

**Department of Energy (DOE) Clean Cities  
American Recovery Reinvestment Act (ARRA)  
Funding Opportunity Announcement (FOA)  
North Central Texas Council of Governments (NCTCOG) Partnerships  
Frequently Asked Questions**

**This FAQ was updated April 20, 2009. Updated sections are identified with yellow highlighting.**

**Table of Contents**

Activity Life .....	1
Project Implementation Timeframe .....	1
Green Truck Stop Related Questions .....	2
Refueling Infrastructure Related Questions .....	2
Vehicle Related Questions.....	3
Cost Share Related Questions.....	7
Award Disbursement Related Questions .....	9
Eligibility Related Questions.....	9
Partnership Related Questions .....	10
Application Related Questions .....	11
Other Funding .....	11

**Q: What is the difference between activity life and implementation timeframe?**

A: Activity Life = Number of years the vehicle/equipment or engine being replaced would still be able to operate if it was not to be replaced or the number of years committed to using retrofit technology.

Implementation Timeframe = Amount of time allowed to complete project (i.e. order and take delivery of new vehicle/equipment, install new technology, and destroy old vehicle/equipment).

**Q: What is the activity life?**

A: 5 Year Project Life Projects:  
Infrastructure  
New vehicle purchases  
Vehicle repowers  
2 Year Project Life Projects:  
Vehicle retrofits  
Vehicle conversions

**Q: What is the project implementation timeframe?**

A: All projects, including infrastructure and vehicle technologies, must be complete no later than two (2) years after funding has been awarded.

### **Green Truck Stop Related Questions**

**Q: What is a green truck stop?**

A: A green truck stop would include technologies and/or infrastructure for idle reduction, one or more alternative fuels, and energy efficiency in the building. It should also promote greater awareness and education among its customers by providing high-profile outreach efforts related to technologies and behavior that save fuel and increase efficiency for drivers. The DOE funds can be applied to expenses related to the alternative fueling infrastructure; idle reduction technologies and green building components at the truck stop may be eligible for other funding sources.

**Q: What types of commitments will be helpful to include with proposals?**

A: DOE wants to ensure the market is stable for alternative fuels and confirm consumer demand. Therefore, it will be important for NCTCOG and partners to identify anchor fleets for the green truck stops and/or fleet commitments or interest for alternative fuel use. Associated marketing, education, and signage are also required commitments for the green truck stops. NCTCOG will provide sample templates for letters of commitments.

**Q: What are biodiesel fuel blend requirements?**

A: According to DOE, biodiesel must be at least a 20 percent blend. In addition, the supplier must ensure that the fuel meets State requirements under the Texas Low Emission Diesel Program (<http://www.tceq.state.tx.us/implementation/air/sip/cleandiesel.html>), which currently requires the use of an approved additive for B20 biodiesel sold in affected counties. These affected counties include the counties in North Texas.

**Q: Electrification infrastructure is an eligible activity provided that the vehicles meet all applicable requirements (commercially available, etc.). Therefore, would a project including truck stop electrification be eligible since the infrastructure is supplying electricity to an on-road vehicle to replace the use of the vehicle's main engine?**

A: Truck stop electrification or idle reduction technologies are not eligible for funding.

### **Refueling Infrastructure Related Questions**

**Q: What type of electrification expenses would be eligible?**

A: Plug-in infrastructure for light, medium, and heavy-duty hybrid vehicles.

**Q: If a proposal includes plug-in hybrid vehicles and supporting infrastructure, can that infrastructure include the purchase/installation of solar arrays to provide the electricity as eligible expenses?**

A: The scenario described would be eligible if the photovoltaic infrastructure were used for the dedicated purpose of providing on-site vehicle motive electrification (i.e. the infrastructure cannot be used for generating electricity for any other purposes) and all other solicitation requirements are met.

