

US EPA ARCHIVE DOCUMENT

AGENCY: ENVIRONMENTAL PROTECTION AGENCY (EPA)

TITLE: "NATIONAL TRANSPORTATION IDLE FREE CORRIDORS"

ACTION: Request for Initial Proposals (RFIP) - Initial Announcement

RFIP NO: OAR-TRPD-04-05

CATALOG OF FEDERAL DOMESTIC ASSISTANCE (CFDA) NO: 66.034

DATES: The closing date for receipt of Initial Proposals is May 21, 2004. Applications received via U.S. mail must be received by the deadline date.

Final applications will be accepted, only, from those eligible entities whose Initial Proposals have been successfully evaluated and selected for award. EPA will notify selected applicants not later than June 7, 2004.

The deadline for receipt of Final Applications is June 17, 2004.

SUMMARY: This notice announces the availability of funds and solicits proposals to demonstrate the emission reduction and fuel saving benefits associated with stationary truck idle reduction technology deployed at strategic locations along major interstates of the National Highway System.

FUNDING/AWARDS: The total estimated funding for this project is \$800,000. EPA anticipates award of four to eight cooperative agreements ranging in value from \$100,000 to \$200,000. All grants/cooperative agreements resulting from this announcement will be funded incrementally.

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I. Funding Opportunity Description

A. Background.

EPA's Office of Transportation and Air Quality is committed to reducing transportation related greenhouse gases and air pollution and improving energy efficiency through voluntary efforts. One of these voluntary efforts is the SmartWay Transport Partnership.

The SmartWay Transport Partnership is a collaborative voluntary program between EPA and the freight industry that will increase the energy efficiency and energy security of our country while significantly reducing air pollution and greenhouse gases. The Partnership creates market-based incentives that challenge companies shipping products, and the truck companies delivering these products, to improve the environmental performance of their freight operations. SmartWay Transport partners improve their energy efficiency, save money, reduce greenhouse gas emissions and improve air quality.

In July, 2004, EPA formally launched the National Transportation Idle Free Corridors project. As part of the SmartWay program, reducing long duration engine idling is one of the strategies available to businesses to meet the Partnership goals. Specifically, the corridor project targets heavily traveled transportation routes within areas of poor air quality. The concept is to demonstrate the emission, fuel and energy reduction effectiveness of deploying stationary truck idle reduction projects at strategic points along a truck driver's route. This concept relies on the careful selection of deployment locations so as to provide truck drivers an opportunity to save fuel and reduce emissions in an area that needs the emission reductions.

Long duration truck idling consumes almost one billion gallons of fuel annually, and emits up to 11 million tons of carbon dioxide (a greenhouse gas), 180,000 tons of oxides of nitrogen and 5,000 tons of particulate matter, annually. Much of this fuel consumption and air pollution can be reduced through the use of idle reduction technologies. Idle reduction technologies can be divided into two categories: mobile and stationary. Mobile technologies include devices installed on the truck, such as auxiliary engines or generator sets, diesel fired fuel heaters, and engine shut-down/start up systems. Stationary technologies include electrifying truck parking spaces to provide energy to operate either on-board electric components (for example, electric heating and air conditioning system) or off-board components (for example, self-contained heating and air conditioning system at the location). This solicitation focuses only on stationary technology. EPA previously awarded a grant in February, 2003, to study mobile idle reduction technologies.

B. Scope of Work.

The purpose of this solicitation is to demonstrate the greenhouse gas and air pollution reduction effectiveness of stationary truck idle reduction projects at strategic locations along or within close proximity to major interstates of the National Highway System. Strategic locations are defined as areas with poor air quality and with an identified long duration truck idling concern.

EPA has identified a preliminary list of geographic areas in the United States in need of air pollution reductions. These areas exceed the 8-hour ozone and/or fine particulate matter (2.5) National Ambient Air Quality Standards. Further, heavily traveled trucking routes with long duration idling concerns have been identified along the Interstate Highway System, and EPA finds the following interstates as areas of interest: I-5, I-10, I-20, I-35, I-40, I-70, I-80, and I-95. This solicitation will focus only on those areas along or within close proximity to these interstates. EPA will award grants in different geographic areas along these major interstates of the National Highway System.

