Photo Source: NCTCOG

Dallas-Fort Worth
CLEAN CITIES

Information on North Texas Zero Emissions Vehicle (NTxZEV) Call for Projects

Lori Clark, Senior Program Manager/DFWCC Director

Juliana VandenBorn, Senior Air Quality Planner

September 5, 2025

Meeting Housekeeping

Please enter your name and organization in the chat box

Please keep yourself muted, unless you are asking a question

To ask questions, please use one of the following options:

- ***Virtual:*** Type your question into the Zoom chat or speak your question by using the Raise Your Hand feature
- ***In-Person***: Click the "speaker" button on the microphone or raise your hand

This meeting is being recorded and will be posted to www.nctcog.org/NTxZEV

Throughout this meeting, surveys will be used to collect feedback from attendees

Meeting ID: 864 9679 8421
Passcode: 042170
Dial In Number: +13462487799,,86496798421# US (Houston)
+17193594580,,86496798421# US

Meeting Overview

Objective

Share information on upcoming Call for Projects (CFP) to offer rebates for heavy-duty (HD) zero-emission vehicles (ZEV)

Gather input on key program flexibilities

Agenda

About Us / North Texas Air Quality Status

NTxZEV Call for Projects: Overview, Eligibility, and Proposed Scoring Elements

Discussion

Schedule

Next Steps

Who We Are

Regional Planning Agency

North Central Texas Council of Governments

Metropolitan Planning Organization (MPO)

Regional Transportation Council

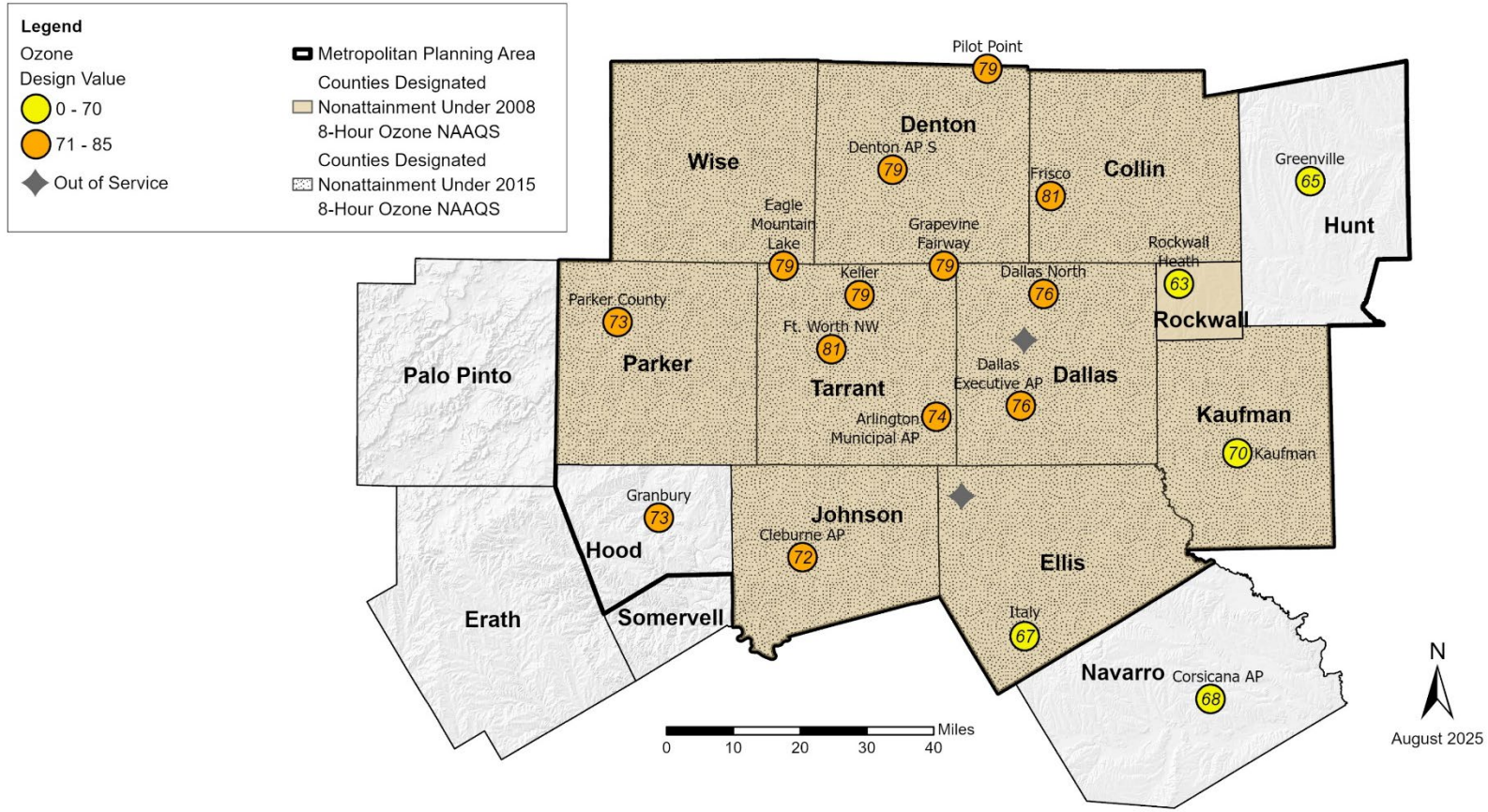
Department of Energy-Designated Clean Cities Coalition

