

**AGENCY:** ENVIRONMENTAL PROTECTION AGENCY (EPA)

**TITLE:** “VOLUNTARY DIESEL RETROFIT PROGRAM TECHNOLOGY DEMONSTRATION ASSISTANCE AGREEMENTS TO BENEFIT SENSITIVE POPULATIONS”

**ACTION:** Request for Applications (RFA) - Initial Announcement.

**RFA NO:** OAR-CCD-04-08

**CATALOG OF FEDERAL DOMESTIC ASSISTANCE (CFDA) NO:** 66.034

**DATES:** The closing date for receipt of Applications is July 2, 2004. Applications received via U.S. mail must be received by the deadline date.

To allow for efficient management of the competitive process, EPA requests eligible organizations submit an informal notice of “Intent to Apply” by May 28, 2004. 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.

**SUMMARY:** This notice announces the availability of funds and solicits proposals from state, local, multi-state, tribal agencies and non-profit public or private organizations or institutions involved with transportation air quality issues, for partnership projects that demonstrate the applicability of EPA verified or innovative usage of verified pollution control technologies, or engine replacements in reducing emissions from state, local, tribal-controlled or other diesel fleets affecting sensitive populations.

**FUNDING/AWARDS:** The total estimated funding for this competitive opportunity is \$1.5 million. EPA anticipates award of ten to fifteen cooperative agreements ranging in value from \$100,000 to \$150,000 resulting from this announcement; subject to availability of funds, and the quality of applications submitted.

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## **I. Funding Opportunity Description**

### **A. Background.**

Because heavy-duty diesel engines emit pollution that is harmful to breathe, EPA is working aggressively to reduce pollution from both new and existing heavy-duty diesel engines. EPA will require engine manufacturers to meet stricter emission standards in the future for both highway vehicles and nonroad equipment<sup>1</sup>. To address emissions from existing diesel engines, EPA has established a Voluntary Diesel Retrofit Program (VDRP) to promote the installation and proper use of innovative retrofit pollution control technologies<sup>2</sup> and engine replacements. EPA is fostering voluntary partnerships among federal, state, local and tribal governments, fleet operators, and technology manufacturers to achieve significant emission reductions from heavy-duty diesel engines.

As part of the VDRP, EPA established a technology verification process<sup>3</sup> to review, test, and approve the emission reduction potential of various pollution control technologies that can be installed on existing diesel vehicles. However, EPA recognizes that fleets may encounter a variety of obstacles as they work to implement successful retrofit and replacement projects given that the applications and operating conditions of retrofit strategies can vary widely. To foster increased use of retrofit approaches and engine replacements, EPA provides financial and technical assistance to demonstrate the use of retrofit technologies in new applications and under a variety of operating conditions.

Through demonstration projects, EPA can compile information about ways to overcome any structural, organizational, or technical challenges that may arise in implementing a project to reduce pollution from heavy-duty diesel engines. These projects can serve as case studies for public and private entities considering retrofit strategies for their diesel vehicles and equipment. In this way, demonstration projects can expand the scope and breadth of EPA's efforts to reduce pollution from a greater number of the existing diesel fleets.

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<sup>1</sup> EPA has issued a new regulation for heavy-duty diesel vehicles that requires 2007 and later model year highway diesel engines to meet very stringent emission standards. The new regulation also mandates the use of ultra low sulfur diesel (ULSD) starting in June 2006. A new heavy-duty vehicle certified to meet the 2007 standards will be up to 95 percent cleaner than today's vehicle. EPA recently proposed similar fuel requirements and stringent emission standards for nonroad diesel engines that will require these engines to be up to 90 percent cleaner than engines in use today. For additional information, see <http://www.epa.gov/otaq/diesel.htm> and <http://www.epa.gov/nonroad>.

