

School Bus Regulation and District Grants

Board of Directors

Santa Barbara County

Air Pollution Control District

Jim Fredrickson

October 17, 2013



www.OurAir.org

School Bus Regulation

- CARB identified Particulate Matter from diesel exhaust as a Toxic Air Contaminant (1998)
- CARB Diesel Risk Reduction Plan (2000)
- CARB Truck & Bus Regulation (2008)
 - Uncontrolled school buses - Diesel Particulate Filter (DPF) retrofit required by 2014
 - School buses unable to be retrofitted - required to be removed from school district fleet by 2018

County Status-Retrofits & Replacements

- Retrofitted 61 and replaced 25 older buses since 2001
- 13 retrofits in grant/installation process
- Retrofit grants funds available: \$260,000
- 18 buses incapable of being retrofitted
- District funds for potential bus replacements are very limited

District Grants for Retrofits

- Definition of a DPF retrofit
- CARB allows up to \$20,000/retrofit grant
- Retrofit grant contracts issued after verifying complete application, including a vendor quote
- Document of school district payment to vendor
- CHP and APCD inspections after install



DPF Technical Points

	Passive System	Active System
Design	Simple	Complex
Application	Long-haul Truck	School bus; Trash hauler
Operation	Continuous cleaning	Vehicle turned off
Exhaust Temperature	>500° F	>1,000° F
System Cost	\$7,000-\$10,000	\$14,000-\$20,000

District Retrofit Grant Cost Summary

- APCD internal review determined that grant funds are being appropriately spent
- \$18,600 average school bus vendor quotes for active systems (parts, tax, shipping, labor)
- For school buses, a "not to exceed" grant cap of \$20,000 is reasonable – calculated by CARB

Thank You

