North Texas Zero Emissions Vehicles Call for Projects Workshop

Lori Clark, Savana Nance, Juliana VandenBorn, Alyssa Cunningham

November 6, 2025
December 2, 2025

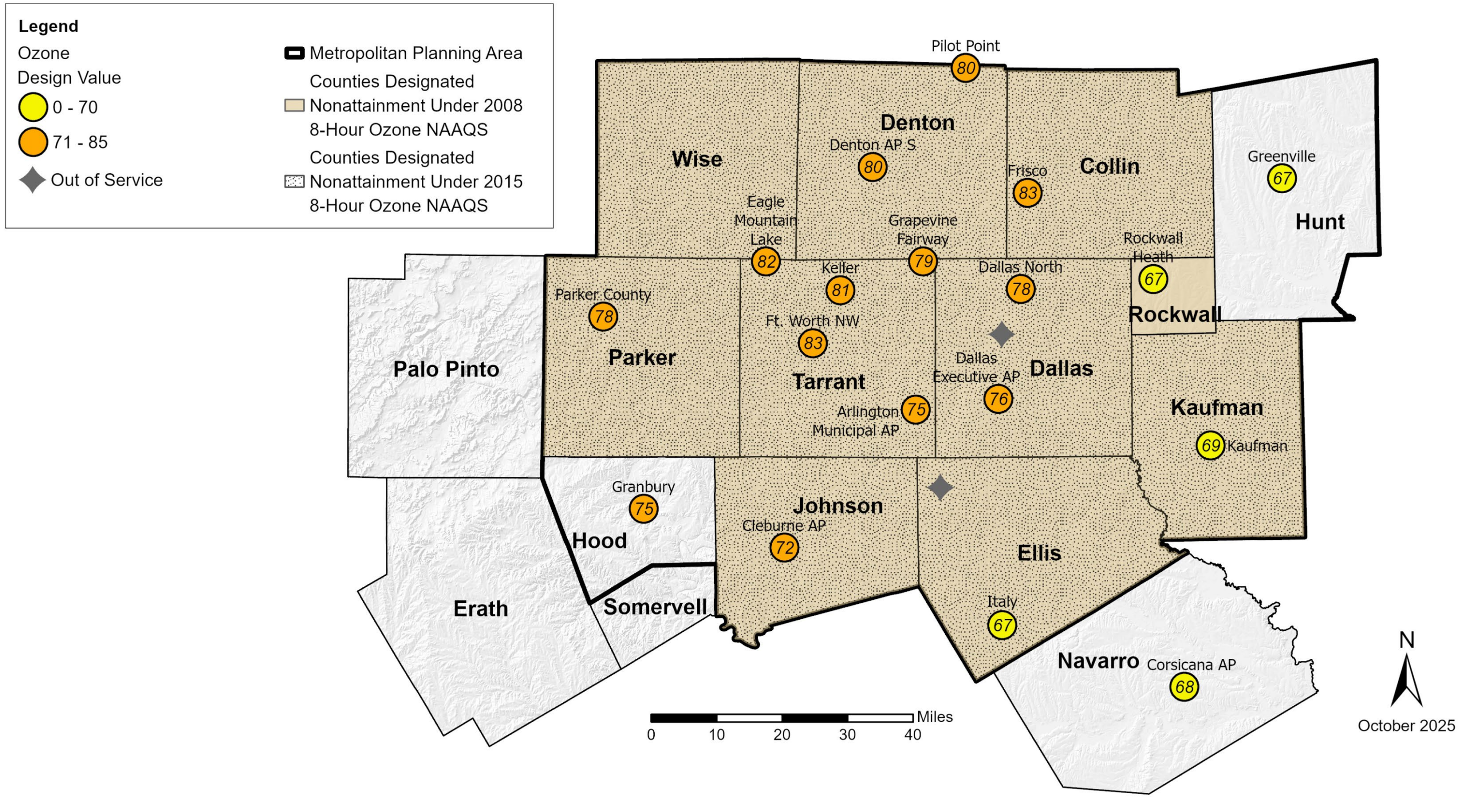
Who We Are

Regional Planning Agency

Metropolitan Planning Organization (MPO)

Department of Energy-Designated Clean Cities Coalition

North Central Texas Council of Governments (NCTCOG) Region and Nonattainment Areas

