

North Texas Zero Emission Vehicle Call for Projects

Frequently Asked Questions

Updated 12/01/2025

Note: Questions were edited for clarification and to remove any identifying information.

General Application Questions

1. Will this be a rolling deadline or a single application deadline?

The initial deadline of the North Texas Zero Emission Vehicles Call for Projects (NTxZEV CFP) is 5:00pm February 13, 2026. ***If funds remain*** after this deadline, it will be referred to as “Round 1” and NCTCOG will continue to accept applications in approximately 90-day increments, referred to as subsequent “Rounds,” until all funds are fully awarded. Applications will be reviewed and scored on a competitive basis with other applications received within the same “Round” – that is, received by the same deadline. For more information, see the *Schedule Section of the NTxZEV Guidelines*

2. When will the selected applicants for Round 1 be announced?

All applications received by February 13, 2026 at 5:00pm CT will be evaluated and scored competitively. Staff scores and funding recommendations for applications received by the February deadline are expected to be made public with the posting of NCTCOG’s Surface Transportation Technical Committee (STTC) March 2026 meeting agenda and supporting materials, which should occur Friday, March 20, 2026.

Note that staff funding recommendations are NOT confirmation of an award OR authorization for an applicant to proceed with any project activities under the NTxZEV CFP. NCTCOG will take funding recommendations to STTC, the Regional Transportation Council, and the Executive Board for approval. If funding recommendations are approved at all three committees/councils, NCTCOG will notify the applicant(s) and begin negotiating an agreement between the applicant and NCTCOG. For more information, see the *Schedule and Rebate Administration and Project Implementation Process Sections of the NTxZEV Guidelines*.

3. What is the Intent to Submit Form?

The NTxZEV Intent to Submit Form is an optional, non-binding form that notifies NCTCOG of the number and type of vehicles your entity is interested in purchasing. Completion of the form helps NCTCOG prepare for receiving and scoring applications. **Entities who complete the Intent to Submit Form will receive a reminder notice two weeks in advance of the application deadline.** The NTxZEV Intent to Submit Form can be found at www.nctcog.org/NTxZEV.

Eligible Project Area

1. **For the counties listed as eligible under the Texas Triangle definition in *Appendix A of the NTxZEV Guidelines*, are all vehicle operations in these counties considered part of the eligible/priority project area or is only a portion of operations in these counties considered eligible?**

For vehicle operations to be counted as part of the eligible/priority operations under this Call for Projects, it must occur in an area **bounded by (or within)** the triangular shape created by the Interstates that connect DFW, Houston, and San Antonio. This boundary is I-45 from Houston to DFW, I-35 from Denton to San Antonio, and I-10 from San Antonio to Houston.

If a vehicle operates to the West of I-35, the East of I-45, or the South of I-10, those operations would **NOT** be considered **bounded** by the Texas Triangle. Those operations should be reported as “% of operations not occurring within the Texas Triangle” in the NTxZEV Application Form.

The following counties are only partially contained WITHIN the Texas Triangle; applicants should consider *only* the operations that occur along the interstate or in the portion of the county WITHIN the outline of the Texas Triangle:

- **Intersects with I-35:** Bell, Comal, Falls, Fayette, Hays, Hill, McLennan, Travis, Williamson Counties
- **Intersects with I-10:** Austin, Caldwell, Colorado, Gonzales, Waller Counties
- **Intersects with I-45:** Freestone, Leon, Madison, Montgomery, Walker Counties
- **Intersects with I-35 and I-10:** Bexar and Guadalupe Counties
- **Intersects with I-45 and I-10:** Harris County

The following counties are contained completely within the Texas Triangle; applicants may consider all operations within these counties:

- **Fully Bound by Texas Triangle:** Bastrop, Brazos, Burleson, Grimes, Lee, Limestone, Milam, Robertson, Washington Counties
- **NCTCOG Region:** Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, Wise Counties

Eligible Applicants

1. **As a private company, does the company still need to adopt and implement a Clean Fleet Policy?**

Yes, a private company would be required to adopt a policy *consistent with* the Regional Transportation Council (RTC) Clean Fleet Policy. The RTC Resolution requires adoption of the Clean Fleet Policy in order to receive vehicle funding made available by the RTC.

