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 NOx 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 NOx 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
  - NOx 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” 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 though 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 NOx 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

• E-Mail To:
  – Kathleen Mead, kmead@arb.ca.gov
  – Please cc: Nancy Steele, nsteele@arb.ca.gov

• Or Mail To: 1001 I Street, P.O. Box 2815, Sacramento, CA 95812

• Or Fax To: (916) 322 - 3923
Our Goals: Clean Air

And Healthy Citizens