

## Urban Bus New Engine Emission Standards



**October 27, 2005  
Board Hearing  
El Monte, CA**

California Environmental Protection Agency  
AIR RESOURCES BOARD

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## Board Action 10-20-05 Hearing

- Keep bus standard at 0.2 g NO<sub>x</sub> for 2007-2009
- Allow transit agencies to buy diesel engines meeting CA truck engine emission standards, if
  - One NO<sub>x</sub> retrofit for each new purchase
    - 40%+ NO<sub>x</sub> reduction if available; otherwise 25%
    - Limited to available vehicles within transit agency
    - Diesel path agencies >30 only
    - EO hardship appeal process

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## Question Posed by the Board

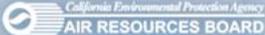
How will retaining the 0.2 gram NO<sub>x</sub> standard affect the availability of Carl Moyer funding?

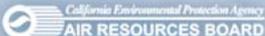
## Moyer Bus Funding

- 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

Funding	Diesel	Natural Gas
Base Cost	340,000	390,000
Tax Credit (Max. \$32,000 )	340,000	358,000
FTA Share	272,000 (80%)	297,140 (83%)
Transit Share	68,000	60,860


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- ## 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
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