

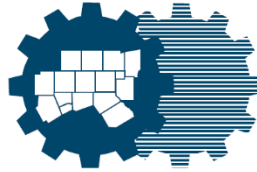
**NORTH TEXAS EMISSIONS REDUCTION PROJECT**

**CALL FOR PROJECTS**

**2020 APPLICATION ROUND GUIDELINES**

**Updated: March 9, 2021**

North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011  
[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)  
[AQgrants@nctcog.org](mailto:AQgrants@nctcog.org)



**North Central Texas  
Council of Governments**

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## INTRODUCTION

The North Central Texas Council of Governments (NCTCOG), using funds received through the Environmental Protection Agency's (EPA) Clean Diesel Funding Assistance Program Fiscal Year (FY) 2019 is offering rebate funding through the North Texas Emissions Reduction Project (NTERP) 2020 Call for Projects (CFP). This CFP will fund replacement of existing diesel-powered heavy-duty vehicles or equipment operating in the Dallas-Fort Worth (DFW) ten-county ozone nonattainment area as well as two additional counties due to their location near the DFW ozone nonattainment area and identified within a 12-county area housing several goods movement and transportation hubs.

Ten counties in the North Central Texas region were reclassified from moderate to serious nonattainment in August 2019 under the 2008 ozone National Ambient Air Quality Standards (NAAQS). This means ground-level ozone pollution levels in these counties are higher than the level that EPA has identified as safe for human and environmental health. Ozone is formed when nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds mix in the presence of sunlight and heat. Breathing ground-level ozone can result in several health effects that are observed in broad segments of the population. Observational studies indicate that higher daily ozone concentrations are associated with increased hospital admissions and other markers of morbidity.<sup>1</sup> In addition to threatening human health, high ozone concentrations pose a risk to the environment, wildlife, agriculture, and manufactured structures in the region. Ozone nonattainment can also cost the region economically, as funding to build new roadways could be placed at risk, and businesses could become subject to more strict regulations (e.g. requirements to install emission control devices).

Programs to reduce NO<sub>x</sub> emissions from mobile sources (e.g. cars and trucks), which contributes approximately 67 percent of ozone-forming pollutants, are an important element of working toward ozone attainment. Despite exponential population growth, which results in more vehicle miles traveled in the DFW nonattainment area, ground-level ozone concentrations have improved substantially in the past twenty years. On October 26, 2015, the EPA lowered the 8-hour ozone NAAQS to ≤70 parts per billion<sup>2</sup> (2015 ozone NAAQS). Under the 2015 ozone NAAQS, nine counties were designated marginal nonattainment. With the adoption of the 2015 ozone NAAQS, it is important to continue implementing emissions-reductions projects to work toward lower and lower ozone levels. For additional information about ozone emissions and efforts to improve air quality in North Central Texas, visit [www.nctcog.org/airquality](http://www.nctcog.org/airquality).

## CONTACT INFORMATION

Please submit any questions or comments to:

Email: [AQgrants@nctcog.org](mailto:AQgrants@nctcog.org)

Subject Line: ATTN: NTERP 2020

NCTCOG Project Staff:

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## SCHEDULE

Applications will be accepted and reviewed on a competitive basis. See the “Application Process” section for more details.

<b>Milestone</b>	<b>Estimated Timeframe</b>
Call for Projects Opens	October 12, 2020
Project Application Deadline	Every three months, at 5 pm Central Time, Beginning January 8, 2021 and Continuing Until All Funds Awarded or Final Application Deadline Reached
Proposals Evaluated & Selected	Within 60 Days of Application Deadline
Awarded Projects Announced	Within 60 Days of Application Deadline
Awardees to Receive Agreements for Execution and Approval to Purchase	Within 60 Days of Rebate Announcement
All Approved Projects Must Be Implemented	<del>March 1, 2022</del> February 26, 2023

### **Project Dates**

Projects must be implemented, and final reimbursement request submitted by ~~March 1, 2022~~ February 26, 2023. NCTCOG expects notifying rebate recipients of award within 60 days of the application deadline.