Dallas-Fort Worth CLEAN CITIES

Sister Coalitions in Texas:

Alamo Area Clean Cities (San Antonio)
Central Texas Clean Cities (Austin)
Houston-Galveston Clean Cities
Apprentice Coalition: South Texas Clean Cities (Rio Grande Region)

North Central Texas Council of Governments (NCTCOG) Region and Nonattainment Areas



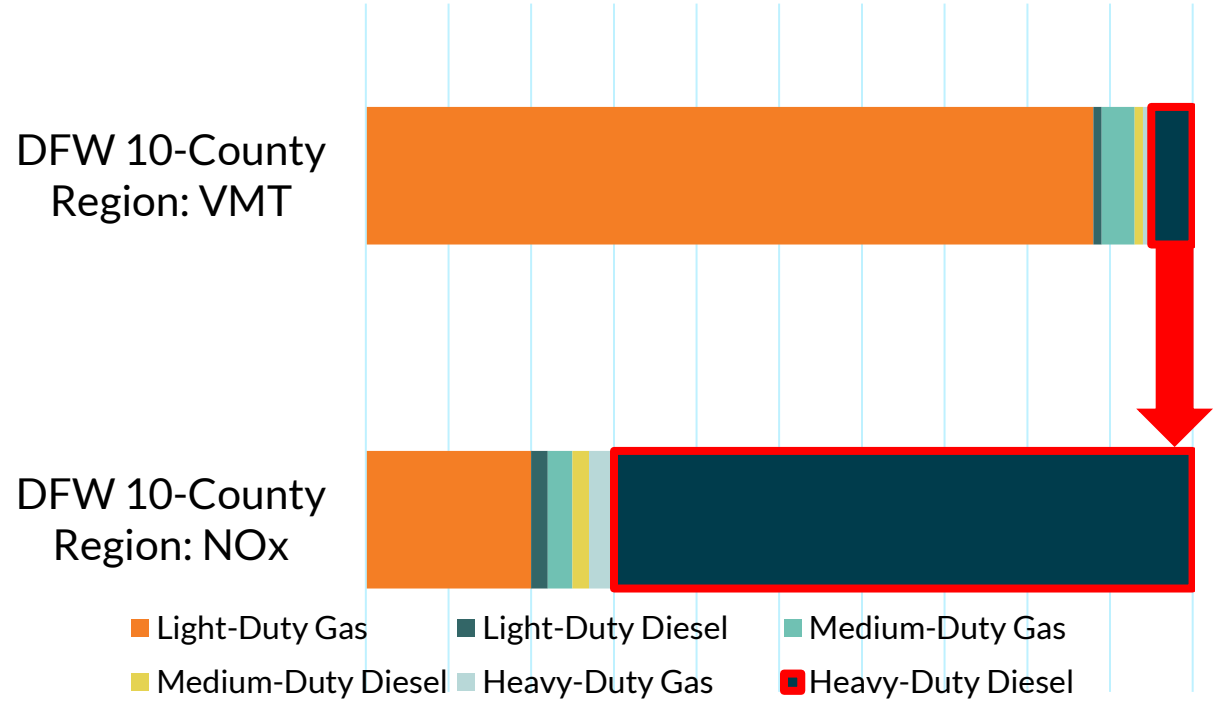
Source: NCTCOG

Program Context

- Current Ozone design value of 81 ppb* continues to exceed the EPA standard
- Heavy-duty diesel vehicles have disproportionate impact on regional air quality
- Unique program elements may expand project eligibility

