

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT

RULE 9310 – SCHOOL BUS FLEETS

(Adopted September 21, 2006)

1.0 Purpose

The purpose of this rule is to limit emissions of nitrogen oxides (NO_x), particulate matter (PM) and diesel toxic air contaminants from school bus fleets and to provide administrative requirements for school bus fleet operators.

2.0 Applicability

The requirements of this rule shall apply to all school bus fleet operators and any contractors who provide school bus service.

3.0 Definitions

3.1 Air Pollution Control Officer (APCO): as defined Rule 1020 (Definitions).

3.2 Alternative Fueled Engine or School Bus: any engine or school bus that uses compressed or liquefied natural gas, propane, methanol, electricity, fuel cells, hybrid technology, or other advanced technologies that do not rely on diesel or gasoline fuels, and has been certified by the California Air Resources Board.

3.3 Approved Diesel Emission Control Strategy: an exhaust control device(s) or emission reduction strategy that is level 3 verified by the ARB. Level 3 verified technologies reduce particulate matter (PM) by at least 85% or achieve a PM level of 0.01 g/bhp-hr or less.

3.4 California Air Resources Board (ARB or CARB): as defined in Rule 1020 (Definitions).

3.5 Environmental Protection Agency (EPA): United States Environmental Protection Agency.

3.6 Existing Fleet: a school bus fleet that was in operation before January 1, 2007.

3.7 Existing School Bus: a bus operating as part of an existing fleet.

3.8 Gross Vehicle Weight Rating (GVWR): the weight rating of a vehicle.

3.9 Hybrid: a technology used by a vehicle to draw propulsion energy from both of the following on-vehicle sources of stored energy: 1) a consumable fuel and 2) an energy storage device such as a battery, capacitor, or flywheel.

- 3.10 New School Bus Fleet: a school bus fleet that did not operate before January 1, 2007.
- 3.11 NOx (Oxides of Nitrogen): any oxide of nitrogen.
- 3.12 Operator: any person who owns, leases, or operates school buses for any school in the San Joaquin Valley Air Basin.
- 3.13 M (Particulate Matter): any material except uncombined water, which exists in a finely divided form as a liquid or solid at Standard Conditions.
- 3.14 Replacement School Bus: a school bus purchased or acquired with the intent of removing an existing school bus from service.
- 3.15 Repower: to remove the engine and related components and replace with an ARB certified engine.
- 3.16 Retrofit: to modify with an Approved Diesel Emission Control Strategy.
- 3.17 School: any public or private school used for the purpose of education and instruction of school pupils Kindergarten through Grade 12, but does not include any private school in which education and instruction is primarily conducted in private homes.
- 3.18 School Bus: any vehicle used for the express purpose of transporting students Kindergarten through Grade 12 from home to school and to any school sponsored activities.
- 3.19 School Bus Fleet: any group of one or more school buses.
- 3.20 Toxic Air Contaminants (TAC): any air pollutant identified in regulation by the ARB, which may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential hazard to human health.
- 3.21 Year of Delivery: no more than 12 months from the date that the school bus is delivered to the school bus fleet operator.

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4.0 Exemptions

- 4.1 School buses with a GVWR of less than or equal to 8,500 pounds are exempt from the requirements listed in Section 5.0.
- 4.2 Fleet operators claiming an exemption pursuant to Section 4.1 shall maintain records as specified in Section 6.4.2.

- 4.3 School buses replaced, retrofitted and/or repowered, with the use of eligible incentive funds, are exempt from the requirements listed in Section 5.1 provided that such actions are completed prior to the otherwise applicable deadlines. Such buses may be included as compliant vehicles for Section 5.2. Furthermore, emissions reduced using eligible incentive funds will be considered surplus to this rule.

5.0 Requirements

- 5.1 By January 1, 2016 operators of existing school bus fleets shall meet the following requirements:

- 5.1.1 Each existing diesel fueled school bus fleet operator shall:

5.1.1.1 Replace all of their school buses manufactured before January 1, 1978 with buses that meet the applicable ARB and EPA emission standards for engines certified for the year of delivery of that school bus engine and fuel type, and

5.1.1.2 Replace their school buses manufactured on and after January 1, 1978 with buses that meet the applicable ARB and EPA emission standards for engines manufactured for the year of delivery; or

5.1.1.3 Retrofit their school buses manufactured on and after January 1, 1978 with an Approved Diesel Emission Control Strategy or

5.1.1.4 Repower their school buses with an engine meeting all the ARB and EPA emissions standards that are applicable to engines produced on and after October 1, 2002.

- 5.1.2 All existing gasoline or alternative fueled school buses and any diesel school buses manufactured after October 1, 2002 shall be considered compliant if it meets the following:

5.1.2.1 Operated per manufacturers specification, and

5.1.2.2 If replaced, shall be replaced with a school bus meeting all the applicable ARB and EPA current year emissions standards for the year of delivery of that school bus engine and fuel type.

- 5.2 On and after January 1, 2007, any new school bus fleet and any additions to an existing school bus fleet must meet all the applicable ARB and EPA emissions standards for the year of delivery of that school bus engine and fuel type.

6.0 Administrative Requirements

6.1 Identify Existing Fleet

By January 1, 2007, each operator shall provide the District with a list of existing school buses in their fleet identifying the following information for each school bus:

- 6.1.1 The manufacturer, to include make and model of the chassis, and the year built.
- 6.1.2 The engine manufacturer.
- 6.1.3 The year of manufacture of the engine.
- 6.1.4 The engine fuel type.
- 6.1.5 The Vehicle Identification Number (VIN).
- 6.1.6 The gross vehicle weight rating.
- 6.1.7 The size in passenger capacity.
- 6.1.8 Any currently installed emission controls.
- 6.1.9 An explanation of how each bus will comply with the requirements of Section 5.0.
- 6.1.10 The year of the last California Highway Patrol safety certification.

6.2 Identify New Fleets and Additions to Fleets, Replacements, and Any Retrofits and/or Repowers

At least two months before purchasing, replacing, retrofitting or repowering, each operator shall provide the District with the following information:

- 6.2.1 The anticipated date of purchase for any bus, retrofit or repower.
- 6.2.2 The date of delivery of the new purchase and any addition to the existing fleet.
- 6.2.3 The manufacturer, to include make and model of the chassis, and the year built.
- 6.2.4 The engine manufacturer.

- 6.2.5 The year of manufacture of the engine.
- 6.2.6 The engine fuel type.
- 6.2.7 The gross vehicle weight rating.
- 6.2.8 The size in passenger capacity.
- 6.2.9 Any emission controls.
- 6.3 Within one month after taking delivery of a replacement school bus or retrofitting or repowering a school bus, the operator shall provide the APCO with the VIN for the replacement school bus, and make any corrections to the information provided per Section 6.2.
- 6.4 Recordkeeping
 - 6.4.1 For school buses applicable to Section 5.0, each fleet operator shall maintain records of annual mileage per bus and the amount of fuel purchased annually for the fleet, recorded by fuel type.
 - 6.4.2 Each fleet operator seeking an exemption under Section 4.0 shall maintain travel records of mileage, fuel usage, and trip destinations for each bus exempt per Section 4.1.
 - 6.4.3 Effective and beginning on and after September 21, 2006 records shall be maintained for a minimum of five years and made available for inspection by the APCO upon request.

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