## ELIGIBLE REBATE RECIPIENTS & PROJECT AREA

This CFP is open to private sector fleets for high-use diesel vehicles and equipment operating in the ten counties currently classified as nonattainment for the pollutant ozone under either the 2008 or 2015 ozone standards. This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties. Additionally, Navarro County and Hood County will be included in the project area due to their location near the DFW ozone nonattainment area and identified within a 12-county area housing several goods movement and transportation hubs. Hood County is a participant in the EPA’s ozone advance program. Navarro County is listed by EPA as a priority area under the 2011 National-Scale Air Toxics Assessment. Exhibit 1 displays all eligible counties.

To be eligible, all rebate recipients must have adopted a policy which is consistent with the Regional Transportation Council (RTC) Clean Fleet Policy prior to the application submittal. To meet this requirement, the policy should include goals or elements which meet the following objectives:

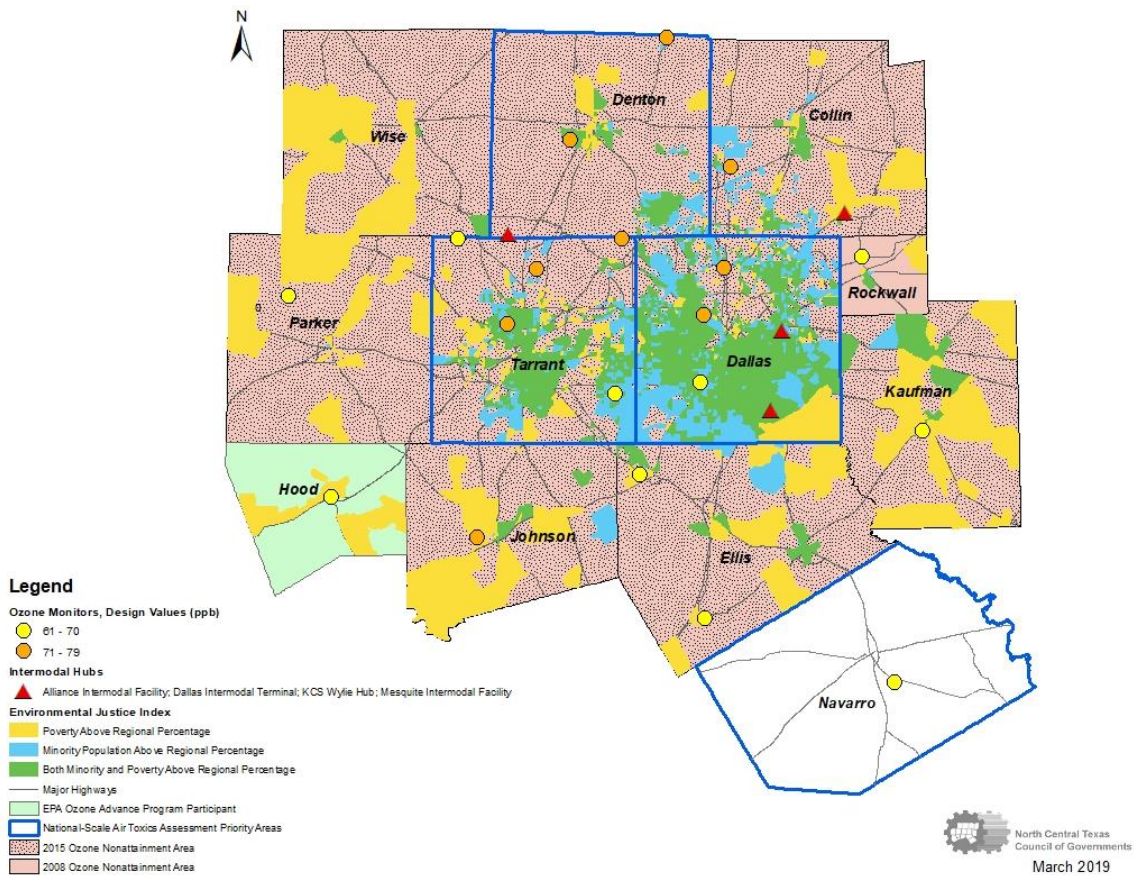
- 1) Reduce emissions from fleet activities;
- 2) Reduce fuel consumption among fleet vehicles and equipment;
- 3) Support partnership with the NCTCOG and DFW Clean Cities Coalition; and
- 4) Educate fleet personnel on air quality and fuel consumption efforts.

