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Q: Can an applicant submit an integrated CNG fueling station proposal that includes EV and/or LPG fueling facility funding applications as long as the questions/information requested in the EVSE and propane request forms are addressed in the proposal?

A: Applications for co-located EVSE fast-chargers and/or propane fueling stations must be clearly defined as separate documents, addressing all content listed within the respective RFA attachments. Explicit linkages to the station's overall operational plan are a plus.

Q: If an applicant files separate proposals for CNG and EV and/or LPG for a specific site and these are all funded, do those EV/LPG proposals count as one or three proposals toward an applicant's three funded proposal maximum?

A: An application for CNG + co-located EV and/or propane units counts as one proposal toward the limit of three funded applications.

Q: Can an organization be listed as a subcontractor (e.g., station design/build contractor, station maintenance/repair services provider) on an AFV fueling station application and not have its participation in that application count against the total number of proposals the organization as can be awarded as the lead applicant (lead/prime) for a separate AFV station proposal?

A: Yes. The limit of three funded applications within the first funding round applies only to primary applicants (ie. station operators).

Q: Could you provide a definition of equipment?

For example, does equipment cost include the invoice amount from the vendor that may include itemized shipping, storage/holding, taxes and other costs incidental to purchasing the equipment (in addition from the equipment) from the manufacturer?



A: Grant funding does include incidental costs from the equipment vendor / manufacturer associated with the purchasing of station equipment including charges for itemized shipping, storage, and holding. Per federal requirements, taxes are ineligible costs for reimbursement under ALT Fuels Colorado / CMAQ funding program.

In addition, would costs associated with storing/holding or installing the equipment, that in accordance with GAAP accounting rules would count toward the capital cost of the equipment, be included in the definition of equipment?

A: Grantees will not be reimbursed for storage, holding, or installation fees associated with station equipment after delivery from the manufacturer.

Q: In the event that a piece of equipment does not meet the Buy America requirements set out in the RFA:

a. Does the applicant or CEO file for the request for a waiver?

b. Should such waiver be applied for in advance of the organization filing the AFV fueling station application?

c. Or should such waiver be filed in advance of the completion of award negotiations?

A: Per non-negotiable requirements in CEO's RFA pertaining to the use of Congestion Mitigation and Air Quality (CMAQ) funds, all equipment must meet Buy America requirements.

Q: What is the maximum email file size that the CEO server will accept with respect to an applicant submitting a proposal under the RFA by email?

A: 25 MB is the maximum size accepted by the CEO server for individual email messages. Attachments and/or additional documentation exceeding 25 MB may be



submitted separately. **Any materials submitted after Thursday, July 24, 2014 at 11:00 PM (MST) will not be considered by the ALT Fuels Colorado scoring committee.**

Q: The project budget requires an itemized list of equipment for which funding is being requested. Can costs among pieces of equipment vary between the application submittal date and installation date as long as the equipment capacity is not reduced? For example, the cost of CNG storage could drop and the cost of a fueling dispenser could increase given a 12-month installation time-line.

A: Any changes to content listed within an application must be approved by the CEO in advance. Under such circumstances, grantees are advised to maintain clear and timely communication with the CEO Transportation Program Manager.

Q: CEO uses the terms consumer, fleet and customer throughout the RFA to apparently refer to the users of fueling sites.

a. Is CEO using these three terms interchangeably?

A: "Consumer" and "customer" denote any anticipated patrons of the proposed station. "Fleet(s)" refers primarily to those fleets listed within the Project Communication section of the application.

b. If not, are residential consumers or fleet consumers more important as the intended users of the AFV fueling stations for which funding could be provided?

A: While fleets remain the priority for anticipated station users, a positive consumer experience for all customers, including individual, will also be a key consideration (see page 14 of the RFA).



Q: What is the State of Colorado fleet card referenced in Section II.B.3 (Station Design) of the RFA e.g., Voyager)?

A: The State of Colorado fleet card refers to the Wright Express card. Further information may be found at <http://www.thewrightexpresscard.com/>.

Q: Some subcontractors (e.g., electricians, plumbers, etc.) may not be known or selected at time of application for funding. Do they need to be identified in the application or just key subcontractors to the applicant such as general contractor, engineer, equipment vendors, etc.?

A: Listing of all subcontractors is encouraged. Any unavailability of subcontractor groups should be noted explicitly within the application.

Q: Section III. B. of the RFA describes payments by CEO for equipment but appears to require that the equipment be installed before payment. Equipment is typically paid for in installments when it's ordered, production begins, shipment and start-up. Will CEO consider reimbursing the applicant for CEO's portion of the equipment cost in installments in accord with the applicant's monthly project reports?

A: As noted within the RFA document, reimbursement of approved equipment expenses will occur on a monthly basis after installation and approval by the CEO of documentation submitted by the grantee.

Q: Will CEO provide a Word version of the Application Summary Sheet to aid in filling it out?

A: Yes. A Word version of the Application Summary Sheet will be uploaded to the CEO website under the ALT Fuels CO RFA tab by or before Friday, July 18, 2014.



