



Texas EV Infrastructure Grant Program

Frequently Asked Questions

October 9, 2023

Version v010

1. Is the Texas EV Grant Program a first come first serve program?
 - a. No, the program is competitive, and the application deadline is October 16, 2023. There is no benefit to being the first to submit your application.

2. Where do you apply?
 - a. All documents can be found on the [EV Landing Page](#).

3. What flexibility will be given to study area awardees for implementing the NACS requirement?
 - a. Awardees will ultimately set the schedule for station construction.
 - b. Include research, development, engineering, and certification cost estimates for developing the NACS and CCS 1 solution as part of the Est. Study Area Total Cost column of the EV Study Area Worksheet in the grant application.
 - c. If needed by the awardee, TxDOT supports a phased deployment schedule (CCS first then NACS added after the connector and cable testing/certification is complete). Reimbursement split for phased deployment will be set at contract signing.

4. Can applicants submit locations that are not in the TxDOT Study Areas?
 - a. All applications for Phase 1 must be within the 56 TxDOT Study Areas, if after award the selected location within the study area is found to be deficient, the awardee can select another location near the original study area (with TxDOT approval) along the alternative fuel corridor that meets the 50-mile spacing and 1 mile from interstate exit requirements.

5. What if a study area does not receive any proposals?
 - a. Study areas that do not receive proposals or study areas with extraordinarily high construction cost estimates will be passed to FHWA for consideration as discretionary exceptions.

6. How will up-time enforcement work?
 - a. TxDOT will apply a 5% holdback of federal reimbursement funds. If the awardee meets the required 97% up-time goal per year, TxDOT will release 20% of the holdback funds to the awardee.

7. Will there be more than 1 awardee per TxDOT Study Area?
 - a. No.

8. What if TxDOT and the highest scoring applicant for a study area cannot agree on the terms of the contract?
 - a. TxDOT will seek to enter a contract with the second highest scoring applicant for the study area.

9. What happens if the awardee cannot meet the terms of the contract for a study area?
 - a. TxDOT will terminate the contract with the awardee and reopen the application process for the study area.

10. Is it acceptable to install a DCFC dispenser with one cable and a permanently attached adapter for CCS/NACS?
 - a. Yes, per FHWA the adapter is considered permanently attached if there is a mechanical linkage that prevents the adapter from being removed from the dispenser.

11. Will DCFC hardware that can charge two electric vehicles simultaneously vs. just one car charging per DCFC have a higher priority for an award?
 - a. No.

12. Does TxDOT have minimum Current requirements for the charger installation of 150kw and 250kw?
 - a. No.

13. Does the \$125k estimated price criteria include O&M or exclude it?
 - a. Exclude.

14. Where can applicants find information on disadvantaged census tracts?
 - a. Disadvantaged census tracts and EV Study Areas can be found on TxDOT's [Statewide Planning Map](#).
15. Is an exact location and name of the proposed company required for this application, or may that be provided once the grant is approved?
 - a. Proposed location and company name/address (PO Box is not sufficient) are required.
16. Does TxDOT have a cap on the percentage of the total NEVI sites that one bidder could win?
 - a. No.
17. What is the preferred number of ports for sites located in San Marcos?
 - a. The preferred number of ports is 6. This can be found by clicking the link on the San Marcos study area name on page 21 of the Request for Grant Applications.
18. Is there a maximum number of ports per site, or only a maximum number of ports per site that funding can be applied for?
 - a. Per study area, the maximum number of ports eligible for NEVI funding is 8. Applicants may choose to install more ports at their own expense.
19. For the electricity fee and demand charge reimbursements, is there a maximum amount of funding available for each site?
 - a. Reimbursements for electricity fees and demand charges will be capped to the amount listed in the application and agreed to in the awardee contract.
20. Will there be a preference for applicants with more EV Study Areas included in the application?
 - a. No.

21. The sites must be provided by TxDOT, or we can use some sites that we have lined up our clients who are requesting to have DCFC stations deployed on their business sites?
 - a. TxDOT is not picking specific installation sites. However, all sites proposed by applicants should be within the 56 study areas listed in the Request for Grant Applications (page 21) on the [EV Landing page](#).

22. Do we still have waiver in place for non-buy America units?
 - a. Updated guidance for Grants and Agreements related to Build America Buy America provisions can be found here: <https://www.federalregister.gov/documents/2023/08/23/2023-17724/guidance-for-grants-and-agreements>

23. Do we have to wait until we get pre-approved or heads up from TxDOT before we start construction and procurement?
 - a. Applicants must be selected under the competitive grant program and satisfy all program requirements before construction begins.

