AGENCY: ENVIRONMENTAL PROTECTION AGENCY (EPA)

TITLE: "Study and Analysis of Fuel Consumption and Emissions Reductions Associated with an Innovative Technology Package for Heavy Duty Diesel Trucks"

ACTION: Request for Application (RFA)

RFA NO: EPA-OAR-STP-06-07

CATALOG OF FEDERAL DOMESTIC ASSISTANCE (CFDA) NO: 66.034

SUMMARY: Formal Agency responses to questions/comments regarding the subject solicitation.

DATE: May 8, 2006

Question 1: Are private entities eligible to apply for the grant?

Answer 1: No. Eligible entities include 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.

Question 2: Do you need a DUNS number to apply under Grants.gov?

Answer 2: Yes. An applicant can get a free DUNS number by calling Dun and Bradstreet at 1-866-705-5711.

Question 3: On the Grants.gov's website regarding RFA EPA-OAR-STP-06-07, where can you find Section 3 mentioned under the "Additional Information on Eligibility" part?

Answer 3: The eligibility criteria can be found in Section 3 of the Request for Applications (RFA) document on p.6. You can see the entire RFA at www.epa.gov/air/grants_funding.html#0607.

Question 4: What is the difference between a truck carrier and a freight shipper?

Answer 4: Truck carriers are companies that haul freight (e.g., Schneider, Swift). They generally own or lease their own fleet of trucks to haul freight for shippers. They are also called "for-hire" carriers. Freight shippers are retailers and manufacturers of goods that require shipping services to transport their products to various locations (e.g., Home Depot, Nike).

Question 5: What do 'weights out' and 'cubes out' mean? This is in reference to the third bullet on the bottom of p.3 of the RFA, which states "heavy freight that weights out versus lighter freight that cubes out."

Answer 5: Trucks have capacity limits in terms of weight and volume. For example, heavy freight such as rocks might meet the maximum weight criteria or "weight out" before filling up the trailer or "cubing out." Lighter freight such as pillows might meet the maximum volume criteria before hitting the weight limit.

Question 6: Would a Department of Energy National Laboratory be eligible to receive an award under this solicitation?

Answer 6: No. NREL is not eligible, but the non-profit organization that runs the NREL could apply in its own capacity as a non-profit.

Question 7: What are the page limit and other formatting criteria?

Answer 7: We prefer that the proposal be limited to 10 pages and formatted for 8½“ x 11” paper using no smaller than 11 point Times New Roman font with 1” margins. This includes the cover letter, summary information page, narrative proposal, detailed budget, reporting requirements, environmental results, and programmatic capability.

Question 8: Where can you find the forms for the grant application package?

Answer 8: The grant application forms can be found at www.epa.gov/ogd/grants/how_to_apply.htm .

Question 9: Do all of the technologies need to be installed on the trucks as a kit, or can certain trucks include some of the technologies and not others?

Answer 9: Ideally, we would like to see all four types of technologies installed as a kit on a truck. If there are variations on the kit, we would consider them provided that the variation includes some type of exhaust after treatment device such as a diesel oxidation catalyst or diesel particulate filter.

Question 10: Are there proposals from previous grants available for review to help with the grant writing process?

Answer 10: The EPA grants website provides general proposal writing tips at www.epa.gov/ogd/recipient/tips.htm. Examples of proposals from previous grant awardees can be found on the EPA SmartWay website at www.epa.gov/smartway/idle-demo.htm.

Question 11: What are advanced trailer aerodynamics?

Answer 11: Trailer aerodynamics are fairings that can be added to the front, side, or back of the trailer to reduce drag.