More information, including a template policy, guidance documents and details on what these four objectives entail, can be found at [www.nctcog.org/fleetpolicy](http://www.nctcog.org/fleetpolicy).

In addition, all rebate recipients must submit an online risk assessment:

- NCTCOG will conduct a risk assessment of all anticipated rebate recipients prior to final selection. This assessment includes the following elements:
  - Financial/organizational capacity
  - History of performance for federal funds
  - Experience in carrying out a federally compliant procurements, and the proposed procurement approach for this project
  - Results of previous audits
  - Past performance on NCTCOG-related grants
- NCTCOG is not obligated to fund a proposal from a rebate recipient that has demonstrated marginal or unsatisfactory performance on previous grants or contracts with NCTCOG and/or other state or federal agencies.
- NCTCOG is not obligated to fund a proposal from a rebate recipient based on a determination of the risks, including the financial condition of the recipient and other risk factors as may be determined by NCTCOG.

### Exhibit 1: Project Area Map



**PROJECT ELIGIBILITY & APPLICATION REQUIREMENTS**

**All projects must reduce NO<sub>x</sub> emissions from existing diesel-powered vehicles or equipment, and fit one of the following categories:**

The following requirements will apply to all rebate recipients under this program. NCTCOG reserves the right to withhold rebate payment or request return of funds if these requirements are not met and/or not sufficiently documented. Potential Rebate recipients should consider these conditions carefully when evaluating whether to submit a rebate application.

Rebate funding will be available for the following:

Vehicle and Equipment Replacements: Certified Vehicle/Equipment Replacements for Highway Diesel Vehicles and Nonroad Diesel Vehicles and Equipment

Idling Control Strategies: Shore power installation for rail and switch yards

**Project Type 1:**

**Vehicle Replacement** – replacement of an older diesel on-road vehicle with a newer model year on-road vehicle. Vehicle replacement includes over the road, long-haul trucks and other freight and goods movement trucks. Manufacturers include Kenworth, Peterbilt, International, etc.

NCTCOG does intend to offer recipients the flexibility to scrap a 1996-2009 engine model year (EMY) vehicle.

**Table 1: Replacement of Diesel On-Road Vehicle Eligibility Details**

Current Gross Vehicle Weight Rating (GVWR)	Eligible Old Engine Model Years	Eligible New Vehicle	Maximum Funding Levels
16,001 and Up	1996 – <del>2006</del> 2009	2016 or Newer Diesel or Alternative Fuel Vehicle	45% Cost if New Is Electric* 35% Cost if New is Powered by Engine Certified to CARB** optional Low-NO <sub>x</sub> Standards
	1996 – <del>2009</del> Newer	2016 or Newer Zero Emission Vehicle	25% Cost for All Others

*\*Includes charging pedestal and installation cost, one per purchased vehicle and subject to applicable cost-share.*

*\*\*CARB=California Air Resources Board; a list of currently available engines certified to CARB Low-NO<sub>x</sub> standards are available at:*  
[https://ww2.arb.ca.gov/sites/default/files/classic/msprog/onroad/optionnox/optional\\_low\\_nox\\_certified\\_hd\\_engines.pdf](https://ww2.arb.ca.gov/sites/default/files/classic/msprog/onroad/optionnox/optional_low_nox_certified_hd_engines.pdf)

**Project Type 2:**

**Non-Road Vehicles and Equipment Replacement** – replacement of an older diesel non-road equipment that operates 500 or more hours per year, with a newer model year non-road

equipment. Non-road equipment includes vocations such as construction, agriculture, and industrial uses and manufacturers such as Caterpillar, Volvo, John Deere, Komatsu, New Holland, etc. Eligible equipment includes items such as tractors, backhoes, graders, and other heavy equipment used off-road.

