



# NEWS

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## FOR IMMEDIATE RELEASE

### **MTA RECEIVES \$5.2 MILLION IN CLEAN-AIR GRANTS** **MTA REWARDED FOR BUYING CLEAN-AIR COMPRESSED NATURAL GAS BUSES**

For the fourth straight year, clean-air agencies have rewarded the MTA for buying alternative-fuel buses for the Metro Bus Fleet, recently approving \$5.2 million in grant funding.

The Air Quality Management District (AQMD) approved a grant of \$2.88 million and the Mobile Source Air Pollution Reduction Committee (MSRC) a grant of \$2.34 million to reimburse the MTA for its purchase of state-of-the-art compressed natural gas (CNG) buses.

The \$5.2 million reimbursement will cover portions of the MTA's purchase of 223 New Flyer buses and 585 North American Bus Industries (NABI) buses. The approximate cost of a CNG bus is \$315,000. The grants average up to \$12,000 per bus.

"We've been aggressive with our clean fuel program at a time when air quality regulators have decided they want to promote this technology and we're happy to accept their money," said Douglas Kim, MTA Transportation Planning Manager in charge of the clean-air grants program.

MTA currently operates the nations largest fleet of CNG buses with over 1,500 on the road today. By 2004, MTA will have purchase nearly 2,100 new CNG buses.

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With the addition of the \$5.2 million grants, clean-air revenues to the MTA since 1998 have reached \$23.7 million. While most of the money was for bus purchases, more than \$4.4 million was earned through the sale of clean-air credits to companies that generate pollution.

Because CNG buses emit only half the smog-producing nitrogen oxides (Nox) permitted by law, the MTA's fleet of CNG buses creates "emission reduction credits" that can be sold to others. The agency had been a leader in pursuing clean-air grants and sells the equivalent of about 150 tons per year in emission reduction credits to manufacturing plants and other stationary pollution sources.

"We've been able to generate this revenue and show that you can make money by being the good guys," said Kim. "That's a fringe benefit of being progressive and pushing clean-air technology."

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