

OVERVIEW SECTION

AGENCY: ENVIRONMENTAL PROTECTION AGENCY (EPA)

TITLE: “TRUCK ENGINE IDLE REDUCTION TECHNOLOGY DEMONSTRATION PROGRAM”

ACTION: Request for Applications (RFA)

RFA NO: OAR-TRPD-05-09

CATALOG OF FEDERAL DOMESTIC ASSISTANCE (CFDA) NO: 66.034

DATES: The closing date and time for receipt of Applications is June 6, 2005, 4:00 EDT. All applications, however transmitted, must be received in the Program Office by the closing date and time to receive consideration.

To allow for efficient management of the competitive process, EPA requests eligible organizations submit an informal notice of “Intent to Apply” by May 6, 2005. Submission of an Intent to Apply is optional; it is a process management tool that will allow EPA to better anticipate the total staff time required for efficient review, evaluation, and selection of submitted proposals.

A pre-application assistance conference call will be conducted on May 16, 2005 to answer questions, from prospective applicants, related to this solicitation. (*Refer to Section VIII, Pre-Application Assistance.*)

SUMMARY: This notice announces the availability of funds and solicits proposals from eligible entities to evaluate idle reduction technologies to achieve emission reductions and energy savings from the transportation sector. This effort is part of EPA’s Office of Transportation and Air Quality, SmartWay Transport Partnership, a voluntary government-industry initiative for the freight industry.

FUNDING/AWARDS: The total estimated funding for this competitive opportunity shall not exceed \$5,000,000. In FY 2005, total funding shall not exceed \$5,000,000. EPA anticipates award of one or more cooperative agreements, whose annual value shall not exceed \$5,000,000, resulting from this competitive opportunity.

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Section I - Funding Opportunity Description

A. Background.

Heavy duty diesel trucks idle their engines for a variety of reasons. Typically, the need to maintain a comfortable temperature within the truck cab (sleeper compartment) is a major reason for long duration idling. While other reasons for idling exist, EPA recognizes the need for truck drivers to rest comfortably and safely within their truck. EPA is committed to finding practical and reasonable alternatives to reduce idling. Nevertheless, long duration idling increases fuel consumption and engine maintenance, and shortens the engine life. This increases the cost to the truck owner. Increased fuel consumption also leads to greater reliance on foreign oil. Further, idling trucks also emit considerable amounts of mobile air emissions, such as carbon dioxide, nitrogen oxide, particulate matter and other air toxics. This contributes to communities failing to meet national air quality standards, thereby resulting in health risks and actions by states, counties, and local jurisdictions to reduce these emissions. Finally, pollution from diesel vehicles has health implications for everyone, especially truck drivers.

One of the most effective ways to reduce long duration idling is through the use of idle reduction technologies. These technologies take many shapes and forms, but are basically either mobile (attaches to the truck) or stationary (attaches to the ground), or a combination of mobile and stationary. Truck fleet owners and drivers may prefer one technology over another based on a variety of factors: cost, convenience, weight, maintenance, durability, size, power, and past experience. EPA takes no position on, nor endorses any idle reduction technology.

EPA is committed to leading the Federal government and industry in efforts to reduce, and ultimately eliminate, unnecessary engine idling. EPA's programs to accomplish these goals are broad and encompass major initiatives, such as education, emissions testing, demonstration projects, research and development, health exposure studies, state air quality credit incentives, and market based incentives. EPA is also cooperating with parties interested in achieving a more consistent approach with state idling laws. Today's effort marks EPA's most ambitious effort to reduce idling through a grant assistance program covering three major categories.

B. EPA Strategic Plan Linkage and Anticipated Outcomes/Outputs.

1. **Linkage to EPA Strategic Plan.** This project supports progress towards EPA Strategic Plan Goal 1 (Clean Air and Global Climate Change), Objectives 1.1 (Healthier Outdoor Air), 1.3 (Protect the Ozone Layer), and 1.5 (Reduce Greenhouse Gas Intensity). The following Sub-Objectives also apply: 1.1.1 (More People Breathing Cleaner Air) and 1.1.2 (Reduce Risk from Toxic Air Pollutants).
2. **Outcomes.** Through this project EPA anticipates increasing internal combustion fuel efficiency and reducing exhaust emissions, mainly particulate matter, nitrogen oxides, and carbon dioxide.
3. **Outputs.** The anticipated output for this project is the evaluation and demonstration of idle reduction technologies on heavy-duty trucks as a means to reduce emissions and conserve fuel while allowing the truck driver to rest comfortably.