**Table 2: Replacement of Diesel Non-Road Vehicle and Equipment Eligibility Details\*\*\***

Current Engine Horsepower	Eligible Old Engine Model Year and Tier	Engine Model Year 2019 or Newer		Maximum Funding Levels
		Eligible New Compression Ignition Tier	Eligible New Spark Ignition Tier	
0 - 50	2006 and Newer; Unregulated – Tier 2	Tier 4 final or All-Electric	Tier 2	45% Cost if New Is Electric*
51 - 300	1996 and Newer; Tier 0 – Tier 2	Tier 3, 4 interim, Tier 4 final or All-Electric		
51 - 300	1996 and Newer; Tier 3	Tier 4 final or All-Electric		
301+	1986 and Newer; Tier 0 – Tier 2	Tier 3, 4 interim, Tier 4 final or All-Electric		
301+	1986 and Newer; Tier 3	Tier 4 final or All-Electric		

\*Includes charging pedestal and installation cost, one per purchased vehicle and subject to applicable cost-share

\*\*CARB=California Air Resources Board; a list of currently available engines certified to CARB Low-NO<sub>x</sub> standards are available at:

[https://ww2.arb.ca.gov/sites/default/files/classic/msprog/onroad/optionnox/optional\\_low\\_nox\\_certified\\_hd\\_engines.pdf](https://ww2.arb.ca.gov/sites/default/files/classic/msprog/onroad/optionnox/optional_low_nox_certified_hd_engines.pdf)

\*\*\*Agricultural pumps: No funds awarded this Call for Projects (CFP) shall be used to retrofit, replace, or upgrade agricultural pumps that operation for less than 250 hours per year. All other non-road engines: No funds awarded under this CFP shall be used to retrofit, replace, or upgrade all other non-road engines that operates less than 500 hours per year

**Project Type 3:**

**Table 3: Idling Control Strategies Eligibility Details**

Eligible Equipment*	Goods Movement Areas Identified for Inclusion for Rail Yards	Operational Minimum for Funding	Maximum Funding Levels
Shore power installation for rail and switch yards locomotives, automatic shutdown/start-up systems for locomotives and	<b>Counties:</b> Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Navarro, Parker, Rockwall, Tarrant and Wise	No funding eligible for retrofitting or installation technology on engines operating less than 1,000 hours per year	40% Cost Coverage

shore connection systems. Technologies used must be on the EPA SmartWay verified list.**	<b>Cities:</b> Dallas, Fort Worth, Irving, Arlington, Carrollton, Plano, Forney, Weatherford, Waxahachie, Midlothian, Ennis, Burleson, Cleburne, Corsicana, Kerens, Rice, Granbury, DeCordova, Rockwall and Decatur		
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\* **Replacement of locomotives or their primary engines not eligible.**

\*\*SmartWay Verified locomotive technologies -- including the specified categories -- are listed in a table at: <https://www.epa.gov/verified-diesel-tech/smartway-verified-list-idling-reduction-technologies-irts-locomotives>

The following requirements will apply to all rebate recipients under this program. NCTCOG reserves the right to withhold rebate payment or request return of funds if these requirements are not met and/or not sufficiently documented. Potential Rebate recipients should consider these conditions carefully when evaluating whether to submit a rebate application.

