

# FY24 Rebate Maximum Eligible Grant Amount Tables

## Replacement or Repower of School Bus Type A

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

- 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	Natural Gas <sup>3</sup>	\$103,542
2003 <sup>1</sup> or older	Electric	\$248,000
2004 to 2006	Natural Gas <sup>3</sup>	\$61,496
2004 to 2006	Electric	\$147,293
2007 to 2009 <sup>2</sup>	Natural Gas <sup>3</sup>	\$25,902
2007 to 2009	Electric	\$62,038

<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.

<b>Model Year of Old Engine</b>	<b>Fuel Type of New Vehicle</b>	<b>Grant Amount</b>
2003 <sup>1</sup> or older	Natural Gas <sup>3</sup>	\$71,189
2003 <sup>1</sup> or older	Electric	\$170,510
2004 to 2006	Natural Gas <sup>3</sup>	\$42,271
2004 to 2006	Electric	\$101,245
2007 to 2009 <sup>2</sup>	Natural Gas <sup>3</sup>	\$17,813
2007 to 2009	Electric	\$42,666

<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.