C. Scope of Work.

The purpose of this solicitation is to demonstrate and study how mobile and stationary idle reduction technologies reduce emissions from idling trucks. The program will be divided into three categories. The division of grants in three categories is based on past program efforts, and knowledge of and experience with the trucking industry. Applicants can apply to one or more categories. The grant recipient must demonstrate the technologies and study their effectiveness in reducing actual idling times, thereby conserving fuel and reducing emissions.

The three categories are: (1) Small Trucking Company Grant Program (Mobile Technology); (2) Truck OEM/Fleet/Technology Vendor Grant Program (Mobile Technology); and (3) Ports, Borders, Terminals and Truck Stop Grant Program (Stationary Technology).

1. Small Trucking Company Grant Program (Mobile Technology).

EPA recognizes that truck owner-operators and small trucking companies (less than fifty trucks) represent a significant segment of the long haul truck population. These truck owners generally own older trucks and keep their trucks longer than medium or large sized fleets. By virtue of the truck age, these trucks meet less stringent air emission standards. In other words, when compared with newer trucks these older trucks pollute more. Past grant programs in the Federal government have overlooked this segment of the truck population in favor of larger fleets. However, EPA believes that the greatest potential for emission reductions lies with this segment of the truck population.

The grant recipient must demonstrate the effectiveness of mobile technologies on trucks owned by owner-operators and small trucking companies (less than fifty trucks). The mobile idle reduction technology should be commercially available (for examples of commercially available technologies you can consult EPA's list at <http://www.epa.gov/otaq/smartway/idlingtechnologies.htm>). Applicants may also propose technologies not on the list if these technologies are commercially available.

EPA is also interested in working with trucking companies that are partners in EPA's SmartWay Transport Partnership. More information on this voluntary program can be found at <http://www.epa.gov/smartway/>. This partnership program works with the freight industry to establish goals for energy efficiency and emission reductions. SmartWay carrier partners have already committed to specific goals, and EPA is interested in working with these partners and assisting them with meeting their goals.

The grant recipient shall be responsible for obtaining baseline idling times prior to installing the technology, and tracking the actual idling times after installation. For example, the owner-operator or small trucking company may provide electronic engine control module data on idling for a calendar quarter prior to installing the mobile idle reduction technology, and for every calendar quarter for twelve months after installation. Other approaches may be accepted if the data conveys a high degree of accuracy. Further, the grant recipient shall be responsible for submitting a final case study report to EPA at the conclusion of the study, and publicizing the case study to the trucking industry to increase the knowledge, awareness, and lessons learned from the project.

2. Truck OEM/Fleet/Technology Vendor Grant Program (Mobile Technology).

One of the greatest challenges to demonstrating mobile idle reduction technologies on trucks today is the fact that many of these technologies are after-market purchases only. While a few technologies are

available at the factory level (such as direct fired heaters), the vast majority of auxiliary power units (APUs) are all after-market purchases. This serves as a considerable disincentive for fleets to purchase mobile idle reduction technologies because they have to take their trucks off-line (out of business) for a number of days to have the APUs installed. In addition, the base cost of the APUs increase as an after-market purchase due to the increased design and engineering to integrate the system to the truck. Past Federal grants have focused on installing a specific idle reduction technology at the factory level, but this required designing and engineering per that specific technology configuration, thereby limiting the potential for wider application.

This project focuses on evaluating a more cost effective approach at reducing emissions through an OEM (original equipment manufacturer) based installation kit strategy. This approach reduces costs and minimizes the burden on the truck OEM by developing an installation kit or kits specifically for APUs. Under this grant program, the recipient must work with truck OEMs, truck fleets, and technology vendors to design an installation kit or kits, at the truck OEM level, that apply to one or more APUs to the extent feasible. As with the Small Trucking Company Program Grant, the auxiliary power unit should be commercially available (for examples see EPA's list of idle reduction technologies <http://www.epa.gov/otaq/smartway/idlingtechnologies.htm>). Applicants may also propose technologies not on the list if these technologies are commercially available.

EPA is also interested in working with trucking companies that are partners in EPA's SmartWay Transport Partnership. More information on this voluntary program can be found at <http://www.epa.gov/smartway/>. This partnership program works with the freight industry to establish goals for energy efficiency and emission reductions. SmartWay carrier partners have already committed to specific goals, and EPA is interested in working with these partners and assisting them with meeting their goals.

