

## Transit/Urban Buses

### ***Government Replacement or Repower Projects with Optional Electric Infrastructure***

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> (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	\$376,360	\$214,879	\$177,609	\$127,938	\$78,267	\$28,596
	CI	0.02	\$376,360	\$222,629	\$187,148	\$139,861	\$92,574	\$45,287
	SI	0.2	\$425,600	\$242,992	\$200,846	\$144,676	\$88,507	\$32,338
	SI	0.02	\$425,600	\$251,756	\$211,633	\$158,159	\$104,686	\$51,212
	Zero	0	\$504,781	\$299,684	\$252,348	\$189,261	\$126,174	\$63,087
Infrastructure	N/A	N/A	\$252,391	\$149,842	\$126,174	\$94,631	\$63,087	\$31,544

<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.