

**North Central Texas Council of Governments (NCTCOG)
North Texas Emissions Reduction Grant Program
Frequently Asked Questions**

Q: What is the deadline for submitting applications?

A: Applications will be accepted on a modified first come, first served basis until all funds are fully awarded. Applications will be scored and selected in one-week intervals. Applications that are received by 5 p.m. on Friday will be scored in the current round. Applications received after 5 p.m. will be scored in the next weeks round. It is advised that applications are received early to ensure availability of funding.

Q: If repowering or replacing a vehicle, does it have to be a 2006 model engine?

A: No, the Call for Projects only requires that the replacement engine have a 25% or greater NOx emission reduction than the engine being replaced. This requirement could potentially be fulfilled by replacing a 1990 engine (std. = 6.0 g/bhp-hr) with a 1998 engine (std. = 4.0 g/bhp-hr). This scenario would result in a 33% reduction and thus would be eligible for funding.

Q: How do we know if a vehicle will reach a 25% reduction?

A: A link to TCEQ's calculators is located on the NCTCOG NTERG website at <http://www.nctcog.org/NTERG>. This calculator will enable you to compare retrofitting a current engine verses repowering or replacing the vehicle with a cleaner engine or replacing the vehicle with a newer model. Vehicle engines emissions are based on model year, gross vehicle weight rating (GVWR), and annual mileage or fuel consumption. See NTERG Technical Supplements for aid in determining the reduction. You can also work with your vehicle manufacturer or representative to obtain this information.

Q: What if an engine cannot reach a 25% reduction in NOx?

A: If a vehicle cannot meet the 25% NOx reduction requirement with either a replacement, repower, new purchase, or retrofit, the vehicle is not eligible for funding.

Q: Can money be awarded to a segment of a fleet located outside of the nine-county non-attainment area?

A: Yes, however, 75% of the usage rate of the fleet must be within the Dallas-Fort Worth (DFW) nine-county ozone non-attainment area.

Q: In this call for projects, what is the cost-effectiveness threshold?

A: The project must have a total project cost-effectiveness of \$5,500/ton NOx reduced or less.

Q: Does each vehicle/piece of equipment have to have a cost-effectiveness of \$5,500 or less?

A: No, only the total project cost-effectiveness must be at or below \$5,500/ton NOx reduced. This means that some vehicles can have a cost-effectiveness greater than \$5,500 and others less than \$5,500 as long as they average out to less than \$5,500/ton.

Q: Will vehicles/engines repowered, replaced, or retrofitted before the Call for Projects be eligible for reimbursement?

A: Yes, as long as the replacement, repower, or retrofit was purchased within one year prior to the execution of a contract with NCTCOG.

Q: How long does my company have to have owned the vehicle?

A: The vehicle has to have been registered and operated in the DFW region for the past two years regardless of ownership. If you recently purchased your company, vehicles and equipment in your fleet are eligible for funding as long as they were previously operated in the DFW region for 2+ years and meets all other requirements.

Q: Are only diesel vehicles eligible for funding in the Call for Projects?

A: No. As long as a vehicle meets all requirements with regard to GVWR, use, NOx emission reduction, and cost-effectiveness, it is eligible for funding regardless of fuel type.

Q: Do we have to have adopted the Clean Fleet Vehicle Policy to be eligible for funding?

A: No. This Call for Projects is not tied to the Clean Fleet Vehicle Policy.

Q: What types of retrofit technologies are eligible for funding?

A: Retrofit technology must be verified by EPA or CARB for on-road use and must have a NOx emission reduction of 25% or more. To view a table of currently eligible technologies, visit:

EPA Verified Technology List-<http://www.epa.gov/otaq/retrofit/retroverifiedlist.htm>; and

CARB Currently Verified Technologies-<http://www.arb.ca.gov/diesel/verdev/verifiedtechnologies/cvt.htm>.

Q: Are only public fleets eligible for funding?

A: No, both private and public fleets are eligible for funding in this Call For Projects.

Q: Is converting a vehicle from diesel to Biodiesel eligible for funding under the North Texas Emission Reduction Program?

A: No, fuels are not eligible for funding under this Call for Projects.

Q: How is the emission benefit calculated for alternative fuels?

A: Use 1.0 instead of 0.943 (on-road) / 0.93 (non-road) for the TxLED correction factor in the calculation. The energy consumption factors and conversion factors will remain the same. Feel free to contact NCTCOG staff with questions pertaining to emissions calculations.

Q: If an application is submitted for all of the trucks a company/city would like to replace, how is the decision made on which trucks are funded and which ones are not? (i.e. – If a company/city would like to replace 10 trucks with CNG/LNG (ages of trucks range from 91-02) but is only approved for a portion of the requested amount, how is it determined which of those trucks must be upgraded? Is it based on age of trucks?

A: There is a possibility that only a portion of a project may receive funding, but in this situation the NCTCOG staff will be working closely with the company/city to determine which activities will best meet the goals of TERP as well as meet the company/city needs.

Q: What if a vehicle/equipment that receives funding is wrecked and cannot be repaired?

A: In order to receive funding through this program, insurance must be carried on all vehicles. If the vehicle has to be replaced, the replacement vehicle/equipment must meet the same emission standard as the wrecked vehicle. In the event that a vehicle/equipment is wrecked and will not be replaced, a portion of the grant received must be returned in proportion to the amount of activity life remaining on the vehicle had it remained in operation.

Q: What is "Progress Billing" and will it be an option for this call?

A: Progress payment billing is used for large projects that will be paid in several installments, with each payment based on the work completed so far. TERP allows payments to be made on a reimbursement basis only for costs incurred for project implementation. TCEQ's policy is to reimburse only those costs for equipment, goods and/or services that have been received and accepted by the Performing Party, therefore, goods must be received by May 31, 2007 in order to be reimbursed under this call for projects.