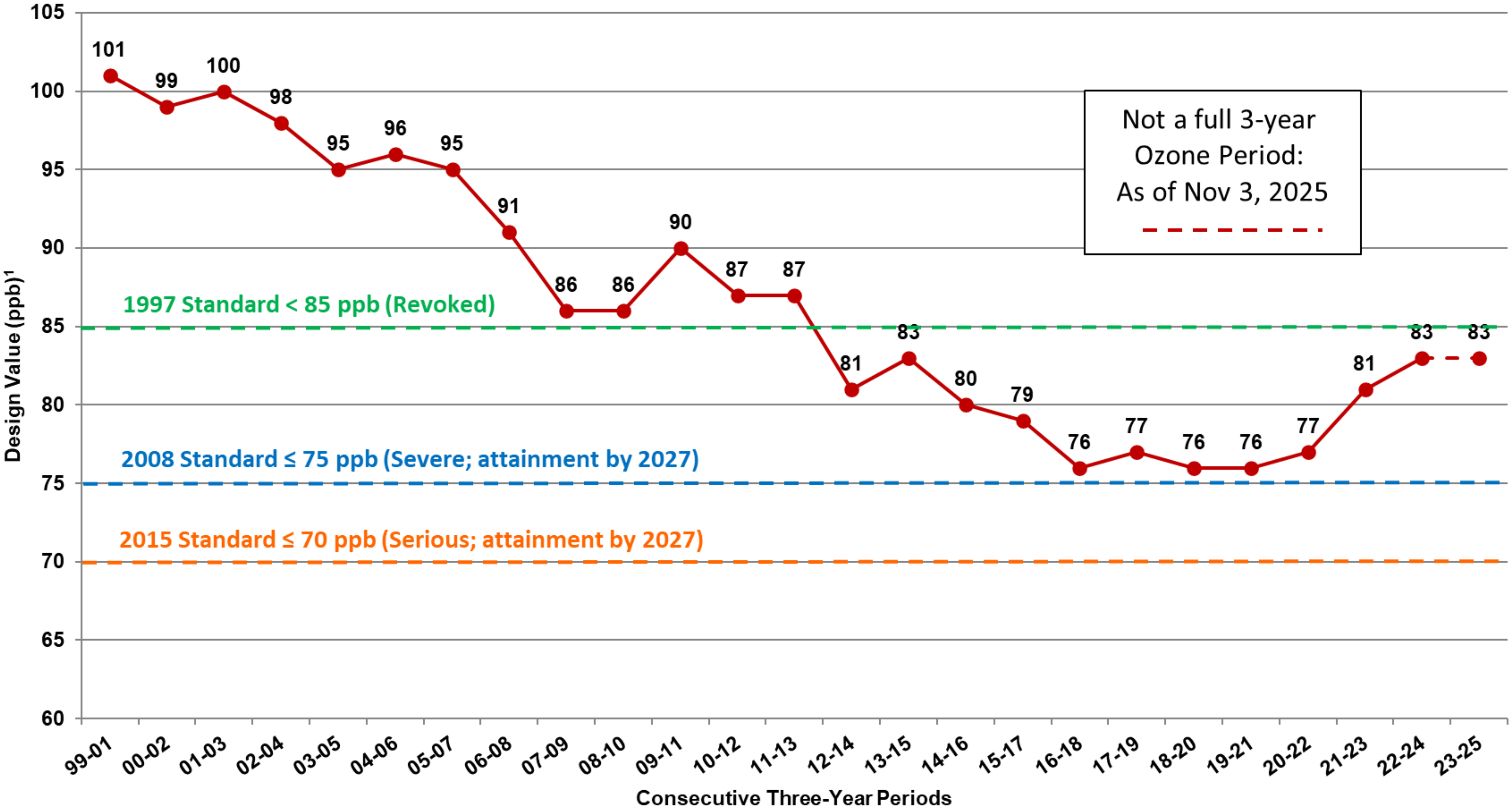


Source: NCTCOG

Sister Coalitions in Texas:

Alamo Area Clean Cities (San Antonio)
Central Texas Clean Cities (Austin)
Houston-Galveston Clean Cities
Apprentice Coalition: South Texas Clean Cities (Rio Grande Region)

8-hour Ozone NAAQS Historical Trends



[1]Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

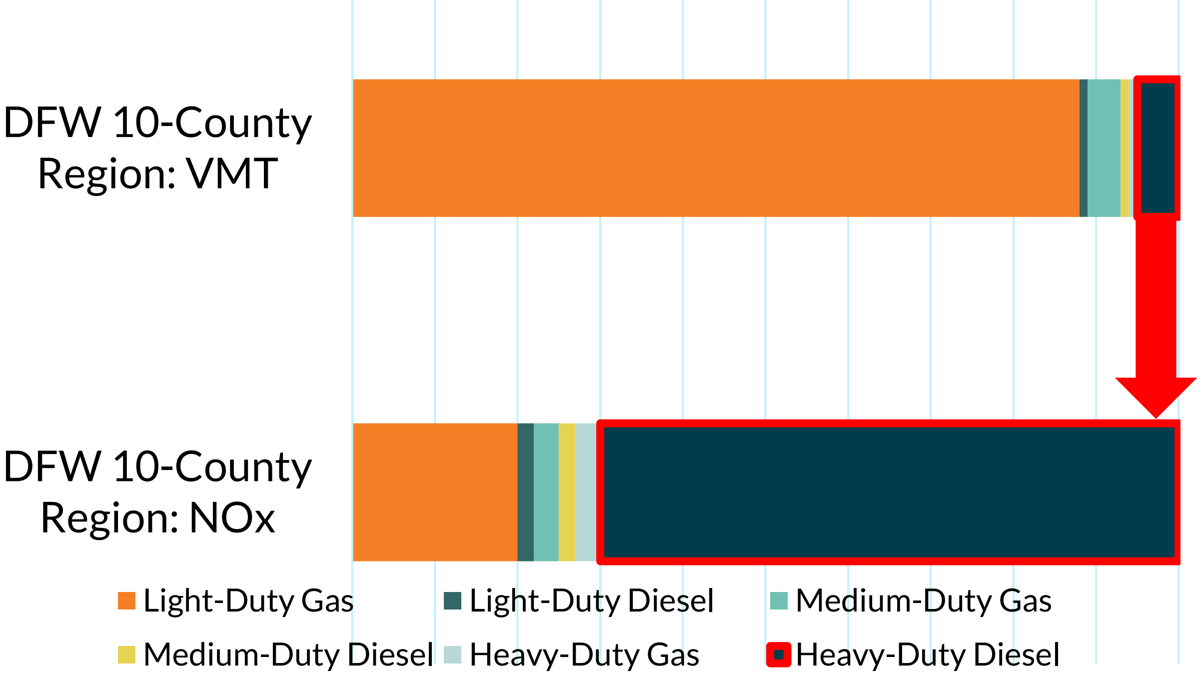
Source: TCEQ

Program Context

- Current Ozone design value of 83 ppb* continues to exceed the EPA standard
- Heavy-duty diesel vehicles have disproportionate impact on regional air quality
- Unique program elements may expand project eligibility

For more information on North Texas Air Quality, check out the 2025 AQ Handbook at: [*www.nctcog.org/airquality*](www.nctcog.org/airquality)