24. Is my property within the EV Study Area?
 - a. If an EV Study Area boundary intersects the property boundary of the address in the application, then the address is inside the EV Study Area. Links to EV Study Area boundaries are found on page 21 of the Request for Grant Applications document on the [EV Landing page](#).

25. Can you please clarify if Site Host ground leases and/or revenue share expenses for O&M is considered Eligible Expenses?
 - a. Site host ground leases are eligible expenses, revenue sharing is not.

26. Can you please clarify if #4 of "Ineligible Expenses" (RFGA, page 9) is complete, or is Overhead and Indirect costs directly related to the planning, installation, operation and maintenance of DCFC supply equipment allowable? It doesn't seem to follow the pattern of 1 & 2.
 - a. This item refers to other administrative costs not directly related to the planning, installation, operation, and maintenance of DCFC supply equipment.

27. You provided a cost estimate \$150,000 per charging port (\$600,000 per site) for TX NEVI sites. I wanted to see if this figure was included in any documentation or if just an expected projection? If there is a reference, can you send it to me please?
- a. This was an estimate used for planning purposes and is not directly referenced in the application documents.
28. For sites approved for 6 or 8 ports, is the requirement absolute or does it mean “a minimum of 4 ports but up to 6 or 8 ports” as may be applicable.
- a. It is not absolute, the minimum number of ports per study area is 4 and the maximum is 8. Please review the RFGA (page 22, item 8) for information related to this question.
29. Will applications with a total cost that exceeds \$750,00 (based on \$600K Area total cost, grant amount \$480K and \$150K for O&M) for 4 ports be disqualified?
- a. No.
30. When a user is looking at the Texas NEVI map, which year should we be looking at? Year one proposed or year two proposed?
- a. A map of the 56 EV Study Areas included in Phase 1 can be found on page 5 of the RFGA. A list of the EV Study Areas can be found on page 21 of the RFGA (each study area in the list is linked to a map of the location).
31. Are applicants able to propose any site within 1 mile from the AFC that corresponds to the Study Area Name? Or is the applicant limited to just including sites up to 1 mile from the lat/long coordinates for each town?
- a. Applicants are required to propose sites within the EV Study Area boundary (which is also up to 1 mile from the lat/long coordinates). Links to maps of study area boundaries are found on page 21 of the RFGA (each study area in the list is linked to a map of the study area). Also review item 24 in this FAQ.

32. Does “one Site Host Verification Form per EV Study Area” mean that applicants can only apply for one site per study area?
 - a. Yes.

33. Are TX DOT Travel Centers an option for site hosts, say the one in Wichita Falls?
 - a. No, TxDOT travel centers are not an option.

34. Are the 5 year O&M costs included in the Requested Grant Amount on the EV Study Areas worksheet or are they separate?
 - a. They are separate.

35. Is the 25% or less of installation costs for O&M calculated as a percentage of the estimated study area total cost?
 - a. 25% was a number used for planning purposes, the O&M percentage could be higher or lower per location.

36. Are all of the upcoming rounds of NEVI shown on layers of the ArcGis NEVI Planning Map, or is the County Seat the only future round that has been studied thus far?
 - a. Yes, all rounds are shown on the ArcGIS EV Study Areas service.

37. Can you share an approximate date the County Seat round will open?
 - a. It is too early to estimate when the second phase will begin.

38. Under what “special circumstances” if any may TxDOT accept an application for a site location that is outside a study area?
 - a. None at this time.

39. Can a pre existing site that’s in a NEVI target area be eligible for NEVI funding?
 - a. No.

40. According to the Federal-provided NEVI guidelines, fund will be first provided to AFCs and after the AFC deployment is finished, the rest will be allocated to general public locations. Does the same apply to Texas?
 - a. Yes.

41. Is sales tax an eligible cost?
 - a. Yes.

42. What kind of supporting documentation should applicants submit to request grant funding reimbursement in their application for operation costs which “is considered the cost of electricity...including demand charges”?
 - a. Utility billing statements.

43. Will TxDOT provide the full 5 points for Criteria 14 in the Scoring Worksheet if the applicant also owns the property, and a retail agreement/hosting agreement does not apply?
 - a. Yes.

44. Can TxDOT please clarify if the “Site Hosting Agreement” referenced on page 6 of the RFGA and page 8 of the Application is in reference to the Site Host Verification Form provided by TxDOT?
 - a. They are the same.

45. Where within the application should an authorized official certify the Program Certifications, as referenced on page 13 of RFGA?
 - a. If selected, awardee will complete this step before contract signing.

