



**Texas Commission on Environmental Quality (TCEQ)
Texas Emissions Reduction Plan (TERP)
Drayage Truck Incentive Program (DTIP)
Summary**

1. Funding

- The funding for this fiscal biennium is approximately \$3 million.

2. Purpose

- To provide incentives for the replacement of vehicles operating at the following seaports and Class I rail yards in nonattainment areas of Texas:

Seaport Terminals	Rail Yards
Barbours Cut Container Terminal (Houston)	BNSF Alliance Intermodal Facility (DFW)
Bayport Container Terminal(Houston)	KCS Wylie Intermodal Facility (DFW)
Bulk Materials Handling Plan (Houston)	UP Mesquite (DFW)
Houston Bulk Terminal (Houston)	BNSF Houston Port Facility (HGB)
Care Terminal (Houston)	BNSF Houston Intermodal Facility (Pearland) (HGB)
Jacintoport Terminal (Houston)	KCS Rosenberg (HGB)
Public Elevator No. 2 (Houston)	UP Barbours Cut (HGB)
Turning Basin Terminal (Houston)	UP Englewood (HGB)
Woodhouse Terminal (Houston)	UP Houston (Settegast) (HGB)
East End Ro-Ro Cargo Terminal (Galveston)	BNSF El Paso Intermodal Terminal (El Paso)
Refrigerated Warehouse Terminal (Galveston)	
Export Grain Elevator (Galveston)	
Project and General Cargo Terminal (Galveston)	
Bulk Cargo Terminal (Galveston)	
West End RO/RO and General Cargo	
Port Freeport Terminal Facilities (Freeport)	

- To reduce emissions of nitrogen oxides (NO_x) and other pollutants, including particulate matter (PM).

3. Eligible Applicants must have, for the preceding two years:

- owned or leased a drayage truck; and
- operated the truck in one or more of the designated seaports or Class I rail yards for a minimum of 200 visits per year.

4. Eligible Drayage Trucks for Replacement must:

- have five years of remaining useful life;
- have an engine model year 2006 or earlier; and
- be a heavy-duty drayage truck with a gross vehicle weight rating (GVWR) greater than 26,000 pounds, **or** a yard truck with an engine rated at greater than 125 horsepower (HP).

5. Trucks Eligible for Purchase must:

- have an engine manufacture year 2010 or later; and
- be a heavy-duty drayage truck with a GVWR greater than 26,000 pounds and a day cab only, **or** a yard truck with an engine rated at greater than 125 HP.

6. Eligible Grant Amounts are:

- pre-defined based on the engine age and type of truck being replaced;
- subject to a maximum of 80% of the cost of the new truck; and
- paid on a reimbursement basis.

7. Vehicle Destruction

- The truck being replaced must be destroyed by drilling a hole in the engine block and cutting frame rails in half, or sending the engine to an authorized remanufacturing facility, if approved by the TCEQ.
- Unless otherwise approved by the TCEQ, the truck being replaced must be permanently destroyed within 90 days of receiving reimbursement from the state.

8. Grant recipients must commit to:

- an activity life of five years from the date of disposition, as determined by the TCEQ;
- operate the grant-funded truck in the eligible areas for at least 50% of its annual usage for the duration of the activity life;
- operate the grant funded truck in one or more of the designated seaports or Class I rail yards and achieve a minimum of 200 visits annually for the activity life; and
- report on annual usage within eligible areas, and the number of visits to designated seaports or rail yards, at least annually over the activity life.

9. Prioritization for Funding

- During the first 90 days of the grant solicitation period, funding preference will be given to yard trucks replacing drayage trucks.
- Grants will be awarded on a first come, first served basis.

For more information, visit www.terpgrants.org or call the toll-free TERP hotline at 1-800-919-TERP (8377).