For more information on North Texas Air Quality, check out the 2025 AQ Handbook at: www.nctcog.org/airquality

Vehicle Miles Traveled (VMT) Versus Nitrogen Oxides (NO_X) Contribution by On-Road Vehicle Type in Dallas-Fort Worth Analysis Year 2026



*www.nctcog.org/ozone

NTxZEV Call for Projects

Overview: Funded by $60 million from Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles (CHDV) Grant/Vocational Vehicles Sub-Program

Purpose: Incentivize deployment of Class 6 and 7 heavy-duty ZEV

Eligibility: Public or private fleets
*Must adopt a policy consistent with the **RTC Clean Fleet Policy** (www.nctcog.org/fleetpolicy)*

NCTCOG Project Scope

Activity	Federal Funding
Rebates for Zero Emission Vehicles & Supporting Infrastructure *Awarded via Call for Projects*	$58.6 million
Workforce Development and First Responder Training Activities *Awarded via Request for Proposals and other Activities to be Determined*	$1.4 million
Total Federal Funding Awarded to NCTCOG:	**$60 million**

NTxZEV Eligible Vehicle Requirements

Photo Source: DFW Airport

NTxZEV Eligible Vehicle Types

Heavy-Duty Zero-Emission (ZE) Vocational Vehicles

*Any vehicle that is equipped for a particular industry, trade or occupation such as construction, heavy hauling, mining, logging, oil fields, refuse and includes vehicles such as school buses, motorcoaches and RVs**

Straight/Box Truck

Step Van

Septic/Bucket Truck

Street Sweeper

Transit Bus

Refuse Hauler

School Bus**

Other

?

Photo Sources: NCTCOG

*Vocational Vehicle is defined under the 49 CFR Part 523

**School bus may be an eligible vehicle type if not operated as a typical school bus as defined by the EPA in NOFO Section D.2.e.i

Class 6 and 7 ZEV Adoption and OEMs

- More than 40 Class 6 &7 Battery Electric Vehicles deployed in Texas*
- ~20 Original Equipment Manufacturers (OEM) for HD Battery-Electric Vehicles**
  - Straight/Box Truck, Step Van, Septic/Bucket Truck, Street Sweeper, Transit Bus, Refuse Hauler, School Bus
- ~10 OEMs for HD Hydrogen Fuel Cell Electric Vehicles**
  - Step Van, Street Sweeper, Transit Bus

See Available Vehicles and OEM for Class 6 & 7 Zero Emissions Vehicles Handout

Photo Source: DFW Airport

Photo Source: NCTCOG; Dallas Area Rapid Transit (DART) Vehicle

For information on available ZEVs and resources to help deployment visit: www.afdc.energy.gov

*EVNT Registration Data: August 2025

**As of September 2025

NTxZEV Vehicle Requirements

Replace Old Non-Zero Emission Vehicle with New Zero Emission Vehicle
Vehicles will operate primarily within the 16-county NCTCOG region

Old Vehicle Requirements	New Vehicle Requirements	Ineligible Vehicles:
• Class 6 or Class 7 vehicle with a GVWR between 19,501 lbs to 33,000 lbs*	• Class 6 or Class 7 vehicle with a GVWR between 19,501 lbs to 33,000 lbs*	• Class 1-5 vehicles (GVWR of <6,000 – 19,500 lbs) or Class 8 vehicles (>33,001 lbs)
• Emitting vehicle (i.e., propane, natural gas, gasoline, or diesel)	• Battery-electric or hydrogen fuel cell vehicle	• Hybrid vehicles or any internal combustion vehicle
• Be scrapped if a 2010 or older diesel vehicle	• Model Year 2023 or newer	• Vehicles using a power unit/tech that creates pollution in vehicle (e.g., unvented diesel passenger heater)
• Operate at least 7,000 miles/year for each of two years prior to replacement, and be operational	• Have similar form or function as the old vehicle	• Engine repower projects
INNOVATIVE ELEMENTS:	• Be ordered and purchased (not leased) after signing agreement with NCTCOG	
• *If no 2010 or older diesel vehicles are owned, fleets can scrap any emitting vehicle regardless of model year or fuel type*	• Be certified to conform with Federal Motor Vehicle Safety Standards and receive EPA certificate of conformity and/or California Air Resources Board Executive Order to applicable emission standards	
• *Can combine multiple vehicles to meet mileage requirement*	***INNOVATIVE ELEMENTS:***	
	• *Allows an extra 2,000 lbs of GVWR for battery-electric vehicles***	