- Q: Regarding a new facility, will site assessment fees be eligible expenses?**  
**A:** Yes.
- Q: Is funding for biodiesel blending facilities eligible?**  
**A:** Biodiesel blending facilities are not eligible.
- Q: Are terminals and bulk fueling and storage facilities (not producers) eligible to receive funding under this grant? If so, is there a cap on the funds that can be provided to install these facilities?**  
**A:** Bulk fuel storage tanks/facilities for alternative fuels are eligible for funding. However, the storage needs to be part of local/regional infrastructure serving alternative fuel stations. Bulk storage at refineries or production plants is NOT eligible for funding, nor is funding of rail cars, tanker trucks, etc.
- Q: Bulk fuel production facilities are not eligible for selection under this announcement. A clarifying question is: If the alternative fuel is hydrogen, and if hydrogen supply is provided by distributed hydrogen production via steam methane, reforming of methane, or on-site electrolyses, does this mean the distributed on-site hydrogen production at an alternative fueling station will not qualify for funding under this FOA?**  
**A:** Based on the scenario described, the cost would be eligible if the hydrogen producing infrastructure were used for the dedicated purpose of providing on-site hydrogen fuel for vehicles and all other announcement requirements are met.
- Q: Does the award funding have to go to the person who will own the station?**  
**A:** No it does not.
- Q: Will 2010 engine requirements and related diesel exhaust fluid infrastructure receive preference?**  
**A:** One criterion that proposals will be evaluated on is environmental benefits/emissions reductions. If MY 2010 have greater benefits, they will be ranked higher for this one element. Diesel exhaust fluid infrastructure is not eligible for funding.
- Q: How should alternative fuels be advertised?**  
**A:** Alternative fuels should be advertised just like regular fuel. Additionally, there should be adequate labeling at pumps, and signage should be easy to understand. NCTCOG staff is available to assist with marketing strategies. The station should be included on alternative fuel station locators.

### **Vehicle Related Questions**

- Q: What are the weight limits for light-, medium- and heavy-duty vehicles?**  
**A:** Vehicles that weigh 8,500 pounds or less gross vehicle weight rating (GVWR) are considered light-duty vehicles. For the purposes of this announcement, medium- and heavy-duty vehicles are vehicles that weigh more than 8,500 pounds GVWR since the incentives and requirements are equal for medium- and heavy-duty vehicles.

**Q: Can a grantee purchase foreign-made autos, specifically Japanese, with grant funds?**

A: Foreign-made vehicles may be purchased with grant funds; however, applicants are cautioned that preservation and creation of domestic jobs is an important factor that will be considered in source selection.

**Q: Some manufacturers are working on alternative fuel/advanced technology vehicles now that will be ready later this year. However, pricing is not yet available. How do you determine a budget?**

A: Some dollar amount must be determined for the application. A comparable vehicle from another company or an older model year could be used. In addition, the DOE has established maximum funding thresholds for the incremental cost of different vehicles that is available in the Vehicle Information tab of the Clean Cities application. For the DOE, all eligible vehicles must be commercially available with all required certifications from the Environmental Protection Agency (EPA), California Resource Board (CARB), and/or the Federal Motor Vehicle Safety Standards (FMVSS).

**Q: Are E-85 flex-fuel vehicles eligible?**

A: No, they are not.

**Q: There is a unique vehicle on the market called VECTRIX Electric Scooter. The vehicle is Department of Transportation (DOT) highway approved (50 mph). Is this vehicle eligible for funding under this FOA? If so, is the cap rate at the same as neighborhood electric vehicles (NEVs)?**

A: Electric scooters/bikes/motorcycles are not eligible for funding.

**Q: DOE funding allocation in this grant for an NEV is limited to \$2,000 per vehicle. We have two questions about this:**

- 1. What is the basis for this limited allocation?**
- 2. What is the process for having this allocation reassessed upwards?**

**NEVs such as GEM cars are the quintessential "clean" vehicles, especially for state and local governments and state/local colleges & universities, which do most of their driving in short, task-oriented trips.**

**NEVs:**

- 1. Are 100 percent electric**
- 2. Are street-legal (on most roads posted 35mph or below)**
- 3. Eliminate cold starts - the time of operation when an ICE produces the greatest amount of pollutants**

**For example, GEM cars have been driven over 300 million miles, saving over 15 million gallons of gasoline and over 180 tons of tailpipe emissions from reaching the air. We would be pleased to provide additional information to support raising the allowance for NEVs, as soon as possible.**

A: All funding limits are established based on programmatic priorities. Currently, there are no plans to modify any funding limits associated with this FOA.

**Q: Are heavy-duty, dual fuel, CNG with diesel start-up engines eligible for funding, even though there are no known EPA or CARB certified original equipment manufacturer (OEM) engines or aftermarket conversions?**

A: Vehicles/engines must be EPA/CARB certified to be eligible for funding.