**Rebate Award:**

**Table 3: Example Scenarios for Rebate Award**

Project Description	New Vehicle Cost	Funding Threshold	Rebate Amount
Replace 1 Large Truck with New Diesel Truck	\$400,000	25%	\$100,000
Replace 1 Class 6/7 Truck with New CNG Class 6/7 Truck	\$163,000	35%	\$57,050
Replace 1 Box Truck with New Diesel Box Truck	\$160,000	25%	\$40,000

**New Equipment for Replacement:**

- New vehicles/equipment must perform the same function, be of the same type, and have a similar gross vehicle weight rating (GVWR) or horsepower as the vehicles/equipment being replaced. Specific advance approval must be obtained from NCTCOG if:
  - For on-road vehicles, the GVWR does not stay within 10 percent of the engine’s intended service class.
  - For non-road equipment, the horsepower does not stay within 25 percent of the old engine.
- New vehicles/equipment must remain operational in the DFW ozone nonattainment area for at least five years.

- Funding will not be awarded to replacement projects that would have occurred within three years of the project start date based on normal fleet turnover (attrition) as defined in the equipment or fleet owner's budget plan, operating plan, standard procedures, or retirement schedule. Normal attrition does not include replacements that must occur due to a State or Local mandate. Replacement projects must include a detailed discussion of the fleet owner's normal attrition schedule and must explain how the proposed emission reductions are above and beyond what would have occurred through normal fleet turnover within three years of the project start date.

**Cost Eligibility:**

**Eligible Costs**

- Limited to purchase costs of new vehicle and/or equipment.
- Rebate recipients must notify NCTCOG of the value of any existing financial incentives that directly reduce the cost of the proposed activity, including tax credits or deductions, other rebates, anticipated scrap value, or any other financial assistance, to allow for accurate calculation of incremental cost.

**Ineligible Costs**

- Administrative costs and other internal costs of the rebate recipient including, but not limited to, personnel expenses, internal salaries, indirect costs, and travel.
- Fee associated with cooperative procurement organizations (e.g. BuyBoard, Sourcewell).
- Fees for a third-party consultant or dealer hired to coordinate the application or manage and administer rebate-funded activities, including coordination of the work and submission of reports and paperwork. This restriction is not intended to limit the ability of the equipment supplier or installer to include reasonable and necessary costs for managing the work to be performed in the price of the engine, equipment, or installation services. Per the Uniform Grant Management Standards, the cost-plus-percentage-of-cost method of contracting for professional services shall not be used.

**Cost Estimate:**

- Rebate recipients are advised to consult multiple sources to ensure that estimated costs are as accurate and realistic as possible. As part of the application, rebate recipients must attach at least price quote from a sales company for each project type, that will be the basis for determining the applicable funding thresholds.

**DUNS Number & SAM Registration:**

- Rebate recipients are required to provide a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number, and a current registration with the System for Award Management (SAM). Rebate recipients can receive a DUNS number at no cost by calling the toll-free DUNS Number request line at 1-866-705-5711, or visiting the D&B Website at [www.dnb.com/us/](http://www.dnb.com/us/). Rebate recipients can receive free SAM registration at [www.SAM.gov](http://www.SAM.gov). If a DUNS number or SAM has not yet been assigned, please include the date the rebate recipient requested a number.

**Emissions Credit:**

- Rebate recipient must surrender all emissions reductions to NCTCOG to meet air quality requirements and goals. The recipient may not utilize emissions reductions to satisfy other air quality commitments unless otherwise agreed to by NCTCOG.



## Voluntary Reductions:

- Projects must be voluntary in nature and not required by any local, state, or federal law, rule, regulation, memorandum of agreement, or other legally binding document.

## APPLICATION PROCESS

Application forms are available through [www.nctcog.org/agfunding](http://www.nctcog.org/agfunding); click the “North Texas Emissions Reduction Project 2020 Call for Projects” link under Hot Topics. Applications must include original signatures from the rebate recipient’s Authorized Official on the certification statements in Part 4 of the application. As part of applying, rebate recipients must also complete a Risk Assessment Questionnaire available at: <https://www.surveymonkey.com/r/JW65WWP>.