*2024-chdv-q-and-a-2024-12-26.pdf C. 25; Includes total vehicle weight plus fluids, passengers, and cargos

**2024-chdv-q-and-a-2024-12-26.pdf C. 33

NTxZEV Per-Vehicle Funding Caps

Rebates can fund up to the maximum cost share percentage of the new vehicle, or up to the per-vehicle funding cap, **whichever is lower**

Maximum cost share and per-vehicle funding cap set by EPA CHDV Program.

Vehicle Type	Battery-Electric Vehicles (BEVs)		Hydrogen Fuel Cell Electric Vehicles (FCEVs)	
	Maximum Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)	Maximum Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)
School Bus**	75%	$280,000*	N/A	N/A
Straight/Box Truck	65%	$190,000	80%	$400,000
Step Van		$160,000		$340,000
Septic/Bucket Truck		$330,000		$670,000
Other		$355,000		$720,000
Refuse Hauler	50%	$260,000	70%	$600,000
Street Sweeper		$315,000		$720,000
Transit Bus	33%	$265,000	60%	$780,000

*ADA-compliant buses are eligible for an additional $20,000 per-vehicle funding cap
**School bus may be an eligible vehicle type if not operated as a typical school bus as defined by the EPA in NOFO Section D.2.e.i

NTxZEV Disposition Options for Old Vehicle*

NCTCOG May or May Not Allow All Options

Old Vehicle Type	Potential Disposition Options		
	Scrap EPA Form Required + Verification of Scrappage	**Sell or Donate*** EPA Form Required+ Verification of Disposition	**Move to Reduced Service*** EPA Pre-Approval of Disposition Plan, and Form Required
2010 or Older Diesel	**EPA: Yes** **NCTCOG: Same as EPA**	**EPA: No** **NCTCOG: Same as EPA**	**EPA: No** **NCTCOG: Same as EPA**
2010 or Older Non-Diesel**	**EPA: Yes** **NCTCOG: Same as EPA**	**EPA: No** **NCTCOG: Same as EPA**	**EPA: No** **NCTCOG: Same as EPA**
2011 or Newer Diesel/Non-Diesel**	**EPA: Yes** **NCTCOG: Same as EPA**	**EPA: Yes** **NCTCOG Proposal: No, OR Allow Only if New Owner is Out-of-State OR a Third Party Scraps a Higher-Emission Vehicle**	**EPA: Yes** **NCTCOG Proposal: No, OR Allow Only if Strong Justification. May Require Confirmation of Reduced Service**

Note: *If combining multiple vehicles to meet mileage requirement, the vehicle disposition method must be the same for all vehicles*

