

School Buses - Type A

Government 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 NO _x 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	SI	0.2	\$88,000	\$50,243	\$41,570	\$29,907	\$18,318	\$6,654
	SI	0.02	\$88,000	\$52,074	\$43,751	\$32,724	\$21,627	\$10,600
	Zero	0	\$200,000	\$118,745	\$100,080	\$74,980	\$50,040	\$24,940
Infrastructure	N/A	N/A	\$100,000	\$59,373	\$50,040	\$37,490	\$25,020	\$12,470

School Buses - Type B

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	SI	0.2	\$87,200	\$49,786	\$41,192	\$29,635	\$18,151	\$6,594
	SI	0.02	\$87,200	\$51,601	\$43,353	\$32,427	\$21,430	\$10,503

School Buses - Type C

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	\$73,800	\$42,136	\$34,862	\$25,081	\$15,362	\$5,580
	CI	0.02	\$73,800	\$43,671	\$36,691	\$27,444	\$18,137	\$8,889
	SI	0.2	\$106,400	\$60,748	\$50,262	\$36,160	\$22,148	\$8,046
	SI	0.02	\$106,400	\$62,963	\$52,899	\$39,567	\$26,148	\$12,816
	Zero	0	\$280,000	\$166,243	\$140,113	\$104,972	\$70,056	\$34,916
Infrastructure	N/A	N/A	\$140,000	\$83,122	\$70,057	\$52,486	\$35,028	\$17,458

School Buses - Type D

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	\$94,799	\$54,125	\$44,782	\$32,217	\$19,733	\$7,168
	CI	0.02	\$94,799	\$56,098	\$47,131	\$35,253	\$23,297	\$11,419
	SI	0.2	\$129,000	\$73,652	\$60,938	\$43,840	\$26,852	\$9,754
	SI	0.02	\$129,000	\$76,336	\$64,135	\$47,971	\$31,703	\$15,538
	Zero	0	\$320,000	\$189,992	\$160,129	\$119,968	\$80,064	\$39,903
Infrastructure	N/A	N/A	\$160,000	\$94,996	\$80,065	\$59,984	\$40,032	\$19,952

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 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.