Vehicle Miles Traveled (VMT) Versus Nitrogen Oxides (NO_X) Contribution by On-Road Vehicle Type in Dallas-Fort Worth Analysis Year 2026



*www.nctcog.org/ozone

North Texas Zero Emission Vehicle Project

Overview: Funded by $60 million from Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles (CHDV) Grant/Vocational Vehicles Sub-Program

EPA Purpose: Incentivize deployment of Class 6 and 7 heavy-duty ZEV

NCTCOG Purpose: Improve local air quality

NCTCOG Project Activity	Federal Funding
Rebates for Zero Emission Vehicles & Supporting Infrastructure Awarded via Call for Projects	$58.6 million
Workforce Development and First Responder Training Activities Awarded via Request for Proposals and other Activities to be Determined	$1.4 million
Total Federal Funding Awarded to NCTCOG:	**$60 million**

Rebates:
- Are paid out as a reimbursement
- Do not impose 2 CFR 200 requirements, such as:
  - Federally compliant procurement processes
  - Reporting of program income
  - Federal property management

NTxZEV Eligibility

Photo Source: DFW Airport

Eligible Applicants

Public or private fleets who meet the following requirements:

Requirement 1: Adopt Clean Fleet Policy or Consistent Policy (www.nctcog.org/fleetpolicy)

Required by Regional Transportation Council (RTC Resolution R14-10) for entities applying for Clean Vehicle Funding and includes the following elements:

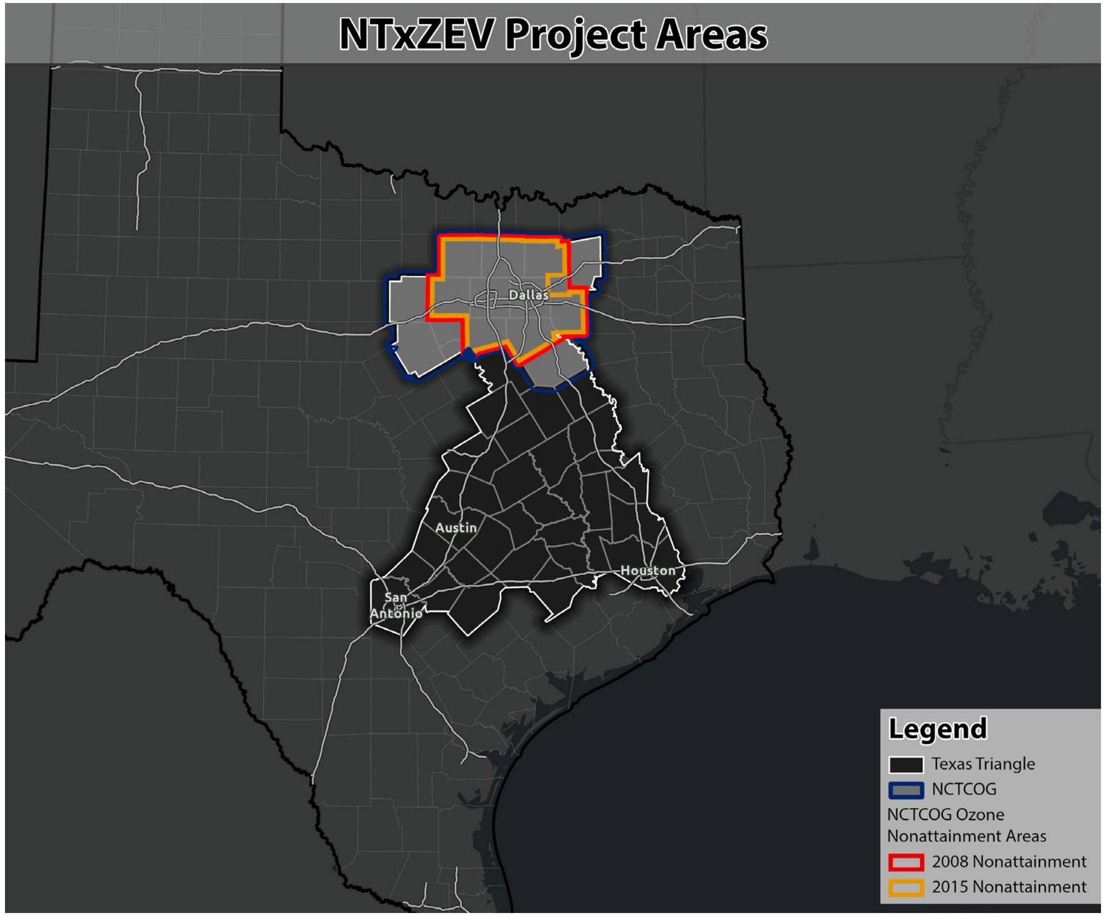
- Reduce emissions;
- Reduce fuel consumption;
- Support partnership with the NCTCOG and DFW Clean Cities Coalition; and
- Educate fleet personnel on air quality and fuel consumption efforts.

Requirement 2: Complete Risk Assessment Questionnaire and Provide Financial Statements

Assessment of NCTCOG's risk in entering into an agreement based on an applicants:

- Financial/organizational capacity
- History of performance for federal funds
- Results of previous audits
- Past performance on NCTCOG-related grants

Eligible Project Areas



Vehicles must Operate Primarily within, or Frequently Travel through, the 16-County NCTCOG Region

Priority Project Areas:

- 10-County Ozone Nonattainment Area
- 16-County NCTCOG Planning Area
- Area bounded by "Texas Triangle" Interstates

Infrastructure Funded through the NTxZEV Project must be Located within the 16-County NCTCOG Region

Eligible Vehicle Types

Class 6 or Class 7 vehicle (GVWR between 19,501 lbs to 33,000 lbs)*

GVWR is shown on the vehicle's Safety Compliance Certification Label, located on the inside driver's side door or on the door latch post pillar

