

2023 Heavy-Duty Zero Emission Vehicle Infrastructure Call for Partners

Frequently Asked Questions

Applicant Eligibility

1. Is this initiative related to the Department of Energy Hydrogen Hubs initiative, which have a similar due date?

There is no intended relationship between this Call for Partners (CFP) and hydrogen hubs; the date alignment is coincidental.

2. How fast will money be available?

Timing depends on the details of the federal or state grant funding opportunity to which the North Central Texas Council of Governments (NCTCOG) will submit. However, it is likely that any project implementation would start approximately winter 2024/2025 at the earliest. For the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program, Fiscal Year (FY) 2022 awards will be available for obligation through September 30, 2025, and must be expended by September 30, 2030. FY 2023 will be available for obligation through September 30, 2026, and must be expended by September 30, 2031.

3. What if we are interested but a project isn't totally ready to go by April 7?

In this initiative, NCTCOG is more focused on identifying teams to work with – the “who” should be part of a public private partnership – than the specific details of a project. While a project idea should be somewhat developed, it is not necessary for all project specifics to be identified in the proposal submitted April 7. Full project scoping will be done through collaboration between NCTCOG and selected Project Team(s).

4. We have several collaborators, but don't know of a company to fill XYZ role. Can we still submit?

Project Team(s) should include companies representing as many roles/responsibilities as possible from the list detailed on Page 4 of the Call for Partners, but NCTCOG realizes that not all Project Teams may have all partners lined up. More complete teams will rank more highly, but submittals can include just a single entity if necessary. To assist prospective Project Team members with locating one another, NCTCOG has posted responses to a questionnaire for organizations to self-identify interests and their prospective roles at [North Central Texas Council of Governments - 2023 Heavy-Duty Zero Emission Vehicle Infrastructure Call for Partners \(nctcog.org\)](https://nctcog.org/2023-Heavy-Duty-Zero-Emission-Vehicle-Infrastructure-Call-for-Partners).

5. Is this program limited up to 8 charging stations?

Eligible number of charging stations depends on the details of the federal or state grant funding opportunity to which NCTCOG will submit. Most programs require a certain minimum number of chargers but do not specify any maximum.

6. We aren't sure if this is the best opportunity for us, but are interested in collaborating. Do we need to submit now to be considered for future opportunities?

NCTCOG recommends all interested parties respond by the April 7 deadline with whatever proposals they are able to provide. The responses from this Call for Partners may be considered for a variety of funding initiatives, and NCTCOG will consider responses from this opportunity for different opportunities that may come up through the end of the fiscal year 2024.

7. Will this opportunity be made available again?

NCTCOG does not currently plan to issue another Call for Partners of this same scope. The hope is that this opportunity will gain enough responses to develop a pipeline of projects for various opportunities through the end of fiscal year 2024. NCTCOG may develop a similar Call for Partners for other topic areas, outside of medium- and heavy-duty zero-emission vehicle infrastructure development.

8. In regards to submitting the proposals "In-hand", does NCTCOG require physical drop off by project team member(s) or can the project team deliver hard copy of the proposal as per the requirements of the CFP via a courier?

As long as a hard copy arrives to NCTCOG offices by the 5 pm April 7 deadline, any method of delivery (in-person drop-off, courier, or mail) is acceptable.

9. Once officially awarded the grant, will the project team be responsible for completing the zero-emission vehicle (ZEV) infrastructure prior to receiving 50-80% of the grant funding?

Note that NCTCOG does not currently have grant funding in hand, and any funding is contingent upon NCTCOG first submitting for and being awarded funding by a federal or state funding agency, with the Project Team identified in the grant proposal as project partner(s).

In the event NCTCOG is successful in competing for funds and is awarded a grant, funding would be obligated to the lead Project Team member through a subaward. In a subaward arrangement, all funds would be provided on a reimbursement basis, so the Project Team would have to first incur costs and then submit to be reimbursed by NCTCOG. It is possible to receive reimbursement as major milestones are completed. It is not necessary to complete the entire project prior to submitting for reimbursement. Exact frequency and reimbursement requirements would be coordinated as part of the subaward agreement process.

10. To clarify, do all organizations proposed as partners in the project team must have agreements with each other? Due to the short timeline of the CFP, some prospective partners may not enter into contractual agreements fast enough before the deadline to submit the proposal.

It is not necessary for all agreements to be in place at the time of proposal. NCTCOG understands that the timeline of the CFP may not allow for such agreements to be finalized. However, respondents should speak to the status of any necessary agreements. Teams with

more formalized/final partnership agreements amongst themselves may be ranked higher in selection than those with more tentative or informal arrangements.

11. What role will NCTCOG/Dallas-Fort Worth (DFW) team have with the project team in regards to implementing the ZEV infrastructure once awarded the grant?

Note that NCTCOG does not currently have grant funding in hand, and any funding is contingent upon NCTCOG first submitting for and being awarded funding by a federal or state funding agency, with the Project Team identified in the grant proposal as project partner(s).

In the event NCTCOG is successful in competing for funds and is awarded a grant, NCTCOG would be the prime recipient of funding and would subaward funding to the lead Project Team member through a subaward agreement. NCTCOG would be the responsible party to the federal or state agency and would oversee completion of the project to ensure all activities are completed in accordance with relevant federal or state requirements. This generally includes overseeing any procurement activities, verifying Buy America compliance of any materials/equipment (if applicable), verifying Davis-Bacon or other wage requirements, fulfilling federal property management requirements (if federal funding), etc.

12. What kinds of information would be helpful to describe the "deployment levels" related to a proposed project?

NCTCOG is looking for information related to expected size and utilization of a site. For example, what kW rating or fill rate is expected for charging or hydrogen fueling, respectively? How many ports or dispensers are anticipated? How many trucks might be expected to use the site per day, based on what information? Not all of this information may be available at the proposal stage, but to the extent the information is known, please provide details.

13. Could you confirm if such partners could also include software only vendors?

NCTCOG does not have any restrictions on the types of partners under this CFP. Project Teams may be ranked higher in selection based on completeness of the following project roles, listed on page 4 of the [Call for Partners document available here](#).

- Critical Team Members
 - Recharging/refueling station developer/provider
 - Fueling/charging site host location/property owner
 - Fuel provider
- Recommended Team Members
 - Original Equipment Manufacturer(s) (OEMs) who provide ZEV vehicles/equipment
 - Fleet end-user(s) of the ZEV vehicles/equipment
 - Applicable utility collaborator(s)

14. Could you confirm if such partners could also include other MPOs?

NCTCOG does not have any restrictions on the types of partners under this CFP. Inclusion of other public entities is acceptable.

15. Regarding the CFP, NCTCOG is looking for a ZEV installer of charging stations/EV electrical infrastructure?

NCTCOG is looking for project teams that involve as many entities as possible from the following roles/responsibilities, as on page 4 of the [Call for Partners document available here](#). Projects of interest include both hydrogen fueling and battery electric truck charging to enable ZEV freight transition.