However, if a private company has any existing policies in place to reduce fleet emissions, it may not be necessary to adopt the Clean Fleet Policy in addition to what a private company already has, assuming it is "consistent with" the principles of the Clean Fleet Policy. For more information on the Clean Fleet Policy, see the *Eligible Applicants Section of the NTxZEV CFP*. .

2. If a private company is planning to apply for NTxZEV CFP funding on behalf of other entities, does the private company still need to adopt and implement a Clean Fleet Policy? The private company would own the rebate-funded vehicles/infrastructure. In this scenario, who would be responsible for any reporting required through the Clean Fleet Policy?

Yes, the entity applying for NTxZEV CFP funding would be required to adopt a policy consistent with the Regional Transportation Council (RTC) Clean Fleet Policy.

The applicant requesting funding through the NTxZEV CFP would be responsible for obtaining and reporting the operation information for the rebate-funded new vehicles under the Clean Fleet Policy reporting requirements.

3. What does the annual Clean Fleet Policy reporting entail?

The DFW Clean Cities Annual Survey serves as the required reporting under the Clean Fleet Policy. Entities receiving funding under the NTxZEV CFP would report vehicle operations in the DFW Clean Cities Annual Survey. The DFW Clean Cities Annual Survey opens for data collection each spring. More information can be found at www.dfwcleancities.org/get-involved/annual-report.

Note that there may be additional reporting requirements for entities who receive funding through the NTxZEV CFP, such as project status and annual usage.

4. If I operate vehicles owned by someone else, who should apply for vehicle funding?

The applicant for funding through the NTxZEV CFP should be the entity that owns the existing vehicles to be replaced. Additionally, the new vehicles to be purchased must also be owned by the applicant.

Eligible Activities

Eligible Existing Vehicles to be Replaced (or Old Vehicle)

1. Can a School Bus be an eligible existing vehicle to be replaced?

It depends. A school bus is NOT eligible if the main use of the vehicle is to transport students to/from school or school-related events. See the exact definition of a school bus given in *Appendix A of the NTxZEV Guidelines*.

A School Bus MAY be eligible if it does not meet the definition of a school bus given in *Appendix A of the NTxZEV Guidelines*. In that case, the vehicle can be eligible for funding under the “other vocational vehicle” type. Examples could include a school bus used by a county for evacuation services, or a hospital to transfer patients.

2. How do I know if my vehicle is Class 6 or Class 7?

The Gross Vehicle Weight Rating (GVWR) of a vehicle determines its vehicle classification (i.e. Class 6 or 7). The GVWR is shown on the vehicle’s Safety Compliance Certification Label, located on the inside of the driver’s side door or the door latch post pillar.

For a Class 6 Vehicle, the GVWR will be between 19,501 lbs and 26,000 lbs. For a Class 7 Vehicle, the GVWR will be between 26,001 lbs and 33,000 lbs.

3. How does the 2,000 lbs weight exemption impact the eligible Gross Vehicle Weight Rating (GVWR)?

Vehicles powered primarily by means of electric battery power (i.e. battery-electric vehicles) may exceed the weight limit by up to 2,000 lbs, as stated in Section 422 of the Transportation, Housing and Urban Development, and Related Agencies Consolidated Appropriations Act of 2019 amended 23 U.S.C. 127 (s).

This means that battery-electric Class 6 vehicles can have a GVWR of up to 28,000 lbs and battery-electric Class 7 vehicles can have a GVWR of up to 35,000 lbs. For more information, see *Appendix A of the NTxZEV CFP Guidelines*.