<sup>2</sup> For additional information on the Voluntary Diesel Retrofit Program, visit <http://www.epa.gov/otaq/retrofit/>

<sup>3</sup> EPA's verification process evaluates retrofit technologies under a range of conditions and quantifies the percent reduction in emissions that the technology achieves. The verification process also identifies engine operating criteria and conditions that must exist for these technologies to achieve the verified reductions. A list of verified or certified technologies is available at: <http://www.epa.gov/otaq/retrofit/retroverifiedlist.htm>.

## B. Scope of Work.

EPA is soliciting proposals from state, local, multi-state, and tribal agencies and non-profit public or private organizations or institutions involved with transportation air quality issues, for partnership projects in reducing air pollution from heavy-duty diesel vehicles. EPA is seeking innovative proposals that can demonstrate the use of EPA verified or certified retrofit technologies (or the innovative use of those technologies in non-verified applications), engine replacements and/or cleaner fuels, including ultra low sulfur diesel (ULSD), to reduce air pollution from heavy-duty diesel engines. These demonstration projects can involve retrofit technologies, engine replacements and/or cleaner fuels in either nonroad diesel equipment (i.e. construction equipment, agricultural equipment, locomotives, ferry boats, etc.) or highway diesel vehicles (i.e. transit buses, waste haulers, long-haul trucks, etc.).

1. **Sensitive Populations.** EPA will fund projects that provide the most public health benefits. Thus, projects should demonstrate the potential benefits for sensitive populations. “Sensitive populations” are defined as segments of the general population that are at greater risk, either because of particular sensitivity to toxic effects of certain chemicals or because they experience higher exposures than the general population. See EPA’s Risk Assessment Task Force Paper titled, “*An Examination of EPA Risk Assessment Principles and Practices*” at <http://www.epa.gov/osa/ratf-final.pdf>.

For the purposes of this solicitation, “sensitive populations” are defined as children, the elderly, and the chronically ill who are more susceptible to the effects of diesel exhaust.

Projects must also demonstrate how the use of retrofit technologies, engine replacements and/or cleaner fuel will help areas meet National Ambient Air Quality Standards. Additionally, projects that are part of existing or new community-based toxics reduction programs will receive special consideration for funding. Information documenting the toxics reduction program should be included in the proposal. Applicants should quantify approximate amount of pollution their project will reduce and estimate the cost-effectiveness of their approach. Applicants should also discuss the method and basis for these calculations.

2. **Fleets.** Projects should demonstrate applications of retrofit technologies or engine replacements that have not yet been widely implemented but have the potential for wider utilization (i.e., on large engine populations). EPA will give preference to projects involving construction or industrial equipment, locomotives, ferry boats, transit and community buses, trucks or waste haulers that operate in areas with highly sensitive populations. EPA has a separate program, Clean School Bus USA, that provides funding opportunities for retrofitting school bus fleets. Therefore, although projects involving school buses may also be considered under this grant competition, other projects will have priority consideration.

Applicants should target heavy-duty diesel fleets, such as construction equipment, waste haulers, or urban buses, that operate near densely populated communities. These fleets tend

to contribute significantly to air quality problems. Note that proposed projects do not need to be limited to these types of vehicles/equipment. Applicants should identify specific vehicles or engines, or groups of such vehicles or engines, in the proposal.

3. **Emission Reductions.** Although EPA will give preference to projects that achieve the greatest per vehicle emission reduction (based on engine usage, technology capability, and estimated remaining life), EPA will also consider cost-effectiveness. Applicants should provide the baseline emissions data and explain the method for calculating these reductions.
4. **Retrofit Technologies.** Retrofit technologies, engine replacements or clean fuels must be either verified or recognized under EPA's Retrofit Program, certified by another EPA program, verified by the California Air Resources Board (CARB), or an innovative use of verified technology (such as on alternative applications not yet verified) with a high likelihood of success. Technologies may include, but are not limited to, installation of pollution control hardware, engine upgrades or replacement, and/or ultra low sulfur diesel fuel (15 ppm) or fuel additives. EPA funds may only be applied to the cost differential between current or existing technologies and upgraded technologies.