**Q: Can a dual fuel CNG/diesel vehicle be covered under this solicitation?**

A: Dual or bi-fuel CNG applications are eligible.

**Q: Funds are not available for non-fuel system upgrades such as transmissions and exhaust systems and should not be included in the incremental cost of the project to be supported under this announcement. Is this just for the conversions or for the advanced technology vehicles as well? For instance, when requesting information from the bus manufacturer, they indicate that the price difference between a regular diesel bus and hybrid is the Allison hybrid transmission for \$204,500. It seems as if the upgrade from a regular standard bus to a hybrid (advanced technology vehicle) will not be considered since the hybrid transmission will not be considered an eligible expense. Can this be explained?**

A: Using your example and information, the incremental cost of the bus is \$204,500 (i.e. the cost difference between the regular gasoline diesel version and the hybrid). This entire cost is eligible, subject to the cost limits specified in the application guidelines (i.e. assuming this is a medium to heavy-duty diesel powered hybrid, the DOE funding is limited to \$200,000). The intention of these limitations was to state that DOE would not fund emissions controls such as particulate matter filters or catalyst retrofits/conversions. Additionally, the intent of listing transmissions was to state that DOE would not fund transmission specific modifications or upgrades to increase fuel efficiency. Costs associated with an upgrade to a hybridized system you have described are allowable.

**Q: Does the prohibition on non-fuel related improvements include products such as a chiller to keep refrigerated trucks cool while the engine is off which also would result in fuel and emission reductions? Also could the purchase of a hybrid vehicle that receives an incremental cost grant get an additional grant if it then converts to a plug-in?**

A: Non-fuel related improvements, such as a chiller, are not eligible for funding. Vehicles cannot receive funding more than once. You must submit for funding a hybrid vehicle or a plug-in vehicle. Funding for plug-in vehicle retrofits/conversions are limited to EPA and/or CARB emissions compliant vehicle systems. The conversion must meet these requirements to eligible for funding.

**Q: Honda Civic CNG has an option to include a slow-fill fueling device. Is this option fundable as a vehicle incremental cost?**

A: No, a fueling device is not considered vehicle incremental cost.

**Q: A stakeholder has a plug-in electric battery unit that powers the work unit on a conventionally fueled medium- to heavy-duty truck, such that it radically reduces idling but does not help power the drive train. This probably qualifies as an anti-idling technology and is not eligible under the Clean Cities solicitation, but please confirm or clarify. And what if it was used on a biodiesel or hybrid powered truck?**

A: For straight hybrid electric vehicles, only the systems necessary to provide vehicle propulsion are eligible (hybrid drive system and batteries in the example given). For plug-in hybrids, the basic battery charging equipment would also be

eligible. Whether or not biodiesel is used, does not affect eligibility. Based on your description, your vehicle technology would not be eligible.

**Q: Does a plug-in hybrid electric vehicle (PHEV) conversion system that has received a waiver from CARB qualify?**

A: It is the responsibility of the proposer to submit adequate documentation to prove that the vehicles included in their project are compliant with all applicable EPA/CARB regulations and that they are indeed legal for use in the specific manner in which they are being proposed. Waivers are normally granted with various limitations (for example; some specify how and where vehicles can be operated and for what purpose --- sometimes for experimental and data gathering purposes only, some specify who can drive/use them --- approved for test fleets only vs. the general public, and some are granted only for a limited number of vehicles or for a specific period of time --- experimental vehicles may have to be decommissioned or destroyed after a test period). All of these limitations should be addressed and thoroughly explained in your submittal package.

**Q: PHEVs are listed as eligible yet EPA and CARB have not certified any PHEV conversion kits. In addition, there are no current original equipment manufacturers of PHEV vehicles. Please advise on how to proceed with a PHEV project and meet these requirements.**

A: The intent of the announcement is to fund commercially available vehicle technologies. Until these requirements/certifications (i.e. EPA/CARB certifications) have been met, you will not be able to submit a PHEV project under this funding opportunity. With the current presidential emphasis on PHEVs, DOE anticipates that the timeline for availability of OEM PHEVs and/or certified conversion kits could accelerate. Also keep in mind that there may be other recovery act funding opportunities that potentially suit a PHEV conversion project.