4. What is a Vocational Vehicle?

A vocational vehicle is any vehicle that is built or outfitted for a specific industry, trade, or job such as construction, heavy hauling, transporting passengers or refuse. See the exact definition of a vocational vehicle given in *Appendix A of the NTxZEV Guidelines*. Example photos of eligible vocational vehicles:

Example Photos of Eligible Vocational Vehicles

Straight/Box Truck



Step Van



Septic/Bucket Truck



Street Sweeper



Transit Bus



Refuse Hauler



Other Vocational Vehicles



School Bus



Dump Truck

Photo Credit: NCTCOG/Trinity Metro

Additional vehicle types that may be eligible under “Other Vocational Vehicles”:

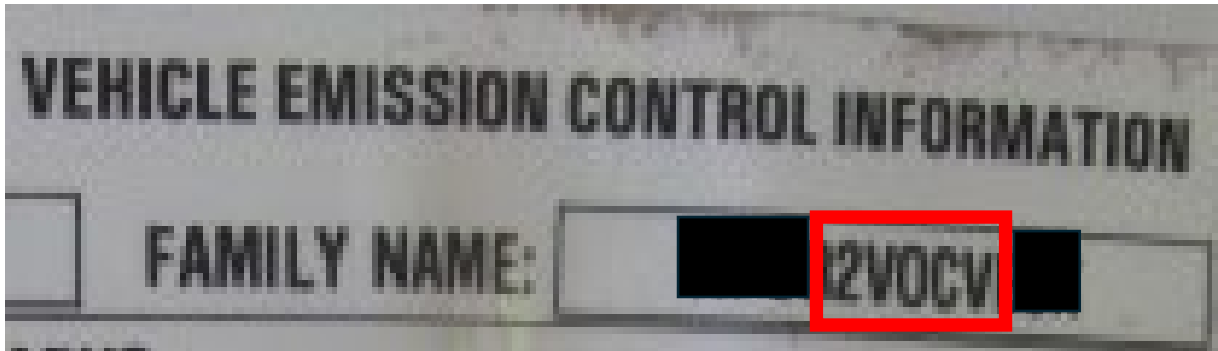
- School Bus*
- Shuttle Bus
- Dump Truck
- Fire Truck
- Utility/Maintenance Truck
- Landscape Truck
- Stake bed Truck
- Flatbed Truck
- Vocational Tractor*

*For specific eligibility details, refer back to Eligible Existing Vehicles to be Replaced (or Old Vehicle) Question #1 for school buses and Question #6 for vocational tractors.

5. How do you identify a Vocational Vehicle?

Look at the Vehicle Family Name/Code on the Emission Control Label (ECL). Typically for zero-emission vehicles, the ECL is located on the driver’s side door frame. To be classified as a “vocational vehicle,” see the following requirements:

- The 5th digit of the Vehicle Family Name/Code should be a “2” which classifies the vehicle as “heavy-duty highway tractors and vocational vehicles.” The 5th digit depicts the vehicle’s Industry Sector Code. See the example photo below.
- The 6th-9th digits in the Vehicle Family Name/Code should be “VOCV,” which depicts the vehicle’s Family Type Descriptor Code. See the example photo below.



6. Are truck tractors eligible vehicles for this program?

Truck tractors are eligible only if there is a reclassification statement on the ECL, such as ***“THIS VEHICLE WAS CERTIFIED AS A VOCATIONAL TRACTOR UNDER 40 CFR 1037.630.”*** This means that the truck tractor has been reclassified by the manufacturer to be a vocational tractor, or “Special Purpose Tractor.” Vocational Tractors typically do not operate at highway speeds. An example of a Vocational Tractor is a low-roof tractor intended for intra-city pickup and delivery, such as those that deliver bottled beverages for retail stores.

Note that if the vehicle’s 6th-9th digits in the Vehicle Family Name/Code are “TRAC,” this means that the vehicle is classified as a “truck tractor.” Typical semi-trucks regularly used for the delivery of freight/long-haul trucking, such as a semi with a sleeper, are not eligible under the NTxZEV CFP.

7. Can an entity combine the mileage and idling times of two different vehicles to meet the operational requirement for the existing vehicle to be replaced?

