

Alternative Fueling Infrastructure Grant: Questions and Answers

Frequently Asked Questions

Question: Who can apply for this grant program?

Answer: The applicant for each project must be:

- Delaware-based business,
- Delaware county/municipal/state agency,
- Academic institution
- Non-governmental organization (NGOs)

In addition all applicants must have a physical presence in the State of Delaware.

Question: Do members of the “project team” need to be based in Delaware?

Answer: The applicant (the main point of contact), must be based in Delaware. However, you may partner with a Delaware business, government agency, NGO, etc. as a member of the “project team.” Project team members do NOT need to be Delaware based.

Question: What types of projects are eligible?

Answer: These grants are for helping offset the cost of equipment and materials necessary for the development of public and private alternative fueling stations in Delaware. These include, but are not limited to:

- Fast charge electric vehicle charging stations (DC fast charging equipment);
- Compressed and liquefied natural gas fueling stations;
- Propane fueling stations; and
- Hydrogen fueling stations.

Question: Do fueling stations have to be public in order to qualify for a grant?

Answer: No, both public and private alternative fueling stations are eligible for grants.

Question: What kind of criteria will be used to rank the grant?

Answer: All applications will be reviewed by a committee representing a variety of sectors and agencies. For a list of how the grants will be listed, please see page 6 of the Request for Proposals.

Question: Does the grant cover the cost of labor?

Answer: No. This grant only can only be used for reimbursement of 50 or 75% of the cost of equipment, depending on the station type.

Question: How much money can I get for this grant?

Answer: Grant awardees can receive reimbursement of up to 50% of the total equipment costs associated with the installation of a proposed *private* alternative fueling station. A private fueling station is one that does not allow use by the public.

Grant awardees can receive reimbursement of up to 75% of the total equipment costs associated with the installation of a *public* alternative fueling station. A public fueling station is one that will allow for alternative fuel purchase and/or use by individuals, businesses and/or government agencies.

The maximum award is \$500,000

Question: Can Individuals apply for this program?

Answer: Individuals are not eligible to apply for a grant.

Question: Where should I send my application?

Answer: Applications must be submitted in PDF format or by dropping off or mailing the completed materials on an electronic format (CD or DVD). Emailed applications are limited to a file size of 10 MB.

Applications should be submitted to one of the following address:

Email: DNREC.Transportation@state.de.us

Mail: *Delaware Clean Transportation Incentive Program*
Attn: Kathleen Harris
100 W. Water Street, Suite 5A
Dover, DE 19904

Question: Are Level 1 and 2 Charging stations eligible for this grant?

Answer: No, only D.C fast charging stations are eligible.

Questions from Potential Applicants

Question: Considering that there are emissions and loss of power associated with the transmission of electricity from power plants to electric vehicle charging stations, how will power plant emissions associated with proposed electric vehicle charging station infrastructure projects be reviewed/calculated in this grant process? How will this be handled to rank and compare alternative fueling infrastructure projects for other fuels, i.e. natural gas, propane, etc.?

Answer: Applicants are required to submit calculations of Greenhouse Gas Reductions with their proposals. Therefore, applicants applying for funding for electric vehicle charging stations should include the greenhouse gas emissions from electric generation in their reduction calculations. The review committee does not expect robust calculations on transmission losses, since the relationship between losses and emissions is complex. However, if the applicant would like to include this calculation, they may. Applicants should use accepted sources of information for electrical generation emissions, such as the [Alternative Fuel Data Center's Electric Vehicle Emission Calculator](#), which shows electricity generator emissions by zip-code. Please site the sources of your calculations in the application.

While emission calculations are important, other factors are taken into account during the review process, including the budget, economic development, and the thoroughness of the operations and maintenance plan. All of the evaluation criteria can be found on page six of the Request for Proposals (RFP).

Question: Section 2 of the RFP indicates that eligible technologies include, but are not limited to Electric, Compressed Natural Gas/ Liquefied Natural Gas, Propane, and Hydrogen, and Section 15 details the minimum technical specifications that projects must meet for the technologies listed above. We intend to submit a technology that has no defined minimum technical specifications. In this scenario, what would the Department deem an acceptable response to the question of how applicants will meet minimum technical specifications?

Answer: The statement in section 2 of the RFP that the eligible fuels include, but are not limited to propane, electric, natural gas, and hydrogen is correct. The Request for Proposals was targeted to those fuels due to their known greenhouse gas reductions and feasibility in Delaware. However, we encourage applications for all alternative fuels, if the application can show greenhouse gas reductions that will help reduce emissions in Delaware.

If the application is for one of the aforementioned fuels, then the requirements in section 15 of the RFP would have to be met. If the alternative fuel infrastructure that you are applying for is not listed, then section 15 of the RFP is not applicable, and can be ignored. However, we ask that you provide documentation showing that your application for a technology is standard to what other types of alternative fueling stations of that sort are using.

Question: The Evaluation Process section (Section 9) of the RFP states that projects will be ranked based on relative greenhouse gas reductions. Will the greenhouse gas reduction calculation used in the evaluation be determined based on the facility's useful life? If not, what is the duration that the Department will be using for the evaluation?

Answer: These reductions will be based on the project period, which is four years from when the infrastructure is operational and open (which must be within two years of being notified of being a recipient of a grant).

Question: What conversion factors, for all fuel types including grid electricity, will the committee use during the Greenhouse Gas reduction/displacement evaluation? For example, the Energy Information Administration (EIA) defines diesel emissions as emitting 22.2 lbs. CO₂ per gallon consumed.

Answer: Applicants are responsible for showing the calculations for the Greenhouse Gas reductions. The review committee will then evaluate the proposals based on these calculations. Applicants are encouraged to use accepted and credible sources for greenhouse gas emissions.

Question: What is the difference between Fast Charging Electric Vehicle Stations—which are eligible for the grant—and Level 1 or 2 charging stations, which are not?

Answer: Level 1 and Level 2 Stations have a lower voltage, and they tend require more time to charge vehicles than a level 3 or a D.C. Fast Charging Station. Level 1 and Level 2 charging stations are found mostly in garages, shopping centers, and other places out in the public that cars may be parked for long periods of time. D.C. Fast Charging is better for en-route charging and places where people may need to recharge their vehicles quickly, such as a rest areas and places off of major routes and highways.

Funding is available for Level 1 and Level 2 Charging Stations through our rebate program, but not through the grant program for which this RFP is being issued. More information can be found on our website (www.de.gov/cleantransportation).

Question: Who is on the RFP application review committee? Does the committee represent a diverse group with varied backgrounds to represent all types of alternative fuels?

Answer: We are still in the process of inviting participants to the committee, which will be composed of several State agencies, electricity generators, and several non-profit transportation entities.

Question: Will there be any funding set aside so that all fuels are represented?

Answer: There are no set-asides for specific fuels, and all fueling infrastructure for all alternative fueled vehicles will be considered. The main goal of this program is to drive down greenhouse gas emissions in Delaware.

Question: Sometimes there are is a long wait time to order equipment for CNG or Propane, or Heavy Duty Equipment; how can applicants be sure funding isn't eaten up by one technology and that there is funding available for a diverse mix of alternative fuels?

Answer: All projects that are recipients of the grants must be installed and operational within two years of receiving the award. Therefore, the wait time for ordering equipment will not affect the project score, as long as the applicant can provide a plan showing that the station will be functional within the two year time frame.