46. Do applicants need to provide any documentation or verification showing eligibility to conduct business in Texas at the time of application submission or is that required after the award notice and before grant agreement execution?
 - a. If selected, awardee will complete this step before contract signing.

47. How would TxDOT define a retail agreement for Criteria 14 in the Selection Criteria listed on page 22 of the RFGA? Would a Memorandum of Understanding or Letter of Commitment signed by the Applicant and Property Owner to negotiate a contract upon award receive the full 5 points?
- a. At the time of application, a completed Site Host Verification Form would receive the full 5 points for item 14 on page 22 of the RFGA.
48. Does “Estimated price per fully functional port installed” on page 22 of the RFGA “Scoring Worksheet” include only the grant funding amount being requested by the Applicant or does it encompass the total eligible project costs?
- a. Est. price per port is based on the grant funding amount requested.
49. Under Operations (electricity costs) reimbursements for Eligible Expenses, what if actual costs (ie. rate increases & demand charges) are significantly different from the proposed Estimate submitted in the Application?
- a. The amount of operations and maintenance funds proposed in the application and agreed to at contract signing cannot be modified later in the project.
50. Can you please clarify further on Q&A response #47? Page 22 - #14 shows only 0 or 5 points, are applicants Disqualified if a Sight Host Agreement is not in place at time of submission?
- a. No, applicants are not disqualified. However, environmental clearance cannot begin until a Site Host Verification Form is provided.
51. There are just three tiers: >\$125k (per port), \$125-175k, 175k. I'm not clear if \$125k is the grant ask per port, or if it is the total cost per port. Can TxDOT please clarify this?
- a. The ranges are based on the requested grant amount per port.

52. The Texas Electric Vehicle Infrastructure Application form says, "The Requested Grant Amount will be divided by the number of ports during scoring to determine the cost per port. The Requested Grant Amount cannot be more than 80% of the Est. Study Area Total Cost." Does this mean that the max TxDot would reimburse for a 4-port station is \$480k (est costs for 4-port charging areas are \$600k)?
- a. Yes, if the total station construction cost were \$600K, and the requested grant amount was 80%, the reimbursement would be \$480K.
53. It's understood that, for scoring purposes, the total power for a site on worksheet 1 will be divided by the number of ports proposed for that site. For example, a site with 600kW of power and 4 ports would be scored as being capable of delivering 150kW per port. If that same system was capable of power sharing between ports, a single port would deliver more than 250kW of power, depending on how many cars are currently charging at the site. How would a system of this nature be scored under scoring criteria number 9?
- a. There is no mechanism to award points for power sharing scenarios. Item 9 will be scored as if all ports were in use.
54. Does the total amount of funding available for the current Request for Grant Application (RFGA) include FY23 funds, or only FY22 funds?
- a. FY23 funds from FHWA have not been allocated yet.
55. On page 17 of the RFGA, it states "All applications will be posted to the EV Landing page for a two-week review period." Will all applications be posted, or only those that were selected for conditional awards?
- a. Only the highest scoring applicant for an EV Study Area will be posted.
56. Is an applicant able to apply for more than 1 location in a study area?
- a. No.

57. If an applicant applies for more than 1 location within a study area, do any locations become disqualified?
- a. Applicants should only submit their best proposed location per study area.
58. What is a certified HUB entity?
- a. [Historically Underutilized Business Program](#)
59. There's a requirement that everything is BABA compliant (see below). We should confirm that falling into existing FHWA BABA waivers meets this requirement, and how that works with the scoring criteria.
- a. Yes, any applicable BABA waivers would satisfy this requirement.
60. Is there a specification for the format of the EVSE data collection?
- a. Yes, [EV-ChART](#) is the tool that will be used for data reporting.
61. What kind of supporting documentation is TxDOT looking for in the application for quantifying and estimating operation costs which "is considered the cost of electricity...including demand charges"? Will a simple spreadsheet with estimated utilization and operating costs suffice?
- a. Yes, that will suffice.
62. Does TxDOT have a preferred timeline for construction to be completed once the grant agreement is executed? Will there be a preference for applicants who can complete the project within a certain number of months?
- a. TxDOT does not have a preferred timeline for each study area.
63. Regarding question #25--does this mean that rent is an eligible cost if it is in a site host agreement?
- a. Yes.

64. For the O&M percentages calculation: when the application says “based on full site installation price estimate” does that mean the full price estimate total project cost, or the total being requested as project cost funding from TxDOT?