The grant recipient must: (1) evaluate in-use performance of the technology by characterizing actual idle reduction times from an idling baseline provided by the fleet from existing trucks; (2) work with its partners to evaluate fuel, maintenance, engine life savings, payback times, and user reactions; and (3) submit a final case study report to EPA at the conclusion of the study, and publicize the case study to the trucking industry to increase the knowledge, awareness, and lessons learned from the project.

3. Ports, Borders, Terminals and Truck Stop Grant Program (Stationary Technology).

Expanding on the success of EPA's "National Transportation Idle Free Corridors" program which awarded \$1 million in grants to demonstrate and study electrified parking spaces, EPA, today, introduces a different grant program in two parts. The first part examines the effectiveness of a corridor approach to deploying stationary idle reduction technologies along major interstates of the National Highway System. The second part focuses on installing stationary idle reduction technology and a communications system at ports, borders, and/or large company terminals.

- a. **Truck Stops.** EPA is committed to promoting a national transportation idle free corridor along major interstates. The 2004 awards in Eastern States such as Massachusetts, New York, North Carolina, and Pennsylvania will evaluate stationary idle reduction technologies at truck stops. This project differs by evaluating the effectiveness of an idle-free corridor design. Under this grant, the recipient's demonstration and study must evaluate the most appropriate locations to install a stationary idle reduction technology along a particular corridor (or corridors), then, the recipient must actually install and study the technology as part of an idle-free corridor design. The grant recipient must work towards completing and evaluating an idle free corridor design based on existing stationary idle

reduction projects, anticipated future projects, and the projects associated with this award. As with the other grant programs discussed in this solicitation, the stationary idle reduction technology should be commercially available (for examples see EPA's list at <http://www.epa.gov/otaq/smartway/idlingtechnologies.htm>). Applicants may also propose technologies not on the list if these technologies are commercially available.

EPA is interested in proposals that evaluate the technology, "Advanced Truck Stop Electrification," as indicated by Congress in its appropriations line item request of EPA. EPA is also interested in working with trucking companies that are partners in EPA's SmartWay Transport Partnership. More information on this voluntary program can be found at <http://www.epa.gov/smartway/>. This partnership program works with the freight industry to establish goals for energy efficiency and emission reductions. SmartWay carrier partners have already committed to certain goals, and EPA is interested in working with these partners and assisting them with meeting their goals.

The grant recipient must work with its partners to conduct a pre-site selection evaluation of the potential sites for demonstration to determine: (1) the average number of trucks parking overnight, and (2) the average number of trucks idling overnight. EPA prefers locations with a high nightly occupancy rate and a high nightly idling rate for demonstration of the stationary idle reduction technology. After installation, the grant recipient and its partners must: (1) track and report the amount of time, in hours per overnight usage and by location, of the technology; (2) evaluate this usage time with the pre-installation idling times to determine the net reduction in idling times for that location; and (3) submit a final case study report to EPA at the conclusion of the study, and publicize the case study to the trucking industry to increase the knowledge, awareness, and lessons learned from the project.

- b. ***Ports, Borders, and Large Company Terminals.*** In addition to truck stops and rest areas, trucks will also idle while waiting to pick up or drop off a load at ports and company terminals. Sometimes the trucks simply wait for hours in long lines at ports, slowly inching forward. This type of idling is known as "creep" idling. Trucks will also experience "creep" idling while waiting to cross the U.S.-Mexico and U.S.-Canada borders. Heightened security concerns at ports and borders may increase these wait times.

One potential alternative to alleviate "creep" idling at ports, borders, and large company terminals is to establish a waiting area within close proximity to the facility. The waiting area should, but is not required to, be an already existing truck stop or rest area, or at the company terminal. The grant recipient must build partnerships with stationary technology vendors, and port/border/company terminal owners or operators to select and develop potential locations that could benefit from a stationary idle reduction project. The stationary idle reduction technology must also have a communication system so the port/border/company owners or operators can coordinate loading and unloading with the trucks. As with all the idle reduction technologies in this grant solicitation, they should be commercially available (for examples see EPA's list at <http://www.epa.gov/otaq/smartway/idlingtechnologies.htm>). Applicants may also propose technologies not on the list if these technologies are commercially available.

