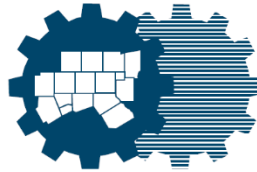


CLEAN FLEETS NORTH TEXAS
2020 CALL FOR PROJECTS

GUIDELINES

Updated: November 5, 2020

North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011
817-704-2508
www.nctcog.org/aqfunding
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) 2018, is offering grant funding through the Clean Fleets North Texas 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.

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_x) 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.¹ 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_x emissions from mobile sources (e.g. cars and trucks), which contributes approximately 76 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 billion² (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.

CONTACT INFORMATION

Please submit any questions or comments to:

Email: AQgrants@nctcog.org

Website: www.nctcog.org/aqfunding

NCTCOG Project Staff:

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SCHEDULE

Applications will be accepted and reviewed on a competitive, modified first-come, first-served basis. Applications will be competitively evaluated every three months until all funds are awarded or the final application deadline is reached. See the “Application Process” section for more details.

Milestone	Estimated Timeframe
Call for Projects Opens	By October 12, 2020
Interim Call for Projects Application Deadlines	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 Award Announcement
Final Application Deadline	April 8, 2021 October 8, 2021
All Approved Projects Must Be Implemented	March 31, 2022 February 26, 2023

*Approval to purchase is contingent on a fully executed agreement.

Project Dates

Projects must be implemented, and final reimbursement request submitted by ~~March 31, 2022~~ **February 26, 2023**. NCTCOG expects notifying grant recipients of award within 60 days of the application deadline.

ELIGIBLE APPLICANTS & PROJECT AREA

This CFP is open to local governments, or private companies that contract with local governments, that own heavy-duty diesel vehicles or 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.

To be eligible, all applicants 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.

Additional information, including a template policy, guidance documents and details on what these four objectives entail, can be found at www.nctcoq.org/fleetpolicy.

In addition, all applicants must submit an online risk assessment:

- In accordance with provisions under the Office of Management and Budget’s Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR 200)⁴, NCTCOG will conduct a risk assessment of all anticipated subrecipients 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 an applicant 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 an applicant based on a determination of the risks, including the financial condition of the applicant and other risk factors as may be determined by NCTCOG.

PROJECT ELIGIBILITY & APPLICATION REQUIREMENTS

All projects must reduce NO_x emissions from existing diesel-powered vehicles or equipment, and fit one of the following categories:

Project Type 1:

Vehicle Replacement – replacement of an older diesel on-road vehicle with a newer model year on-road 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 – 2006	2018 or Newer Diesel or Alternative Fuel Vehicle	45% Cost if New Is Electric

	1996 - 2009	2018 or Newer Zero Emission Vehicle	35% Cost if New is Powered by Engine Certified to CARB* optional Low-NO _x Standards 25% Cost for All Others
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*CARB=California Air Resources Board; a list of currently available engines certified to CARB Low-NO_x standards are available at:

https://ww2.arb.ca.gov/sites/default/files/classic/msprog/onroad/optionnox/optional_low_nox_certified_hd_engines.pdf

**1995 engine model years eligible on case-by-case basis

Project Type 2:

Non-Road 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 2018 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		35% Cost if New is Powered by Engine Certified to CARB* optional Low-NO _x Standards
51 - 300	1996 and Newer; Tier 3	Tier 4 final or All-Electric		25% Cost for All Others
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		

*CARB=California Air Resources Board; a list of currently available engines certified to CARB Low-NO_x standards are available at:

https://ww2.arb.ca.gov/sites/default/files/classic/msprog/onroad/optionnox/optional_low_nox_certified_hd_engines.pdf

**1985, 1995, and 2005 engine model years eligible on case-by-case basis

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

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 six 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 equipment.
- Applicants 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 grants, anticipated scrap value, or any other financial assistance, to allow for accurate calculation of incremental cost.
- The applicant's required cost share (non-federal share) is the percent of total replacement project cost not reimbursed by the grant award.
- Any funds received for scrapped vehicle/equipment will be treated as program income, which will be recorded as part of the applicant's required cost share.

