

Frequently Asked Questions (FAQs) and Answers
Clean Transportation Triangle (CTT)
Alternative Fueling Facilities Program (AFFP)
Fiscal Year 2016 Joint Solicitation
December 10, 2015 to March 8, 2016. 5:00 p.m., CST

The following questions were posed during the CTT/AFFP workshops conducted in Arlington, Houston and Austin the week of January 11, 2016. Additional questions may be added as received.

Project Eligibility

- *Is this grant applicable to private stations?*
No. This grant is only applicable to publicly available stations. Stations must be publicly accessible and available for public use for a minimum of eight hours per day between the hours of 6:00 a.m. and 8:00 p.m., Monday through Friday.
- *Are there any environmental requirements, such as a study or site survey, required to qualify for this grant?*
No. You are not required to include any environmental impact study with the application. You may be required to have a site survey done before you begin construction, but the inclusion of such survey is not required with the application.
- *Is I-69 considered an interstate?*
Most of the effort to create I-69 is focused on improving existing federal highways to interstate standards. Only those roadways officially designated as I-69 are considered an interstate highway with regards to the CTT program priorities.

Application Submission

- *Do all applicants have to submit a W-9 form? What about non-profits?*
All applicants must submit a [W-9 form](#) or other document sufficient for the TCEQ to submit documentation to the IRS in preparation for a 1099 form.
- *Is there a maximum number of applications an applicant can submit?*
There is no limit to the number of applications an applicant may submit. However, TCEQ will not consider more than one application per station location. Additionally, only one station per application will be considered.
- *I want to build a station that provides CNG, LNG, and propane. How should I apply?*
Both the CTT and AFFP can fund natural gas fueling stations. Eligible alternative fuels for AFFP applications include natural gas (CNG and/or LNG), hydrogen, biodiesel, propane, electricity, and methanol (at least 85% by volume).

In order to maximize the effectiveness of both programs, dual-eligibility applications (CNG, LNG, or CNG & LNG stations in the state's nonattainment areas) are considered under both grant programs to ensure the opportunity to receive the highest level of funding available is provided.

Applications eligible under both the CTT and AFFP will be assigned a separate score for each program. Applications that receive a score high enough to be selected for funding under both the AFFP and the CTT scoring criteria may be recommended for funding under the program that provides the largest grant amount to the applicant while also best addressing the program goals. However, only one grant award (either CTT or AFFP) per station will be allowed.

- *Regarding the implementation plan, must applicants have already begun work prior to submitting an application to receive funding? If so, then how much work must CTT and AFFP applicants have completed prior to submitting an application?*

Applicants are not required to be at any particular stage in the implementation process. TCEQ will be looking for, and awarding higher scores to, applications with a clear, detailed, and well thought out implementation plan and project timeline that demonstrates the project will reasonably be completed by the May 31, 2018 implementation deadline. Please note, expenses incurred prior to the grant round opening date will not be eligible for reimbursement.

Application Scoring

- *Is grant eligibility based on closeness to a highway?*
Being a certain distance from the highway is not a requirement for either program. However, when we are assessing the competitiveness of your application, an application in which the proposed facility is located near a U.S., state, or interstate highway may receive more points than one in which the proposed facility is further away, all things being equal.
- *How is distance from the highway calculated for scoring purposes?*
The distance from a proposed station location and a U.S., state, or interstate highway segment is measured “as the crow flies.” We will use the shortest distance measurable from the highway to your station regardless of the presence of roads.
- *Can we be awarded points for being near toll roads?*
Points will be given to applications in which the proposed facility is located within a certain distance from an U.S., state, or interstate highway. The close proximity of the facility to a toll road will not result in extra points. However, it may factor into the need for the station based on the current and expected number of vehicles that would be served in the area.
- *Will someone with a leased property be at a disadvantage when compared to a property owner?*
No. As long as you have secured control of the property for the duration of the grant period, you will be assigned the same score for property rights within the Project Feasibility and Planning section of the application as an applicant who owns the property. However, if your attainment of land is contingent upon receiving the grant, you may be at a slight disadvantage.
- *Will a letter of intent (LOI) help my score?*
We will not accept LOIs in lieu of an application, but we will accept them as supplemental material. This can be a good way of explaining things that may otherwise be perceived as issues with your application. For example, if you do not currently have control over the land on which you plan on building a facility, a letter of intent to lease or buy the land may help your score.
- *Are you going to hold all applications until the deadline, and then begin reviewing; or is the program first-come-first-served?*
We may begin the initial review process for applications submitted before the close of the grant application period. However, no final decisions will be made until all applications have been individually reviewed and scored.
- *When will we hear your decision?*
Depending on the number of applications received, the review process should be complete within 4-6 weeks from the application deadline of March 8, 2016. Applicants will be notified shortly after that.

Operational Requirements

- *What if filling up at my station requires people to become a “club” member, and membership is contingent upon undergoing training?*
As long as the membership and the training are publicly available, the station will most likely fall within the grant scope.

Project Funding

- *Where can I find information about the CTT and AFFP awards previously made, including the station addresses?*
Previous CTT and AFFP grantee names, award amounts, and station addresses can be found on the [TERP Project Summary Reports and Publications](#) page of the TERP Web site at www.terpgrants.org.
- *What if I am constructing a station, estimating on my application that it will cost 1.2 million, but it actually ends up costing 1.5 million?*
Regardless of the final expenditure for the station, the maximum funding for a CTT grant is \$400,000 for a station offering either CNG or LNG or \$600,000 for a combined CNG and LNG project. The grant award for an AFFP project is limited to 50% of the eligible costs as submitted in the application budget, not to exceed \$600,000. If the total expenditure for an AFFP project ends up being higher than originally estimated, the grant amount may not exceed the original grant award.
- *Can these grants be coupled with DOT funding, and other sources?*
As long as there is no conflict with other funding sources, grantees are free to seek additional sources of funding.
- *Are these grants considered owner's equity?*
You would need to discuss that with your bank or investors.

Eligible Expenses and Reimbursement of Grant Funds

- *For projects that have begun work before awards are made and before grant contracts are signed, are there limitations on the date that a cost is incurred to be eligible for reimbursement?*
Yes, as stated in Section 1.6.2.3 of the RFGA, to be eligible for reimbursement, expenses must have been incurred (i.e., received and paid) on or after the date of issuance of this RFGA on December 10, 2015. Expenses that were incurred (i.e., received and paid for) *prior* to the opening of the Joint RFGA on December 10, 2015 are not eligible for reimbursement. Expenses incurred after the opening of the RFGA, but prior to grant award and contracting, are incurred at the applicant's risk with no guarantee of award or reimbursement. The TCEQ provides no assurances that a project will be awarded a grant, and the TCEQ has no liability for expenses incurred by an applicant prior to the execution of a grant contract and issuance of a Notice to Proceed.

Expenses that are not included as eligible for reimbursement in the grant budget (i.e., *non-grant funded expenses*), may have occurred prior to the grant round opening. For AFFP projects, applicants should remember that the maximum funding available is 50% of the eligible expense total in the approved budget, up to a maximum of \$600,000.

- *If we ordered equipment before Dec. 10, but have not yet paid for it or accepted its delivery, is it still eligible for reimbursement under this grant program?*
Yes. As long as you have not yet paid for the equipment in full or accepted delivery, equipment expenses included in the approved project budget will be considered for reimbursement. However, as stated in Article 13 of the contract, the grantee has a continuing obligation to satisfy the requirements for reimbursement and determinations of eligibility for reimbursement are solely within the discretion of the TCEQ.