

US EPA ARCHIVE DOCUMENT

AGENCY: ENVIRONMENTAL PROTECTION AGENCY (EPA)

TITLE: “NATIONAL TRANSPORTATION IDLE FREE CORRIDORS”

ACTION: Request for Initial Proposals (RFIP) - Questions and Answers.

RFA NO: OAR-TRPD-04-05

CATALOG OF FEDERAL DOMESTIC ASSISTANCE (CFDA) NO: 66.034

SUMMARY: The following are formal Agency responses to questions/comments regarding the subject solicitation.

- 1. Section II(C) states that the estimated project period for award is September 2004-August 2005 and later it states that the project performance period can be 1-3 years. Which is it, 1 or 1-3 years?**

The estimated project period for awards resulting from this solicitation is September 2004-August 2005. The actual performance period will be negotiated. All projects must be completed within the negotiated performance period of one to three years.

- 2. With only 45 days to submit a proposal this does not seem to be enough time to get the commitments you seek and conduct a study of the locations. What level of work is necessary to comply with some of the criteria?**

If your project requires funds beyond that requested in your proposal, you will need to describe the process by which you intend to leverage the additional resources. For example, with an EPA award of \$100,000 and a total project cost of \$500,000, you would need to demonstrate how you expect to fund the remaining \$400,000. Your proposal should include letters of commitment from your other funding sources (e.g., state DOT letter of commitment to seek the remaining funds).

In some cases, you may not need any additional funds and leveraging will not be a concern. The solicitation allows for a negotiated project performance period of up to three years. Within that time, recipients may develop other funding sources (e.g., DOT's Congestion Mitigation and Air Quality Improvement Program).

To demonstrate the idling concern, you should confirm that your proposed project location does, indeed, have long duration idling vehicles. You should visit your proposed location and document the total number of parking spaces, the amount of vehicles at the location, and the number of those vehicles idling. You do not need to document how long these vehicles are idling. The frequency and duration of your site visits and observations depends on your comfort level in characterizing the location. To bolster your demonstration, you can add historical temperatures to suggest the need for truck drivers to idle their engines.

- 3. Our organization is interested in reducing truck idling at a location on a different interstate than the interstates identified in your RFIP. Are we prohibited from submitting a proposal for a different interstate?**

No. You are not prohibited from submitting a proposal for a different interstate. EPA would like to focus on interstates we've identified as having a high volume of truck traffic and idling times; however, if you are proposing an alternative location, your proposal must demonstrate, among other criteria, that the location of interest has a demonstrated air quality and idling concern.

- 4. We do not know of any truck stops in our county. One location that we are specifically interested in is a local meat packing plant where they leave refrigerated semi trailers parked with the diesel powered refrigeration units running for extended periods. We would like to see something done where the trailers would be cooled by means other than the diesel-powered units. What type of operations are being looked at for this grant? Do you think that this packing plant problem might be an application for grant funding?**

Food distribution centers can have demonstrated long duration emission problems due to Transportation Refrigerator Units ("reefers"). Technically, reefers do not idle. Their auxiliary engines will cycle on and off to preserve their commodity. The main commercially available emission reduction option for reefers is a diesel engine with an electric capability, commonly known as "stand-by" mode engines. These engines have the ability to use electric power, when available, in lieu of diesel. Our concern is that only a fraction of the reefers in the U.S. have this "stand-by" mode capability. Therefore, you could equip the location with 220 V external outlets, but there's no guarantee that the reefers servicing the location could use them.

EPA does not believe that grants resulting from this solicitation will make much of an impact, in terms of emission reductions, with reefer units. However, the solicitation does not explicitly prohibit proposals of the nature you discuss, if you can demonstrate, among other criteria, that your area of interest has an air quality and idling concern.

- 5. Is this grant opportunity limited to only areas currently in non-attainment status for 8 hour ozone and/or PM2.5, or would areas in maintenance status for these pollutants be considered?**

Refer to Section V(A), Evaluation Criteria. Air quality concerns can be demonstrated by both nonattainment or maintenance designations.

- 6. Would areas in maintenance status for PM10 (we will have no PM2.5 non-attainment areas, therefore no maintenance areas either), or maintenance status for any other pollutant qualify as locations with poor air quality for the purposes of this grant?**

Refer to Section V(A), Evaluation Criteria. You may discuss other air quality related issues, provided your proposed project specifically indicates how it will improve the air quality. EPA recognizes that official designations are a fluid process. In terms of air quality, you can discuss

how your area currently exceeds the NAAQS for certain criteria pollutants without discussing designation status.

- 7. Does stepped up or enhanced law enforcement activity in areas of heavy commercial activity qualify for this funding or, is this funding specifically intended for a project of more instrument/technical oriented work?**

Grants resulting from this solicitation will focus only on idle reduction technology deployment.

- 8. We would like to submit a proposal with traditional shore-power hook-ups as opposed to Advanced Truck Stop Electrification. We are also aware of another grant award that will support the deployment of on-board truck stop electrification components (e.g., electric HVAC; inverter/charger) on trucks. How do we factor in the cost-benefit of this other grant and its trucks using shore-power into our proposal?**

Refer to Section V(A), Evaluation Criteria. You should discuss this issue under the “Cost Effectiveness” criterion.

- 9. I would like to use one particular technology manufacturer in my team proposal, but your RFIP says that we need to compete any sub-grants or sub-awards. How can we use this company in our proposal without first competing?**

Refer to Section II(D) of the solicitation. Applicants are not required to identify contractors or consultants in their proposals.