One or more vehicles may be combined to meet minimum mileage or idling operational requirements. However, applicants must combine either mileage from multiple vehicles to meet at least 7,000 miles/year for 2 years OR combine idling from multiple vehicles to meet at least 500 hours/year for 2 years. An applicant may not combine mileage from one vehicle and idling from another. An entity has the following options to meet the NTxZEV existing vehicle operational requirements:

- Operate at least 7,000 miles/year for each of the previous 2 years or group two or more vehicles whose combined mileage meets 7,000 miles/year for each of the 2 years. Both of these vehicles will be disposed of and replaced with one ZEV.
- Idle at least 500 hours/year for each of the previous 2 years or group two or more vehicles whose combined idling meets the 500 hours/year for each of the 2 years. Both of these vehicles will be disposed of and replaced with one ZEV.

8. Does the size/length of a flatbed matter?

The size/length of a flatbed only matters if it impacts other requirements for the existing vehicle detailed in the *Eligible Existing Vehicles to be Replaced Section of the NTxZEV Guidelines*, such as the GVWR or classification as a vocational vehicle

9. Are Class 5 or Class 8 vehicles eligible?

No, Class 5 vehicles (i.e. GVWR between 16,001 and 19,500 lbs) or Class 8 vehicles (i.e. GVWR over 33,001 lbs) are not eligible under the NTxZEV CFP.

However, Class 5 and/or Class 8 zero-emission vehicles may be funded under the Texas Commission on Environmental Quality's (TCEQ) Texas Volkswagen Emissions Mitigation Program (TxVEMP) All-Electric Grant Round. The TxVEMP All-Electric Grant Round funds the repower or replacement of diesel-fueled vehicles and equipment with all-electric models (battery-electric and hydrogen fuel cell electric), along with supporting infrastructure. Eligible Vehicle Classes and Types include Class 8 freight/refuse and port drayage trucks, Class 4-8 school, shuttle, and transit buses, and Class 4-7 freight/refuse trucks. Governmental entities are eligible for up to 100% of the incremental cost of the new vehicle and private companies are eligible for up to 75%. More information on the TxVEMP All-Electric Grant can be found at tceq.texas.gov/agency/trust/all-electric.

10. Are Natural Gas tow trucks eligible old vehicles to be replaced?

Yes, natural gas vehicles are eligible existing vehicles to be replaced (old vehicle), assuming all other eligibility requirements for the existing vehicle to be replaced are met. For more information, see the *Eligible Existing Vehicles to be Replaced Section of the NTxZEV CFP Guidelines*.

Eligible New Vehicles to be Purchased

11. What are zero-emission vehicles?

Zero-emission vehicles are vehicles that do not produce tailpipe emissions (i.e. exhaust). This includes battery-electric vehicles and hydrogen fuel cell electric vehicles. For definitions, please see *Appendix A of the NTxZEV Guidelines*.

12. Can a hydrogen internal combustion engine (ICE) vehicle be an eligible new vehicle?

No. Only hydrogen fuel cell electric vehicles and battery electric vehicles are eligible new vehicles to be purchased.

13. Will a list of eligible vendors/vehicles for the NTxZEV CFP be released?

NCTCOG has published a *NTxZEV CFP Vendor Information Form*. Original Equipment Manufacturers, Dealers, and Other Entities selling vehicles should complete this form if they believe they sell a vehicle eligible under the NTxZEV CFP. A compilation of responses to the NTxZEV CFP Vendor Information Form will be added to the NTxZEV CFP website (www.nctcog.org/NTxZEV) periodically. However, inclusion of an Organization/Vendor on this list does not constitute an endorsement from NCTCOG, and inclusion of a Vehicle does not confirm eligibility for the NTxZEV CFP. This form is meant simply to be a resource to assist applicants with researching available vehicles.

14. Are repowered/retrofitted vehicles an eligible new vehicle?

Repowered/retrofitted vehicles can be an eligible new vehicle if the following criteria are met based on EPA specifications:

- The chassis **must be converted prior to the first retail sale**. Vehicles which have been converted after the first retail sale are not eligible for funding.
- The chassis must be certified to 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

15. Are Natural Gas tow trucks eligible new vehicles?

No. Only hydrogen fuel cell electric vehicles and battery electric vehicles are eligible new vehicles to be purchased.