The first application deadline is 5 p.m., Friday January 8, 2021 with application deadlines continuing every three months until all funds are awarded or until the final application deadline of ~~April 9, 2021~~ October 8, 2021 is reached.

**Submit a hard copy Application and all needed attachments by 5 p.m. on the deadline date.** Applications received after that time will **be considered with applications submitted for the next application deadline.** Applications received after 5 p.m. on the final deadline will not be considered and will be returned unopened. **This hard copy submittal with original “wet” signatures will count as the official submittal and must be mailed or delivered to the following address by 5 p.m. Central Time on the appropriate deadline:**

**North Central Texas Council of Governments  
Transportation Department  
North Texas Emissions Reduction Project 2020 Call for Projects  
Attention: AQ Grants  
616 Six Flags Drive  
Arlington, TX 76011**

In addition to the hard copy submittal, NCTCOG requires an electronic submission of the Application (in Excel format) and all needed attachments to [aqgrants@nctcog.org](mailto:aqgrants@nctcog.org). Electronic-**only** submissions will **not** be evaluated.

Applications for the North Texas Emissions Reduction Project 2020 Call for Projects will be accepted on a competitive, first-come, first-served basis. **Hard copy applications received “in hand” by 5 p.m. every three months beginning Friday, January 8, 2021, will be considered competitively with applications received since the preceding deadline.** Evaluation will be based on the selection criteria outlined on page 10. Mailed applications which are postmarked by this time but have not yet been received are not considered “in hand.” Applications must be in a sealed envelope with a return address on the outside. Faxed applications will not be accepted.

Rebate recipients are encouraged to submit in advance of the submission deadline to allow staff time to review for completeness.

Steps to Apply: All the items listed below must be “in hand” by the application deadline for a project to be deemed complete.

- Submit Risk Assessment Questionnaire (including any required attachments)
- Submit Completed and Signed Application Form (including Part 1, Part 2, Part 3,

- and Part 4)
- Price Quote (at least one price quote for each project type)
- Signed Copy of Clean Fleet Policy (if not already on file with NCTCOG)
- Fleet Attrition Schedule or Policy
- Statement on letterhead explaining how the proposed emission reductions for each activity in the project are above and beyond what would have occurred through normal fleet turnover within three years of the project start date.

### **Use of Consultants:**

Private consultants may be available to assist in completing and submitting an application. These consultants do not represent NCTCOG, and NCTCOG neither encourages nor discourages the use of a consultant to assist with the application process. NCTCOG has no agreement with any consultant and applications submitted by a particular consultant will not receive any more favorable treatment than other applications. Fees charged by a consultant are the responsibility of the applicant and may not be charged to the rebate, either directly or as an addition to the cost basis of the rebate-funded equipment. Moreover, NCTCOG staff are available to field application questions as needed.

### **SELECTION CRITERIA**

NCTCOG will evaluate submitted applications based upon a competitive process using the following criteria:

- **Quantitative Analysis: Cost Effectiveness (75% of total project score)**
  - Cost per ton of NO<sub>x</sub> reduced in the twelve-county project area per year.
- **Qualitative Analysis: Rebate Recipient Oversight (25% of total project score)**
  - The project's emissions benefits will be compared to NCTCOG's burden to administer the project.
  - NCTCOG will give scoring preference to projects where rebate recipients indicate they plan to install telematics and are willing to provide NCTCOG access to the information.

NCTCOG may base funding decisions on factors associated with best achieving the purpose of the CFP and is not obligated to select a project for funding. Additionally, NCTCOG may select parts of an application for funding or offer to fund less than the amount requested in an application.

