

FY24 SPRY Maximum Eligible Grant Amount Tables

Replacement or Repower of Class 7 Vehicles

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

Class 7 vehicles have a gross vehicle weight rating from 26,001 to 33,000 pounds.

The grant recipient may be eligible for reimbursement of up to 80% of the eligible costs associated with the replacement or repower of the equipment, not to exceed the maximum grant amount listed in the Maximum Eligible Grant Amount Tables found on the [SPRY webpage](#). TCEQ may fund projects at less than the maximum grant amounts.

To be eligible, a drayage truck or cargo handling equipment must emit NO_x at a rate that is at least 25% less than the emissions rate of the engine on the equipment being replaced or repowered.

NOTE: In the tables below, "CI" and "SI" refer to the old engine's ignition type. CI engines are compression ignition engines that use diesel fuels. SI engines are spark ignition engines that use liquefied natural gas (LNG), liquefied petroleum gas (LPG), compressed natural gas (CNG), or gasoline fuels.

80% In-Area Commitment

At least 80% of the grant-funded on-road equipment's operation must occur in one or more of the eligible areas. See Appendix B of the RFGA for these areas. For more details about operational commitments, see Section 2.4 of the RFGA.

Model Year of Old Engine	Fuel Type of New Vehicle	Grant Amount
2003 ¹ or older (CI) 2004 or older (SI)	Diesel	\$84,800
2003 ¹ or older (CI) 2004 or older (SI)	LNG, LPG, CNG, Gasoline	\$110,400
2003 ¹ or older (CI) 2004 or older (SI)	Electric	\$208,000
2004 to 2006 (CI)	Diesel	\$50,355
2004 to 2006 (CI)	LNG, LPG, CNG, Gasoline	\$65,557
2004 to 2006 (CI)	Electric	\$123,513
2005 to 2008 (SI)	Diesel	\$26,496
2005 to 2008 (SI)	LNG, LPG, CNG, Gasoline	\$34,495
2005 to 2008 (SI)	Electric	\$64,990
2007 to 2009 ² (CI)	Diesel	\$21,200
2007 to 2009 ² (CI)	LNG, LPG, CNG, Gasoline	\$27,600
2007 to 2009 (CI)	Electric	\$52,000

¹Some 2003 engine manufacturers produced CI engines that met the more stringent 2.375 g/bhp-hr standard for NO_x. Vehicles with CI engines that meet the 2.375 g/bhp-hr NO_x standard should use the 2004-2006 (CI) grant amounts instead. Contact TERP if you are unsure of your grant amount for your 2003 vehicle.

²Certain CI engines do not qualify for a grant because their NO_x emission standard equals the current CI 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.

50% In-Area Commitment

At least 50% of the grant-funded on-road equipment's operation must occur in one or more of the eligible areas. See Appendix B of the RFGA for these areas. For more details about operational commitments, see Section 2.4 of the RFGA.

Model Year of Old Engine	Fuel Type of New Vehicle	Grant Amount
2003 ¹ or older (CI) 2004 or older (SI)	Diesel	\$53,000
2003 ¹ or older (CI) 2004 or older (SI)	LNG, LPG, CNG, Gasoline	\$69,000
2003 ¹ or older (CI) 2004 or older (SI)	Electric	\$130,000
2004 to 2006 (CI)	Diesel	\$31,472
2004 to 2006 (CI)	LNG, LPG, CNG, Gasoline	\$40,973
2004 to 2006 (CI)	Electric	\$77,196
2005 to 2008 (SI)	Diesel	\$16,559
2005 to 2008 (SI)	LNG, LPG, CNG, Gasoline	\$21,557
2005 to 2008 (SI)	Electric	\$40,615
2007 to 2009 ² (CI)	Diesel	\$13,255
2007 to 2009 ² (CI)	LNG, LPG, CNG, Gasoline	\$17,257
2007 to 2009 (CI)	Electric	\$32,513

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²Certain CI engines do not qualify for a grant because their NO_x emission standard equals the current CI 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.