

Seaport and Rail Yard Areas Emissions Reduction (SPRY) Program¹
Projects by Area²
2015 through August 2021

Area	Total Number of Projects ³	Total Number of Activities	Total Grant Amount ⁴	Total NO _x Reduced (Tons) ⁴	Average Cost Per Ton of NO _x Reduced ⁵	Total Tons Per Day of NO _x Reduced 2021	Total Tons Per Day of NO _x Reduced 2022	Total Tons Per Day of NO _x Reduced 2023	Total Tons Per Day of NO _x Reduced 2024	Total Tons Per Day of NO _x Reduced 2025	Total Tons Per Day of NO _x Reduced 2026
Dallas/Fort Worth	5.00	29.00	\$1,176,460	54	\$21,935	0.039	0.043	0.023	0.023	0.023	0.022
El Paso	1.00	2.00	\$109,745	5	\$20,000	0.004	0.004	0.004	0.000	0.000	0.000
Houston/Galveston/Brazoria	114.00	245.00	\$20,445,580	964	\$21,207	0.484	0.458	0.526	0.554	0.507	0.433
San Antonio	7.00	11.00	\$391,070	16	\$24,987	0.005	0.006	0.006	0.012	0.009	0.008
	127.00	287.00	\$22,122,855	1,039	\$21,295	0.531	0.511	0.560	0.589	0.539	0.463

¹Formerly known as the Drayage Truck Incentive Program (DTIP).

²Does not include projects funded and subsequently canceled.

³The number of projects and number of activities are based on the primary area of the project. The grant amount, total NO_x reduced, and cost per ton of NO_x reduced are apportioned to all areas of use associated with a project.

⁴Totals have been rounded to the nearest whole number.

⁵The average cost per ton of NO_x reduced equals the total grant amount divided by the total NO_x reduced. The average cost per ton of NO_x reduced was calculated using raw numbers and then rounded to the nearest whole number.