### **REBATE ADMINISTRATION & PROJECT IMPLEMENTATION REQUIREMENTS**

Rebates are participant support costs used for subsidies, and similar one-time, lump-sum payments to recipients for the purchase of eligible emission control technologies and vehicle replacements. They are not considered subawards/subgrants as defined in 2 CFR Part 200, under this award and should not be treated as such.

NCTCOG will notify all rebate recipients whether the project has been awarded and, if so, rebate amounts awarded. The notification will be sent to all points of contact identified on the rebate application. *This notification is not authorization to begin work.* Entities selected to

receive rebate funding will be required to execute an agreement with NCTCOG in order to formally accept rebate funding.

Rebate recipients who receive a rebate award will be required to meet with NCTCOG staff prior to implementing their project to explain all rebate expectations. If awarded, the steps to implement generally are as follows:

### **Step 1: Sign Agreement with NCTCOG**

No rebate activities may begin until after the agreement between NCTCOG and the rebate recipient is fully executed. "Rebate activities" in this case includes vendor selection or placement of vehicle/equipment purchase orders. All activities must be on hold until execution of a rebate agreement by NCTCOG.

### **Step 2: Complete Purchases in Accordance with Agreement and Scope Requirements**

Rebate recipients will be required to complete purchases per the executed agreement and as detailed in the project scope of work.

### **Step 3: Submit for Reimbursement**

Rebates will be made on a reimbursement basis for eligible expenses incurred and paid by the rebate recipient. A cost may not be considered incurred until the rebate-funded vehicle/equipment has been paid for by the rebate recipient. Requests for reimbursement shall include documentation to show that the vehicle/equipment has been received, expenses paid by the rebate recipient, and proper vehicle/equipment disposition has occurred. **All eligible expenses must be paid in full with cash on hand (not financed, etc.) in order to be reimbursed.** Reimbursement request forms are available at <https://www.nctcog.org/trans/quality/air/funding-and-resources/agreement-information-and-forms>.

Rebate recipients must notify NCTCOG of the value of any existing financial incentives that directly reduce the cost of the proposed activity, including tax credits or deductions, other rebates, anticipated scrap value, or any other public financial assistance, to allow for accurate calculation of incremental cost.

Rebate recipients must identify expected local match sources, which must fund at least 75, 65 or 55 percent of total replacement project cost depending on type of replacement vehicle/equipment. Matching funds should be sourced from cash in hand. Matching funds must not already be tied to other emission reduction commitments (i.e. funding from the Texas Emissions Reduction Plan or Texas Volkswagen Environmental Mitigation Program may not be used as matching funds).

### **Step 4: Disposition**

All vehicles/equipment being replaced must be rendered permanently disabled. Disabling the engine requires cutting, drilling, or punching a three inch by three-inch (3" x 3") hole in the engine block. Disabling the chassis consists of cutting completely through the frame/frame rails on each side of the vehicle/equipment at a point located between the front and rear axles. Both the engine and chassis of each vehicle/equipment must be disabled for each replacement activity.

Rebate recipients must apply for a non-repairable vehicle title in advance of completing disposition.

NCTCOG staff must be present to witness vehicle/equipment and engine destruction and to take the required photos. Rebate recipients must schedule the destruction in coordination with NCTCOG to ensure staff attendance.

Complete documentation of vehicle/equipment disposition must be included with the reimbursement request submitted for preliminary review. Documentation will include a standard form identifying the destroyed vehicle/equipment and a standard set of photos. The Vehicle/Equipment and Engine Disposition Form (available for download at [www.nctcog.org/aqfunding/forms](http://www.nctcog.org/aqfunding/forms)) shows the highlighted fields to be completed by the rebate recipient. NCTCOG will facilitate completion of this documentation through the destruction site visit. **NCTCOG will notify performing party of preliminary approval of reimbursement, and if disposition should proceed.**

Alternative disabling methods must be approved by NCTCOG in advance on a case by case basis. If other, pre-approved scrappage methods are used, details and documentation must be submitted to NCTCOG. Disposition documentation requirements will apply and will be detailed as part of the NCTCOG approval.

