

**Frequently Asked Questions (FAQs) and Answers**  
**Clean Transportation Triangle (CTT)**  
**Alternative Fueling Facilities Program (AFFP)**  
**Fiscal Year 2017 Joint Solicitation**

August 8, 2016 to November 8, 2016, 5:00 p.m. CT

The following questions were posed during the CTT/AFFP workshops conducted in Arlington, Houston and Austin the week of September 12, 2016. Additional questions may be added as received.

**Project Eligibility**

*How many State Highways are there?*

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**Application Submission**

*If the location is not yet established, but is planned to be within a mile radius, can we submit the application?*

Yes, designate the address and if there is an address change it can be amended at a later date. However, please note that the new location must also meet the program eligibility criteria. Consult Section 3.1. of the RFGA for guidance on how the new location will meet the application scoring criteria.

*When a grantee submits a signed paper copy, and copies it to CD, does an electronic version need to be signed?*

Yes, the paper copy should be an exact replica of the paper copy.

*How many applications do you typically get?*

The average number of applications received over the last two grant rounds was seventy.

**Application Scoring**

*Will an application score more points for having CNG and another fuel?*

The applications will only be scored on the fuel selected as primary with one exception: under CTT, projects involving both CNG and LNG will receive a weighting factor of 20% to their score.

*How would you calculate proximity to I-10 if the station is about 3 miles away?*

Under CTT, projects located more than a mile from an interstate highway will not receive the 20% weighting factor awarded to projects located within a mile. Distance is calculated as the crow flies to the nearest section of the highway.

*Would an application get points if it is within a mile of state highway 99?*

Depending on the proximity to the state highway, a CTT application could be awarded a weighting factor but only projects located within ½ mile of the state highway would receive the full 10%.

*Is it about a 90 day scoring process?*

We would anticipate the scoring process to be complete within approximately 60 days.

*When scoring is done do you divide the money or can people re-apply for that grant round?*

All funds allocated to the program will be exhausted.

*Is it detriment if another CNG station is nearby?*

The farther a proposed station is from existing facilities with similar fuel capabilities and fuel type, the higher the score.

*How does TX Dot count vehicles for their traffic count data?*

We know they count axels on vehicles but there may be other methods as well.

*Is proximity to counting stations primarily for CTT or also for AFFP?*

Proximity to counting stations is not considered under CTT or AFFP. Distance from a highly traveled highway segment is considered under both programs.

*Do facilities need to be within a ½ mile of a heavily traveled traffic node?*

A station within ½ mile of a heavily traveled traffic node in the area will receive the maximum number of points.

*Is there a breaking point on the number of nozzles?*

There is no minimum or maximum number of nozzles.

*If 5 projects have maximum points; how are the dollars divided up if scores are the same? Does each project get some money?*

Each project is scored on its own merit and is eligible for the maximum amount under that program.

*If you add nozzles to an existing dispenser, how many points are nozzles worth?*

A weighting factor of 10% is applied for each nozzle added up to a maximum of 20%. One nozzle = 1 weighing factor. Two nozzles equals 1.1. For three nozzles the weighing factor is 1.2 etc.

*Is there a difference in scoring between proximity to interstates and auxiliary highways?*

Applications for a facility located not more than one mile from an interstate highway will receive a weighting factor of 20% to their total score. Applications for a facility located within ½ mile of a US or state highway in the eligible areas will receive a weighting factor of 10% to their total score. Applications meeting the criteria for both will have the higher weighting factor applied to their total score.

*If Company A has multiple locations and Company B has only two locations but they are better locations than Company A, how would you score them?*

Each project is scored on its own merit and not in comparison to each other.

*What does digitizing the Interstate highways on the right lane do or signify?*

To precisely calculate the distance of a project from a highway, we account for the entire width of the highway.

*Are we giving points for falling within designated fuel corridors?*

This is not currently being considered as it is not legislatively mandated.

*Is there a magic number of vehicles to make a project viable or supported?*

There is no magic number. Community support would be considered in the project feasibility and planning section of the application.

## **Project Funding**

*Is there a maximum amount of funding per location?*

Yes, for CTT, the CNG and LNG projects each are not to exceed \$400,000. A combined CNG and LNG project is not to exceed \$600,000. The AFFP project maximum grant award is limited to the lesser of \$600,000 or 50% of the eligible project costs.

*Under AFFP is biodiesel an eligible fuel type?*

Yes, a biodiesel project meeting the eligibility criteria would be eligible for funding.

*Would TCEQ fund a biodiesel station if there is no decrease in NO<sub>x</sub>?*

Emission reductions are not calculated or tracked under the CTT or AFFP.

*If there is one bucket of money for LNG and one bucket of money for electric charging, are buckets going to stay separate?*

If a project includes both CNG and electric charging, the application will be scored on the fuel type selected as primary. The maximum amount of funding for which the project is eligible also depends on the fuel selected as primary. Expenses related to a fuel not eligible under the CTT program should be included on the project budget under the Ineligible Expenses category. For AFFP applications, expenses related to all eligible fuels should be included in the project budget under the applicable expense category: Equipment, Supplies & Materials, Construction, Contract Services, Other or Ineligible. Within each expense category, please delineate which fuel each project expense relates to.

*How do we score if we get more applications than dollars?*

Projects will be funded in order of highest score to lowest until all the funds are exhausted.

*What is the funding for an electric charging station?*

Under AFFP, the maximum grant award is limited to the lesser of \$600,000 or 50% of the eligible project costs.

*With money totaling \$7.9 million, are you awarding to one company or several awards?*

Projects will be funded in order of highest score to lowest until all the funds are exhausted.

*Can you have one grant funding two types of fuels?*

CTT can fund projects including both CNG & LNG. Applications will only be scored on the fuel selected as primary.

**Eligible Expenses and Reimbursement of Grant Funds**

*If primary fuel is CNG and secondary fuel is diesel fuel, would any consideration be given?  
Would items and expenses related to diesel fuel go under ineligible expenses?*

TCEQ does not consider diesel an alternative fuel. Yes, expenses related to diesel would go under ineligible expenses on the budget section of the application.