

Revisions to the Transit Rule

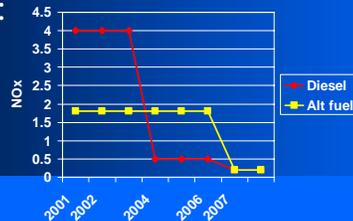
CAPCOA Mobile Source Committee

ARB

May 13, 2004

Highlights of Current Rule

- 2 paths - requirements differ by path
 - Alternative fuel path
 - Diesel path
- New bus standards
 - PM starting in 2002 same as 2007 truck (0.01 g)
 - NOx:



Highlights of Current Rule (cont.)

- Zero emission requirement
 - Demo requirement
 - 15% new purchases
 - 2008 diesel path
 - 2010 alt fuel path
- NO_x cap on fleet
- Retrofit current fleet with PM filters

Status

- Paths chosen
- NO_x cap met
- Retrofit with filters underway
- No new diesel buses during 2004-6 for sale
 - Only 7 transit districts took advantage of provision to buy higher NO_x buses if fleet NO_x reduced more
- Hybrid diesel buses emerging - don't meet 0.5 g NO_x

Status (cont.)

- Some smaller and larger buses being used by transit districts
 - Not covered by current rule
- EPA adopted 2007-9 NO_x standard different than what we thought (1.2 g vs 0.2g)
- ZEBs much more expensive in low volume
 - Demo buses less in number than required and late to enter service

Facts About NG Bus Emissions

- Toxic emissions about the same as diesel with filter (2002+ buses)
- NO_x emissions better in 2004-6
 - 1.5-1.8 g NO_x NG bus
 - 2.2 g NO_x Diesel bus
- At 0.2 g NO_x (2010 standard) emissions about the same

Schedule for Resolution of Issues

- June 2004 staff proposal

- Allow diesel path districts to buy new hybrid diesel buses in 2004-6
 - 1.8 g NO_x or less (NG equivalent)
 - Offset forgone NO_x emissions (1.8.g vs 0.5 g)
- Reduce number of demo zero emission buses from 12 to 6, and adjust schedule to match availability (2/06 instead of 7/03)

Schedule for Resolution of Issues

- Late 2004 proposal

- Expand scope of rule to include commuter buses and smaller buses in in-use fleet requirements

Schedule for Resolution of Issues

■ Summer 2005

- Determine if 2007 0.2 g NO_x standard is achievable
 - Original intent was to match the federal rule (EPA proposed 0.2 g NO_x but adopted 1.2 g for 2007-9)
 - No diesel buses will be meet 0.2 g NO_x standard until 2010
 - Uncertain if NG buses will meet 0.2g NO_x in 2007 - delay needed to better assess this

Policy Issues - Summary

- Can any technology (diesel or NG) meet the 0.2 g standard by 2007?
- Should whole state be required to purchase NG buses?
- Is the emission difference worth it?
 - 3 years of lower NO_x (0.2g vs 1.2g in 2007-9) from NG
 - In 2010 all engines meet 0.2g NO_x