EPA is interested in proposals that evaluate the technology, "Advanced Truck Stop Electrification," as indicated by Congress in its appropriations line item request of EPA. EPA is also interested in working with trucking companies that are partners in EPA's SmartWay Transport Partnership. This partnership program works with the freight industry to establish goals for energy efficiency and

emission reductions. SmartWay carrier partners have already committed to specific goals, and EPA is interested in working with these partners and assisting them with meeting their goals. Additional information on this voluntary program is available at <http://www.epa.gov/smartway/>.

The grant recipient and its partners must conduct a similar pre-site selection evaluation of the port, border, or large company terminal as described above under “Truck Stops.” After installation, the technology manufacturer must track and report the amount of time, in hours per overnight usage and by location, of the technology. The grant recipient must evaluate this usage time with the pre-installation idling times to determine the net reduction in idling times for that location. Further, the grant recipient must submit a final case study report to EPA at the conclusion of the study, and publicize the case study to the trucking industry to increase the knowledge, awareness, and lessons learned from the project.

D. Statutory Authority

The statutory authority for this action is the Clean Air Act, Section 103(a)(1) which authorizes the Administrator to establish programs that conduct and promote the coordination and acceleration of research, investigations, experiments, demonstrations, surveys, and studies relating to the causes, effects (including health and welfare effects), extent, prevention, and control of air pollution.

Section II - Award Information.

A. What is the amount of funding available?

The total estimated funding for this competitive opportunity shall not exceed \$5,000,000. EPA anticipates funding the successful application incrementally over the negotiated project performance period, subject to satisfactory performance and the availability of funds. In FY 2005, total funding shall not exceed \$5,000,000. The specific amounts to be awarded in any category will depend on the quality of all proposals received and evaluated. EPA reserves the right to partially fund projects.

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

EPA anticipates award of one or more cooperative agreements, in each of the three categories identified in Section I of this solicitation, whose total value shall not exceed the following amounts:

1. Small Trucking Company Grant Program (Mobile Technology) - \$500,000
2. Truck OEM/Fleet/Technology Vendor Grant Program (Mobile Technology) - \$1,000,000
3. Ports, Borders, Terminals and Truck Stop Grant Program (Stationary Technology) - \$3,500,000

EPA reserves the right to modify the amounts for awards in each of the three categories based on the quality of the proposals received and evaluated. For example, if Category I receives proposals that warrant award above the \$500,000 threshold, EPA may elect to move funds from Categories 2 and/or 3 to accomplish this goal.

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. EPA will closely monitor the successful applicant's performance to verify the results proposed by the applicant;
2. EPA will work in collaboration with the recipient during performance of the work;
3. EPA will approve substantive terms of proposed contracts;
4. EPA will approve qualifications of key personnel (EPA will not select employees or contractors employed by the award recipient);
5. EPA will review and comment on reports prepared under the cooperative agreement (the final decision on the content of reports rests with the recipient).

C. What is the project period for awards resulting from this solicitation?

The estimated project period for awards resulting from this solicitation is September 31, 2005 through September 30, 2009. All projects must be completed within the negotiated project performance period of one to four years.

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. For profit organizations are not eligible subgrant recipients under this announcement. 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.

Section III - Eligibility Information.

A. Eligible Entities.

Proposals will be accepted from States, territories, Indian Tribes, and possessions of the U.S., including the District of Columbia, international organizations, public and private universities and colleges, hospitals, laboratories, and other public or private nonprofit institutions, as defined by [OMB Circular A-110](#) and [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.

Non-profit organizations described in Section 501(c)(4) of the Internal Revenue Code that engage in lobbying activities as defined in Section 3 of the Lobbying Disclosure Act of 1995 are not eligible to apply.

B. Cost-Sharing or Matching

Although cost-sharing or matching is not required, as a condition of eligibility, or otherwise, for proposals selected for award, applicants proposing a voluntary financial or in-kind commitment of resources will improve their scoring under the “Resources” 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 under this criterion.

Section IV - Application and Submission Information.

A. How to Obtain Application Package.

Applicants may download individual grant application forms, or electronically request a paper application package and an accompanying computer CD of information related to applicants/grant recipients roles and responsibilities from EPA’s Grants and Debarment website by visiting:

http://www.epa.gov/ogd/grants/how_to_apply.htm.