**Q: Does the light-duty hybrid \$2,000 maximum also apply to PHEVs? I am thinking about the A123 system which can retrofit a Toyota Prius Hybrid for around \$10,000. They have customers installing them right now. How would the grant apply to this installation? Would they get \$2,000 for the Prius and \$10,000 for the plug-in upgrade?**

A: Vehicles cannot receive funding more than once. You must submit for funding a hybrid vehicle or a plug-in vehicle. Funding for plug-in vehicle retrofits/conversions are limited to EPA and/or CARB emissions compliant vehicle systems. The conversion must meet these requirements to eligible for funding.

**Q: Following up on other questions about PHEVs--since light-duty OEM PHEVs are not yet officially on the market, but are anticipated in a short time frame, would a light-duty PHEV proposal be considered ineligible? That is, does "commercially available" extend to products that have been demonstrated and announced, but not yet put on the open market?**

A: For PHEVs, commercially available vehicle technologies are defined as highway certified vehicles that have received the appropriate EPA/CARB/FMVSS certifications. If these requirements/certifications have not been met, you will not be able to submit a PHEV project under this funding opportunity. As stated

previously, there may be other recovery act funding opportunities that potentially suit the PHEV products you have described.

**Q: Is a downtown hybrid electric trolley project eligible for funding?**

A: For this FOA, medium- and heavy-duty advanced technology vehicles (i.e. hybrids); the DOE funding of incremental cost shall be limited to \$200,000 per vehicle, not to exceed the actual incremental cost. For medium- and heavy-duty hybrids/plug-in hybrids powered exclusively by alternative fuels, the DOE funding of incremental cost shall be limited to \$500,000 per vehicle, not to exceed the actual incremental cost.

**Q: What is the funding available for hydraulic hybrid vehicles?**

A: Under this FOA, funding for the incremental cost of medium -and heavy-duty gasoline/diesel powered hydraulic hybrid is eligible up to \$200,000 per vehicle and funding the incremental cost of medium- and heavy-duty alternative fuel powered hydraulic hybrid is eligible up to \$500,000 per vehicle.

**Q: Could alternative fuel/advanced technology vehicles that are purchased for the sole purpose of training students/technicians at a National Training Center (recognized by the National Alternative Fuels Training Consortium) on how to work on this type of vehicle be considered for funding? It is anticipated that a large number of the same type of vehicle would be purchased and therefore the need for technicians would be established.**

A: The intent of this Area of Interest is to fund vehicles which will be deployed to service by public and private fleets. Funding is not eligible for the purpose of purchasing vehicles for the training of students/technicians.

**Cost Share Related Questions**

**Q: Can clarification be provided on the cost share requirements?**

- 1. It seems that the entire incremental cost of eligible vehicles can be covered by the grant (up to 50 percent of total project costs or the maximum allowed for certain vehicles), is this correct?**
- 2. What is the cost share requirement for eligible infrastructure? The non-federal share must be at least 50 percent of the total project costs, so is any portion of the cost of eligible infrastructure covered as long as the total project costs (vehicles + infrastructure) meet the 50 percent requirement?**

A: That is correct. Specific funding limits for various types and classes of vehicles (i.e. maximum allowed) are provided in the Guidelines section of the NCTCOG 2009 Clean Cities ARRA Call for Partners application. In many cases, these limits should cover the entire incremental cost. Along with these limits, the total project cost requires a 50/50 cost share. There are no specific limits for infrastructure funding; however, the total project (which may include vehicles and infrastructure) cost share of 50 percent must be maintained.

**Q: What can be used as a match with these funds?**

A: Non-federal funding in the form of cash, services, and/or property.

**Q: Can real estate or staff time dedicated to the project be used to determine applicant cost share?**

A: Personnel expenses (i.e. staff time) and donated real estate are eligible cost shares. Information on Cost share and Valuation of property is based on the type of business entity. Generally, valuing property donated under financial assistance awards could be an acceptable means of cost sharing.

All cost sharing or matching has to meet the following criteria:

1. They are verifiable from the recipient's records
2. They are not included as contributions for any other federally-assisted project or program
3. They are necessary and reasonable for proper and efficient accomplishment of project or program objectives
4. They are allowable under the cost principles
5. They are not paid by the Federal Government under another award unless authorized by statute
6. They are provided for in the approved budget

Also, for real property or equipment used (not donated) on the project, the cost principles authorize depreciation or use charges.

The full value of the item may be applied when the item will be consumed in the performance of the award or fully depreciated by the end of the award. When valuing property donated, normally only depreciation or use charges for equipment and buildings may be applied.

