

# FY24 Rebate Maximum Eligible Grant Amount Tables

## Replacement or Repower of Class 5 Vehicles

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

Class 5 vehicles have a gross vehicle weight rating from 16,001 to 19,500 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<sub>x</sub>) 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 <sup>1</sup> or older	Diesel	\$62,000
2003 <sup>1</sup> or older	Natural Gas <sup>3</sup>	\$74,800
2003 <sup>1</sup> or older	Electric	\$132,680
2004 to 2006	Diesel	\$36,818
2004 to 2006	Natural Gas <sup>3</sup>	\$44,419
2004 to 2006	Electric	\$78,790
2007 to 2009 <sup>2</sup>	Diesel	\$15,506
2007 to 2009 <sup>2</sup>	Natural Gas <sup>3</sup>	\$18,707
2007 to 2009	Electric	\$33,183

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

<sup>2</sup>Certain engines do not qualify for a grant because their NO<sub>x</sub> emission standard equals the current 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.

<sup>3</sup>Includes 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 <sup>1</sup> or older	Diesel	\$42,624
2003 <sup>1</sup> or older	Natural Gas <sup>3</sup>	\$51,423
2003 <sup>1</sup> or older	Electric	\$91,214
2004 to 2006	Diesel	\$25,313
2004 to 2006	Natural Gas <sup>3</sup>	\$30,539
2004 to 2006	Electric	\$54,170
2007 to 2009 <sup>2</sup>	Diesel	\$10,662
2007 to 2009 <sup>2</sup>	Natural Gas <sup>3</sup>	\$12,863
2007 to 2009	Electric	\$22,816

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

<sup>2</sup>Certain engines do not qualify for a grant because their NO<sub>x</sub> emission standard equals the current 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.

<sup>3</sup>Includes CNG, LNG, and LPG.