

## FACTS ABOUT

# Fleet Regulation for Public Agencies and Utilities

## Regulation achieves significant diesel particulate matter emission reductions

On December 8, 2005, the California Air Resources Board approved a regulation to reduce diesel particulate matter (PM) emissions from fleets operated by public agencies and utilities (PAU), Title 13, California Code of Regulations (CCR), Sections 2020, 2022, and 2022.1

### What fleets are subject to the regulation?

Any municipality or utility that owns, leases, or operates on-road diesel-fueled heavy-duty vehicles with 1960 model year or newer heavy-duty engine certified to greater than 0.01 grams per brake horsepower-hour (g/bhp-hr) particulate emission standard (does not come equipped with OEM filter) and a manufacturer's gross vehicle weight rating greater than 14,000 pounds.

### What vehicles are exempt from the regulation?

Emergency vehicles, school buses, urban buses, transit fleet vehicles, solid waste collection vehicles and 2007 and newer model-year engines that have been certified to the 0.01 g/bhp-hr PM standard or cleaner.

### What is a municipality?

A city, county, city and county, special district, or a public agency of the State of California, and any department, division, public corporation, or public agency of this State, or two or more entities acting jointly.

### What is a utility?

A privately-owned company that provides the same or similar services for water, natural gas and electricity, as a public utility operated by a municipality (telecommunications servicers not included).

### What are the performance requirements?

- Fleets must apply Best Available Control Technology (BACT) to their Vehicles based on engine model year. The BACT schedule is shown in Table 1 below.

### The Best Available Control Technology requirements can be met by any of the following:

- An engine certified to 0.01 g/bhp-hr PM or cleaner; or
- An engine retrofitted with the highest-level PM diesel emission control strategy (DECS). Repower with gasoline engines must be certified to the cleanest specified standard, 2004 model year alternative fuel engines or newer must be certified at or below the 1.8-gram optional oxides of nitrogen emission standard, or heavy-duty pilot ignition
- In addition, PAUs can "retire" a vehicle (operate as a low-usage vehicle, scrap the engine, or sell/operate the vehicle out-of-state) and have it count towards the BACT requirement. To receive credit, a registration block known as a VIN Stop must be applied for vehicles sold out-of-state. For more information on the VIN Stop process, go to: [www.arb.ca.gov/msprog/publicfleets/retirement.htm](http://www.arb.ca.gov/msprog/publicfleets/retirement.htm).

### What recordkeeping is required to document compliance?

Records may be kept in a centralized location or at the terminal where the vehicle resides. Records must be made available upon request while the vehicle operates in California. Other records such as vehicle compliance labeling must be kept in the vehicle. Sample record keeping forms may be found at: <http://www.arb.ca.gov/msprog/publicfleets/compliancetools.htm>.

## How can I qualify for a compliance extension?

A compliance extension is granted based on a variety of conditions including: compliance with an early implementation schedule, no verified DECS is available, participation in an experiment or demonstration, or the vehicle is one year from retirement. Specific record keeping or approvals are required.

**Table 1 – Implementation Schedule for PAU Fleet Vehicles**

| Group          | Engine Model Years                                    | Applies to All Fleets           |  | Option for Fleets Located in a Low Population County <sup>A</sup> or Granted Low-Population County Status |  |
|----------------|---|---------------------------------|--|---|--|
|                |   | Percentage of Group to use BACT | Compliance Deadline, as of December 31 | Percentage of Group to use BACT   | Compliance Deadline, as of December 31 |
| 1 <sup>B</sup> | 1960 –1987  | 20%                             | 2007                                   | 20%   | 2009                                   |
|                |   | 60%                             | 2009                                   | 40%   | 2011                                   |
|                |   | 100%                            | 2011                                   | 60%   | 2013                                   |
|                |   |                                 |  | 80%   | 2015                                   |
|                |   |                                 |  | 100%  | 2017                                   |
| 2              | 1988-2002   | 20%                             | 2007                                   | 20%   | 2008                                   |
|                |   | 60%                             | 2009                                   | 40%   | 2010                                   |
|                |   | 100%                            | 2011                                   | 60%   | 2012                                   |
|                |   |                                 |  | 80%   | 2014                                   |
|                |   |                                 |  | 100%  | 2016                                   |
| 3              | 2003-2006<br>(Includes dual-fuel and bi-fuel engines) | 50%                             | 2009                                   | 20%   | 2011                                   |
|                |   | 100%                            | 2010                                   | 40%   | 2012                                   |
|                |   |                                 |  | 60%   | 2013                                   |
|                |   |                                 |  | 80%   | 2014                                   |
|                |   |                                 |  | 100%  | 2015                                   |
| 4              | 2007 and newer certified above the 0.01g/bhp-hr std.  | 100%                            | 2012                                   | 20%   | 2012                                   |
|                |   |                                 |  | 40%   | 2013                                   |
|                |   |                                 |  | 60%   | 2014                                   |
|                |   |                                 |  | 80%   | 2015                                   |
|                |   |                                 |  | 100%  | 2016                                   |

A A Low Population County (LPC) is one of the following counties: Alpine, Amador, Calaveras, Colusa, Del Norte, Glenn, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, San Benito, Sierra, Siskiyou, Sutter, Tehama, Trinity, Tuolumne, and Yuba Counties. Other cities and counties may qualify for LPC status, for more information go to: <http://www.arb.ca.gov/msprog/publicfleets/lpcapplication1.doc>.

B An owner may not use Level 1 technology as classified pursuant to title 13, CCR, section 2700, as best available control technology on a Group 1 engine or vehicle.

## Continuous Compliance:

A public agency or utility is required to keep each vehicle in compliance with this regulation, once it is in compliance, so long as the municipality or utility operates the vehicle in California. Any violations may carry penalties as specified in State law and regulation.

Please visit our website at: at [www.arb.ca.gov/dieseltruck](http://www.arb.ca.gov/dieseltruck), or call the ARB's diesel hotline at: (866) 6DIESEL (634-3735).

**The ARB Truck stop website:** <http://www.arb.ca.gov/msprog/truckstop/truckstop.htm>  
**Public Fleets Website:** <http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm>  
**DECS Verification Website:** <http://www.arb.ca.gov/diesel/verdev/verdev.htm>  
**DECS installers list:** <http://www.arb.ca.gov/msprog/publicfleets/onroaddeviceinstallerslist.pdf>