Straight/Box Truck

Step Van

Septic/Bucket Truck

Street Sweeper

Transit Bus

Photo Credit: NCTCOG/Trinity Metro

Refuse Hauler

Other Vocational Vehicles**

*NTxZEV Guidelines Appendix A, GVWR maximum design loaded weight of a single vehicle set by the manufacturer
**School bus eligible only if NOT operated as a typical school bus as defined in Guidelines Appendix A

Example of Vocational Vehicle Verification

Eligible vocational vehicles must meet definition in 49 CFR Part 523:

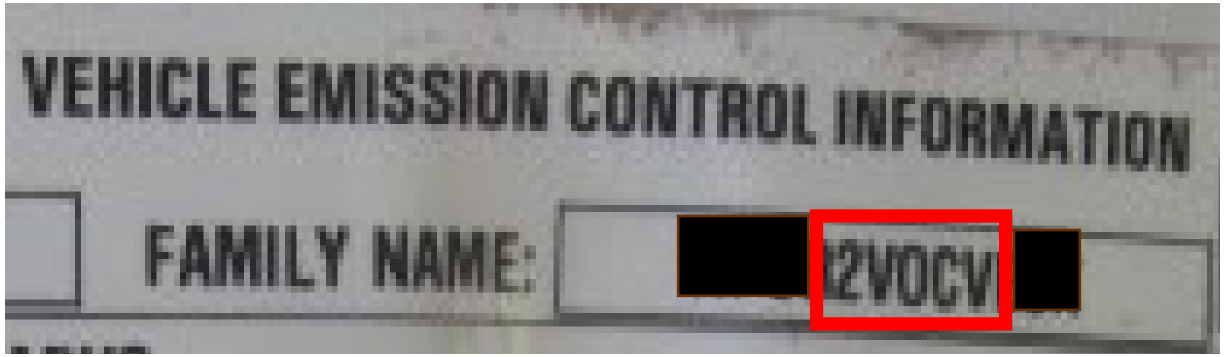
Any vehicle that is equipped for a particular industry, trade or occupation such as construction, heavy hauling, mining, logging, oil fields, refuse; includes vehicles such as school buses, motorcoaches and RVs

How to Verify a Vehicle is Vocational:

Option 1: Review Vehicle Family Name/Code on the Emission Control Label (ECL)

Step 1: 5^{th} digit will be a '2', which is the Industry Sector Code used for Vocational Vehicles and Tractors

Step 2: 6^{th} – 9^{th} digits will be notated with 'VOCV,' which is the Family Type Descriptor Code



Option 2: Review ECL for a Reclassification Statement:

Vehicles that do not typically operate at highway speeds: *"THIS VEHICLE WAS CERTIFIED AS A VOCATIONAL TRACTOR UNDER 40 CFR 1037.630."*

NTxZEV Vehicle Requirements

Replace Old Non-Zero Emission Vehicle with New Zero Emission Vehicle

Existing Vehicles to be Replaced Requirements

Vehicle Type Requirements

- Diesel Engine Model Year (EMY) 2010 or Older
- If no Diesel EMY 2010 or Older are Owned, then
  - Any Fuel Type Internal Combustion Engine (ICE) of Any EMY
    - e.g., Propane, Natural Gas, Gasoline, or Diesel
  - May Submit a Vehicle Currently Owned by a Third-Party that is willing to Provide it to be Scrapped*
- Retired from Applicant's Fleet

Operational Requirements

- Operate Primarily Within or Frequently Travel Through the NCTCOG 16-County Region
- Operate at least 7,000 Miles/Year for Each of the Two Years prior to Replacement OR Idle for at least 500 Hours/Year for Each of the Two Years
  - ❖ *Can Combine Mileage of Two or More Vehicles to Meet Usage Requirement and Replace with a Single ZEV***
- Operational at Time of Application and Until Reimbursement

*If awarded, applicant must take ownership of the vehicle within 90 days of signing an agreement with NCTCOG

**Cannot combine mileage and idling hours to meet usage requirements

NTxZEV Vehicle Requirements

Replace Old Non-Zero Emission Vehicle with New Zero Emission Vehicle

New Vehicle to be Purchased Requirements

Vehicle Type Requirements

- Owned by the Applicant
- Similar Form or Function as the Existing Vehicle to be Replaced
- Battery-electric or Hydrogen Fuel Cell Vehicle
  - *Allows an extra 2,000 lbs of GVWR for Battery-electric Vehicles**
- Model Year 2023 or Newer
- Conform with Applicable Federal Regulations, including
  - All Applicable Federal Motor Vehicle Safety Standards (FMVSS)
  - Prior to Entering Commerce Vehicles must receive an EPA Certificate of Conformity and/or a California Air Resources Board (CARB) Executive Order to Applicable Emissions Standards

Operational Requirements

- Operate Primarily Within or Frequently Travel Through the NCTCOG 16-County Region ***(same or similar to old vehicle)***
- Operate for 5-years once deployed (also known as the Activity Life)
- Be Maintained, Operated, Insured, Registered, and Charged/Fueled According to Manufacturer Recommendations and State Requirements

*NTxZEV Guidelines Appendix A, GVWR

NTxZEV Disposition Options

All Eligible Vehicles to be Replaced must be retired from the applicant's fleet according to the following disposition options

Existing Vehicle to be Replaced	Potential Disposition Options		
	Scrap Requires Eligibility and Scrappage Form	**Sell or Donate** Requires Eligibility and Scrappage Form	**Move to Reduced Service** Requires Pre-Approval of Disposition Plan AND Eligibility and Scrappage Form
EMY of 2010 or Older	**Allowed** *Note: Scrappage of diesel vehicles with an EMY of 2010 and older will score the highest*	**Not Allowed**	**Not Allowed**
EMY of 2011 or Newer	**Allowed but Discouraged** *NCTCOG encourages vehicles with EMY of 2011 and newer vehicles to be sold or donated as they reduce emissions relative to vehicles with EMY of 2010 or older*	**Allowed** *Note: Will Score Higher if They Can Demonstrate Emissions Reductions to the NCTCOG Region*	***Allowed Only for Transit Agencies if Required to Maintain Adequate Spare Ratios per FTA Requirements***

