

FY24 SPRY Maximum Eligible Grant Amount Tables

Replacement or Repower of On-Road Yard Trucks

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

These grant tables apply to the following replacement scenarios:

- The replacement of a purpose-built on-road drayage truck (e.g., a haul truck) used solely for moving cargo in an eligible facility with a purpose-built on-road or non-road yard truck.
- The replacement of a purpose-built on-road yard truck with a purpose-built on-road or non-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_x 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" refers to the old engine's ignition type. CI engines are compression ignition engines that use diesel 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.

Model Year of Old Engine	Fuel Type of New Vehicle	Grant Amount
2003 ¹ or older (CI)	Diesel	\$121,600
2003 ¹ or older (CI)	LNG, LPG, CNG, Gasoline	\$164,160
2003 ¹ or older (CI)	Electric	\$268,340
2004 to 2006 (CI)	Diesel	\$72,200
2004 to 2006 (CI)	LNG, LPG, CNG, Gasoline	\$97,781
2004 to 2006 (CI)	Electric	\$159,327
2007 to 2009 ² (CI)	Diesel	\$30,400
2007 to 2009 ² (CI)	LNG, LPG, CNG, Gasoline	\$41,040
2007 to 2009 (CI)	Electric	\$67,085

¹Some 2003 engine manufacturers produced CI engines that met the more stringent 2.375 g/bhp-hr standard for NO_x. Vehicles with CI engines that meet the 2.375 g/bhp-hr NO_x standard should use the 2004-2006 (CI) grant amounts instead. Contact TERP if you are unsure of your grant amount for your 2003 vehicle.

²Certain CI engines do not qualify for a grant because their NO_x emission standard equals the current CI emission standard (i.e., 0.2 g/bhp-hr), resulting in no reduction in NO_x emissions. Contact TERP if you are unsure if your 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.

Model Year of Old Engine	Fuel Type of New Vehicle	Grant Amount
2003 ¹ or older (CI)	Diesel	\$76,000
2003 ¹ or older (CI)	LNG, LPG, CNG, Gasoline	\$102,600
2003 ¹ or older (CI)	Electric	\$167,711
2004 to 2006 (CI)	Diesel	\$45,125
2004 to 2006 (CI)	LNG, LPG, CNG, Gasoline	\$60,919
2004 to 2006 (CI)	Electric	\$99,579
2007 to 2009 ² (CI)	Diesel	\$19,000
2007 to 2009 ² (CI)	LNG, LPG, CNG, Gasoline	\$25,650
2007 to 2009 (CI)	Electric	\$41,928

¹Some 2003 engine manufacturers produced CI engines that met the more stringent 2.375 g/bhp-hr standard for NO_x. Vehicles with CI engines that meet the 2.375 g/bhp-hr NO_x standard should use the 2004-2006 (CI) grant amounts instead. Contact TERP if you are unsure of your grant amount for your 2003 vehicle.

²Certain CI engines do not qualify for a grant because their NO_x emission standard equals the current CI emission standard (i.e., 0.2 g/bhp-hr), resulting in no reduction in NO_x emissions. Contact TERP if you are unsure if your equipment is eligible to receive a grant.