

FY24 Rebate Maximum Eligible Grant Amount Tables

Replacement or Repower of Shuttle Buses – Small 20-25 Feet in Length

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_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	\$59,200
2003 ¹ or older	Natural Gas ³	\$69,066
2003 ¹ or older	Electric	\$117,600
2004 to 2006	Diesel	\$35,154
2004 to 2006	Natural Gas ³	\$41,012
2004 to 2006	Electric	\$69,832
2007 to 2009 ²	Diesel	\$14,800
2007 to 2009 ²	Natural Gas ³	\$17,267
2007 to 2009	Electric	\$29,400

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	\$40,700
2003 ¹ or older	Natural Gas ³	\$47,483
2003 ¹ or older	Electric	\$80,850
2004 to 2006	Diesel	\$24,164
2004 to 2006	Natural Gas ³	\$28,192
2004 to 2006	Electric	\$48,002
2007 to 2009 ²	Diesel	\$10,177
2007 to 2009 ²	Natural Gas ³	\$11,873
2007 to 2009	Electric	\$20,216

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.