NTxZEV Eligible Infrastructure

Infrastructure funding is only available after the funding limit has been reached for vehicle replacement activities

Electric Vehicle Supply Equipment (EVSE) Requirements	Hydrogen Requirements	Other Requirements
• Installations or upgrades must be on the customer side of the electric meter (e.g., will not fund transformer upgrades) • AC Level 2 charging infrastructure must be EPA ENERGY STAR certified • Electricians certified by the Electric Vehicle Infrastructure Training Program or a similar program approved by EPA • Distributed Energy Resources must be installed to support EVSE, be installed at the same location as the EVSE, and consist of either battery energy storage systems (BESS), on-site solar and/or wind power generation, or a combination of the two, that powers the EVSE	• Installations or upgrades must be within the relevant facility (e.g., will not fund pipelines outside of facility)	• Not be mobile refueling infrastructure • Be installed on land where the applicant has the authority to install and operate the infrastructure • Support the New Zero Emissions Vehicle • Be Located Within the 16-County NCTCOG Region

NTxZEV Funding Levels and Eligible Costs

Photo Source: DFW Airport

Eligible NTxZEV Activity Funding Levels

Rebates can fund up the Federal Share of New Vehicle Price or Dollar Funding Cap (Vehicle + Infrastructure), *whichever is lower*

Remaining vehicle cost will be counted as applicant's contribution/match

Vehicle Type	Battery-Electric Vehicles (BEVs)		Hydrogen Fuel Cell Electric Vehicles (FCEVs)	
	Federal Share of New Vehicle Price	Dollar Funding Cap (Vehicle + Infrastructure)	Federal Share of New Vehicle Price	Dollar Funding Cap (Vehicle + Infrastructure)
Straight/Box Truck	65%	$190,000	80%	$400,000
Step Van		$160,000		$340,000
Septic/Bucket Truck		$330,000		$670,000
Other*		$355,000		$720,000
Refuse Hauler	50%	$260,000	70%	$600,000
Street Sweeper		$315,000		$720,000
Transit Bus	33%	$265,000	60%	$780,000

Note: Maximum cost share and per-vehicle funding cap set by EPA CHDV Program

Infrastructure costs not included in mandatory cost share

*School buses that do not meet the definition of a school bus may apply under the other vocational vehicle type

NTxZEV Example Infrastructure Funding

Example Scenario: Battery Electric Refuse Hauler

Eligible for the lower of:

- *50%, which is the Federal Share of New Vehicle Price, or*
- *$260,000, which is the Dollar Funding Cap (Vehicle + Infrastructure)*

Scenario	Vehicle Type and Cost	Eligible Vehicle Funding	Vehicle Funding	Infrastructure Funding	Total Funding Awarded
1. Funding Cap Limits Award	1 truck at $530,000	Federal Share: $530,000 x .5= $265,000 Dollar Funding Cap: $260,000	$260,000	$0	$260,000
2. Cost Share Limit Awards	1 truck at $500,000	Federal Share: $500,000 x .5 =$250,000 Dollar Funding Cap: $260,000	$250,000	$10,000	$260,000
3. Maximum Vehicle Funding Not Requested	1 truck at $530,000	Maximum rebate that could be requested: $260,000. However, fleet requests $200,000 for vehicle and $60,000 for infrastructure.	NOT ALLOWED		

Eligible Costs

Vehicle Costs

Costs that ensure the new vehicle can perform the same or similar functions and operations as the Existing Vehicle to be Replaced.

- Vehicle equipment
- Body components
- Upfitting or customization-related costs

Infrastructure Costs

Up-front costs necessary to deploy and place infrastructure into operation.

- Design and engineering costs
- Permitting
- Equipment
- Construction/installation costs

Warranties and software are considered eligible costs if the warranty costs were *included with* the purchase of the vehicle and/or infrastructure

Ineligible Costs

Ineligible Vehicles Costs

- Class 1-5 vehicles (GVWR of <6,000–19,500 lbs) or Class 8 vehicles (>33,001 lbs)
- Related Vehicle Costs not Purchased alongside the Vehicle
- Engine Replacement/Repower Projects (e.g., vehicles converted after the first retail sale)
- Off-Road or Hybrid Vehicles
- Vehicles Using A Power Unit/Technology That Creates Pollution (e.g., unvented diesel passenger heater)
- Fleet Expansion
- Vehicle Leasing (e.g., must be purchased)
- Vehicle Demonstration or Commercialization
- Emissions Testing

Ineligible Infrastructure Costs

- Infrastructure Work Outside The Relevant Facility or On The Utility Side of the Meter
- Non-renewable On-site Power Generation Systems

Other Ineligible Costs

- Use of Other Public Financial Assistance (e.g., “stacking” funding)
- Expenses Incurred Prior to the Agreement Execution With NCTCOG
- Program Beneficiary Administrative or Other Costs
- Fees Associated with Procurement Organizations or Third-Party Consultants

Additional Program Requirements

- Can only be ordered after signing agreement with NCTCOG
- Must be purchased, not leased or leased-to-own
- Cannot be purchased with other public financial assistance (i.e., “stacking”)
- Comply with Build America, Buy America (BABA) Requirements
- Comply with Davis-Bacon Act (infrastructure projects only)
- Attend ZEV Training
- Meet Operational Expectations, including Operate Vehicles/Equipment for 5 Years From Project Completion
- Provide Notification of Any Changes of Funded Vehicles/Equipment for the Duration of the Activity Life
- Place a Label on the Rebate-Funded Vehicles/Equipment (if requested by NCTCOG)
- Projects must be of Voluntary Nature and Not Required by Any Regulation
- Must surrender emissions credits

