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**Another step toward a cleaner transit fleet**

**DART Receives State Grant to Rework 360 Bus Engines**

Dallas Area Rapid Transit has been awarded a grant of \$7.5 million from the State of Texas to upgrade bus engines with new pollution-fighting equipment that significantly reduces bus exhaust emissions.

Governor Rick Perry presented the grant to DART Board Chairman Robert Pope at a news conference held at DART's CBD East Transfer Center. "Failing to meet clean air standards is not an option," Perry said. "If the state does not act, Texas will jeopardize its economic future as well as the health of its children." The grant was funded under Texas Senate Bill 5, which is intended to reduce emissions from vehicles in areas that are not meeting air quality standards. The 360 buses being retrofitted were put in service between 1998 and 2000. The program will take about 18 months to complete and is scheduled to begin in April 2003.

"This grant will go a long way toward helping us improve air quality in the region. It will stimulate the introduction of ultra-low-sulfur diesel fuel, which is going to be a major part of the drive to improve air quality," Pope said.



(l to r) DART Board Chairman Robert Pope receives a check from Texas Governor Rick Perry (R) to fund clean air modifications to 360 DART buses. The grant will pay for the retrofit of the bus engines, 1998-2000 model Cummins, as well as stimulate the development of low-sulfur-diesel fuel in Texas. The work is scheduled to begin in April.



Texas Governor Rick Perry (R) holds a model of a component that will be used in the clean fuel retrofit of 360 DART bus engines as DART President Gary Thomas points out the exhaust system. Perry presented a \$7.5 million check to DART to fund the retrofit of

the engines and to stimulate the development of low-sulfur-diesel fuel in Texas during a news conference at DART's CBD East Bus Transfer Center in downtown Dallas on Wednesday, July 10.

There are three parts to the project. The first part calls for the installation of a low-pressure exhaust gas recirculation system, which, as in automobiles, reintroduces some engine exhaust back into the engine to be re-burned. The second part replaces the current catalyzed muffler with an upgraded system, which requires ultra-low-sulfur diesel fuel to substantially reduce particulate emissions.

The third part of the project is to stimulate the development, use and availability of ultra-low-sulfur diesel prior to a mid-2006

Federal mandate to make ultra-low-sulfur diesel fuel the only on-road diesel fuel available.

Currently, 80% of DART's fleet meets Texas Clean Fuel Fleet requirements, including 95 zero-emission electric light rail vehicles, 20 ultra-low emission trolley buses fueled by compressed natural gas, 184 ultra-low emission buses fueled by liquefied natural gas, 200 ultra-low emission non-revenue vehicles fueled by compressed natural gas, 170 low-emission Paratransit vehicles fueled by diesel or gasoline, 91 low-emission buses fueled by diesel and 75 low-emission non-revenue vehicles fueled by diesel or gasoline. DART transit vehicles log 38 million miles a year serving 190,000 passengers daily.

The retrofitted buses, running on the ultra-low-sulfur fuel, will have emissions equal to or less than natural gas. This is an important transition phase for DART's total clean fuels program. A major goal of the program is to begin operating zero emissions buses by the end of the decade.