

FY24 Rebate Maximum Eligible Grant Amount Tables

Replacement or Repower of Class 2B Vehicles

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

Class 2B vehicles have a gross vehicle weight rating from 8,501 to 10,000 pounds.

- a) For replacement or repower projects, applicants will receive the lesser of:
- 1) the grant amount shown in the Rebate Grant Tables below; or
 - 2) 80% of the incremental cost as defined in Section 3.3 of the Request for Grant Applications (RFGA).
- b) To be eligible, the replacement equipment or engine must be certified or verified to emit at least 25% less nitrogen oxides (NO_x) than the old equipment or engine. The TCEQ requires "Certification" or verification by either the United States (US) Environmental Protection Agency (EPA), California Air Resources Board (CARB), or another entity that has been deemed acceptable by the TCEQ.

80% In-Area Commitment

At least 80% of the grant-funded equipment's operation must occur in one or more of the nonattainment areas and affected counties (See Appendix A of the RFGA). Please refer to Sections 2.11 and 4.8 of the RFGA for more information regarding the operation of the grant-funded equipment.

| Model Year of Old Engine | Fuel Type of New Vehicle | Grant Amount |
|----------------------------|--------------------------|--------------|
| 2003 ¹ or older | Diesel | \$25,230 |
| 2003 ¹ or older | Natural Gas ³ | \$33,600 |
| 2003 ¹ or older | Electric | \$40,000 |
| 2004 to 2006 | Diesel | \$14,986 |
| 2004 to 2006 | Natural Gas ³ | \$19,957 |
| 2004 to 2006 | Electric | \$23,759 |
| 2007 to 2009 ² | Diesel | \$6,310 |
| 2007 to 2009 ² | Natural Gas ³ | \$8,403 |
| 2007 to 2009 | Electric | \$10,004 |

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

²Certain engines do not qualify for a grant because their NO_x emission standard equals the current 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.

³Includes compressed natural gas (CNG), liquefied natural gas (LNG), and liquefied petroleum gas (LPG).

55% In-Area Commitment

At least 55% of the grant-funded equipment's operation must occur in one or more of the nonattainment areas and affected counties (See Appendix A of the RFGA). Please refer to Sections 2.11 and 4.8 of the RFGA for more information regarding the operation of the grant-funded equipment.

| Model Year of Old Engine | Fuel Type of New Vehicle | Grant Amount |
|----------------------------|--------------------------|--------------|
| 2003 ¹ or older | Diesel | \$17,342 |
| 2003 ¹ or older | Natural Gas ³ | \$23,096 |
| 2003 ¹ or older | Electric | \$27,495 |
| 2004 to 2006 | Diesel | \$10,300 |
| 2004 to 2006 | Natural Gas ³ | \$13,717 |
| 2004 to 2006 | Electric | \$16,330 |
| 2007 to 2009 ² | Diesel | \$4,333 |
| 2007 to 2009 ² | Natural Gas ³ | \$5,771 |
| 2007 to 2009 | Electric | \$6,870 |

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

²Certain engines do not qualify for a grant because their NO_x emission standard equals the current 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.

³Includes CNG, LNG, and LPG.