**Q: Under this FOA, is the conventional cost of an alternative fuel vehicle considered eligible as match?**

A: Yes, the base cost of a vehicle is an eligible match.

**Q: It has been previously stated that the base cost of a vehicle can be counted as cost share. Does this apply to both new and existing vehicles?**

**Example 1 (costs are made up): A new F150 costs \$20,000. A new F150 ROUSCH Propane truck costs \$30,000. The incremental cost is \$10,000, which is below the cost cap as stated in the grant. Can we count the \$20,000 as cost share?**

**Example 2 (costs are made up): a 2005 F150's depreciated value is \$10,000. The conversion cost to propane is \$4,500. The incremental cost is \$4,500, which is below the cost cap. Can we count the \$10,000 residual value of the truck as cost share?**

A: Yes, the base cost of a new or used vehicle can be used as cost share. Also, please note that for real property or equipment used (not donated) on the project, the cost principles authorize depreciation or use charges. The full value of the item may be applied when the item will be consumed in the performance of the award or fully depreciated by the end of the award. When valuing property donated, normally only depreciation or use charges for equipment and buildings may be applied.

Concerning your examples, for Example 1, your incremental cost is \$10,000 and your base cost is \$20,000, which can be included as cost share. For Example 2, your incremental cost is \$4,500, and the depreciated value of the truck is \$10,000, which could be included as cost share.

**Q: Can the base cost of a vehicle be included as part of the total project cost? For example, if a conventional truck costs \$500,000, and the incremental cost for a hybrid truck is \$200,000, the REQUEST for federal funding can be up to \$200,000 (assuming project cost-sharing happens elsewhere). But**

**does that mean the total project cost calculation for this portion of the proposal is \$500,000 + \$200,000 = \$700,000, or only \$200,000?**

A: Yes, the base cost of vehicle can be included as a match in the total project cost. Under the funding announcement, the cost limit on a diesel hybrid medium to heavy-duty vehicle is \$200,000. Using your example, the total project cost is \$700,000 which includes \$200,000 in incremental funding from DOE and \$500,000 in project match.

**Q: What is the minimum project total that may be submitted to DOE?**

A: The minimum project cost share is \$5 million. The total project minimum is therefore \$10 million.

**Q: What is the minimum project total that may be submitted to NCTCOG?**

A: There is no minimum. NCTCOG will combine projects into all encompassing applications. Eligible projects submitted to NCTCOG for inclusion in the application to the DOE will be placed under an appropriate emphasis area based on the project description.

#### **Award Disbursement Related Questions**

**Q: If one giant project is submitted that includes the purchase of new vehicles, how will funding be distributed? Will a certain amount still go to vehicles and 50 percent infrastructure?**

A: All funding will be distributed based on project guidelines provided with the partnership application. Should funding be awarded to NCTCOG that is less than what was requested, a competitive process will be enacted in order to select projects. NCTCOG anticipates funding whole projects.

**Q: Will only full awards be made or will partial awards be considered?**

A: DOE prefers to fund the entire project submitted, but may elect to only fund part of it. Additionally, DOE plans to fund the awards with FY2009 and FY2010 funds, so a project may receive only partial funding at award and the remaining funding would be applied in the next fiscal year, subject to congressional appropriations. Should partial funding be awarded to NCTCOG, a competitive process will be enacted in order to select projects. NCTCOG anticipates funding whole projects.

#### **Eligibility Related Questions**

**Q: Clarify the requirements between DOE and EPA programs with regards to funding of replacements vs. natural attrition/additions.**

A: DOE has no requirements related to replacement; any purchase of a qualifying alternative fuel or advanced technology vehicle is eligible, even for fleet expansion. EPA requires that each new vehicle replace a similar older diesel-powered vehicle. "Normal fleet attrition" refers to a fleet's typical replacement schedule. That is, if a fleet normally replaces 10 vehicles each year and wants to replace 15 vehicles this year, only five vehicles may be eligible for grant funding because it is assumed that the other ten would have been replaced anyway. EPA intends this funding to be used for vehicle replacements that are above and beyond what is typical fleet turnover.

**Q: Can funding be combined through the Clean Cities DOE grant with block grant funding? Could the block grant fund the infrastructure and the DOE grant fund the vehicles?**

A: An applicant could fund vehicles through Clean Cities and infrastructure through another funding source. However, the other federal funding could not be used as cost share, and the applicant could not use any of the same cost share for both projects (i.e. no double dipping of cost share by applying the same costs to both projects).