Q: On Page 8, the RFA states: “An application submitted in response to this RFA shall constitute a binding offer.” Please further define what it means for the application to be “binding.”

A: By submitting an application, grantees agree to perform the work outlined in the application, if awarded funding. If an unforeseeable event occurs in between submittal of the application and grant selection process, a grant contract will not be awarded.

Q: On Page 21, the RFA states: “Grantee is required to obtain a performance bond during the station construction phase that explicitly secures, at minimum, the total amount awarded within the grant contract and guarantees full reimbursement of funds to the CEO in the event that all project terms and conditions are not fulfilled.” A recent grant program for CNG stations from NYSERDA required that awarded entities that did not meet the terms and conditions would be subject to recapture (see page 4 of the NYSERDA PON 2818). Language such as this could be included as part of the contract. Is this a possible alternative that the CEO would consider?

A: As stated within the RFA, grantees will be required to obtain a performance bond during the station construction phase during this funding round.

Q: Please further define the requirement in order to meet Buy America. Has the CEO received any waiver such that only final assembly must occur in the US? Does equipment that is manufactured in the US meet the Buy American requirement under this grant program?

A: Buy America requirements are non-negotiable in order to obtain CMAQ funding through the ALT Fuels Colorado program. For more information, applicants may consult the Federal Highway Association’s FAQ page for Buy America:

- http://www.fhwa.dot.gov/construction/contracts/buyam_qa.cfm



Q: Please define “self-certification” for the utility pressure and facility specifications. Is a formal letter (signed and on company letterhead) from the applicant required, or can the self-certification simply be a statement in the application?

A: Although utility confirmation is preferred, either a formal, signed letter or statement within the application may qualify as “self-certification.”

Q: For the required documentation, will self-certification be scored less favorably? For instance, if self-certification of appropriate utility pressure and technical specifications is provided, will it be scored less favorably than applications which include a letter from the utility?

A: Yes. Evidenced communication and/or certification with appropriate entities will be scored more favorably than self-certification.

Q: Confirm that project approval from the local utility is NOT strictly a requirement for the application. Rather, an applicant can provide documentation that the local utility has been contacted, or simply a self-certification that the applicant has reached out to the local utility.

A: As stated within the RFA, applicants are required to consult with local natural gas and electric utility providers regarding technical aspects of services to the proposed station location. The Scoring Committee will take into account applications providing letters of project approval from the utility company serving the proposed station location, followed by documented evidence of communication with the utility company and/or certified local utility specifications including inlet pressure and demand capacity.



Q: Is a letter required from the local government entity providing support for the station? Given the short timeframe to submit applications, can the applicant simply self-certify that it has contacted the local government?

A: Yes. Applications must provide, at minimum, one reference of local government support. The Scoring Committee will give consideration to proof of contractual negotiations to purchase fuel followed by letters of intent, support, or a Memorandum of Understanding (MOU). Additional consideration will be given to accompanying letters from officials describing the relationship of the proposed station to local economic, environmental, and/or social benefits. In the case of applications made by local governments acting as station operators, documented evidence of interagency support is encouraged. Self-certification of contact with local governments will be accepted, but scored lower than the aforementioned items.

Q: On page 15 of the RFA, it states “The Scoring Committee will give consideration to proof of contractual negotiations to purchase fuel followed by letters of intent, support, or a Memorandum of Understanding (MOU).” Is this related to negotiations with the local government? Is this a requirement, or will it just be scored more favorably?

A: Contractual negotiations to purchase fuel, letters of intent, letters of support, and Memorandums of Understanding (MOUs) are all related to negotiations with local governments. Applications are required to provide, at minimum, one reference of local government support.



Q: The RFA requires a significant level of detail, within a relatively short amount of time. Would it be possible for the CEO to provide additional time before applications are due? At least, can applicants have additional time beyond July 24 in order to obtain the requested documentation (such as utility letters, fleet commitments, Buy America letters from equipment providers, and government reference)?

A: **Applications must be received by 11:00 PM (MST) on Thursday July 24, 2014.** Any incomplete applications or applications with a CEO inbox timestamp of 11:01 p.m. or after will automatically be disqualified from the current funding round with no exceptions. Applicants unable to meet this deadline are encouraged to apply during subsequent funding rounds.

Q: What is the CFDA number?

A: A CFDA number is a unique number created in the Catalog of Federal Domestic Assistance (CFDA) database. It tracks all domestically funded federal programs. It provides a short summary of each grant program, as well as the contact information for federal agencies that award the grants.

Q: What is the FAIN number?

A: The FAIN, or Federal Award Identification Number, is an award number assigned by federal agencies, not to be confused with the required Federal Employer Identification Number, or FEIN, which is a unique nine-digit number assigned by the Internal Revenue Service to business entities for the purposes of identification. A FEIN is the corporate equivalent to a Social Security number.

Q: Is the equipment required for payment including the credit card reading system/fiber optics considered eligible for funding?

A: Yes.



