

# FY24 SPRY Maximum Eligible Grant Amount Tables

## Replacement or Repower of Non-Road Yard Trucks

### Texas Commission on Environmental Quality (TCEQ) Texas Emissions Reduction Plan (TERP)

These grant tables apply to the replacement of a purpose-built non-road yard truck with a purpose-built non-road or on-road yard truck.

The grant recipient may be eligible for reimbursement of up to 80% of the eligible costs associated with the replacement or repower of the equipment, not to exceed the maximum grant amount listed in the Maximum Eligible Grant Amount Tables found on the [SPRY webpage](#). TCEQ may fund projects at less than the maximum grant amounts.

To be eligible, a drayage truck or cargo handling equipment must emit NO<sub>x</sub> at a rate that is at least 25% less than the emissions rate of the engine on the equipment being replaced or repowered.

NOTE: In the tables below, "CI" and "SI" refer to the old engine's ignition type. CI engines are compression ignition engines that use diesel fuels. SI engines are spark ignition engines that use liquefied natural gas (LNG), liquefied petroleum gas (LPG), compressed natural gas (CNG), or gasoline fuels.

### 80% In-Area Commitment

At least 80% of the grant-funded equipment's operation must occur in one or more of the eligible areas. See Appendix B of the RFGA for these areas. For more details about operational commitments, see Section 2.4 of the RFGA.

### 175 to 299 Horsepower (Old Equipment)

Model Year of Old Equipment's Engine	Fuel Type of New Equipment	Grant Amount
2002 or older (CI) 2003 or older (SI)	Diesel	\$121,600
2002 or older (CI) 2003 or older (SI)	LNG, LPG, CNG, Gasoline	\$164,160
2002 or older (CI) 2003 or older (SI)	Electric	\$268,340
2003 to 2005 (CI)	Diesel	\$82,035
2003 to 2005 (CI)	LNG, LPG, CNG, Gasoline	\$110,747
2003 to 2005 (CI)	Electric	\$181,030
2004 to 2006 (SI)	Diesel	\$24,238
2004 to 2006 (SI)	LNG, LPG, CNG, Gasoline	\$32,722
2004 to 2006 (SI)	Electric	\$53,488
2006 to 2013 <sup>1</sup> (CI)	Diesel	\$50,227
2006 to 2013 <sup>1</sup> (CI)	LNG, LPG, CNG, Gasoline	\$67,807
2006 to 2013 (CI)	Electric	\$110,838

<sup>1</sup>Certain CI engines do not qualify for a grant because their NO<sub>x</sub> emission standard equals the current CI emission standard (i.e., 0.3 g/bhp-hr), resulting in no reduction in NO<sub>x</sub> emissions. Contact TERP if you are unsure if your vehicle or equipment is eligible to receive a grant.

## 50% In-Area Commitment

At least 50% of the grant-funded equipment's operation must occur in one or more of the eligible areas. See Appendix B of the RFGA for these areas. For more details about operational commitments, see Section 2.4 of the RFGA.

### **175 to 299 Horsepower (Old Equipment)**

<b>Model Year of Old Equipment's Engine</b>	<b>Fuel Type of New Equipment</b>	<b>Grant Amount</b>
2002 or older (CI) 2003 or older (SI)	Diesel	\$76,001
2002 or older (CI) 2003 or older (SI)	LNG, LPG, CNG, Gasoline	\$102,601
2002 or older (CI) 2003 or older (SI)	Electric	\$167,714
2003 to 2005 (CI)	Diesel	\$51,273
2003 to 2005 (CI)	LNG, LPG, CNG, Gasoline	\$69,219
2003 to 2005 (CI)	Electric	\$113,147
2004 to 2006 (SI)	Diesel	\$15,149
2004 to 2006 (SI)	LNG, LPG, CNG, Gasoline	\$20,451
2004 to 2006 (SI)	Electric	\$33,430
2006 to 2013 <sup>1</sup> (CI)	Diesel	\$31,392
2006 to 2013 <sup>1</sup> (CI)	LNG, LPG, CNG, Gasoline	\$42,379
2006 to 2013 (CI)	Electric	\$69,274

<sup>1</sup>Certain CI engines do not qualify for a grant because their NO<sub>x</sub> emission standard equals the current CI emission standard (i.e., 0.3 g/bhp-hr), resulting in no reduction in NO<sub>x</sub> emissions. Contact TERP if you are unsure if your equipment is eligible to receive a grant.