B. Content and Form of Application Submission.

Applications must contain a narrative proposal, one completed and signed federal grant application package, and include 7 copies of the complete package as described below. The narrative proposal must explicitly describe the applicant’s proposed project and specifically address each of the evaluation criteria disclosed in *Section V(A), Evaluation Criteria.*

1. A complete application must contain the following, in the sequential order shown:
 - a. SF-424 Application for Federal Assistance, with original signature.
 - b. Narrative Statement, in the format detailed below.
 - c. Other supporting documentation.
 - d. SF-424 A, Budget by categories and indirect cost rate.
 - e. SF-424 B, Assurances for non-construction programs.
 - f. Certification Regarding Lobbying and SF LLL, if applicable.
 - g. EPA Form 4700-4 Preaward Compliance review report.
 - h. Quality Assurance Narrative Statement, if applicable.
 - i. Copy of Negotiated Indirect Cost Rate Agreement, if applicable.
 - j. Biographical Sketch.
 - k. E-mail address or self-addressed envelope (to receive notification of receipt of application).

2. The narrative proposal must be typed, single line spaced, double-sided, on 8 ½ " x 11" paper with one-inch margins. The narrative proposal shall not exceed 10 pages (per category), and must conform to the following outline:
 - a. Cover Letter: Describe your organization's qualifications for the project; must be signed by an official with the authority to commit your organization to the project; and written on your organization's official letterhead.
 - b. Summary Information Page
 1. Project Title.
 2. Applicant Information. Include applicant (organization) name, address, contact person, phone number, fax and e-mail address. Also include the name and contact information of a secondary point of contact.
 3. Funding Requested. Specify the amount you are requesting from EPA.
 - c. Project Description. The project description must provide a concise overview of how the applicant will implement and conduct its operation and include a Project Work Plan (including a description of all tasks, potential dates of completion, products and deliverables, and proposed budget).

The narrative workplan must discuss how the proposal addresses each of the selection criteria in Section V and include:

1. A detailed project summary, describing specific actions and methods to be undertaken and the responsible institutions, including estimated time line for each task;
2. The associated work products to be developed (e.g. contract, sub-grants, if any);
3. An explanation of project benefits to the public;
4. An explanation of projected outcomes (e.g., fuel savings and emission reductions);
5. A description of the roles of the applicant and partners, if any;
6. Biographical information on key personnel identified;
7. Discussion of the applicant's:
 - i. past performance in successfully completing federally and/or non-federally funded projects similar in size, scope, and relevance to the proposed project;
 - ii. history of meeting reporting requirements on prior or current assistance agreements with federal and/or non-federal organizations and submitting acceptable final technical reports;
 - iii. organizational experience and plan for timely and successfully achieving the objectives of the project,
 - iv. staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project;
- d. Detailed Itemized Budget. The proposal must include a detailed budget which clearly explains how funds will be used for the following categories (if applicable):
 1. Personnel
 2. Fringe Benefits
 3. Contractual Costs
 4. Travel
 5. Equipment
 6. Supplies
 7. Other (including intern stipends)
 8. Total Indirect Costs (must include documentation of accepted indirect rate)
 9. Total Cost

If not self-evident, entries under each category must be explained in the budget itself or in the project description. Costs proposed in the budget should be linked directly to the proposal.

- e. Key Personnel. The applicant should submit an appendix with the resumes of up to three (3) key personnel who will be significantly involved in the project.

Applicants are strongly advised to avoid submission of non-essential materials unrelated to the proposal's requirements. Upon receipt, applications will be reviewed for content. Pages exceeding the maximum page limitation, per category, will not be considered. Applications which do not conform to the specific outline and content detailed above may not be considered for award. **Incomplete applications will not be considered for award.** All application materials must be completed in English.

C. Submission Dates and Times.

1. To allow for efficient management of the competitive process, EPA requests eligible entities submit an informal notice of "Intent to Apply" by May 6, 2005, to the agency contact identified under *Section VII, Agency Contact*. Submission of an Intent to Apply is optional; it is a process management tool that will allow EPA to better anticipate the total staff time required for efficient review, evaluation, and selection of submitted proposals. Eligible entities not submitting an "Intent to Apply" are still eligible to apply by the closing date and time.

The written notice of "Intent to Apply" may be submitted via electronic mail to the contact person identified in Section VII, Agency Contact. Please provide the name of your organization, a point of contact, phone number, email address, and the title of your project.