16. Does the 2,000 lbs GVWR exemption also apply to hydrogen fuel cell vehicles?

No, hydrogen fuel cell electric vehicles are not included in the 2,000 lbs GVWR exemption as hydrogen is not included in the statutory exemption.

Eligible Infrastructure

1. Are stationary generators considered eligible infrastructure?

Typical stationary generators are not eligible under the NTxZEV CFP. This includes any generator that is fueled by diesel, biodiesel, renewable diesel, gasoline, ethanol, natural gas, renewable natural gas, propane, renewable propane, hydrogen, etc. Per the *Eligible Infrastructure Section of the NTxZEV CFP Guidelines*, any on-site power generation supporting the Electric Vehicle Supply Equipment (i.e. electric vehicle charger) must consist of either a battery energy storage system or a solar- or wind-powered generation system. These types of power generation systems are referred to as Distributed Energy Resources under the NTxZEV CFP.

2. Are Distributed Energy Resources (i.e. battery-energy storage systems and/or on-site solar- or wind-powered generation systems) to support hydrogen refueling infrastructure considered eligible infrastructure costs?

No. Distributed Energy Resources are only eligible if they are being used to support Electric Vehicle Supply Equipment (i.e. electric vehicle charger).

3. Is software to help connect trucking companies to hydrogen refueling sources eligible infrastructure costs?

No.

4. What kind of software is eligible?

Software necessary to deploy and place supporting infrastructure into operation is eligible, such as systems designed to monitor the performance of the ZEV or infrastructure or ensure communications between the infrastructure and the vehicle.

5. Are infrastructure operations and maintenance costs eligible?

No. Only up-front costs necessary to build, deploy, and commission the infrastructure are eligible expenses.

Funding Levels and Eligible Costs

1. Are vehicle delivery costs subject to the cost share percentage of the new vehicle price or dollar funding cap?

Vehicle delivery costs are eligible only if they are associated with the purchase of the ZEV funded under the NTxZEV CFP. Stand-alone vehicle delivery costs (e.g. those from a third-party delivery company) are not eligible.

Vehicle delivery costs will be subject to both the Federal Cost Share Percentage of the New Vehicle Price *and* the Dollar Funding Cap (for the vehicle and infrastructure). For more information, see *Exhibit 6 of the Funding Levels and Eligible Costs Section of the NTxZEV CFP Guidelines*.

- 2. Let's assume a program beneficiary purchases a vehicle for a total of \$700,000. The truck portion costs \$400,000, and the bed portion costs \$300,000. Can a program beneficiary use their funds to pay for the truck and bed? Or does the cost share percentage only apply to truck portion of the vehicle?**

Yes, NTxZEV CFP funding can be used to pay for the truck and bed portion of the new vehicle. New vehicle equipment/components (e.g., truck, bed, cab, chassis, etc.) that are similar in form and function to the existing vehicle to be replaced (old vehicle) are considered eligible vehicle costs under the NTxZEV CFP.

The cost share percentage for the new vehicle may be applied to the total vehicle cost (i.e. \$700,000), assuming both vehicle components (i.e. truck and bed) are similar in form and function to the existing vehicle to be replaced. The cost share percentage for the new vehicle would be determined by the Federal Cost Share Percentage of the New Vehicle Price based on the corresponding Vehicle Type and Fuel Type. Additionally, the Dollar Funding Cap, for the vehicle + infrastructure, may be applied to the total vehicle cost (i.e. \$700,000). Funding for each vehicle replacement project is limited by the federal cost share percentage or dollar funding cap, whichever is lower. For more information on the cost share and dollar funding cap per vehicle/fuel type, please refer to *Exhibit 6 of the Funding Levels and Eligible Costs Section of the NTxZEV CFP Guidelines*.

- 3. NCTCOG received funding for workforce development and first responder training related to ZEV. Can an entity apply solely for workforce development/training program, or does workforce development/training have to be associated with the purchase of a ZEV?**

No, the NTxZEV CFP only provides funding for eligible vehicle replacement activities and the purchase of supporting infrastructure. Funding for workforce development/first-responder training for heavy-duty ZEV will be made available in the future through a different process.

