

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

Diesel Fuel Source Use Type	TxLED NO_x Reduction				TxLED NO_x Adjustment Factor			
	2015	2025	2035	2040	2015	2025	2035	2040
Passenger Car	5.47%	4.84%	4.80%	4.80%	0.9453	0.9516	0.952	0.952
Passenger Truck	5.19%	4.90%	4.80%	4.80%	0.9481	0.9510	0.952	0.952
Light Commercial Truck	5.50%	5.09%	4.80%	4.80%	0.9450	0.9491	0.952	0.952
Intercity Bus	5.77%	5.45%	4.80%	4.80%	0.9423	0.9455	0.952	0.952
Transit Bus	5.72%	5.33%	4.80%	4.80%	0.9428	0.9467	0.952	0.952
School Bus	5.75%	5.37%	4.80%	4.80%	0.9425	0.9463	0.952	0.952
Refuse Truck	5.53%	4.96%	4.80%	4.80%	0.9447	0.9504	0.952	0.952
Single Unit Short- Haul Truck	4.97%	4.82%	4.80%	4.80%	0.9503	0.9518	0.952	0.952
Single Unit Long- Haul Truck	4.93%	4.82%	4.80%	4.80%	0.9507	0.9518	0.952	0.952
Motor Home	5.48%	5.19%	4.80%	4.80%	0.9452	0.9481	0.952	0.952
Combination Short-Haul Truck	5.32%	4.93%	4.80%	4.80%	0.9468	0.9507	0.952	0.952
Combination Long-Haul Truck	5.40%	4.91%	4.80%	4.80%	0.9460	0.9509	0.952	0.952

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.