2. The closing date and time for submission of completed application packages is June 6, 2005, 4:00 p.m. EDT. All applications, however transmitted, must be received in the Program Office by the closing date and time to receive consideration. Applications received after the closing date and time will not be considered for funding.
3. **Confidential Business Information.** In accordance with 40 CFR 2.203, applicants may claim all or a portion of their application/proposal as confidential business information. EPA will evaluate confidentiality claims in accordance with 40 CFR Part 2. Applicants must clearly mark applications/proposals or portions of applications/proposals they claim as confidential. If no claim of confidentiality is made, EPA is not required to make the inquiry to the applicant otherwise required by 40 CFR 2.204(c)(2) prior to disclosure.
4. Because of the unique situation involving U.S. mail screening. EPA highly recommends that applicants use an express mail option to submit their applications. The application must be addressed to:

Express Delivery Address (FedEx, UPS, DHL, etc.)

U.S. EPA
Attn: Paul Bubbosh (6th Fl, Room 654C)
1310 L St., NW
Washington, DC 20005-4113
Telephone: 202-343-9322

Regular Mail Delivery Address (U.S. Postal Service)

U.S. EPA

Attn: Paul Bubbosh (MC 6406J)
 1200 Pennsylvania Ave., NW
 Washington, DC 20460

Applicants must submit information relating to the programmatic capability evaluation criteria to be evaluated under Section V of this announcement. EPA will consider information provided by the applicant and may consider information from other sources including Agency files.

Section V - Application Review Information.

A. Evaluation Criteria

Each eligible proposal, based on Section III, Eligibility Information, will be evaluated according to the criteria set forth below. Proposals that are best able to directly and explicitly address the evaluation criteria below 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.

Category 1 - Small Trucking Company Grant Program (Mobile Technology)	Maximum Points Per Criterion
<p>Project Description. Consideration under this criterion will evaluate the applicant’s:</p> <ul style="list-style-type: none"> • Approach. Applicant proposal must demonstrate the methodology and approach to evaluate and demonstrate the idle reduction technologies with truck owner-operators and small trucking companies as a means to reduce emissions and conserve fuel. • Reputation. Applicant proposal must demonstrate a strong relationship and reputation with owner operators and small trucking companies. You must fully explain how you have worked with this segment of the trucking industry. • Outreach. Applicant proposal must demonstrate their national stature and outreach capability. Fully explain how you work with truck drivers and fleet owners all around the country. What are your outreach and communication skills and strategies? • Environment. Applicant proposal must demonstrate their experience or capability to analyze and track environmental results from truck engine performance data, including engine control module data and truck driver and owner reactions and opinions. 	25
<p>Programmatic Capability. Extent to which proposal demonstrates the applicant’s technical capability to successfully carry out this project. This factor will evaluate the applicant’s:</p> <ul style="list-style-type: none"> • past performance in successfully completing federally and/or non-federally funded projects similar in size, scope, and relevance to the proposed project; • history of meeting reporting requirements on prior or current assistance agreements with federal and/or non-federal organizations and submitting acceptable final technical reports; • organizational experience and plan for timely and successfully achieving the objectives of the project, • staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project. 	25

<p>Resources.</p> <ul style="list-style-type: none"> • Budget: Applicant budget proposal must be clearly stated, detailed, and appropriate to achieve the project’s objectives. • Leveraging: The proposal demonstrates (I) how the applicant will coordinate the use of EPA funding with other Federal and/or non Federal sources of funds to leverage additional resources to carry out the proposed project(s) and/or (ii) that EPA funding will compliment activities relevant to the proposed project(s) carried out by the applicant with other sources of funds or resources. Applicants may use their own funds or other resources for a voluntary match or cost share if the standards at 40 CFR 30.23 or 40 CFR 31.24, as applicable, are met. Only eligible and allowable costs may be used for matches or cost shares. Other Federal grants may not be used as matches or cost shares without specific statutory authority (e.g. HUD's Community Development Block Grants). 	25
<p>Technology.</p> <ul style="list-style-type: none"> • Proposal demonstrates how the applicant will evaluate and study commercially available idle reduction technologies. 	15
<p>Program Integration.</p> <ul style="list-style-type: none"> • This factor measures the extent to which the applicant’s proposal may be integrated with other initiatives developed, or to be developed, by existing and potential program partners under EPA’s SmartWay Transport Program. Trucking fleets which are not EPA program partners may be offered as part of your project proposal. Additional information on the SmartWay Program is available on the internet at: http://www.epa.gov/smartway. 	10