Key Resources

Vendor Information

- Zero-Emission Vehicle information provided by Original Equipment Manufactures, dealers or other entities
  - Please provide your ZEV information by filling out the NTxZEV Call for Projects Vendor Information Form! (https://forms.office.com/r/yeFgfXk0vi)

Online Resources

- DFWCC: 3-part Heavy-Duty Zero Emission Vehicle Webinar Series (www.dfwcleancities.org/events)
- Alternative Fuels Data Center:
  - Electric Vehicle for Fleets (afdc.energy.gov/vehicles/electric-fleets)
  - Hydrogen (afdc.energy.gov/fuels/hydrogen)
- Oncor EVolution Program (www.oncor.com/ev)

FREE Technical Assistance

- National Renewable Energy Laboratory (NREL) (cleanhdvehiclesta@nrel.gov)

FREE Clean Heavy-Duty Vehicle Program Technical Assistance

cleanhdvehiclesta@nrel.gov

About NREL Technical Assistance

NREL provides unbiased, free, and customizable technical assistance to help states, communities, tribal governments, transit agencies, school districts, and other fleets plan and deploy fueling and charging infrastructure as well transit, school buses, and medium- and heavy-duty vehicles.

- Email Q & A
- Virtual Meetings
- In-Depth Assistance
- Plan Review

https://driveelectric.gov/contact

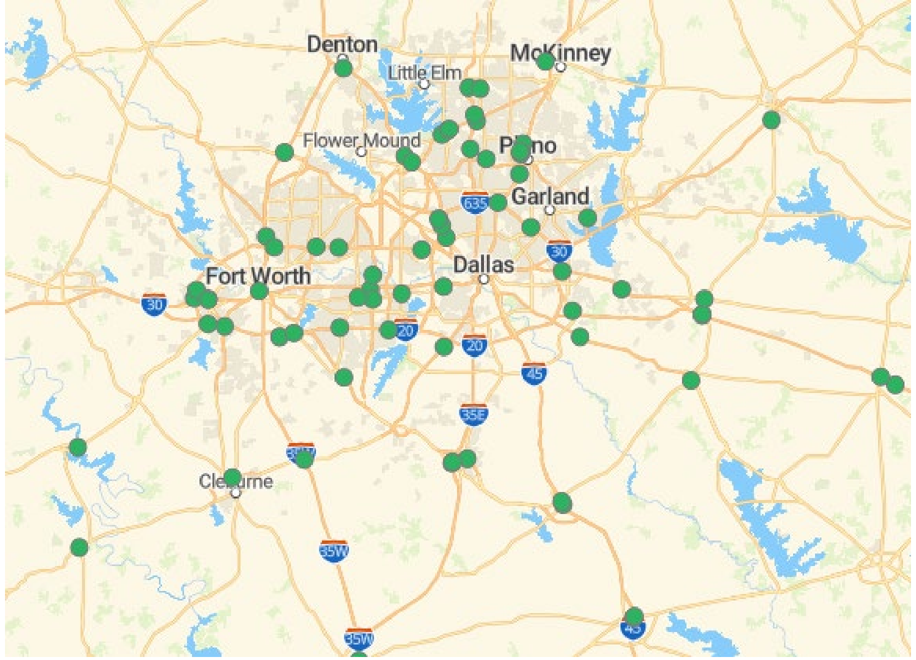
Examples of How NREL Can Help

- Coordinating with electric utilities
- Identifying available funding and incentives
- Analyzing charging infrastructure needs
- Conducting route analysis and planning
- Advising on training and workforce development
- Opportunities for resiliency (V2X)
- Analyzing energy needs and grid impact
- Identifying solar and battery storage opportunities

HD ZEV Infrastructure in Texas

Available Charging Sites for Medium/Heavy-Duty Trucks

Texas: 214 Sites For Class 3-6; 2 Sites for Class 7-8



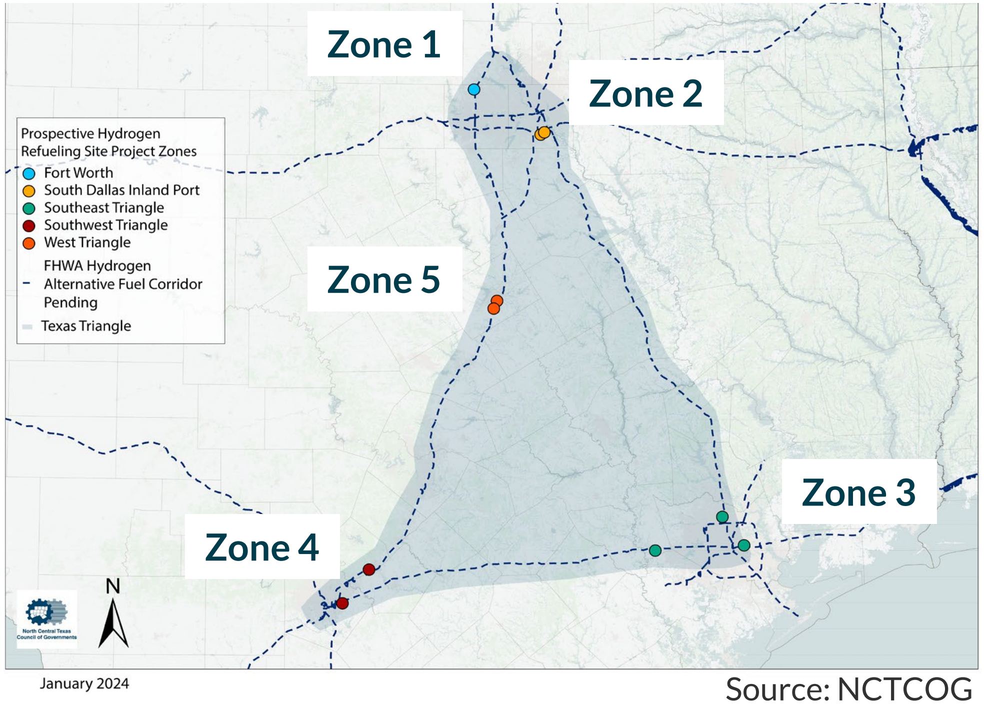
Map Source: [AFDC Station Locator]