**Q: Do the DOE funds allow for projects that are planned vehicle replacements?**

A: DOE has no requirements related to vehicle replacements. Any purchase of a qualifying alternative fuel or advanced technology vehicle is eligible, even if it is for fleet expansion.

**Q: Can an entity seek funding for vehicles already purchased?**

A: Funding can only be provided for technology purchased after contract agreements have been signed between the entity and NCTCOG has been executed and a Notice to Proceed has been issued.

**Q: On the first page of the DOE solicitation document it mentions that projects must reduce petroleum consumption as well as be energy efficient (which some times in theory some alternative fuel projects could be seen as not as energy efficient). So, which is it?**

A: Under this FOA, applications are being sought for cost shared projects that help decrease the nation's dependence on petroleum by increasing the use of alternative fuels and deploying technologies that lessen petroleum consumption.

**Q: Are refueling hoses an eligible expense? For example, the entity has an E-85 station already, but wants to get special hoses to prevent people from filling regular gasoline vehicles with E-85.**

A: No restrictions exist on E-85 dispensing hose eligibility.

**Q: Can diesel emissions testing be purchased with DOE funds?**

A: No, they cannot.

### **Partnership Related Questions**

**Q: Is the intent to submit letter all an entity needs to turn in to be a partner?**

A: An entity wanting to be partner with NCTCOG under this FOA must:

1. Complete the application posted on the NCTCOG Air Quality Funding Web site (<http://www.nctcog.org/aqfunding>).
2. Submit both an electronic and hard copy version. Applications must be signed by an authorized individual eligible to enter into contract with NCTCOG. The submitted application will be considered as a firm commitment that if funding is awarded, project(s) will proceed.
3. Submit commitment letter(s), a template is provided on AQ Funding Website. The commitment letter(s) must be signed by an authorized individual eligible to enter into contract with NCTCOG.

**Q: Do you have to fill out the application on NCTCOG's Web site to apply or can you just tell NCTCOG what you are going to do?**

A: An entity wanting to be partner with NCTCOG under this funding opportunity must:

1. Complete the application posted on the NCTCOG Air Quality Funding Web site (<http://www.nctcog.org/aqfunding>).
2. Submit both an electronic and hard copy version. Applications must be signed by an authorized individual eligible to enter into contract with NCTCOG. The submitted application will be considered as a firm commitment that if funding is awarded, project(s) will proceed.
3. Submit commitment letter(s), a template is provided on AQ Funding Web site. The commitment letter(s) must be signed by an authorized individual eligible to enter into contract with NCTCOG.

**Q: Can one partnership application be used for multiple projects that fall under different emphasis areas?**

A: Multiple applications need to be filled out for different emphasis areas.

**Q: Who is eligible to partner with NCTCOG for this FOA?**

A: Eligible partners include, but are not limited to, state governments/agencies, local governments/agencies, transportation authorities, private sector entities.

**Q: Will COG coordinate with other Clean Cities Coalitions in the State on developing a CNG corridor?**

A: Yes, NCTCOG can help facilitate those discussions.

#### **Application Related Questions**

**Q: Should project management costs be included in individual project applications or in the overall Clean Cities Coalition submittal?**

A: Project management costs need to be included in total budget figures, along with recipient and/or sub-recipient budget information.

**Q: Can the EPA diesel emissions quantifier be used to calculate emissions reductions, rather than the GREET model or the AirCRED model from Argonne National Laboratory?**

A: The FOA states that emissions estimates should be calculated using a nationally recognized modeling method and that the proposal must cite or indicate the basis or method used to estimate emissions reductions. Therefore, the EPA diesel emissions quantifier can be used.

**Q: Our city has a DUNS number listed and shows it is currently active. However, the DBA has a different department listed. Can we still use this DUNS number?**

A: Check with your organization to verify if more than one DUNS number is required.

#### **General Questions**

**Q: Will there be other funding opportunities later in the year?**

A: DOE anticipates opening a second round of funding later in the year if funding is still available or if additional funding becomes available. In addition, NCTCOG will have funding opportunities later in the year as well. Visit [www.nctcog.org/recovery](http://www.nctcog.org/recovery) and [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding) for all funding announcements.