**Owner of new vehicle DOES NOT have to be the same owner as the old vehicle*

*****Only eligible when no 2010 or older diesel vehicles are in the fleet***

NTxZEV Eligible Infrastructure Requirements

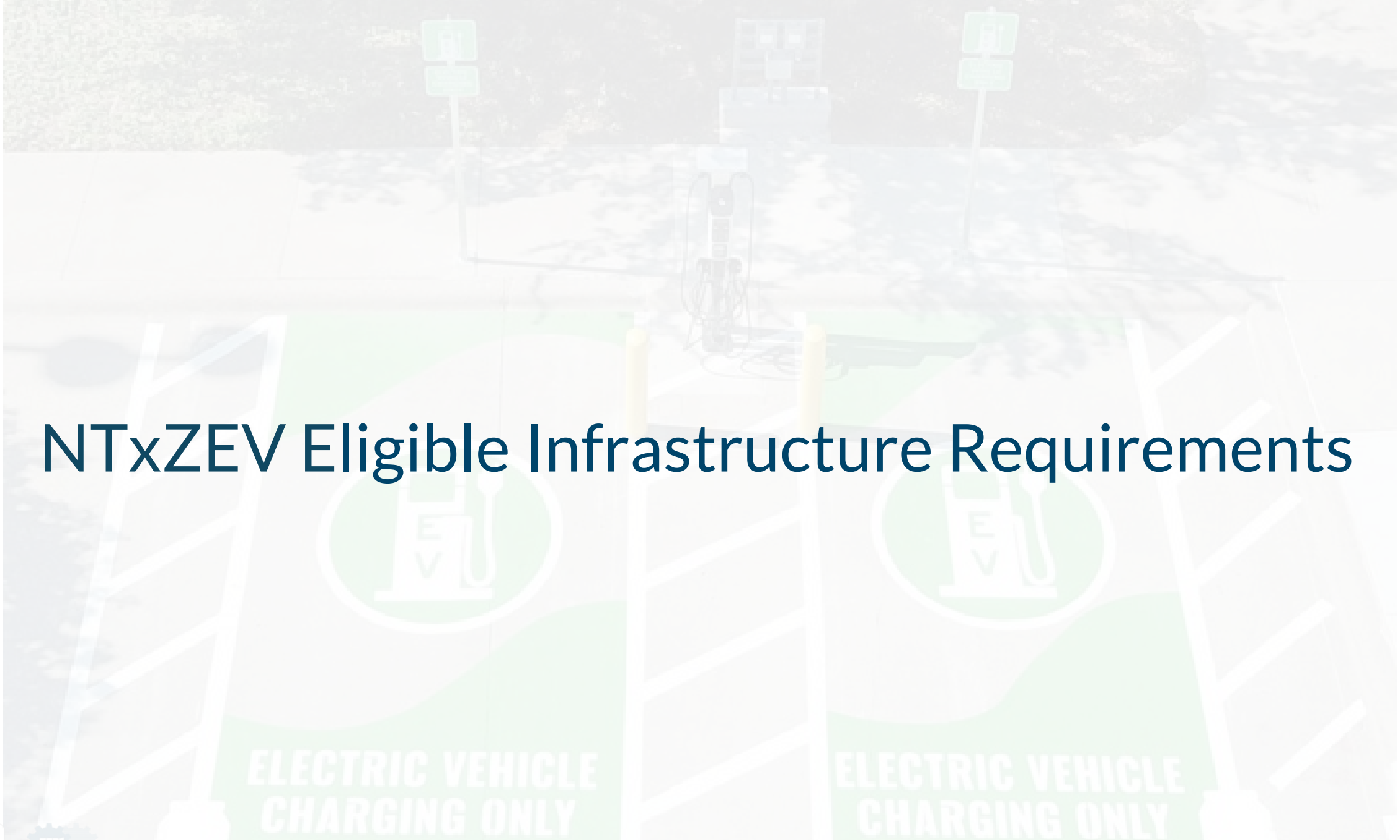


Photo Source: DART

NTxZEV Eligible Infrastructure

Infrastructure must be associated with the new Zero Emissions Vehicle

All infrastructure must be located *within* the 16-county NCTCOG region

Eligible costs include equipment, design/engineering, installation, permitting, necessary software (e.g. charge management systems)