- Texas EV Infrastructure Plan Phase II – ***Help Us Help You!***
  www.publicinput.com/nctcogevcharging
  TxDOT Interactive Map, Comments, or Email

Anticipated Hydrogen Fueling Deployments

- $70M to NCTCOG for 5 Hydrogen Stations

Potential Sites under NCTCOG Award (Pilot Will Select 1 Site per "Zone")



Source: NCTCOG

- Gulf Coast Hydrogen Hub
- Port of Houston

NTxZEV CFP Scoring Criteria

Photo Source: DFW Airport

NCTCOG Project Selection Criteria

Each vehicle scored individually

Capital Cost per Ton*	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability Efforts
Up to 30 points	Up to 30 points	Up to 25 points	Up to 15 points
Cost per Ton of nitrogen oxides reduced **(20 points)** Cost per Ton of volatile organic compounds reduced **(10 points)**	% of time operating within ozone nonattainment area, rest of NCTCOG region, or areas bounded by the Texas Triangle highways **(10 points)** High idling hours per day **(10 points)** Vehicle Disposition Method **(10 points)**	Project schedule, implementation plan, and measures to mitigate asset damage **(15 points)** Beneficiary risk assessment and NCTCOG administrative burden **(10 points)**	Broader environmental or sustainability planning and practices **(10 points)** Vehicle-to-grid compatibility and/or the use of distributed energy resources **(5 points)**

Scoring Category 1: Capital Cost per Ton
Up to 30 points

Cost per Ton of NOx Reduced (Up to 20 points)
Cost per Ton of VOC Reduced (Up to 10 points)

Scoring Details:	NCTCOG will calculate the Cost per Ton for the amount of rebate funding requested for the new vehicle and supporting infrastructure over the Activity Life (5 years) **Higher Score:** Projects with a Lower Cost Per Ton of Emissions Reduced
Impacted by:	• Amount of Funding Requested (vehicle and supporting infrastructure) • Existing Vehicle Operation (e.g., mileage, fuel use/idling hours) • Vehicle Class and Type • Engine Model Year (EMY) • Fuel Type

Scoring Category 2: Impact on Regional Air Quality Up to 30 points

	Percent of Time Operating Within the Ozone Nonattainment Area, Rest of NCTCOG Region, or Areas Bound by the Texas Triangle (Up to 10 points)	High Idling Hours per Day (Up to 10 points)
Scoring Details:	**Higher Score:** Based on the following priorities: 1. NCTCOG’s ozone nonattainment area 2. NCTCOG’s 16-County region. 3. Areas Bound by the Texas Triangle 4. Outside these high priority areas	**Higher Score:** Significant Idle Hours
Impacted by:	The Percentage Of Time a Vehicle Replacement Activity Operates In Areas Identified As High Priority	• Idle Times Relative to Other Applicants • Average Idle Times per Vehicle and Vocation Type

Scoring Category 2: (cont.)

Vehicle Disposition Method (Up to 10 points)

Scoring Details:

Higher Scores: Projects Will Receive Prioritization/Scored in the Following Order:

1. Scrapping a Vehicle,
2. Selling/Donating With Explanation Of Emissions Reductions to Occur In NCTCOG Region,
   EX: Sold/Donated Outside of Texas/US
   OR to Operation of Minimal Mileage/Usage
3. Sell/Donating No Explanation of Emission Reductions in NCTCOG Region
4. Moving to Reduced Service.

Additional Disposition Method Requirements

Third-Party Scrappage: Available for Applicants without EMY 2010 or Older Vehicles

1. Submit a Third-party Scrappage Letter of Support
2. Coordinate with NCTCOG on the Third-Party Vehicles' Eligibility and Scrappage
3. Acquire the EMY 2010 or Older from a Third-Party

Reduced Service: Available to Transit Agencies with EMY 2011 or Newer Vehicles

Requires Approval of Plan by NCTCOG/EPA Prior to Award

Impacted by:

Applicant's Proposed Disposition Method

Scoring Category 3: Feasibility and Risk
Up to 25 points

	Project Schedule, Implementation Plan, and Measures to Mitigate Asset Damage – Up to 15 points	Beneficiary Risk Assessment and NCTCOG Administrative Burden – Up to 10 points
Scoring Details:	**Higher Score:** If Projects are Likely to be Successful/Meet NTxZEV Requirements	**Higher Score:** Entities Or Projects That Will Require Less NCTCOG Oversight/Limit Administrative Burden
Impacted by:	• A Reasonable Project Schedule • A Well-thought Implementation Plan (e.g., Coordination with Utility for EVSE) • Vehicle/Infrastructure Damage Mitigation Measures	**Results of Risk Assessment, including:** • Necessary Oversight to Ensure Compliance **NCTCOG Administrative Burden:** • Coordination to Resolve BABA Compliance • Infrastructure Projects • Multiple Vehicle Replacements

Scoring Category 4: Long-Term Sustainability Efforts Up to 15 points

	Projects with Broader Environmental or Sustainability Planning or Practices – Up to 10 points	Vehicle to Grid Compatibility and/or the Use of Distributed Energy Resources – Up to 5 points
Scoring Details:	**Higher Score:** If Activities Support/Fit into an Entity's Sustainability Plans/Goals	**Higher Score:** Activities that Minimize Grid Impacts
Impacted by:	• Plans/Commitments to Transition Fleets to Utilize the Lowest-Emitting Fuels • Environmental/Sustainability Plans • Contracting Methods/Policies to Influence Partners to Adopt Sustainable Practices	• Use of Distributed Energy Resources with Infrastructure • Capability and/or Plans For Vehicle/Chargers to Provide Power to Grid (i.e., Vehicle To Grid) • Utilization of Managed Charging Strategies