Although EPA will give preference to products that already are verified for a particular engine application, EPA may consider funding projects that use EPA verified technologies in applications that have not yet been verified. EPA may consider these projects if it seems reasonable that the technology will demonstrate similar benefits in this new application. In such cases, applicants should provide information regarding the expected emission reductions and performance of the technology. Applicants must discuss or explain the reasoning used to determine that the technology will function properly if the technology is not being used on a verified application.

Technologies the EPA has verified must be listed on EPA's Verified Technologies List ([www.epa.gov/otaq/retrofit/retroverifiedlist.htm](http://www.epa.gov/otaq/retrofit/retroverifiedlist.htm)). Questions regarding the acceptance of a retrofit technology should be directed to the contact listed in *Section VII, Agency Contact*.

### **C. Supplementary Information.**

The statutory authority for this action is Clean Air Act, Section 103(b)(3) 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 competitive opportunity is up to \$1.5 million.

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

EPA anticipates award of ten to fifteen cooperative agreements ranging in value from \$100,000 to \$150,000 resulting from this announcement; subject to availability of funds, and the quality of applications submitted. Cooperative agreements resulting from this announcement will be funded incrementally. Additional funds may be added in each subsequent year of the agreement.

Applications evaluated but not selected for this funding may be retained for a period of one year 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 to verify the results proposed by the applicant;
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 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 November 2004 through October 2005. All projects must be completed within the negotiated project performance period of 12 to 24 months.

**D. Can funding be used to acquire services or fund other 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.

For this competitive opportunity, EPA will only accept proposals from state, local, multi-state, tribal governmental agencies or other non-profit public or private organizations or institutions involved with transportation air quality issues. Applicants must be interested in undertaking a partnership project with the purpose of reducing heavy duty diesel engine emissions affecting sensitive populations.

#### **B. Cost Sharing or Matching.**

Cost-Sharing or Matching is not required, as a condition of eligibility, or otherwise, for proposals selected for award. However, applicants proposing a voluntary financial or in-kind commitment of resources will improve their scoring under the “Financial Participation” 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. Matching funds must comply with 40 CFR 30.23 (for non-profit organizations) or 40 CFR 31.24 (for governmental agencies). Discounts by technology vendors will not be considered as in-kind contributions.

## **IV. Application and Submission Information**

### **A. How to Obtain Application Package.**

The complete grants application package can be downloaded from EPA's Office of Grants and Debarment website at: [http://www.epa.gov/ogd/grants/how\\_to\\_apply.htm](http://www.epa.gov/ogd/grants/how_to_apply.htm) Potential applicants may request a paper copy of the application package by contacting one of the agency contacts listed in Section VII of this announcement.

### **B. Content and Form of Application Submission.**

Applications must contain a narrative workplan, and one original completed and signed federal grant application package.

1. A complete application must contain the following, in the sequential order shown:
  - a. SF-424 Application for Federal Assistance, with original signature
  - b. Key Contact List
  - c. Narrative Work Plan (including Detailed Itemized Budget), in the format detailed below
  - d. SF-424 A, Budget by categories and indirect cost rate
  - e. SF-424 B, Assurances for non-construction programs
  - f. Debarment and Suspension Certification
  - g. Certification Regarding Lobbying
  - h. SF LLL, if applicable
  - i. EPA Form 4700-4 Preaward Compliance review report
  - j. Copy of Negotiated Indirect Cost Rate Agreement, if applicable
  - k. Quality Assurance Narrative Statement, if applicable
  - l. Other supporting documentation
  