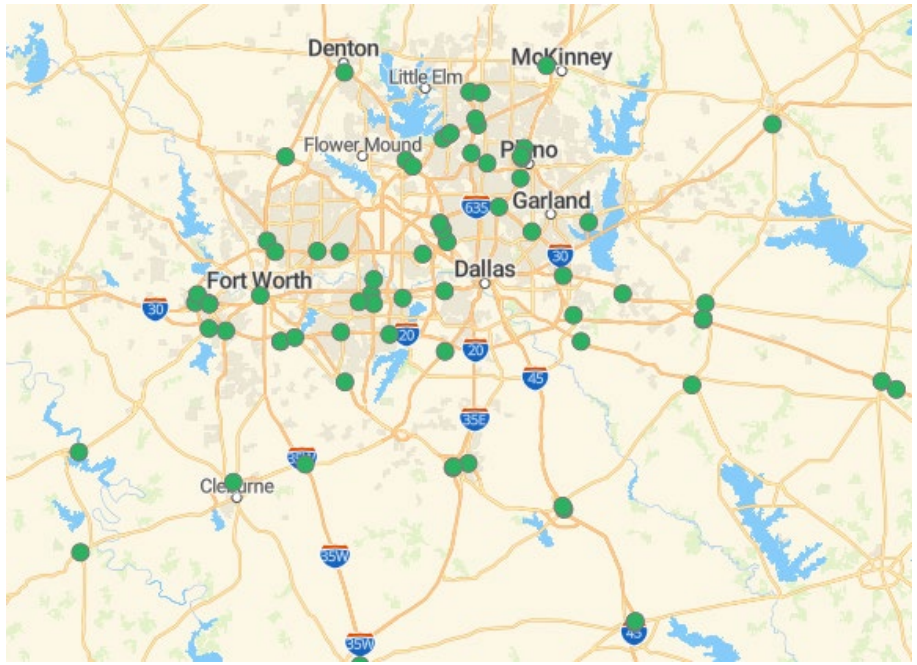
Electric Vehicle Supply Equipment (EVSE) Infrastructure Requirements	Hydrogen Infrastructure Requirements	Other Infrastructure Requirements
• Installations or upgrades must be behind the electric meter (e.g., will not fund transformer upgrades) • All AC Level 2 charging infrastructure must be EPA ENERGY STAR certified • All electricians must be certified by the Electric Vehicle Infrastructure Training Program or a similar program approved by the EPA • Battery energy storage systems (BESS) and solar- or wind-powered on-site generation systems must be associated with the new vehicles and on the customer's meter	• Installations or upgrades must be within the relevant facility (e.g., will not fund pipelines outside of facility)	• Meet Davis Bacon and Related Acts (DBRA) Requirements • Not be mobile refueling infrastructure

Note: Infrastructure costs not included in mandatory cost share (EPA Q&A D.2)

HD ZEV Infrastructure in Texas

Available Charging Sites for Medium/Heavy-Duty Trucks

Texas: 214 Sites For Class 3-6; 2 Sites for Class 7-8



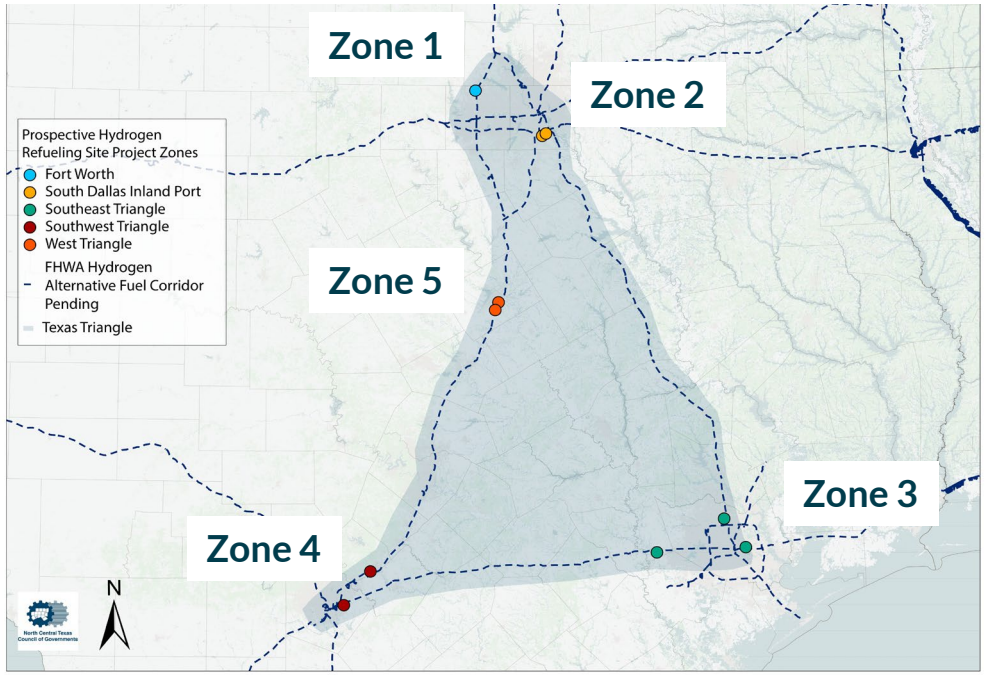
Map Source: AFDC Station Locator

- Texas EV Infrastructure Plan Phase II – ***Help Us Help You!***
  www.publicinput.com/nctcogevcharging
  TxDOT Interactive Map, Comments, or Email

