

North Texas Zero Emission Vehicle Call for Projects

Frequently Asked Questions

Updated 12/11/2025

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.

4. Is there a list of recommended consultants that can assist entities applying for the NTxZEV CFP? For example, consultants who can help prepare an application, provide technical assistance related to vehicles/infrastructure, etc. [Added 12/11/25]

NCTCOG encourages applicants to take advantage of **FREE** technical assistance for the NTxZEV CFP offered through the National Laboratory of the Rockies (NLR, formerly known as the National Renewable Energy Laboratory). NLR provides unbiased, free, and customizable technical assistance to help entities plan and deploy alternative fuel vehicles and infrastructure. Examples of how NLR can help include coordination with electric utilities, analyzing charging infrastructure needs, conducting route analysis and planning, opportunities for resiliency (V2X, solar, and battery storage), and more. Prospective applicants can reach the NLR technical assistance team at cleanhdvehicles@nrel.gov or at <https://driveelectric.gov/contact>.

Additionally, NCTCOG has published a *NTxZEV CFP Vendor Information Form*. While this form was intended initially only to collect information about potentially eligible vehicles or infrastructure, NCTCOG has expanded the scope of the form to capture information from entities willing to offer application assistance or other consulting services. **As a reminder, anything outside the scope of the *Eligible Costs* section of the *NTxZEV Guidelines* is NOT eligible for NTxZEV funding.** For more information on eligible costs, see the *Eligible Costs* section of the *NTxZEV Guidelines*.

Responses to the NTxZEV CFP Vendor Information Form will be added to the NTxZEV CFP website (www.nctcog.org/NTxZEV).

Note: Inclusion of an Organization/Vendor on this list does not constitute an endorsement from NCTCO.

Schedule

1. What is the timeframe for purchasing new vehicle(s) and supporting infrastructure, if awarded? [Added 12/11/2025]

All projects must be completed by Friday, December 31, 2027, regardless of the date of application submittal. Preliminary reimbursement requests must be submitted to NCTCOG by Friday, October 29, 2027. This means awardees of the NTxZEV CFP must have both received their new vehicles and submitted the required information to NCTCOG by Friday, October 29, 2027, regardless of when they submitted their application.

Additionally, no reimbursable project activities may begin prior to the date that the applicant receives an executed rebate award agreement from NCTCOG. For applicants who apply by February 13, 2026 and are selected for awards, executed rebate agreements are expected in Spring of 2026. Applicants are encouraged to apply by this first application deadline. For more information, see the *Schedule Section of the NTxZEV Guidelines*.

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? [Updated 12/11/2025]

The applicant ~~for funding through the~~ **to the NTxZEV CFP Project** should **always** be the entity **who will receive the NTxZEV funding and who will own the new vehicle(s) to be purchased.** ~~Additionally, must also be owned by the applicant.~~ In instances where the vehicle operator does not own the existing vehicle to be replaced **and will not own the new vehicle**, the operator should encourage the *owner* of the vehicle to apply. Information on the vehicle operator can be provided in the *NTxZEV CFP Application Form; Part 2- Project Summary*, where the applicant must briefly describe their project.

Note that the applicant **does not** have to own the existing vehicle to be replaced. If the applicant wishes to acquire an existing vehicle to be replaced from another fleet for purposes of scrapping as part of the vehicle replacement project, this is allowed as “third-party scrappage”. For more information, see the *Eligible Vehicle Types for Existing Vehicle to be Replaced* section of the *NTxZEV Guidelines*.

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

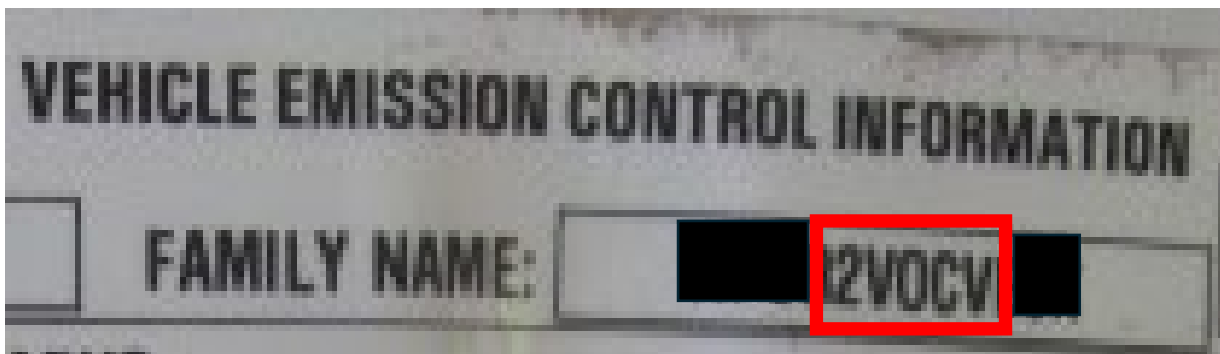
- Flatbed Truck
- Vocational Tractor*

*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 to be replaced detailed in the *Eligible Existing Vehicles to be Replaced Section of the NTxZEV Guidelines*, such as the GVWR and/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*.