Category 2 - Truck OEM/Fleet/Technology Vendor Grant Program (Mobile Technology)	Maximum Points Per Criterion
<p>Project Description. Consideration under this criterion will evaluate the applicant’s:</p> <ul style="list-style-type: none"> • Approach. Applicant proposal must demonstrate the methodology and approach to evaluate and demonstrate the idle reduction technology installation package (installation kit and auxiliary power unit) with truck OEMs, truck fleets, and mobile idle reduction technology vendors as a means to reduce emissions and conserve fuel. • Reputation. Applicant proposal must demonstrate a strong relationship and reputation with truck OEMs, truck fleets, and mobile idle reduction technology vendors. You must fully explain how you have worked with these segments of the trucking industry. • Outreach. Applicant proposal must demonstrate their national stature and outreach capability. Fully explain how you work with truck OEMs, truck fleets, and mobile idle reduction technology vendors all around the country. What are your outreach and communication skills and strategies? • Environment. Applicant proposal must demonstrate their experience or capability to analyze and track environmental results from truck engine performance data, including engine control module data and truck driver and owner reactions and opinions. 	25

<p>Programmatic Capability. Extent to which proposal demonstrates the applicant’s technical capability to successfully carry out this project. This factor will evaluate the applicant’s:</p> <ul style="list-style-type: none"> • past performance in successfully completing federally and/or non-federally funded projects similar in size, scope, and relevance to the proposed project; • history of meeting reporting requirements on prior or current assistance agreements with federal and/or non-federal organizations and submitting acceptable final technical reports; • organizational experience and plan for timely and successfully achieving the objectives of the project, • staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project. 	<p>25</p>
<p>Resources.</p> <ul style="list-style-type: none"> • Budget: Applicant budget proposal must be clearly stated, detailed, and appropriate to achieve the project’s objectives. • Leveraging: The proposal demonstrates (I) how the applicant will coordinate the use of EPA funding with other Federal and/or non Federal sources of funds to leverage additional resources to carry out the proposed project(s) and/or (ii) that EPA funding will compliment activities relevant to the proposed project(s) carried out by the applicant with other sources of funds or resources. Applicants may use their own funds or other resources for a voluntary match or cost share if the standards at 40 CFR 30.23 or 40 CFR 31.24, as applicable, are met. Only eligible and allowable costs may be used for matches or cost shares. Other Federal grants may not be used as matches or cost shares without specific statutory authority (e.g. HUD's Community Development Block Grants). 	<p>25</p>
<p>Technology.</p> <ul style="list-style-type: none"> • Proposal demonstrates how the applicant will evaluate and study commercially available idle reduction technologies. 	<p>15</p>
<p>Program Integration.</p> <ul style="list-style-type: none"> • This factor measures the extent to which the applicant’s proposal may be integrated with other initiatives developed, or to be developed, by existing and potential program partners under EPA’s SmartWay Transport Program. Trucking fleets which are not EPA program partners may be offered as part of your project proposal. Additional information on the SmartWay Program is available on the internet at: http://www.epa.gov/smartway. 	<p>10</p>
<p>Category 3 - Ports, Borders, Terminals and Truck Stop Grant Program (Stationary Technology)</p>	<p>Maximum Points Per Criterion</p>

<p>Project Description. Consideration under this criterion will evaluate the applicant’s:</p> <ul style="list-style-type: none"> • Approach. Applicant proposal must demonstrate the methodology and approach to evaluate and demonstrate the stationary idle reduction technology at ports, borders, large company terminals; or at truck stops as part of an idle-free corridor design. • Reputation. Applicant proposal must demonstrate a strong relationship and reputation with ports, borders, large company terminals, or truck stops, and with the stationary idle reduction technology vendor. • Outreach. Applicant proposal must demonstrate their outreach capability. Fully explain how you work with ports, borders, large company terminals, or truck stops. What are your outreach and communication skills and strategies? • Environment. Applicant proposal must demonstrate their experience or capability to analyze and track environmental results from the stationary idle reduction technology. 	25
<p>Programmatic Capability. Extent to which proposal demonstrates the applicant’s technical capability to successfully carry out this project. This factor will evaluate the applicant’s:</p> <ul style="list-style-type: none"> • past performance in successfully completing federally and/or non-federally funded projects similar in size, scope, and relevance to the proposed project; • history of meeting reporting requirements on prior or current assistance agreements with federal and/or non-federal organizations and submitting acceptable final technical reports; • organizational experience and plan for timely and successfully achieving the objectives of the project, • staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project 	25
<p>Resources.</p> <ul style="list-style-type: none"> • Budget: Applicant budget proposal should be clearly stated, detailed, and appropriate to achieve the project’s objectives. • Leveraging: The proposal demonstrates (i) how the applicant will coordinate the use of EPA funding with other Federal and/or non Federal sources of funds to leverage additional resources to carry out the proposed project(s) and/or (ii) that EPA funding will compliment activities relevant to the proposed project(s) carried out by the applicant with other sources of funds or resources. Applicants may use their own funds or other resources for a voluntary match or cost share if the standards at 40 CFR 30.23 or 40 CFR 31.24, as applicable, are met. Only eligible and allowable costs may be used for matches or cost shares. Other Federal grants may not be used as matches or cost shares without specific statutory authority (e.g. HUD’s Community Development Block Grants. 	25
<p>Technology.</p> <ul style="list-style-type: none"> • Proposal demonstrates how the applicant will evaluate and study “Advanced Truck Stop Electrification.” 	15
<p>Program Integration.</p> <ul style="list-style-type: none"> • This factor measures the extent to which the applicant’s proposal may be integrated with other initiatives developed, or to be developed, by existing and potential program partners under EPA’s SmartWay Transport Program. Trucking fleets, or an interstate corridor which are not EPA program partners may be offered as part of your project proposal. Additional information on the SmartWay Program is available on the internet at: http://www.epa.gov/smartway. 	10