Current Eligible Vehicle Year for Scrappage	Replacement Vehicle Year	Requirement*
1996-2009 EMY	2010 EMY or newer	<p><del>Initial replacement vehicle must be replaced with a newer model year and initial 2010 or newer vehicle replaces a 1996-2009 EMY vehicle</del></p> <p>If a 2010 engine model year (EMY) or newer vehicle is replaced, the 2010 EMY or newer vehicle may be retained or sold if the 2010 EMY or newer vehicle will replace an 1996-2009 EMY vehicle, and the 1996-2009 EMY vehicle will be scrapped. It is preferred that the scrapped unit currently operates within the same project location(s) as the 2010 EMY or newer vehicle currently operates, however alternative scenarios may be considered. Under this scenario, a detailed scrappage plan must be submitted and will require prior approval.</p>

\*The term “project location” as used in this RFA refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized. All existing and replacement vehicles are subject to the funding restrictions in this section of the RFA. All equipment must operate within the United States.

While NCTCOG does not endorse nor recommend any particular facilities, the Texas Department of Motor Vehicles maintains a list of salvage dealer facilities. This list may be a useful reference for locating facilities who can ensure compliance with this rebate program’s requirements. A list of salvage yards is located at: <https://txdmv.force.com/dealers/salvagedealeragentstaging>. A list of used auto recyclers is located at: [https://www.tdlr.texas.gov/dbproduction2/Ltuaprcl\\_rcy.csv](https://www.tdlr.texas.gov/dbproduction2/Ltuaprcl_rcy.csv).

### **Step 5: Reporting and Vehicle/Equipment Use**

- **Project Status Report:** Rebate recipients must submit reports regarding project status on a monthly basis until final reimbursement is issued.
- **Annual Usage Reporting:** Rebates recipients will be required to submit annual reports which will be available through the NCTCOG website at [www.nctcog.org/aqfunding/reporting](http://www.nctcog.org/aqfunding/reporting). Required reporting will include, but is not limited to, the following information for each activity:
  - Hours/Mileage
  - Asset Condition
  - Location/Area of Operation
- **Geographic Area of Use:** All rebate-funded equipment/engines must be utilized predominantly in the twelve-county project area.
- **Automatic Vehicle Locator Service:** Rebate recipients must be open to providing automatic vehicle locator service (AVLS) device data on all rebate-funded equipment to facilitate required usage reporting. The AVLS device will track operating characteristics of the equipment, including but not limited to hours used, equipment speed (where relevant), and percentage of use within in the twelve-county project area. Rebate recipients can use AVLS data to provide to NCTCOG through annual reporting.
- **Public Awareness:** To further enhance the partnership and marketing of emission reduction efforts, the rebate recipient must agree to place a label on rebate-funded vehicles/equipment if requested by NCTCOG.
- **Notification of Changes:** Recipients must agree to notify NCTCOG of changes in the following for the duration of the 5-year operation requirement: termination of use, change in use or location, sale, transfer, or accidental or intentional destruction of rebate-funded equipment/engines.

Awarded rebate recipients are obligated to fulfill agreement requirements including, but not limited to, surrender of eligible emissions credits, and completion of reporting requirements to NCTCOG for the duration of the 5-year operation requirement. Failure to comply with these requirements may result in return of all or a pro-rata share of the rebate funds to NCTCOG.

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1 <https://www.epa.gov/ozone-pollution-and-your-patients-health/health-effects-ozone-general-population>

2 <http://www.gpo.gov/fdsys/pkg/FR-2015-10-26/pdf/2015-26594.pdf>

[https://www.epa.gov/sites/production/files/2017-12/documents/tx\\_ltr\\_12\\_22\\_17.pdf](https://www.epa.gov/sites/production/files/2017-12/documents/tx_ltr_12_22_17.pdf)