Stationary truck idle reduction technologies involved in this project must be commercially available and readily deployable at the time of proposal submission. EPA will not consider a technology that the Agency determines is still in a research or developmental phase.

C. Supplementary Information.

The statutory authority for this action is Clean Air Act, Section 103(b) which authorizes the award of grants for research, investigations, experiments, demonstrations, surveys, and studies related to the causes, effect, extent, prevention and control of air pollution.

II. Award Information

A. What is the amount of funding available?

The total estimated funding for this project is \$800,000.

B. How many agreements will EPA award in this competition?

EPA anticipates award of four to eight cooperative agreements ranging in value from \$100,000 to \$200,000 resulting from this announcement. The actual number of awards will be based upon the quality of proposals submitted and is subject to the availability of funds. Applications evaluated but not selected for this funding may be retained for a period of six months for possible future award under this announcement, subject to the availability of additional funds.

Cooperative agreements permit substantial involvement between the EPA Project Officer and the selected applicants in the performance of the work supported. Although EPA will negotiate precise terms and conditions relating to substantial involvement as part of the award process, the anticipated substantial Federal involvement for this project will be:

1. close monitoring of the successful applicant's performance;
2. collaboration during performance of the scope of work;
3. approving substantive terms of proposed contracts;
4. approving qualifications of key personnel (EPA will not select employees or contractors employed by the award recipient);
5. review and comment on all reports prepared under the cooperative agreement (the final

- decision on the content of reports rests with the recipient);
6. approving quality assurance plans for collecting and assessing data, if warranted;
 7. approving selection of demonstration project locations;
 8. approving idle reduction technology for demonstration;
 9. approving a final case study of the project.

C. What is the project period for award(s) resulting from this solicitation?

The estimated project period for award(s) resulting from this solicitation is September 2004 through August 2005. All projects must be completed within the negotiated project performance period of 12 to 36 months.

D. Can funding be used to acquire services or fund partnerships?

Funding may be used to acquire services or fund partnerships, provided the recipient follows procurement and subaward or subgrant procedures contained in 40 [CFR](#) Parts 30 or 31, as applicable. Successful applicants must compete contracts for services and products and conduct cost and price analyses to the extent required by these regulations. The regulations also contain limitations on consultant compensation. Applicants are not required to identify contractors or consultants in their proposal. Moreover, the fact that a successful applicant has named a specific contractor or consultant in the proposal EPA approves does not relieve it of its obligations to comply with competitive procurement requirements.

Subgrants or subawards may be used to fund partnerships with non profit organizations and governmental entities. Successful applicants cannot use subgrants or subawards to avoid requirements in EPA grant regulations for competitive procurement by using these instruments to acquire commercial services or products to carry out its cooperative agreement. The nature of the transaction between the recipient and the subgrantee must be consistent with the standards for distinguishing between vendor transactions and subrecipient assistance under Subpart B Section .210 of [OMB Circular A-133](#), and the definitions of “subaward” at 40 CFR 30.2(ff) or “subgrant” at 40 CFR 31.3, as applicable. EPA will not be a party to these transactions.

III. Eligibility Information

A. Eligible Entities.

Proposals will be accepted from state, local, multi-state, and tribal governmental agencies, universities, and non-profit organizations, as defined by [OMB Circular A-122](#).

Non-profit organization, as defined by OMB Circular A-122, means any corporation, trust, association, cooperative, or other organization which: (1) is operated primarily for scientific, educational, service, charitable, or similar purposes in the public interest; (2) is not organized primarily for profit; and (3) uses its net proceeds to maintain, improve, and/or expand its operations. For this purpose, the term "non-profit organization" excludes (i) colleges and

universities; (ii) hospitals; (iii) state, local, and federally-recognized Indian tribal governments; and (iv) those non-profit organizations which are excluded from coverage of this Circular in accordance with paragraph 5 of the Circular.

Teaming arrangements with industry, academic institutions, non-profit organizations, states, Native American organizations, and others are encouraged.