2. The narrative workplan, a maximum of 15 pages in length, must conform to the following outline:
  - a. Project Title.
  - b. Applicant Information. Include applicant (organization) name, address, contact person, phone number, fax and e-mail address.
  - c. Funding Requested. Specify the amount you are requesting from EPA.
  - d. Total Project Cost. Specify total cost of the project (EPA funding and cost-share). Identify funding from other sources including any in-kind resources.
  - e. Project period. Provide beginning and ending dates (for planning purposes, applicants should assume funds will be available in November 2004).
  - f. Narrative Work Plan. The narrative workplan must explicitly describe how the proposed project meets the guidelines established in *Section I(B)*, *Scope of Work* and, specifically, address each of the evaluation criteria disclosed in *Section V(A)*, *Evaluation Criteria*.  
The narrative should include:

1. Description of benefits to sensitive populations (including reductions and cost effectiveness calculations and methods)
  2. Diesel vehicle/equipment details
  3. Retrofit technology description
  4. Whether the proposed project is part of a community-based toxics reduction program
  5. Describe the plan for acquiring the technology by a competitive process
- g. Detailed Itemized Budget. Provide a budget for the following categories, specifying unit costs:
- Personnel
  - Fringe Benefits
  - Contractual Costs
  - Travel
  - Equipment
  - Supplies
  - Other
  - Total Direct Costs
  - Total Indirect Costs: must include documentation of accepted indirect rate
  - Total Cost
- h. Reporting Requirements. Discuss quarterly updates (schedule to be established by EPA) and a detailed follow-up case-study report. The case-study report should include: summary of the project, reductions achieved if applicable, cost analysis, problems, successes, and lessons learned.

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.

### **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 28, 2004, 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 deadline.

The written notice of “Intent to Apply” may be submitted via electronic mail. Please provide the name of your organization, a point of contact, phone number, email address, and the title of your project.



2. The deadline for submission of completed application packages is July 2, 2004, 5 p.m. EST. All application packages must be received in the program office listed below by the deadline. Applications received after the deadline will not be considered for funding.
3. Electronic Proposals (the narrative workplan and SF 424) must be submitted in Microsoft Word, Word Perfect, or pdf format to: [albrink.steve@epa.gov](mailto:albrink.steve@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.
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 should be addressed to:

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

U.S.EPA  
 Attn: Steve Albrink  
 OAR/Office of Transportation and Air Quality  
 1310 L Street, NW (Room 304A)  
 Washington, DC 20005-4113  
 Phone: 202-343-9671

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

US EPA  
 Attn: Steve Albrink (Mail Code 6405J)  
 OAR/Office of Transportation and Air Quality  
 1200 Pennsylvania Avenue, NW  
 Washington, DC 20460

**V. Application Review Information**

**A. Evaluation Criteria.**

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

Criterion	Maximum Points per Criterion
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<p><b>Implementation Plan:</b> Describe, in detail, the plan for implementing the project including a timeline for each phase of the project. Indicate how you will acquire and install the equipment and include a list of potential partners. Describe the type of retrofit technology or technologies, engine replacements and/or the type of fuel (provide a plan for acquiring fuel if is non-traditional fuel). Letters of support from partners should be included.</p>	20
<p><b>Air Quality Benefit.</b> Projects should achieve significant reductions in air emissions, in terms of projected tons of pollutants reduced, particularly from fleets operating within areas designated as having poor air quality. Poor air quality areas can consist of areas designated by EPA to be in non-attainment or maintenance of National Ambient Air Quality Standards for a criteria pollutant or areas with air toxics concerns. Estimate emissions reductions of particulate matter, oxides of nitrogen, hydrocarbons and carbon monoxide on a per vehicle basis (based on usage, technology capability, and remaining life).</p>	15
<p><b>Experience, Sustainability and Likelihood of Success:</b> Provide information about your organization’s relevant experience. Explain how you will effectively implement a strategy that can be replicated and share your results. This information will be helpful to educate other communities about how to pursue similar projects. If appropriate, provide information about any existing retrofit projects including the number and type of vehicles, type of technologies, funding levels, partners involved, and challenges overcome. Describe in detail any experience you have working with fleets or other organizations involved in reducing emissions.</p>	15
<p><b>Retrofit Technology.</b> Projects should demonstrate applications of retrofit technologies or engine replacements that have not yet been widely implemented but have the potential for wider implementation. Projects should use technologies that demonstrate the applicability of EPA verified or the innovative usage of verified pollution control technologies in reducing emissions. If a particular application (engine type and model year) of an EPA-verified technology is not currently verified, provide reasonable justification for this new application. You will need to demonstrate the ability of the technology to reduce emissions per vehicle and fleet wide (based on reduction and usage of the engines) as well as the cost-effectiveness of your approach.</p>	15
<p><b>Impact on Sensitive Populations.</b> Projects should benefit sensitive populations. Sensitive populations include children, the elderly and the chronically ill. Targeted fleets should travel through or operate in areas considered to have sensitive populations. Applicants should include an estimate of the amount of time (or percentage of time) that proposed vehicles spend in such areas and an explanation how this information was derived. Include supporting documentation from federal or nationally recognized private sources (e.g., foundations) indicating the concentration of sensitive populations. Also include information about the existence of community-based toxics reduction programs in the affected area.</p>	15