Anticipated Hydrogen Fueling Deployments

- $70M to NCTCOG for 5 Hydrogen Stations

Potential Sites under NCTCOG Award
(Pilot Will Select 1 Site per "Zone")



Source: NCTCOG

- Gulf Coast Hydrogen Hub
- Port of Houston

NTxZEV Potential Infrastructure Funding Amounts

NCTCOG will fund up to the per-vehicle funding cap or cost share, whichever is lower

- **Maximum NTxZEV Battery-Electric Vehicle Cost Share:** 33% to 65%
- **Maximum NTxZEV Hydrogen Fuel Cell Vehicle Cost Share:** 60% to 80%

The difference between the per-vehicle funding cap and proposed rebate award amount (cannot exceed required cost share percentage) can be used on infrastructure

Example Scenario: Battery Electric Refuse Hauler *

According to Cost Share and Funding Cap, this truck is eligible for 50% of the Vehicle Cost with a Funding Cap of $260,000 for vehicle and infrastructure.

Scenario	Vehicle Type and Cost	Eligible Vehicle Funding	Infrastructure Funding	Total Funding Awarded
1. Funding Cap Limits Award	1 truck at $530,000	$260,000	$0	$260,000
2. Funding Cap Limits Award; But Maximum Vehicle Funding Not Requested	1 truck at $530,000	Maximum rebate that could be requested: $260,000. However, fleet requests $200,000	$60,000	$260,000
3. Cost Share Limit Awards	1 truck at $500,000	$250,000	$10,000	$260,000

Other Project Requirements

- Comply with Build America, Buy America (BABA) provisions of the Infrastructure Investment and Jobs Act (P.L. 177-58, §§70911-70917) (Likely public sector only; waivers may be available)
- Submit required documentation (Scrappage, Utility Partnership Agreement, etc.)
- Meet Davis Bacon and Related Acts (DBRA) Requirements
- Meet 2 CFR Part 200 and 2 CFR Part 1500 Requirements
- May not be purchased or otherwise subsidized with other federal grant funds
- Not allowed to add vehicles to the applicant's fleet
- May not be used for demonstration or commercialization
- All new vehicles should be delivered, and new infrastructure installation should be completed with final reimbursement submitted to NCTCOG by ***10/31/2027***
- Operate new vehicle and infrastructure for at least five years
- Attend Safety/First Responder Training for ZEV

NCTCOG Proposed Project Selection and Scoring Criteria

Each vehicle scored individually

Impact on Regional Air Quality	Cost Effectiveness*	Feasibility and Risk	Long-Term Sustainability Efforts
Up to 30 points	Up to 30 points	Up to 20 points	Up to 20 points
% of time operating within ozone nonattainment area OR in areas upwind of ozone nonattainment **(10 points)** *IH45 or IH35 Corridors* High idling hours per day **(5 points)** Old Vehicle Scrapped **(10 points)** *Priority given to 2010 or older diesel* Proximity to residential areas with poor air quality **(5 points)**	Cost per Ton of nitrogen oxides reduced **(20 points)** Cost per Ton of volatile organic compounds reduced **(10 points)**	Project schedule and existing knowledge of and/or experience with ZEVs **(5 points)** Measures to mitigate vehicle/infrastructure damage and ensure activities funded can operate for 5 years **(5 points)** NCTCOG administrative burden **(5 points)** Program beneficiary risk assessment **(5 points)**	Vehicle-to-grid (V2G) compatibility **(5 points; EV Only?)** Use of distributed energy resources **(5 points; EV Only?)** *Battery-energy storage systems, renewable on-site power generation* Broader environmental or sustainability planning and practices **(10 points)** *Ex: fleet transition plans, contract specifications, purchasing renewable fuels/energy, etc.*