Ineligible Costs

- Administrative costs and other internal costs of the grant recipient including, but not limited to, personnel expenses, internal salaries, indirect costs, travel, and fees associated with cooperative procurement organizations (e.g. BuyBoard, Sourcewell) or financing.
- Fees for a third-party consultant or dealer hired to coordinate the application or manage and administer grant-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.

Price Quote:

- As part of the application, Applicants must attach at least one price quote for each project type, that will be the basis for determining the maximum grant award amount based on applicable funding thresholds. Applicants are advised to consult multiple sources to ensure that estimated costs are as accurate and realistic as possible. Awarded applicants will be required to abide by procurement procedures that are consistent with federal funding requirements as described in the next section.

Property Management Requirements:

- Grant recipients must utilize and maintain grant-funded vehicles/equipment in a manner consistent with the goals and objectives of these Guidelines and federal property management requirements in 2 CFR 200.313. This means that grant recipients must maintain grant-funded vehicles/equipment in good working order and operate them in a manner consistent with the grant until the fair market value is \$5,000 dollars or less, or as long as needed, whether or not the program or project continues to be supported by the Federal award. The grant recipient must contact NCTCOG for further instructions regarding disposition. If, at the end of the Activity Life, the grant-funded vehicle/equipment retains value to NCTCOG or NCTCOG's funding agency, and the vehicle/equipment is no longer used for the purposes outlined in the grant, the grant recipient may sell and use the proceeds to replace like for like. Vehicles/equipment may not be sold, scrapped or otherwise disposed of until written approval is received from NCTCOG. Sale, scrap or other disposal without NCTCOG approval or when fair-market value exceeds \$5,000, could result in a partial return of grant funding.

DUNS & SAM Number:

- Applicants 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). Applicants 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/. Applicants can receive free SAM registration at www.SAM.gov. If a DUNS number or SAM has not yet been assigned, please include the date the applicant requested a number.

Emissions Credit:

- Applicant 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.

Disadvantaged Business Enterprise (DBE) Participation:

- Applicants are encouraged to take all necessary affirmative steps to assure that Minority-owned Business Enterprises (MBE), Women-owned Business Enterprises (WBE), Historically Underutilized Business (HUB), Small Business Enterprise (SBE), and Labor Surplus Area Firms (LSAF) are used as part of this program when possible. As part of the EPA Clean Diesel Funding Assistance Program, NCTCOG has the following DBE/MBE/WBE Fair Share Objectives and Goals:

MBE: 7.34% Construction; 19.37% Supplies; 12.98% Services; and 19.57% Equipment
 WBE: 10.60% Construction; 14.15% Supplies; 23.70% Services; and 19.64% Equipment

NCTCOG suggests that applicants take the following affirmative steps to assure DBE participation:

- a) Assure that DBEs are solicited whenever they are potential sources.
- b) Establish delivery schedules, where the requirement permits, which encourage participation by DBEs.
- c) Require any applicant contractors to take these affirmative steps.

If a City does not utilize a cooperative, additional language regarding Minority/Women's/Disadvantaged Business Enterprise Goals may be needed in solicitation documents to ensure compliance.

APPLICATION PROCESS

Application forms are available through www.nctcog.org/aqfunding; click the "Clean Fleets North Texas 2020 Call for Projects" link. Applications must include original signatures from the applicant's Authorized Official on the certification statements in Part 4 of the application. As part of applying, applicants must also complete a Risk Assessment, which is available at: <https://www.surveymonkey.com/r/7BCSTYK>.

The first application deadline is 5:00 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 8, 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 5:00 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
Clean Fleets North Texas 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. Electronic-only submissions will **not** be evaluated.

Applications for the Clean Fleets North Texas 2020 Call for Projects will be accepted on a modified 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 9.** 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.

Applicants 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 Online Risk Assessment (including any required attachments)
 - 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 grant, either directly or as an addition to the cost basis of the grant-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_x reduced in the ten-county ozone nonattainment area per year.
- **Qualitative Analysis: Subrecipient Oversight Criteria (25% of total project score)**
 - The project’s emissions benefits will be compared to NCTCOG’s burden to administer the project.