Application Submission & Implementation

Photo Source: DFW Airport

Application Submission Steps

How to Apply – All documents available at www.nctcog.org/NTxZEV

Application Checklist	Deadlines/Target Dates
Step 1: Review NTxZEV Guidelines	N/A
Step 2: Review Frequently Asked Questions (FAQ)	N/A
Step 3: Complete The Intent to Submit Form ***(Optional)*** ~~***Used for Scoring Criteria 3***~~	No Later than 2 Weeks Prior to Application Deadline
Step 4: Submit Online Risk Assessment ***(Required)*** ***Used for Scoring Criteria 3***	Due as Soon as Possible, but No Later than the Application Deadline

Step 5: Submit the Application Form and Attachments
• Standard Attachments
  • **Required:**
    • Signed Clean Fleet Policy or Similar Policy *(if not already on file)*
    • Documentation of Operations
    • Proof of SAM Registration/UEI Number *(OR date of UEI/SAM request)*
  • **Recommended:**
    • Documentation Supporting Cost Estimates ***(Used for Scoring Criteria ~~2~~ 1)***
• Project Specific Attachments, depending on specific project characteristics
	At Time of Application Submittal

Project Specific Attachments

Document Name	Specific to Project Type	Required or Recommended (If Applicable)	Related Scoring Criteria
“Will Serve” Letter from Utility	EVSE Projects	Highly Recommended	**Scoring Criteria ~~4~~ 3**
Utility Coordination Form	BEV or EVSE Project	Highly Recommended at Time of Application Submission; Required if Awarded	
Documentation and/or Letter from the Owner of the Infrastructure Installation Site	If Infrastructure to be Installed on Land Not Owned by Applicant	Required	**N/A**
Letter Of Support From Fleet Owner Of Existing Vehicle To Be Scrapped	If Existing Vehicles to be Replaced are Not Owned by the Applicant	Required	
Plan For Existing Vehicle To Be Replaced To Move To Reduced Service	If Requesting Reduced Service Disposition Method for Existing Vehicles to be Replaced; *Only Available to Transit Agencies*	Highly Recommended at Time of Application Submission; Required if Awarded	**Scoring Criteria 2**

Application Submission Steps

Applications Should be Addressed to:

North Central Texas Council of Governments
Transportation Department
North Texas Zero Emissions Vehicles Call for Projects
Attention: Savana Nance
616 Six Flags Drive
Arlington, TX 76011

"In-hand" Submittals

Should Consist of Either:

- Hard Copy Proposal, or
- Flash Drive *(should contain one file with indexed sections)*

Should Include Signatures *("wet" or e-signature)*

Courtesy Electronic Submittals

Copy in Excel Format Sent via Email to cleancities@nctcog.org

Copy Uploaded to Bidnet Direct System at https://www.bidnetdirect.com/texas/nctcog

Link to this Call for Projects will be posted to Bidnet by Monday, November 10

Application packets, including the application form and required attachments, **must be received, "in-hand," by 5:00 PM CT, Friday, February 13, 2026**

Applications post-marked, but not received and time-stamped by the deadline will not be reviewed or considered

Planned Project Schedule

Milestone	Date
Call for Projects Open	Friday, October 24, 2025
Call for Projects Workshops	Thursday, November 6, 2025, and Tuesday, December 2, 2025; *At 1:00-3:00 PM* *Virtual and In-person @ NCTCOG Offices*
Call for Projects Deadline (16 Weeks)	Friday, February 13, 2026; *Applications must be received "in-hand" by 5 PM Central Time*
Ongoing Rolling Application Deadlines to Fully Award Funds	~90 Day Increments
Committee Approvals of Rebate Awards	March-April 2026, ongoing as needed
Agreement Execution with Recipients	End of April 2026, ongoing as needed
Deadline for all Project Reimbursement Requests	October 29, 2027

Project Implementation Process & Rebate Administration

1. Attend Kick-Off Meeting with NCTCOG

2. Sign Agreement with NCTCOG

- No Rebate Activities May Begin Until After the Agreement is Fully Executed

3. Complete Purchases in Accordance with Agreement and Scope Requirements

4. Submit Preliminary Reimbursement Request

- Must be Approved by NCTCOG Before Proceeding to Disposition

5. Disposition of Existing Vehicles to be Replaced

- NCTCOG Conducts Site Visit for Verification
- No Disposition Activities Should Occur without NCTCOG Coordination

6. Submit Final Reimbursement Request

- Typically paid within 45 Days of Receiving Reimbursement Packet

7. Reporting and Vehicle Use

- Monthly Status Reports until Reimbursed
- Annual Usage Reporting for 5 Years

Contact Us

Alyssa Cunningham
Air Quality Planner
NCTCOG
acunningham@nctcog.org
469-814-8082

Juliana VandenBorn
Senior Air Quality Planner
NCTCOG
jvandenborn@nctcog.org
817-704-2545

Savana Nance
Principal Air Quality Planner
NCTCOG
snance@nctcog.org
682-433-0488

Lori Clark
Senior Program Manager
NCTCOG
lclark@nctcog.org
817-695-9232

cleancities@nctcog.org

North Texas Zero Emission Vehicle Project Information and Procurement/Contracting/Partnering Opportunities: www.nctcog.org/NTxZEV

Stay Informed of Other Funding/Events Related to Alternative Fuel Vehicles:
www.nctcog.org/stay-informed

Select Dallas-Fort Worth Clean Cities* and *Air Quality Funding Update