Q: If material is sent electronically on the deadline, but isn't received due to a technical glitch, as long as the e-mail is date-stamped, will it still be accepted?

A: It is the applicant's responsibility to submit all information on time. Applicants may coordinate with the CEO Transportation Program Manager, Wes Maurer, in advance via email (Wes.Maurer@state.co.us) to ensure timely delivery of all materials.

Q: Will a participant list be made available of the pre-bid meeting?

A: Yes. This list will be made available by or before July 18, 2014.

Q: Will there be an opportunity to de-brief if not awarded?

A: Yes. The CEO will provide limited feedback to applicants after funding announcements have been made.

Q: Is the grant for the fueling stations available for local governments to apply? Or is this something for station developers only?

A: As noted in the RFA, only station operators may apply to the grant. This does not exclude local governments. However, they must agree to act as the primary operator of the station. Aside from station operation, local governments are encouraged to adopt supporting roles for funded stations as detailed within the Communication with Local Government section of the RFA.

Q: Does this funding include Federal Prevailing Wage Requirements for station projects?

A: Since only station equipment costs are covered by this grant, Federal Prevailing Wage Requirements do not apply.

Q: Are LCNG (liquefied-compressed natural gas) CNG stations eligible for this program?

A: Yes. Both CNG and L-CNG stations are eligible under the ALT Fuels Colorado program. Strictly LNG stations are not eligible for funding at this time.



Q: Will proposals for co-located EVSE fast chargers or propane fueling stations be given an advantage when scoring applications?

A: No. Co-located charging / fueling stations will be scored separately and may or may not be funded in conjunction with successful CNG station proposals.

Q: Can applicants apply for a propane station to be added on to an existing CNG station?

A: No. Co-located propane and EVSE fast chargers must be constructed at a CNG station receiving funds through the ALT Fuels Colorado program.

Q: Are funded stations required to be open and accessible to the public 24/7?

A: Yes.

Q: Are upgrades to electrical equipment such as transformers eligible for funding through the ALT Fuels Colorado program?

A: No. Furthermore, any extension or addition made to utility connections, gas lines, etc. will not be covered under the grant.

Q: Can an organization apply for more than three stations per funding round?

A: Yes. Although a maximum of three applications may be accepted for funding during the first funding round, there is no limit to the amount of applications that may be submitted.

Q: Does Davis-Bacon apply to this grant?

A: No.



Q: May applicants proceed with land acquisitions or entitlements prior to the execution of the grant contract?

A: Yes.

Q: Is it sufficient for the applicant to be in the process of acquiring property at the time of the application?

A: Yes. In this case, commitments from property owners are encouraged in order to demonstrate a reasonable degree of project assurance (if funded).

Q: What constitutes as an aerial photo of the proposed station site?

A: An image from Google Maps or other online resources will be sufficient for the purposes of the application.

Q: Is equipment designed to monitor payments also include as part of the station equipment costs?

A: Yes.

Q: May signage be included as an equipment cost?

A: No.

Q: What language and/or content should be included with regard to station signage?

A: Although no explicit requirements for station signage exist, fuel type and price should be included at minimum.



Q: May the pro forma be provided as an attachment (ie. not to be counted toward the total page limit for the application)?

A: Yes.

Q: Are resumes required for subcontractors?

A: Yes.

Q: May applicants (ie. those acting as the station operator) be different for co-located EVSE fast charging and/or propane fueling stations?

A:Yes.

Q: Will the award committee make their calculus for scoring the applications available to applicants?

A: Yes.

Q: Given limited available funding during each application period, is it possible to advance funds to accommodate high numbers of suitable applications?

A: No. Due to contractual agreements, a maximum dollar amount for each application period has been fixed. CEO will provide feedback to non-funded applicants in order to better determine whether or not an application should be resubmitted during subsequent funding rounds.



Q: Do material changes to the proposed project plan include moving the compressor(s) to a different location than referred to within the site plan?

A: All proposed changes must be reported to the CEO in advance. The CEO will work with grantees on an individual to determine the best path forward.

Q: What is the timeline for release of the 10% retainage of grant funds?

A: The 10% of grant funds retained during the construction phase will be released upon verification that the station is operational and open to the public.

Q: What is considered sufficient time prior to the application deadline to notify CEO of special requirements regarding proprietary or confidential information?

A: At minimum, one week will be considered sufficient time to coordinate with the CEO regarding proprietary and confidential information.



Inquiries Regarding Future Funding Rounds:

The Colorado Energy Office values feedback regarding the future direction of the program and will continue to solicit stakeholder input throughout the duration of the four-year ALT Fuels Colorado program. Such inquiries submitted during the bidding period include the following:

- May a grant recipient apply for a station expansion in further funding rounds?
- The RFA is explicit with regard to qualifying criteria for propane fueling station grants. Is it possible that this criteria might be modified in future funding rounds such that co-location with CNG is no longer a requirement?
- Will a CNG fueling station funded under Round #1 be eligible for an EV and/or LPG facility funding application in subsequent rounds?