- 4. Can I use NTxZEV CFP funding and state funding (such as, Texas Emissions Reduction Plan) for the same vehicle replacement activity and/or supporting infrastructure?**

No, new vehicles and/or supporting infrastructure/Distributed Energy Resources that are selected to receive NTxZEV CFP funding cannot be fully or partially purchased or

subsidized with any other public financial assistance (i.e. federal financing assistance, state funding (including Texas Emissions Reduction Plan (TERP) or Texas Volkswagen Environmental Mitigation Project (TxVEMP) funding).

Because supporting infrastructure projects funded under the NTxZEV CFP would likely only receive partial funding anyway, NCTCOG encourages applicants to the NTxZEV CFP to request NTxZEV CFP funding for vehicle replacement projects only, and to seek funding for supporting infrastructure/Distributed Energy Resources through other funding sources.

Project Requirements

1. How do I determine Build America, Buy America compliance?[added 12/1/25]

All rebate-funded vehicles and equipment must be Build America, Buy America (BABA) compliant, per the Environmental Protection Agency's Requirements. Determining BABA compliance prior to the application submittal is not required. However, program beneficiaries are encouraged to begin coordinating with NCTCOG for BABA compliance documentation as soon as a probable vendor is identified. NCTCOG will work with entities to secure Buy America compliance with the vehicle/equipment manufacturer.

Application Process

1. Is there a benefit for applicants to apply earlier than the application deadline?

There is not a benefit to submitting an application to the NTxZEV CFP earlier than the application deadline in terms of how well an application will score. However, submitting an application early gives NCTCOG an opportunity to review the application and make sure everything is complete. If there is a problem with the application, NCTCOG can notify the applicant and the applicant can have time to correct and resubmit the application, if necessary.

Selection Criteria

1. NCTCOG is allowing sale or donation of some existing trucks. If the purpose of the program is to improve air quality, what is accomplished by selling an existing diesel vehicle?

In a scenario where an old vehicle is sold/donated rather than scrapped, there may still be reductions in emissions, particularly if the vehicle is sold outside of Texas or outside of the

United States. Because 2011 or newer vehicles are subject to the same emissions standards as brand-new vehicles, NCTCOG does not encourage the scrapping of these vehicles. Rather, NCTCOG hopes keeping the 2011 or newer vehicles in the used market will give smaller fleets or owner-operators the opportunity to purchase newer vehicles and get rid of their existing older vehicles. Additionally, NCTCOG acknowledges that many fleets who are interested in acquiring ZEV do not have vehicles with an engine model year (EMY) of 2010 or older in their fleets. Therefore, to provide maximum flexibility to applicants of the NTxZEV CFP and prioritize air quality improvements, NCTCOG will prioritize the sale/donation of 2011 or newer vehicles less than scrapping 2010 or older vehicles. For more information, see the *Scoring Criteria Section (Scoring Category 2) of the NTxZEV CFP Guidelines*.

2. How would I demonstrate reductions in emissions from selling an old vehicle in order to receive more points on my application?

Sale or donation is allowed only when the existing vehicle to be replaced is 2011 or newer. Emissions reductions could occur either when that vehicle no longer operates within the project area, or when its sale/donation results in a higher-polluting 2010 or older vehicle operating less. Possible methods to demonstrate this include ensuring the sale or donation of the existing vehicle is to a buyer located outside of the project area, or to a buyer who indicates that by purchasing a 2011 or newer used vehicle, they will be able to retire or minimize use of an older, higher-polluting truck. For more information, see the *Scoring Criteria Section (Scoring Category 2) of the NTxZEV CFP Guidelines*.

Rebate Administration & Project Implementation Requirements

1. Once a program beneficiary sells a vehicle, what does NCTCOG need for records?

NCTCOG will complete a site visit to see the vehicle to be sold **prior to a program beneficiary selling it**. After receiving approval from NCTCOG to sell the existing vehicle to be replaced, the program beneficiary will be required to include documentation of the vehicle being sold (e.g. bill of sale) in the final reimbursement request to NCTCOG. Any required form of documentation from the sale will be disclosed as part of the rebate agreement.