

Shuttle Buses – Small (20-23 feet in length)

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	\$59,200	\$33,800	\$27,937	\$20,124	\$12,311	\$4,498
	CI	0.02	\$59,200	\$35,019	\$29,438	\$22,000	\$14,562	\$7,123
	SI	0.2	\$69,067	\$39,433	\$32,593	\$23,478	\$14,363	\$5,248
	SI	0.02	\$69,067	\$40,855	\$34,344	\$25,666	\$16,988	\$8,311
	Zero	0	\$117,600	\$69,818	\$58,790	\$44,092	\$29,395	\$14,697
Infrastructure	N/A	N/A	\$58,800	\$34,909	\$29,395	\$22,046	\$14,698	\$7,349

Shuttle Buses – Medium (24-28 feet in length)

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	SI	0.2	\$77,600	\$44,305	\$36,620	\$26,379	\$16,138	\$5,896
	SI	0.02	\$77,600	\$45,903	\$38,587	\$28,837	\$19,087	\$9,338
	Zero	0	\$128,800	\$76,467	\$64,389	\$48,292	\$32,195	\$16,097
Infrastructure	N/A	N/A	\$64,400	\$38,234	\$32,195	\$24,146	\$16,098	\$8,049

Shuttle Buses – Large (29-40 feet in length)

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	\$112,000	\$63,945	\$52,854	\$38,073	\$23,291	\$8,510
	CI	0.02	\$112,000	\$66,252	\$55,693	\$41,621	\$27,549	\$13,477
	SI	0.2	\$106,667	\$60,900	\$50,337	\$36,260	\$22,182	\$8,105
	SI	0.02	\$106,667	\$63,097	\$53,041	\$39,639	\$26,237	\$12,835
	Zero	0	\$164,000	\$97,365	\$81,986	\$61,490	\$40,993	\$20,497
Infrastructure	N/A	N/A	\$82,000	\$48,683	\$40,993	\$30,745	\$20,497	\$10,249

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.