

# FY24 SPRY Maximum Eligible Grant Amount Tables

## Replacement or Repower of Class 8 Vehicles

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

Class 8a vehicles have a gross vehicle weight rating from 33,001 to 60,000 pounds.

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" refers 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 on-road 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 <sup>1</sup> or older (CI) 2004 or older (SI)	Diesel	\$105,408
2003 <sup>1</sup> or older (CI) 2004 or older (SI)	LNG, LPG, CNG, Gasoline	\$147,130
2003 <sup>1</sup> or older (CI) 2004 or older (SI)	Electric	\$308,000
2004 to 2006 (CI)	Diesel	\$62,585
2004 to 2006 (CI)	LNG, LPG, CNG, Gasoline	\$87,359
2004 to 2006 (CI)	Electric	\$182,878
2005 to 2008 (SI)	Diesel	\$32,941
2005 to 2008 (SI)	LNG, LPG, CNG, Gasoline	\$45,980
2005 to 2008 (SI)	Electric	\$96,254
2007 to 2009 <sup>2</sup> (CI)	Diesel	\$26,351
2007 to 2009 <sup>2</sup> (CI)	LNG, LPG, CNG, Gasoline	\$36,780
2007 to 2009 (CI)	Electric	\$76,996

<sup>1</sup>Some 2003 engine manufacturers produced CI engines that met the more stringent 2.375 g/bhp-hr standard for NO<sub>x</sub>. Vehicles with CI engines that meet the 2.375 g/bhp-hr NO<sub>x</sub> standard should use the 2004-2006 (CI) grant amounts instead. Contact TERP if you are unsure of your grant amount for your 2003 vehicle.

<sup>2</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., 0.2 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.

## 50% in-area commitment

At least 50% of the grant-funded on-road 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 <sup>1</sup> or older (CI) 2004 or older (SI)	Diesel	\$65,882
2003 <sup>1</sup> or older (CI) 2004 or older (SI)	LNG, LPG, CNG, Gasoline	\$91,950
2003 <sup>1</sup> or older (CI) 2004 or older (SI)	Electric	\$192,506
2004 to 2006 (CI)	Diesel	\$39,118
2004 to 2006 (CI)	LNG, LPG, CNG, Gasoline	\$54,602
2004 to 2006 (CI)	Electric	\$114,303
2005 to 2008 (SI)	Diesel	\$20,585
2005 to 2008 (SI)	LNG, LPG, CNG, Gasoline	\$28,733
2005 to 2008 (SI)	Electric	\$60,149
2007 to 2009 <sup>2</sup> (CI)	Diesel	\$16,471
2007 to 2009 <sup>2</sup> (CI)	LNG, LPG, CNG, Gasoline	\$22,990
2007 to 2009 (CI)	Electric	\$48,127

<sup>1</sup>Some 2003 engine manufacturers produced CI engines that met the more stringent 2.375 g/bhp-hr standard for NO<sub>x</sub>. Vehicles with CI engines that meet the 2.375 g/bhp-hr NO<sub>x</sub> standard should use the 2004-2006 (CI) grant amounts instead. Contact TERP if you are unsure of your grant amount for your 2003 vehicle.

<sup>2</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., 0.2 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.