<p><b>Fleet:</b> Describe proposed fleets for retrofit with sufficient detail, including the fleet purpose (e.g., transit, construction, waste hauler trucks, rail, school, etc), the number of vehicles/equipment, the engine manufacturers, dates of engine manufacture (model year), annual vehicle miles traveled or annual fuel consumption or annual hours of operation, fleet replacement rate, and any retrofit fuel cost differential. Also, describe your relationship to the fleet (own, lease, contract).</p>	10
<p><b>Financial Participation.</b> Indicate the ability to contribute financially to the project, dedicate personnel (in-kind), or leverage other resources.</p> <p><b>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.</b> Applicants must propose eligible and allowable in kind contributions of resources to qualify for an improved score under this criterion.</p>	10

**B. Other Factors.**

In addition to addressing the evaluation factors detailed in *Section V(A), Evaluation Criteria*, to be considered for funding:

1. Applicants should demonstrate a partnership or cooperative relationship with transportation fleets in their jurisdiction (e.g., public transit fleets, waste haulers, Department of Transportation fleets, private trucking companies, locomotive and construction and/or agricultural fleets) to reduce diesel emissions.
2. The proposed project must demonstrate the prevention and/or control of air pollution.
3. The proposed project must consist of such activities as investigations, demonstrations, and similar activities that are within the scope of Section 103(b)(3) of the Clean Air Act.
4. The applicant must commit to an intent to collect information, demonstrate results, and share that information about their project with other interested parties and the public. This includes the willingness to allow testing and/or evaluation of the technologies by the manufacturer, EPA, or the Agency’s designee.
5. **Geographic Equity.** EPA will attempt to distribute assistance agreement funds throughout the United States.
6. **Environmental Justice.** EPA seeks to improve the health of communities that are considered low-income, minority, and receive a disproportionate amount of pollution from diesel vehicles.

### **C. Review and Selection Process.**

Each application 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.

## **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 September 30, 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 September 30, 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](http://www.epa.gov/ogd/AppKit/applicable_epa_regulations_and_description.htm).
- b. 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.
- c. 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: a summary of the project, specifications of technologies and fuel used, detailed description of the demonstration fleet, summary of emissions reductions achieved, cost analyses, problems, successes, and lessons learned. The schedule for submission of quarterly reports will be established, by EPA, after award.

### **VII. Agency Contact**

**FOR FURTHER INFORMATION CONTACT:** Steve Albrink, US EPA, Office of Transportation and Air Quality, 1200 Pennsylvania Avenue, NW (MC 6405J), Washington, DC 20460, Fax: (202) 343-2804, or email: [albrink.steve@epa.gov](mailto:albrink.steve@epa.gov);

All questions or comments must be communicated in writing via postal mail, facsimile, or electronic mail to the contact person 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](http://www.epa.gov/air/grants_funding.html)).

### **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.