

**APPENDIX 10**  
**Post Process TxLED Adjustments**

The following table provides the TxLED reduction and the adjustment factors for the years 2015, 2025, 2035, and 2040

<b>Diesel Fuel Source Use Type</b>	<b>TxLED NO<sub>x</sub> Reduction</b>				<b>TxLED NO<sub>x</sub> Adjustment Factor</b>			
	<b>2015</b>	<b>2025</b>	<b>2035</b>	<b>2040</b>	<b>2015</b>	<b>2025</b>	<b>2035</b>	<b>2040</b>
<b>Passenger Car</b>	5.47%	4.84%	4.80%	4.80%	0.9453	0.9516	0.952	0.952
<b>Passenger Truck</b>	5.19%	4.90%	4.80%	4.80%	0.9481	0.9510	0.952	0.952
<b>Light Commercial Truck</b>	5.50%	5.09%	4.80%	4.80%	0.9450	0.9491	0.952	0.952
<b>Intercity Bus</b>	5.77%	5.45%	4.80%	4.80%	0.9423	0.9455	0.952	0.952
<b>Transit Bus</b>	5.72%	5.33%	4.80%	4.80%	0.9428	0.9467	0.952	0.952
<b>School Bus</b>	5.75%	5.37%	4.80%	4.80%	0.9425	0.9463	0.952	0.952
<b>Refuse Truck</b>	5.53%	4.96%	4.80%	4.80%	0.9447	0.9504	0.952	0.952
<b>Single Unit Short- Haul Truck</b>	4.97%	4.82%	4.80%	4.80%	0.9503	0.9518	0.952	0.952
<b>Single Unit Long- Haul Truck</b>	4.93%	4.82%	4.80%	4.80%	0.9507	0.9518	0.952	0.952
<b>Motor Home</b>	5.48%	5.19%	4.80%	4.80%	0.9452	0.9481	0.952	0.952
<b>Combination Short-Haul Truck</b>	5.32%	4.93%	4.80%	4.80%	0.9468	0.9507	0.952	0.952
<b>Combination Long-Haul Truck</b>	5.40%	4.91%	4.80%	4.80%	0.9460	0.9509	0.952	0.952

Additional table for 2017

<b>Diesel Fuel</b>	<b>TxLED NO<sub>x</sub> Reduction</b>	<b>TxLED NO<sub>x</sub> Adjustment Factor</b>
<b>Source Use Type</b>	<b>2017</b>	<b>2017</b>
<b>Passenger Car</b>	5.17%	0.9483
<b>Passenger Truck</b>	5.08%	0.9492
<b>Light Commercial Truck</b>	5.35%	0.9465
<b>Intercity Bus</b>	5.69%	0.9431
<b>Transit Bus</b>	5.68%	0.9432
<b>School Bus</b>	5.67%	0.9433
<b>Refuse Truck</b>	5.38%	0.9462
<b>Single Unit Short-Haul Truck</b>	4.90%	0.9510
<b>Single Unit Long-Haul Truck</b>	4.88%	0.9512
<b>Motor Home</b>	5.38%	0.9462
<b>Combination Short-Haul Truck</b>	5.21%	0.9479
<b>Combination Long-Haul Truck</b>	5.26%	0.9474

The TxLED adjustments factors were calculated by TTI following TCEQ indications. These factors were produced as composites, the estimated local age distributions and fuel engine fractions used were derived from latest available mid-year 2014 TxDMV vehicle registration data.