Fleet Rule for Transit Agencies

Implementation Update

November 2007
Kathleen Mead, Manager
Retrofit Implementation Section

California Environmental Protection Agency
Air Resources Board

Today’s Presentation

• Requirement Review
• 2007 Compliance Deadline
• Reports due on January 31, 2008
• Revised Web Based Reporting
“Urban Bus”

- Passenger carrying vehicle
- Owned or operated by a transit agency
- Powered by a heavy HD diesel engine or of a type normally powered by a heavy HD diesel engine
- Normally defined as:
  - Thirty-five feet or longer
  - > 33,000 (lbs) GVWR

“Emergency Contingency Vehicle”

Emergency contingency vehicle is an urban bus placed in an inactive contingency fleet for energy or other local emergencies, after the urban bus has reached the end of its normal minimum useful life.
## Urban Bus Requirements

<table>
<thead>
<tr>
<th>Fuel Path</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel</td>
<td>85% or meet .01g/bhp-hr standard</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Alternative Fuel</td>
<td>60%</td>
<td>-</td>
<td>85% or meet .01g/bhp-hr standard</td>
</tr>
</tbody>
</table>

PM Reduction from 2002 Baseline as of January 1st

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### SCAQMD Alt Path Requirement

- Alternative Fuel Path is Mandatory in South Coast
- Effective October 7, 2006
- Follow Alternative Fuel Path PM and ZEB Deadlines
- SCAQMD is Enforcing Rule 1192
SC Transit Agencies Affected

Alternative Fuel Path
- Commerce
- Culver City
- Foothill
- Glendale
- L.A. MTA
- L.A. DOT
- Omnitrans
- Orange County
- Riverside
- Santa Monica
- Sun Line

Alternative Path as of October 2006
- Gardena
- Long Beach
- Montebello
- Norwalk
- Santa Clarita
- Torrance

2007 Urban Bus Engine Standard

- Urban Bus Certification Still Required
- Align With 2007 Truck HHD Std
  - Section 1956.8
**Diesel Path 2007 MY Purchasing Requirement**

- Diesel Path Agencies With >30 Urban Buses
- One-to-one Requirement for Each 2007 to 2009 MY Engine Purchased Certified Above 0.2 g NOx
- One NOx Retrofit for Each New Purchase
  - 40%+ NOx reduction if available; otherwise 25%
  - Limited to available vehicles within transit agency, includes TFV

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**“Transit Fleet Vehicle”**

- Greater than 8,500 (lbs) GVWR
- Powered by heavy-duty engine fueled by diesel or alternative fuel
- Owned or operated by a transit agency
- Not an urban bus
“Commuter Service Bus”

Defined as Transit Fleet Vehicle if:
- Powered by a heavy HD diesel engine or of a type normally powered by a heavy HD diesel engine
- Operates on a fixed route primarily during peak commute hours
- No passenger-initiated stops
- No more than 10 stops per day, excluding Park-and-Ride lots.

TFV Compliance Deadlines

<table>
<thead>
<tr>
<th>Date</th>
<th>% PM reduction from 2005 baseline</th>
<th>Fleet NOx Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 31, 2007</td>
<td>40%</td>
<td>3.2 or retire 1997 and earlier MY</td>
</tr>
<tr>
<td>December 31, 2010</td>
<td>80%</td>
<td>2.4 or retire 2001 and earlier MY</td>
</tr>
</tbody>
</table>
Extensions Past and Present

• Financial Hardship: **Deadline 12/1/07**
  – Section 2023(e)
  – <30 in transit fleet (both UB and TFV)

• Unavailability of Technology for PM
  – Section 2023(f): **Deadline Past 10/1/07**

• Delay of Implementation for PM
  – Section 2023(g)
  – <20 in transit fleet in 1 hour Ozone attainment
  – For TFV Fleets only

Transit Fleet Vehicles Only

• Extension
  – Service Contracts: Deadline no later than 90 days prior to the deadline.
  – Up to 1 year delay
  – Termination of equipment and service contracts defined by FTA: vehicle lease, maintenance/lease, turnkey

• Exemption
  – Low Usage Vehicle: non-revenue with <1000 miles per year usage
2007 Actions Required by Transit Agencies

NOx Reductions

- 2007 Requirements
  - Transit Fleet Vehicles
  - December 31
    - 3.2 g/bhp-hr Fleet Average, or
    - Retire pre-1998
Diesel PM Reductions

• PM Reductions – TFV
  - December 31, 2007
    • 40% Reduction
    • January 1, 2005 PM Baseline
• Maintain PM Reductions – Urban Buses
  • 85% for Diesel Path
  • 60% for Alternate Path
  • January 1, 2002 PM Baseline

Reports Due in 2008
Annual Reporting

- Annual Report Due 1/31/2008
- Separate report for Urban Buses and TFV:
  - Number, engine mfr & make, engine model year for all engines in buses, and fuel used as of 1/1/2008

Reporting Requirements (continued)

Urban Bus:
- Alternative NOx Strategy Transit Agencies
  - Provide update of compliance plan
- Alternative Fuel Path: Percentage of Alt. Fuel Buses Purchased or Leased
- ZEB Reporting

Diesel Path:
- Document each filter installed for each 2007 diesel UB purchased
The Reporting Process

- Web Based
  - More user-friendly look and feel
  - Field edits and drop-down menus
- Update Existing Report Information
- PM and NOx Average Calculated

The Reporting Process

- Differences from last year
  - Multiple user accounts for each agency
  - Username can be emailed if user forgets password
  - Password can be reset
- Improvements
  - Contact Us and Need Help links
  - Reporting speed and accuracy
Log-in Screen

Username
Password

Annual Report New Format

Edit information or continue on
To Edit Click Name

To Add New Contact

Annual Report New Format (cont)
Fleet Rule for Public Agencies and Utilities

(Title 13, California Code of Regulations, sections 2022 and 2022.1)

- Own, operate, or lease
- Model year 1960 through 2006
- Medium heavy or heavy heavy-duty on-road diesel-fueled engines
- Apply best available control technology (BACT)
- Implementation schedule
Hybrid Urban Buses?

General Contact Information

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Join E-Lists

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ARB Listserver Website:
www.arb.ca.gov/listserv/listserv.php

Questions ?