

School Buses - Type C
Non-Government Replacement Projects

Model Year and Emission Standard of Old Vehicle ³								
Old Ignition Type ¹	New Ignition Type ¹	New Emission Rate ² (g/bhp-hr)	<2002-2003	2004-2007	2007-2009 2.0 (g/bhp-hr)	2007-2009 1.5 (g/bhp-hr)	2007-2009 1.0 (g/bhp-hr)	2007-2009 0.5 (g/bhp-hr)
CI	CI	0.2	\$23,063	\$13,167	\$10,894	\$7,838	\$4,801	\$1,744
	CI	0.02	\$23,063	\$13,647	\$11,466	\$8,576	\$5,668	\$2,778
	SI	0.2	\$33,250	\$18,984	\$15,707	\$11,300	\$6,921	\$2,514
	SI	0.02	\$33,250	\$19,676	\$16,531	\$12,365	\$8,171	\$4,005

Non-Government Repower Projects

Model Year and Emission Standard of Old Vehicle ³								
Old Ignition Type ¹	New Ignition Type ¹	New Emission Rate ² (g/bhp-hr)	<2002-2003	2004-2007	2007-2009 2.0 (g/bhp-hr)	2007-2009 1.5 (g/bhp-hr)	2007-2009 1.0 (g/bhp-hr)	2007-2009 0.5 (g/bhp-hr)
CI	CI	0.2	\$36,900	\$21,068	\$17,431	\$12,540	\$7,681	\$2,790
	CI	0.02	\$36,900	\$21,836	\$18,346	\$13,722	\$9,068	\$4,445
	SI	0.2	\$53,200	\$30,374	\$25,131	\$18,080	\$11,074	\$4,023
	SI	0.02	\$53,200	\$31,481	\$26,449	\$19,783	\$13,074	\$6,408

Non-Government Electric Replacement or Repower Projects with Optional Electric Infrastructure

Model Year and Emission Standard of Old Vehicle ³								
Old Ignition Type ¹	New Ignition Type ¹	New Emission Rate ² (g/bhp-hr)	<2002-2003	2004-2007	2007-2009 2.0 (g/bhp-hr)	2007-2009 1.5 (g/bhp-hr)	2007-2009 1.0 (g/bhp-hr)	2007-2009 0.5 (g/bhp-hr)
CI	Zero	0	\$175,000	\$103,902	\$87,570	\$65,607	\$43,785	\$21,822
Infrastructure	N/A	N/A	\$87,500	\$51,951	\$43,785	\$32,804	\$21,893	\$10,911

¹Ignition Types are as follows: CI = Compression-Ignition (e.g., Diesel), SI = Spark-Ignition (e.g., LPG, CNG), Zero = Zero emission vehicle (e.g., electric).

²The 0.2 g/bhp-hr NO_x emission rate is the current EPA federal standard for new on-road heavy-duty vehicles. The 0.02 g/bhp-hr NO_x emission rate is an optional California low-NO_x standard.

³The 2010 EPA NO_x emission rate standard for heavy-duty, compression ignition, on-road vehicles was phased-in from 2007 thru 2010. Engines produced during these years may have a range of NO_x emission rates. If the EPA certified emission rate for an engine manufactured between 2007 and 2009 falls between one of the NO_x emission rate values listed on the table, round up to the nearest listed value for the purposes of determining an eligible grant amount.

Note: In the instance a project is proposing to replace a School Bus - Type B with a compression-ignition School Bus - Type C, please utilize the School Bus - Type C table to determine the appropriate grant amount. This can be done by assuming the replacement will be a compression-ignition School Bus - Type C for a compression-ignition School Bus - Type C only for the purposes of determining an eligible grant amount. In the instance a project is proposing to replace a School Bus - Type C with a School Bus - Type D, please utilize the School Bus - Type C table to determine the appropriate grant amount. This can be done by assuming the replacement will be a School Bus - Type C for a School Bus - Type C only for the purposes of determining an eligible grant amount.