B. Other Factors.

EPA reserves the right to make award decisions based on factors that help ensure geographic equity and demonstration of a variety of technical approaches.

C. Review and Selection Process.

Each application will be evaluated by a team chosen to address the range of activities associated with idle reduction efforts, the trucking industry, and air quality matters. The Evaluation Team will base its evaluation solely on the selection criteria disclosed in this notice (*see 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 recommended for award.

Section 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 July 20, 2005. 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 July 20, 2005. 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.

The recipient agrees to submit quarterly progress reports to the EPA Project Officer within thirty days after each reporting period. These reports shall cover work status, work progress, difficulties encountered, preliminary data results and a statement of activity anticipated during the subsequent reporting period, including a description of equipment, techniques, and materials to be used or evaluated. A discussion of expenditures along with a comparison of the percentage of the project completed to the project schedule and an explanation of significant discrepancies shall be included in the report. The report shall also include any changes of key personnel concerned with the project.

D. Disputes.

Assistance agreement competition-related disputes will be resolved in accordance with the [dispute resolution procedures](http://a257.g.akamaitech.net/7/257/2422/01jan20051800/edocket.access.gpo.gov/2005/05-1371.htm) published in 70 FR (Federal Register) 3629, 3630 (January 26, 2005) located on the web at: <http://a257.g.akamaitech.net/7/257/2422/01jan20051800/edocket.access.gpo.gov/2005/05-1371.htm>. Copies of these procedures may also be requested by contacting the Agency contact identified in Section VII of this solicitation.

E. Pre-Award Administrative Capability Review.

Non-profit applicants recommended for funding under this solicitation, depending on the size of the award, may be required to complete and submit, with supporting documentation, an "EPA Administrative Capability Questionnaire."

Section VII - Agency Contact.

FOR FURTHER INFORMATION CONTACT: Paul Bubbosh, U.S. EPA, Office of Air and Radiation (MC 6406J), 1200 Pennsylvania Avenue, N.W., Washington, DC 20460 Phone: (202) 343-9322, Bubbosh.Paul@epa.gov, or

Mike Zatz, U.S. EPA, Office of Air and Radiation (MC 6406J), 1200 Pennsylvania Avenue, N.W., Washington, DC 20460 Phone: (202) 343-9035, or e-mail to: Zatz.Michael@epa.gov.

All questions or comments must be communicated in writing via postal mail, facsimile, or electronic mail to the contact persons listed above. Answers will be posted, bi-weekly, until the closing date of this announcement at the OAR Grants/Funding webpage (http://www.epa.gov/air/grants_funding.html).

Section VIII - Other Information.

1. A pre-application assistance conference call will be conducted on May 16, 2005 to answer questions, from prospective applicants, related to this solicitation. Specific information on the pre-application assistance conference call (i.e., conference call-in number and time) will automatically be provided to those prospective applicants submitting a letter of "Intent to Apply." Eligible entities, not submitting the optional letter of "Intent to Apply," are also invited to participate in the conference call. For these organizations, specific information on the pre-application assistance conference will be available by contacting the Agency Contact listed in Section VII, prior to the conference call date.
2. 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.