Seaport and Raily Yard Areas Emissions Reduction Program (SPRY)[1]
Projects by Area[2]
FY2015 Through FY2024

Area	Total Number of Projects[3]	Total Number of Activities	Total Grant Amount[4]	Total NO_X Reduced (Tons)	Average Cost Per Ton of NO_X Reduced[5]	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	Total Tons Per Day of NO_X Reduced 2027	Total Tons Per Day of NO_X Reduced 2028	Total Tons Per Day of NO_X Reduced 2029
Austin	0	0	$33,000	0.54	$61,273	0.0000	0.0000	0.0004	0.0004	0.0004	0.0004
Beaumont/Port Arthur	0	0	$65,311	1.03	$63,559	0.0000	0.0000	0.0008	0.0008	0.0008	0.0008
Dallas/Fort Worth	10	34	$1,673,679	72.94	$22,947	0.0265	0.0341	0.0372	0.0177	0.0155	0.0155
El Paso	1	2	$109,745	5.49	$20,000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Houston/Galveston/Brazoria	214	416	$34,895,976	1,520.57	$22,949	0.7971	0.7927	0.8791	0.7322	0.5233	0.3314
San Antonio	16	16	$776,771	31.95	$24,311	0.0242	0.0218	0.0207	0.0207	0.0191	0.0121
Total	**241**	**468**	**$37,554,483**	**1,633**	**$23,004**	**0.85**	**0.85**	**0.94**	**0.77**	**0.56**	**0.36**

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

[2]Does not include projects funded and subsequently canceled.

[3]The 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.

[4]Totals have been rounded to the nearest whole number.

[5]The 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.