

## School Buses - Type B

### ***Non-Government Replacement Projects***

| Model Year and Emission Standard of Old Vehicle <sup>3</sup> |                                |  |            |           |                                |                                |                                |                                |
|--|--------------------------------|--|------------|-----------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| Old Ignition Type <sup>1</sup>                               | New Ignition Type <sup>1</sup> | New Emission Rate <sup>2</sup><br>(g/bhp-hr) | <2002-2003 | 2004-2007 | 2007-2009<br>2.0<br>(g/bhp-hr) | 2007-2009<br>1.5<br>(g/bhp-hr) | 2007-2009<br>1.0<br>(g/bhp-hr) | 2007-2009<br>0.5<br>(g/bhp-hr) |
| CI   | SI                             | 0.2  | \$27,250   | \$15,558  | \$12,873                       | \$9,261                        | \$5,672                        | \$2,061                        |
|  | SI                             | 0.02   | \$27,250   | \$16,125  | \$13,548                       | \$10,133                       | \$6,697                        | \$3,282                        |

### ***Non-Government Repower Projects***

| Model Year and Emission Standard of Old Vehicle <sup>3</sup> |                                |  |            |           |                                |                                |                                |                                |
|--|--------------------------------|--|------------|-----------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| Old Ignition Type <sup>1</sup>                               | New Ignition Type <sup>1</sup> | New Emission Rate <sup>2</sup><br>(g/bhp-hr) | <2002-2003 | 2004-2007 | 2007-2009<br>2.0<br>(g/bhp-hr) | 2007-2009<br>1.5<br>(g/bhp-hr) | 2007-2009<br>1.0<br>(g/bhp-hr) | 2007-2009<br>0.5<br>(g/bhp-hr) |
| CI   | SI                             | 0.2  | \$43,600   | \$24,893  | \$20,596                       | \$14,817                       | \$9,076                        | \$3,297                        |
|  | SI                             | 0.02   | \$43,600   | \$25,800  | \$21,677                       | \$16,213                       | \$10,715                       | \$5,252                        |

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

<sup>2</sup>The 0.2 g/bhp-hr NO<sub>x</sub> emission rate is the current EPA federal standard for new on-road heavy-duty vehicles. The 0.02 g/bhp-hr NO<sub>x</sub> emission rate is an optional California low-NO<sub>x</sub> standard.

<sup>3</sup>The 2010 EPA NO<sub>x</sub> 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<sub>x</sub> emission rates. If the EPA certified emission rate for an engine manufactured between 2007 and 2009 falls between one of the NO<sub>x</sub> 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.