*Calculated by NCTCOG

Discussion

- How important are the scrappage/disposition flexibility options for your project?
- How should funding be allocated between battery-electric vehicles and hydrogen fuel cell vehicles?
  - Split equally, based on demand, etc.
- How important would allowing third-party scrappage/ownership transfer be to your project?
- How interested are you in limiting money requested for vehicle(s) in order to have funding for infrastructure?
- What support or resources would make the rebate application process easier or more accessible?
  - What resources/assistance can NCTCOG develop to help you apply?
    - *Ex: Workshops, lists of eligible ZEV/vendor vetting, transition planning, driver training, software and diagnostic training, mechanic training (ex: Electrical Safety Awareness Level 1 or Technician Electrical Safety Certification Level 2), infrastructure planning, etc.*

Tentative Schedule

Milestone	Date
NTxZEV Information Session	Today, September 5, 2025
Surface Transportation Technical Committee Action – Recommend Approval of Call For Projects	September 26, 2025
Regional Transportation Council Action - Approval of Call for Projects	October 9, 2025
NCTCOG Executive Board Action - Approval of Call for Projects	October 23, 2025
Call for Projects Open	October 24, 2025
Call for Projects Workshop	November 6, 2025
Call for Projects Deadline (16 Weeks)	Friday, February 13, 2025; Applications must be received “in-hand” by 5 PM Central Time
Ongoing Rolling Application Deadlines to Fully Award Funds	~90 Day Increments
Committee Approvals of Rebate Awards	March-April 2026
Agreement Execution with Recipients	End of April 2026
Deadline for all Project Reimbursement Requests	October 31, 2027

Next Steps

In Preparation for NTxZEV Call for Projects

- Complete an Intent to Submit Form (optional)
- Adopt Clean Fleet Policy and Idle Reduction Policy (or similar)
- Check out Key Resources
- Start planning your project and start discussions with your utility (battery-electric projects only)

Call for Projects Opens – October 24, 2025 (Tentatively)

- **Determine Eligibility**
  - Review the Guidelines
  - Review the Frequently Asked Questions (FAQ)
  - Review relevant forms and documentation (e.g., Risk Assessment Form, Vehicle Disposal Method Forms, Utility Partnership Agreement)
- **Submit Application**

Key Resources:

- DFWCC: 3-part Heavy-Duty Zero Emission Vehicle Webinar Series (www.dfwcleancities.org/events)
- Alternative Fuels Data Center: Electric Vehicle for Fleets (https://afdc.energy.gov/vehicles/electric-fleets)
- Oncor EVolution Program (www.oncor.com/ev)
- National Renewable Energy Laboratory (NREL) Technical Assistance

FREE Clean Heavy-Duty Vehicle Program Technical Assistance

cleanhdvehiclesta@nrel.gov

About NREL Technical Assistance

NREL provides unbiased, free, and customizable technical assistance to help states, communities, tribal governments, transit agencies, school districts, and other fleets plan and deploy fueling and charging infrastructure as well transit, school buses, and medium- and heavy-duty vehicles.

Email Q & A	Virtual Meetings	In-Depth Assistance	Plan Review

https://driveelectric.gov/contact

Examples of How NREL Can Help

- Coordinating with electric utilities
- Identifying available funding and incentives
- Analyzing charging infrastructure needs
- Conducting route analysis and planning
- Advising on training and workforce development
- Opportunities for resiliency (V2X)
- Analyzing energy needs and grid impact
- Identifying solar and battery storage opportunities

Contact Us

Alyssa Cunningham
Air Quality Planner
NCTCOG
acunningham@nctcog.org
469-814-8082

Juliana VandenBorn
Senior Air Quality Planner
NCTCOG
jvandenborn@nctcog.org
817-704-2545

Savana Nance
Principal Air Quality Planner
NCTCOG
snance@nctcog.org
682-433-0488

Lori Clark
Senior Program Manager
NCTCOG
LClark@nctcog.org
817-695-9232

cleancities@nctcog.org

North Texas Zero Emission Vehicle Project Information and Procurement/Contracting/Partnering Opportunities: www.nctcog.org/NTxZEV

Stay Informed of Other Funding/Events Related to Alternative Fuel Vehicles:
www.nctcog.org/stay-informed
Select Dallas-Fort Worth Clean Cities* and *Air Quality Funding Update