B. Cost Sharing or Matching.

Cost-Sharing or Matching is not required, as a condition of eligibility, for proposals selected for award. However, applicants proposing a voluntary financial or in-kind commitment of resources will improve their scoring under the “cost effectiveness” evaluation criterion of this solicitation. (*Refer to Section V(A), Evaluation Criteria.*)

Voluntary contributions of funds and/or in kind contributions of resources, if accepted by EPA, will be treated as cost shares under 40 CFR 30.24. Applicants must propose eligible and allowable in kind contributions of resources to qualify for an improved score.

IV. Proposal and Submission Information

A. How to Obtain Proposal Package.

The complete grants application package can be downloaded from EPA’s website at: <http://www.epa.gov/ogd/AppKit/index.htm>. Potential applicants may request a paper copy of the application package by contacting the agency contact listed in Section VII of this announcement.

B. Content and Form of Proposal Submission.

1. **Initial Proposals.** Applicants must submit one Initial Proposal and two complete copies. Alternatively, initial proposals may be submitted electronically. (*Refer to Section IV(C), Submission Dates and Times.*) Initial Proposals may not exceed 15 pages in length and must conform to the following outline:
 - a. Cover Page: Project title, solicitation number, proposer (name, contact person, address, e-mail, fax), name of designated certifying official, title, electronic signature, and date.
 - b. Public Abstract: A public dissemination abstract clearly stating the objectives, budget, benefits, and timeframe; title; methodology; sponsoring organizations; public point of contact (mailing address, telephone, fax, e-mail). The abstract should be a “stand alone” document which may be released to the public, wholly or partially, by EPA. (1 page)
 - c. Funding Request: Specify the amount you are requesting from EPA.
 - d. Total Project Cost: Specify total cost of the project. Identify anticipated and/or committed funding from other sources.

- e. Project Period: Provide beginning and ending dates (for planning purposes, proposals should assume funds will be available in September, 2004). Projects may have performance periods of one to three years.
- f. Narrative Workplan: Clearly describe the proposed project and separately address each of the evaluation criteria under Section V of this solicitation. (3-5 pages)
- g. Biographical Info.: One paragraph biographical sketches of key personnel proposed to implement the project. (1 page) Do not include resumes at this time.
- h. Reporting: Discuss proposed content of quarterly progress reports. Quarterly progress reports should include: measurable environmental outcomes, a summary of performance progress-to-date, problems encountered, successes achieved, and lessons learned.
- i. Budget: Detailed budget narrative. Clearly explain how EPA funds will be used within the following categories, if applicable:
 - 1. Personnel. Provide title, annual salary, and percentage of time each position will be assigned to the project. Consultants should be discussed under “contractual costs.”
 - 2. Fringe Benefits.
 - 3. Contractual Costs. Identify any types of contracts you intend to award.
 - 4. Travel. Include number of trips, destination, duration, number of travelers, and estimated cost of each trip.
 - 5. Equipment. (Note: stationary truck idle reduction technology equipment title will vest with the location owner or technology manufacturer after conclusion of project.)
 - 6. Supplies.
 - 7. Other Costs.
 - 8. Total Direct Costs
 - 9. Total Indirect Costs. Include documentation of your current approved indirect cost rate.
 - 10. Total Cost
- j. SF 424a. (2 pages)

Applicants are strongly advised to avoid submission of extemporaneous materials. Pages exceeding the maximum length will not be considered. The maximum page length shall include any pieces that may be submitted by a third party (e.g., references or letters confirming commitments). All application materials must be completed in English. The minimum acceptable font size for application materials, excluding the SF-424a, shall be 12 pitch.

2. Final Applications. *(FINAL APPLICATIONS WILL BE ACCEPTED, ONLY, FROM THOSE ELIGIBLE ENTITIES WHOSE INITIAL PROPOSAL HAVE BEEN*

SUCCESSFULLY EVALUATED AND SELECTED FOR AWARD. DO NOT INCLUDE THESE DOCUMENTS WITH THE INITIAL PROPOSAL.)

Applicants whose Initial Proposals have been evaluated and selected for award must submit one original signature document of the completed federal grant application package.

