

**CLEAN CITIES IDLE REDUCTION TECHNOLOGIES: DE-PS26-05NT42396-01E**

**ESTIMATED FUNDS AVAILABLE:** \$400,000

**ESTIMATED NUMBER OF PROJECTS:** 4 - 6

**FUNDING CEILINGS/EXPECTED RANGE OF FUNDING:** \$100,000 maximum per project.

**COST SHARE:** 50% non-Federal cost share is required with 30% of this amount in cash.

**QUALIFICATION CRITERIA:** States must submit special project applications in partnership with their local, officially-designated (or approved for designation) Clean Cities coalition. Only projects located in active, designated (or approved for designation) Clean Cities are eligible for funding. An “active” coalition is one with a valid and approved memorandum of understanding with DOE. “Approved for designation” means that DOE has authorized a designation ceremony for a coalition. A separate application for each coalition must be submitted. Failure to comply with this qualification criterion will deem the application non-responsive and will not be considered for comprehensive evaluation.

**BACKGROUND AND OBJECTIVES:** The goal of the U.S. Department of Energy’s (DOE) Clean Cities initiative is to decrease the nation’s dependence on petroleum in the transportation sector through public/private Clean Cities partnerships formed around the country by:

1. Accelerating the development of a sustainable alternative fuels market
2. Accelerating the use of idle reduction technologies
3. Accelerating the use of hybrid vehicles
4. Increasing the use of alternative fuel blends in petroleum fuels
5. Promoting informed consumer choice on fuel economy

**PROJECTS REQUESTED/AREA OF INTEREST:** Funding is available for projects that promote the reduction and/or elimination of idling by heavy-duty vehicles and/or school buses through the use of idle reduction technologies. Projects that deploy and evaluate on-board technologies to provide hotel loads, such as cab heating and cooling, are of special interest. A commitment and plan for collecting and reporting the petroleum savings; idle reduction technology performance, maintenance, reliability, cost data; and driver acceptance must be included in the application.

Applications must be adequately documented and describe the number and types of equipment to be used; number and types of vehicles that will use the equipment; a description of the fleet that includes usual routes, annual miles traveled per vehicle, and annual amount of petroleum used per vehicle. Describe the project team. Hardware cost estimates must be included.

Projects are evaluated on the value of cost share, and the type of in-kind services being offered, not necessarily the total declared value of the contribution in the application, although the minimum requirement must be met. For instance, in-kind services such as general office costs, which would be paid regardless of SEP funding, are valued much lower than a cash contribution tied directly to the project.

If States intend to charge administration fees to process or monitor grants, these fees must be identified on Form 4600.4. If no fees are identified, DOE requires that 100% of the grant award go to the sub-grantee.

If project management costs are included in the budget, the project manager must be identified and his/her responsibilities described. Project management costs are not the same as administration costs.

Applications must include the Clean Cities Idle Reduction Application Cover Sheet (Attachment 1) which summarizes significant application elements.

#### **EVALUATION CRITERIA:**

Applications that satisfy the qualification criteria identified above, will then be evaluated and ranked by the following criteria:

1. Probability of project success based on the technical feasibility of the project, thoroughness of project implementation plan, identification and qualifications of appropriate team members, and quality of supporting documentation (i.e., fleet and financial letters of commitment, coalition support letter, letters identifying site location(s), letters with equipment estimate information.) The plan for collecting and reporting the reduction in the use of petroleum; idle reduction technology performance, maintenance, reliability, and cost data; and driver acceptance will be evaluated to determine the probability of success. The performance track record of recipients of all previous State Energy Program (SEP) Special Projects Clean Cities grants will be taken into account. Applicants must describe the status and results of all previous SEP Special Projects Clean Cities grants in the application. Projects that deploy and evaluate on-board technologies to provide hotel loads, such as cab heating and cooling are highly valued. **(Weight 40)**
2. Energy security benefits as indicated by the estimated amount of the petroleum displaced by the reduction and/or elimination of idling by the heavy-duty vehicles and/or school buses through the introduction of idle reduction technologies. **(Weight 40)**
3. Extent of proposed cost share participation; amount of financial investment and cost participation from other coalition stakeholders and partners. **(Weight 20)**

**Attachment 1.  
Clean Cities Idle Reduction Application Cover Sheet**

Applicant/State:

Sub-grantee:

Supporting Coalition Name:

Project Total: \$

Amount Requested: \$

Non-Federal Cost Share Committed:

Idle Reduction Technology to be used:

Number of Heavy-Duty Vehicles or School Buses Impacted:

Estimated Annual Petroleum Displacement:

Per vehicle:

Per total project: