-use fleet rules: title 13 section 2020-2027

1956.1: Does Not Move

2020: Purpose and Definitions

2023.1: 1956.2 (Urban Bus)

2023.2: Transit Fleet Vehicle

2023.3: 1956.3 (ZEB)

2023.4: Reporting

New Transit Agency

- Start-up Reporting Requirement
 - 60 Days: Submit Basic Information
 - 120 Days:
 - NOx Ave
 - PM Total
 - Compliance Path
- Establishes start-up NOx and PM criteria and emission reduction goals

Urban Bus PM Reduction Flexibility

- Allow Transit Agencies to Meet an Average of 0.01 g/bhp-hr PM
- Applies in lieu of 85% Reduction in Final Compliance Year

“Transit Fleet Vehicle”

“Transit Fleet Vehicle” means a vehicle greater than 8,500 gross vehicle weight, and which is not an urban bus.

(Formerly a “non-urban” bus)

Transit Fleet Vehicle: Proposed NOx Requirements

- NOx Fleet Average Reduction
 - Two Step Reduction
 - 3.2 g/bhp-hr in 2007
 - 2.4 g/bhp-hr in 2010
 - Based on engine certification
 - Similar implementation as for Urban Buses; all fuels

Transit Fleet Vehicles: Proposed PM Requirements

- Total PM Reduction
 - Baseline January 1, 2005
 - Same method as for Urban Buses; diesel fuel only
- Implementation Schedule:
 - 25% reduction by 2007
 - 50% reduction by 2009
 - 80% reduction by 2011, or average of 0.01 g/bhp-hr PM

Transit Fleet Vehicle: Proposed Reporting Requirements

- Reporting Requirements Mirror Existing Transit Fleet Rule
- Initial Report of Baseline Due 1/31/2006
- Annual Reports of Reductions Due Each 1/31 through 2016.

Exemptions

- Unavailability of Technology for PM
- Delay of Implementation for PM
 - 20 diesel active fleet or 10 transit fleet vehicles in 1 hour Ozone attainment
 - modify: TA in a low-population County?
- Financial Hardship

Examples of NO_x and PM Calculations

- See Handout

Public Process

- First Public Workshop 04/03/03
- Second Public Workshops
 - 12/2/03 (El Monte); 12/3/03 (Sacramento)
- Third Public Workshops
 - 5/17/04 (Sacramento); 5/18/04 (El Monte)
- Comments Requested by 6/10/04
- Board Hearing October 2004

COMMENTS REQUESTED

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Our Goals: Clean Air



And Healthy Citizens