A complete **FINAL APPLICATION** must contain the following, in the sequential order shown:

1. SF-424 Application for Federal Assistance, with original signature (included in Initial Proposal)
2. Narrative Statement (included in Initial Proposal).
3. SF-424 A, Budget by categories and indirect cost rate (included in Initial Proposal)
4. SF-424 B, Assurances for non-construction programs.
5. Debarment and Suspension Certification.
6. Certification Regarding Lobbying and SF LLL, if applicable.
7. EPA Form 4700-4 Preaward Compliance review report.
8. Quality Assurance Narrative Statement, if applicable.
9. Copy of Negotiated Indirect Cost Rate Agreement, if applicable.

C. Submission Dates and Times.

1. The deadline for submission of completed Initial Proposal packages is May 21, 2004, 5:00 p.m. EST. All proposal packages must be received in the program office listed below by the deadline. Proposals received after the deadline will not be considered for funding.
2. Electronic Proposals (Initial) must be submitted in Microsoft Word, Word Perfect, or pdf format to: smartway_transport@epa.gov. Proposals will be considered timely upon receipt, not transmission. An e-mail response confirming receipt of electronic proposals will be provided. Proposals received after the deadline will not be considered for funding.
3. The deadline for submission of completed Final Application packages is June 17, 2004, 5:00 p.m. EST. *(Final applications will be accepted, only, from those eligible entities whose Initial Proposals have been successfully evaluated and selected for award.)* Final Application forms require an original signature and must be received in the program office listed below by the deadline.

Because of the unique situation involving U.S. mail screening in Washington, DC, EPA highly recommends that applicants use express mail to submit their proposals. Initial Proposals and Final Applications should be addressed to:

Express Delivery Address (FedEx, UPS, DHL, etc.)
US EPA
Attn: Paul Bubbosh

OAR/Office of Transportation and Air Quality
 1310 L Street, NW (Room 647F)
 Washington, DC 20005-4113
 Phone: 202-343-9322

Regular Mail Delivery Address (U.S. Postal Service)
 US EPA
 Paul Bubbosh (Mail Code 6406J)
 OAR/Office of Transportation and Air Quality
 1200 Pennsylvania Avenue, NW
 Washington, DC 20460

V. Proposal Review Information

A. Evaluation Criteria.

Each eligible proposal will be evaluated according to the criteria set forth below. Proposals which are best able to directly and explicitly address these criteria will have a greater likelihood of being selected for award. Each proposal will be rated under a points system, with a total of 100 points possible.

Criterion	Maximum Points per Criterion
Cost Effectiveness: Describe your ability to leverage the financial resources necessary to implement a viable stationary truck idle reduction technology project at the proposed location(s). If you leverage resources, outline your plan or process on obtaining the additional resources, the timing, commitments, and the likelihood of success. If possible, provide written commitment from the appropriate sources for obtaining additional funds. [Although there is no requirement for cost-sharing or a financial match, applicants proposing a voluntary financial or in-kind commitment of resources will improve their scoring under this criterion.] Applicants must propose eligible and allowable in kind contributions of resources to qualify for an improved score under this criterion.	50

Air Quality and Idling Concern: (1) (10%) Describe the air quality concerns in the proposed area of consideration. Indicate nonattainment or maintenance status for oxides of nitrogen and particulate matter. Discuss any other air quality related issues (air toxics, regional haze). Provide specific data on the emission reductions needed to reach attainment or maintenance for the area and how the proposed project(s) contribute to meeting air quality goals (through SIPs or transportation conformity determinations). (2) (10%) Describe the idling concern at your proposed location(s). This should include specific data, from direct observation or survey methods, as to the total number of truck parking spaces per location, the average daily truck occupancy percentage per day, and the average daily idling hours per truck at this location. You should conduct on-site observations and you should not rely on previously published information or second-hand reporting. (3) (10%) Describe relevant geographic factors that make your proposed location(s) important for deploying this technology. This can include its proximity to the interstate or a residential community, truck parking growth projections, existing state or local anti-idling laws, community interest or complaints, and other relevant factors.	30
Management/Implementation Plan: Describe the entities you will work with in implementing the proposal's objectives. Describe each group's roles and responsibilities. Describe your experience in working with partners, leading and managing groups, and implementing emission reduction projects.	15
Technical Experience and Knowledge: Describe your technical experience and knowledge with idle reduction technologies, truck stop idling issues, and past idle reduction projects, education, and other related efforts.	5

B. Other Factors.

1. EPA will consider letters of support for and/or commitment to the project from potential partners. These letters should include information on any matching funds or in-kind resources that partners will provide.
2. EPA reserves the right to make decisions on proposals based on factors that help ensure geographic equity and the demonstration of a variety of technical approaches.