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.

GRANT ADMINISTRATION & PROJECT IMPLEMENTATION REQUIREMENTS

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

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

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

Step 1: Sign Agreement with NCTCOG

- No grant activities may begin until after the agreement between NCTCOG and the grant recipient is fully executed. “Grant activities” in this case includes vendor selection or placement of vehicle/equipment purchase orders. **All activities must be on hold until execution of a grant agreement and procurement review and approval by NCTCOG.**

Step 2: Conduct a Federally Compliant Procurement

- **NCTCOG must approve the recipient’s planned procurement process prior to the subrecipient placing purchase orders or otherwise proceeding with any procurement steps.**
- Grant recipients are required to comply with federal procurement requirements regarding fair and open competition when making purchases. These requirements also impact the process through which a purchase can be made. Applicants should review NCTCOG’s Subgrantee Procurement Procedures document, which is available at www.nctcog.org/aqfunding/forms, to ensure understanding of these requirements. In summary, these procedures require that awardees:
 - Maintain a written code of conduct related to contract award and administration;
 - Maintain a contract administration system to ensure vendors and contractors perform according to the terms;
 - Conduct procurement transactions in an open, fair and competitive manner; and
 - Maintain written procurement procedures.
- The Third-Party Procurement Procedures provide guidance on the requirements for each type of procurement by dollar threshold. Projects under this proposal will fall under one of the following procurement methods:
 - Purchases under \$150,000: must obtain at least two competitive written quotes
 - Purchases over \$150,000: must follow requirements for one of the following:
 - Publicly Advertised Sealed Bid Process
 - Publicly Advertised Competitive Proposal Process
 - Public sector entities may make purchases through federally compliant governmental cooperative purchasing programs
- **Applicants are strongly encouraged to purchase vehicles and equipment through a federally compliant cooperative purchasing program.** To-date, NCTCOG has reviewed several cooperative purchasing contracts and determined that certain contracts on BuyBoard and Sourcewell (formerly NJPA) purchasing cooperatives do meet federal requirements. However, this does not mean every contract under the aforementioned cooperatives have been approved for use and each individual contract must be reviewed

by NCTCOG. If no cooperative is available, applicant must provide their plan to have a federally compliant procurement.

- If the recipient chooses to follow a Request for Proposals process, NCTCOG must review and approve the Request for Proposals and proposed advertisements prior to the Request for Proposals being issued to ensure that federal and state terms and conditions are properly incorporated.

NCTCOG uses a Third-Party Procurement Review Checklist to determine whether awardees have complied with the procurement requirements. NCTCOG staff is available to assist awarded applicants with any questions. Applicants are encouraged to review these procedures carefully prior to applying

Step 3: Complete Purchases in Accordance with Agreement and Scope Requirements

- Grant recipients will be required to grant NCTCOG a security interest in any grant-funded vehicle/equipment and document fulfillment of this requirement prior to reimbursement being issued. The security interest may consist of:
 - For on-road vehicles: listing NCTCOG as the first lienholder on vehicle titles.
 - For non-road equipment: filing a Uniform Commercial Code -1 (UCC-1) financing statement or a performance bond that identifies NCTCOG as having an interest.
- NCTCOG shall relinquish such security interest when all federal interest in the grant-funded vehicles/equipment is fulfilled (generally, this occurs when fair market value falls below \$5,000).