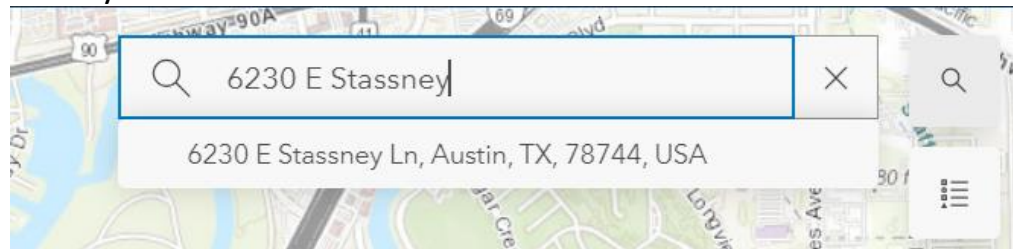
a. The O&M percentage applies to the estimated total project cost.

65. Is there a quick way to check if an address is inside an EV Study Area?

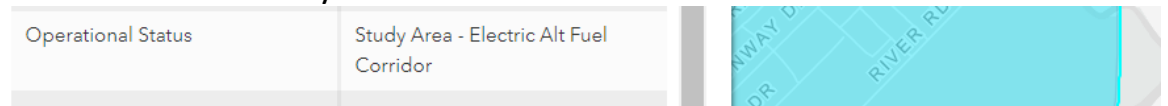
a. Yes, click any study area link on page 21 of the RFGA. Then click the magnifying glass icon on the top right corner of the map:



Enter your address and select from the matches



If the address is within a study area (blue circle), click the study area to be sure it's a study area on an Electric – Alternative Fuel Corridor



66. Scoring rubric says: Full points if 250kW or greater per port. Half points if less than 250kW per port. No points if less than 150kW per port. Is this kW for only one car charging or for more than one car charging simultaneously?

a. Power for the location is divided by the proposed number of ports, scoring is evaluated as more than one charging simultaneously.

67. The Texas Electric Vehicle Infrastructure Application form says, "The Requested Grant Amount will be divided by the number of ports during scoring to determine the cost per port. The Requested Grant Amount cannot be more than 80% of the Est. Study Area Total Cost." If an estimate cost of a 4-port charging area is \$1M and the proposer requests 80% grant amount, but TxDOT defines the total cost of the study area as 600k (est total cost of study area per RFGA), does this mean TxDOT will only reimburse this proposer 480k (80% of total cost of 4-port est study area per RFGA), or will TxDOT reimburse this station 80% of total cost of \$1M at 800k?
- a. Estimates were provided for planning purposes only; actual costs and reimbursement will vary.
68. The 80% federal reimbursement after the site is 100% complete, permitted, inspected and open to the public hurts the small site owner. Recommend this requirement be amended to permit scheduled and / or performance reimbursement payments.
- a. There are no plans to modify this requirement in Phase 1.
69. In the documentation section, if our shopping center is under construction, can we still take street-level photographs with the corresponding completion %?
- a. Yes.
70. Does TxDOT have a plan in place to prevent applicants from applying with a location in the EV Study Area with the intention of seeking an exemption to move outside the EV Study Area after award?
- a. Yes.
71. Does TxDOT plan to independently verify that any site submitted for an EV Study Area is within the one-mile boundary before scoring the application? It appears the address for each location is only requested in the Site Verification Form and per answer to Q&A #50 it does not appear a site is disqualified if no Site Verification Form is provided.
- a. Scoring can proceed but environmental clearance and award cannot.

72. If an applicant wants to propose a site outside of the EV Study Area, what would prevent them from submitting the site without the Site Verification form, winning based on the scoring criteria, and revealing the site is outside of the EV Study Area only once awarded? The application does not appear to ask for the site address outside of the Site Host Verification Form so how would TXDOT prevent this?
- a. There will be no awards or contracts without environmental clearance of a specific site.
73. Does TXDOT plan to independently verify the availability of amenities listed such as restrooms?
- a. Yes.
74. Is the “Est. Study Area Total Cost” field in the application meant to be completed with the applicants’ estimated costs for constructing the proposed site or with the estimated study area costs provided by TxDOT in the EV Study Area map?
- a. The applicants estimated costs for construction.
75. If the applicant is also the property owner, should the applicant complete both sections of the Site Verification Form? In this situation should the applicant also provide records of property ownership such as a deed?
- a. Yes.
 - b. Deed; not at the time of application.
76. If applicants cannot fit answers in the provided spaces on the application form, can applicants attach additional pages?
- a. No, please use the space provided.
77. If applicants are not seeking any reimbursement for operations and maintenance costs, should the 5-year O&M item be left blank?
- a. Please enter a 0 for this item.
78. If applicants are not seeing any reimbursement for electricity costs during the 5-year O&M period, does the applicant still need to provide supporting documentation on the electricity costs at the site?
- a. Yes.