11. What are the typical types of trucks that a Public Works fleet might have that would qualify for this opportunity? [Added 12/11/2025]

The list of vehicles below may be eligible for NTxZEV funding, 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* and refer back to Eligible Existing Vehicles to be Replaced (or Old Vehicle) Question #2 and Question #5.

- Dump Truck
- Street Sweeper
- Bucket Truck
- Refuse Truck
- Utility/Maintenance Vehicle
- Work Truck
- Landscape Truck
- Stake Bed Truck
- Flat Bed Truck

12. My company operates vehicles nationwide, including in the NCTCOG region. My company operates some EMY 2010 or older diesel vehicles elsewhere in the nation, but only operates EMY 2011 or newer vehicles in the NCTCOG region. Am I allowed to apply to sell/donate the EMY 2011 or newer vehicles that currently operate in the NCTCOG region, or would I need to dispose of the EMY 2010 or older diesel vehicles even though they are not located in the eligible project area?

[Added 12/11/2025]

Under the NTxZEV CFP, the existing vehicles to be replaced **must operate primarily in or frequently travel through the 16-county NCTCOG region to be eligible for funding**. Additionally, the new vehicle should serve the same form and function (meaning it is the same type and operates in a similar capacity) as the existing vehicle to be replaced. Therefore, in this scenario the existing vehicles to be replaced that meet the project eligibility requirement are EMY 2011 or newer vehicles, and therefore, those are the only vehicles eligible under the NTxZEV CFP, assuming all other eligibility requirements are met.

For more information on eligibility, see the *Eligible Project Area Section and Exhibit 4 of the NTxZEV Guidelines*. For more information on points per vehicle disposition method, see the *Scoring Criteria* section of the *NTxZEV Guidelines*.

13. Are dual-rear-wheel trucks (aka dually trucks) eligible existing vehicles to be replaced (i.e. old vehicles)? [Added 12/11/2025]

A dual-rear-wheel (or dually) truck may be eligible if it meets requirements for both weight and vocational vehicle classification. For more information, see the *Eligible Existing Vehicles to be Replaced Section of the NTxZEV CFP Guidelines* and refer back to Eligible Existing Vehicles to be Replaced (or Old Vehicle) Question #2 and Question #5.

14. Is a 26-foot straight box truck eligible? [Added 12/11/2025]

Yes, if the truck has a GVWR between 19,501 lbs and 33,000 lbs.

15. What documentation is needed to verify the operation location and mileage/idling requirements for the existing vehicle to be replaced? [Added 12/11/2025]

As detailed in the *Steps to Apply Section of the NTxZEV CFP Guidelines*, one of the Required Attachments for the NTxZEV CFP is Documentation of Operations for each Existing Vehicle to be Replaced. These attachments should demonstrate that the existing vehicle to be replaced (old vehicles) meets the usage requirements outlined in the *Eligible Activities Section of the NTxZEV CFP Guidelines*. Examples of acceptable documentation are included in *Appendix A of the NTxZEV CFP Guidelines*, and include, but are not limited to, driver's log, telematic system/fleet management software/ fuel receipts, odometer readings, trip meters, and service logs. Additionally, applicants need documentation to accurately complete all parts of the NTxZEV Application Form, including identifying the % of time each vehicle operates in the three project priority areas, and outside of these priority areas.

Note that if the documentation provided by an applicant is not adequate to verify a proposed existing vehicle to be replaced meets the requirements, NCTCOG may request additional documentation or choose not to make an award. Additionally, future documentation will be required as part of completing a vehicle replacement activity, including disposition documentation.

16. Is vehicle registration required for the existing vehicle to be replaced? [Added 12/11/2025]

At the time of application, vehicle registration is not required for the existing vehicle to be replaced, but is one of the acceptable forms of documentation that may be submitted to fulfill the requirement to attach *Documentation of Operations of Existing Vehicle to be Replaced*, as it includes odometers readings. For additional examples of acceptable Documentation of Operations, refer back to Eligible Old Vehicle to be Replaced (or Old Vehicle) Question #14.