Step 4: Submit for Reimbursement

- Grants will be made on a reimbursement basis for eligible expenses incurred and paid by the grant recipient. A cost may not be considered incurred until the grant-funded vehicle/equipment has been paid for by the grant recipient. Requests for reimbursement shall include documentation to show that the vehicle/equipment has been received, expenses paid by the grant recipient, and proper vehicle/equipment disposition has occurred. **All eligible expenses must be paid in full (not financed, etc.) in order to be reimbursed.** Reimbursement request forms are available at www.nctcog.org/aqfunding/forms.asp.
- Applicants 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 grants, anticipated scrap value, or any other public financial assistance, to allow for accurate calculation of incremental cost.
- Applicants must identify expected local match sources, which must fund at least 75, 65 or 55 percent of total replacement project cost (non-federal share) depending on type of replacement vehicle/equipment. Matching funds should be sourced from cash in-hand. **Applicants intending to use match other than cash in-hand should contact NCTCOG staff to discuss prior to applying.** Matching funds must not already be tied to emission reduction commitments (i.e. funding from the Texas Emissions Reduction Plan may not be used as matching funds).

Step 5: 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.

- Grant 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. NCTCOG will schedule the destruction in coordination with grant recipients to ensure staff attendance.
- Documentation of vehicle/equipment disposition will be completed by NCTCOG and will include a standard form identifying the destroyed vehicle/equipment and a standard set of photos. NCTCOG will facilitate completion of this documentation through the destruction site visit.
- Alternative disabling methods and associated documentation must be approved by NCTCOG in advance on a case by case basis.
- Any funds received for scrapped vehicle/equipment will be treated as program income, which will be recorded as part of the applicant’s required cost share. Applicants will be required to report scrap revenue when requesting reimbursement for implemented activities. Because the scrap revenue is applied as part of the recipient’s cost share, the amount of program income does not reduce the amount of grant reimbursement. Grant recipients can choose whether or not to retain possession of the destroyed vehicle/equipment and have the option to not receive any scrap revenue for the destroyed vehicle/equipment. If the grant recipient chooses to retain possession of the destroyed vehicle/equipment and no scrap revenue was reported at the time of the request for reimbursement, the grant recipient may not sell the destroyed vehicle/equipment for scrap for the duration of the grant agreement with NCTCOG.
- Scrapped equipment and vehicle components may be salvaged from the unit being replaced (e.g. seats, tires, etc.). If scrapped or salvaged vehicles, equipment, or parts are to be sold, program income requirements apply.
- While NCTCOG does not endorse nor recommend any particular facilities, the Texas Commission on Environmental Quality maintains a list of dismantler and recycler facilities that participate in the AirCheckTexas Drive a Clean Machine program at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AuthorizedDismantlers.pdf. This list may be a useful reference for locating facilities who can ensure compliance with this grant program’s requirements.

Step 6: Reporting and Vehicle/Equipment Use

- **Project Status Report:** Grant recipients must submit reports regarding project status on a monthly basis until final reimbursement is issued.
- **Annual Asset Management Reporting:** Grants recipients will be required to submit annual reports until property management requirements are fulfilled. This report will also ensure compliance with 2 CFR 200.313. 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 grant-funded equipment/engines must be utilized predominantly in the ten-county DFW ozone nonattainment area.
- **Automatic Vehicle Locator Service:** At NCTCOG's discretion, grant recipients must allow NCTCOG to arrange installation of an automatic vehicle locator service (AVLS) device, from a vendor selected by NCTCOG, on all grant-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 each of the ten ozone nonattainment counties.
- **Public Awareness:** To further enhance the partnership and marketing of emission reduction efforts, the grant recipient must agree to place a label on grant-funded vehicles/equipment if requested by NCTCOG.
- **Notification of Changes:** Recipients must agree to notify NCTCOG of changes in the following until all federal interest is fulfilled: termination of use, change in use or location, sale, transfer, or accidental or intentional destruction of grant-funded equipment/engines. Any sale, transfer, or decision to terminate use must be pre-approved by NCTCOG and may trigger repayment associated with property management requirements.

Awarded applicants are obligated to fulfill agreement requirements including, but not limited to, surrender of eligible emissions credits, and completion of reporting requirements to NCTCOG until all federal interest in the grant-funded vehicles/equipment is fulfilled. Failure to comply with these requirements may result in return of all or a pro-rata share of the grant funds to NCTCOG.

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>

3 https://www.epa.gov/sites/production/files/2017-12/documents/tx_ltr_12_22_17.pdf

4 https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title02/2cfr200_main_02.tpl