Urban Bus New Engine Emission Standards

October 27, 2005
Board Hearing
El Monte, CA

Board Action
10-20-05 Hearing

- Keep bus standard at 0.2 g NOx for 2007-2009
- Allow transit agencies to buy diesel engines meeting CA truck engine emission standards, if
  - One NOx retrofit for each new purchase
    - 40%+ NOx reduction if available; otherwise 25%
    - Limited to available vehicles within transit agency
    - Diesel path agencies >30 only
    - EO hardship appeal process
**Question Posed by the Board**

How will retaining the 0.2 gram NOx standard affect the availability of Carl Moyer funding?

**Moyer Bus Funding**

- Helps pay incremental cost of natural gas bus
- Maximum funding is based on emission reductions and cost effectiveness
  - If standard is 1.2g; Up to $30,000
  - If standard is 0.2g; $0
### Transit Bus Funding

<table>
<thead>
<tr>
<th>Funding</th>
<th>Diesel</th>
<th>Natural Gas</th>
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</thead>
<tbody>
<tr>
<td>Base Cost</td>
<td>340,000</td>
<td>390,000</td>
</tr>
<tr>
<td>Tax Credit (Max. $32,000 )</td>
<td>340,000</td>
<td>358,000</td>
</tr>
<tr>
<td>FTA Share</td>
<td>272,000 (80%)</td>
<td>297,140 (83%)</td>
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<tr>
<td>Transit Share</td>
<td>68,000</td>
<td>60,860</td>
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</tbody>
</table>

### Summary

- Keeping Standard at 0.2g = No Moyer $
- Relax Standard to 1.2g
  - With Maximum Federal Funds = No Moyer $
  - With Less Federal Funds, may qualify for Moyer