79. Can a preexisting site that is not NEVI compliant but is in an EV Study Area, be eligible for funding to retrofit the site to become NEVI compliant?
- a. Yes, that is eligible under NEVI rules.
80. Is the ability to handle unbanked users a requirement and if so, what would be considered to meet the requirement?
- a. There is no requirement for unbanked users. How an applicant handles unbanked users is evaluated as part of the overall answer to the first question on page 5 of the grant application.
81. Does TXDOT have a strategy in place for evaluating applicants that request electricity costs for reimbursement? Is TXDOT allowing applicants to request these costs for every site or only for sites with anticipated lower utilization? How will it affect an applicants scoring if it does?
- a. Yes, the O&M item in the grant application (starting on page 9) is the place for this item.
 - b. Yes, for every site.
 - c. There is a process to score O&M estimates from the application.
82. In an effort to maximize the quality of Texas's future EV charging network, would TXDOT consider analyzing sites within 5 miles along the AFC of the identified exits to increase the number of competitive applications?
- a. After the initial application, scoring, and selection process concludes, TXDOT will evaluate the coverage against NEVI requirements. Study areas could be expanded, or new study areas created to meet NEVI requirements. Any new or expanded study areas would go through an additional round of application, scoring, and selection.
83. There are locations identified in the list of 56 selected Study Areas that appear to be owned by TxDOT. How should we proceed with an application for these locations where TxDOT is the site owner?
- a. Applications for study areas on TxDOT owned locations should be submitted without a Site Host Verification form.
84. Is a power purchase agreement (PPA) through and independent power producer (IPP) eligible for reimbursement under NEVI rules?
- a. Yes.

85. What should be listed in 5 Year O&M column of the EV Study Area Worksheet? Estimated 5 Year O&M costs OR requested grant amount for 5 Year O&M?
- Estimated 5 year O&M costs.
 - O&M is a 100% reimbursement.
86. Should Estimated Study Area Total Cost column include 5 Year O&M costs or only list projects costs before O&M?
- Est. Study Area Total Cost should not include O&M costs.
87. Can TxDOT please confirm that operating expenses eligible for reimbursement, including demand fees, should be included in the '5 year O&M' column of the application?
- Yes, that is correct.
88. Additionally, should the '5 year O&M' column include just the requested funding amount or the total O&M cost amount?
- 5 year O&M is for the total O&M cost amount.
 - O&M is a 100% reimbursement.
89. Question 78 of the updated FAQ document states that applicants need to provide supporting documentation of electricity costs, even if they are not requesting reimbursement for these costs, therefore every application TxDOT receives should include this documentation. Is this a new requirement and if so, where should applicants include this supporting documentation within the application?
- This applies to when the station is up and running and is not required at the time of application.
90. I'm working on my company's NEVI proposal, and it appears that you are only looking for a cost total per site. I just want to make sure, out of due diligence, that you don't require any kind of breakdown of costs.
- Correct.

91. For the TxDOT owned locations, are you able to share the power availability for the location? If not, are able to share the Utility contact for the locations?
 - a. Iraan = Southwest Texas Electric Coop
 - b. Fort Davis RA = Rio Grande Electric Coop

92. I am required to provide or be the third-party paying the 20% not covered by the grant?
 - a. Yes.

93. If I want to be the third party, can I utilize the tax rebate from the 30C grant as partial payment and pay out the rest over time?
 - a. There is no pay out process as part of NEVI. Upon station completion, applicants will request reimbursement for the amount specified in their application.

94. Does the O&M cost for the first 5 years count toward the price per port points on the scorecard.
 - a. No

95. Is there a word count limit or minimum font size in the NEVI application?
 - a. No.

96. Can you clarify what attachments are allowed?
 - a. Attachments showing station designs and equipment specification sheets are encouraged. Applicants should not attach additional pages of narrative answers to questions found on pages 3-6 of the application.
 - b. Send attachments as individual documents in your response email do not combine attachments with your pdf grant application documents.

97. Will EV Study Areas be adjusted during the application window?
- a. No changes to EV Study Areas will occur during the first round of the application/scoring/selection process.
 - b. TxDOT will evaluate results of the application process and potentially shift/expand/remove EV Study Areas after the first round of selections is complete.
98. Where is the appropriate place in the application for a business entity to provide the necessary information to comply with Section 231.006 of the Texas Family Code, or will this step be completed after an awardee is selected?
- a. Yes, this step will be completed after selection and before contract signing.
99. What are TxDOT requirements /guidelines for transferring ownership of the equipment after the 5-year O&M grant period.
- a. TxDOT is not involved with the station operator/owner after the 5-year O&M period ends.