C. Review and Selection Process.

Each Initial Proposal will be evaluated by a team chosen to address a full range of transportation air quality matters. The Evaluation Team will base its evaluation solely on the selection criteria disclosed in this notice. (*Refer to Section V(A), Evaluation Criteria*)

Completed evaluations will be referred to a Selection Committee that is responsible for further consideration and final selection. The highest numerically-ranked proposal(s) (subject to the quality of proposals, availability of funds, and consideration of *Section V(B), Other Factors*) will be selected for award and required to submit Final Applications.

VI. Award Administration Information

A. Award Notices.

Following final selections, all applicants will be notified regarding their application's status.

1. EPA anticipates notification to *successful* applicant(s) will be made via telephone, electronic or postal mail by June 7, 2004. This notification, which advises that the applicant's proposal has been selected and is being recommended for award, is not an authorization to begin performance. The award notice signed by the EPA grants officer is the authorizing document and will be provided through postal mail. At a minimum, this process can take up to 90 days from the date of selection.
2. EPA anticipates notification to *unsuccessful* applicant(s) will be made via electronic or postal mail by June 7, 2004. In either event, the notification will be sent to the original signer of the application.

B. Administrative and National Policy Requirements.

1. A listing and description of general EPA Regulations applicable to the award of assistance agreements may be viewed at:
http://www.epa.gov/ogd/AppKit/applicable_epa_regulations_and_description.htm.
2. Executive Order 12372, Intergovernmental Review of Federal Programs may be applicable to awards, resulting from this announcement. Applicants *selected* for funding may be required to provide a copy of their proposal to their [State Point of Contact](#) (SPOC) for review, pursuant to Executive Order 12372, Intergovernmental Review of Federal Programs. This review is not required with the Initial Proposal and not all states require such a review.
3. All applicants are required to provide a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number when applying for a Federal grant or cooperative agreement. Applicants can receive a DUNS number, at no cost, by calling the dedicated toll-free DUNS Number request line at 1-866-705-5711, or visiting the D&B website at: <http://www.dnb.com>.

C. Reporting Requirement.

Quarterly performance reports and a detailed follow-up case-study report will be required. The case-study report should include: summary of the project, baseline truck idling hours prior to deployment of technology, precise reductions of idling hours reported from the technology's data acquisition system, environmental outcomes, problems, successes, and lessons learned. The schedule for submission of quarterly reports will be established, by EPA, after award.

VII. Agency Contact

All questions while this funding opportunity is open should be e-mailed to: smartway_transport@epa.gov. Answers will be posted, bi-weekly, until the closing date for this announcement on OAR's Grants/Funding website (http://www.epa.gov/air/grants_funding.html).

FOR FURTHER INFORMATION CONTACT: Paul Bubbosh, US EPA Office of Transportation and Air Quality, 1200 Pennsylvania Avenue NW (MC 6406J), Washington, DC 20460, Phone (202)343-9322, Fax (202)565-2057; e-mail Bubbosh.Paul@epa.gov.

VIII. Other Information.

Applicants should clearly mark information in their proposal which they consider confidential. EPA will make final confidentiality decisions in accordance with Agency regulations at 40 CFR Part 2, Subpart B.

EPA reserves the right to reject all proposals or applications and make no award as a result of this announcement. The EPA Grant Award Officer is the only official that can bind the Agency to the expenditure of funds for selected projects resulting from this announcement.

Formal disputes challenging the Agency award decision, will be resolved using the Dispute Procedures at 40 [CFR](#) 30.63 and 40 CFR 31.70.