Note that NCTCOG may require registration for the existing vehicle to be replaced as part of documentation of vehicle disposition. For example, if an applicant is awarded, and they are proposing to acquire and dispose of a vehicle they do not currently own (i.e. third-party scrappage), they will likely be required to provide documentation of vehicle registration for the existing vehicle to be replaced to prove acquisition of the third-party vehicle.

Eligible New Vehicles to be Purchased

1. 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*.

2. 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.

3. 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.

4. 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

5. 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.

6. 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.

7. Does the new vehicle to be purchased have to be built in the NCTCOG region?

[Added 12/11/2025]

No. The only geographic element related to vehicle eligibility is that the existing vehicle to be replaced must operate primarily within or frequently travel through the 16-county NCTCOG region. For more information, see the *Eligible Project Area and Eligible Activities Sections of the NTxZEV Guidelines*.

8. Are vehicles listed on the Alternative Fuels Data Center (AFDC) Vehicle Search Tool the only vehicle options available (i.e. based on fuel type and vehicle type) that are eligible for NTxZEV funding? [Added 12/11/2025]

No. Any vehicle that meets the requirements detailed in the NTxZEV Guidelines are eligible. The AFDC Vehicle Search Tool (available at www.afdc.energy.gov/vehicles/search) may be a helpful tool, but it is only updated periodically and is not a comprehensive list of available alternative fuel vehicles.

To help assist applicants with researching available vehicles, NCTCOG has published a *NTxZEV CFP Vendor Information Form*. 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.

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.

6. Is the installation of a transformer on a new construction site (i.e. a new fleet facility without existing electrical components) an eligible cost? [Added 12/11/2025]

It depends. Eligible infrastructure costs are up-front costs necessary to deploy and place the fueling/charging infrastructure into operation *on the customer's side of the meter*. Electrical utility equipment *on the utility side of the meter* is not eligible. Additional information on eligible infrastructure costs are available in the *Funding Levels and Eligible Costs* and *Eligible Infrastructure Sections of the NTxZEV Guidelines*. For more details, or to walk through a potential site layout to confirm eligibility, contact cleancities@nctcog.org.

Additionally, applicants are encouraged to contact Oncor Electric Delivery, or your respective electric service provider, early in the process if your project involves substantial new construction. To learn more about Oncor's EV transition program, visit www.oncor.com/ev.

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? [Updated 12/11/2025]

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) ~~could be~~ **are** considered eligible vehicle costs under the NTxZEV CFP. **Yes**, NTxZEV CFP funding can be used to pay for the truck and bed portion of the new vehicle **only if these components are necessary for the new vehicle to be the same form and function as the existing vehicle to be replaced (old vehicle)**. For example, if the old vehicle is a dump truck, then the cost of adding a dump truck chassis on the new vehicle is eligible.

Note that all upgrades must be completed prior to initial retail sale of the vehicle. For more information, refer back to Eligible New Vehicles to be Purchased Question #18. ~~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.

5. If I applied for funding for an electric truck under the NTxZEV CFP, would fleet management/telematics bought in parallel with the vehicle be an eligible cost?

[Added 12/11/2025]

Vehicle software/telematics are eligible only if they are associated with (*meaning on the same purchase order and final invoice*) the ZEV funded under the NTxZEV CFP. If software/telematic costs are included on the final invoice, they would be subject to the cost share requirements and per vehicle funding cap included in the NTxZEV Guidelines.

Project Requirements

1. How do I determine Build America, Buy America compliance? [Added 12/1/2025]

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 Scoring 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*.

3. Is there funding set aside or priority points for tribes? [Added 12/11/2025]

No. There are no set aside/priority points based on applicant type. For more information, see the *Scoring Criteria Section of the NTxZEV Guidelines*.

4. Is NCTCOG going to fund all 2010 or older diesel replacements before funding replacements of newer trucks or other fuel types? [Added 12/11/2025]

Not necessarily. Each vehicle replacement activity will be scored individually and will be able to receive up to 100 points. Because NCTCOG is prioritizing projects with significant emissions benefits, the scrappage of 2010 or older diesel vehicle replacement activities will receive higher points in the Vehicle Disposition Method portion of Scoring Category 2, which is up to 10 points. However, this is only one element of the overall scoring.

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.