

Transit/Urban Buses

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 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	\$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	\$222,918	\$127,273	\$105,198	\$75,778	\$46,358	\$16,938
	SI	0.02	\$222,918	\$131,863	\$110,848	\$82,840	\$54,832	\$26,824
	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

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.