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Question #1: Can you comment on the limited availability of funding in contrast to the extensive reporting requirements?

Answer #1: FHWA has a contract in place for support on the assessment and development of some of these materials. However the ultimate responsibility for the deliverables relies on the recipient. The evaluation criteria emphasizes on the following:

- *Recipient's responsiveness to the Objectives and Purpose of the Off Hours Delivery Pilot Project Program.*
- *Proposed Scope, Strategy and Approach.*
- *Project Need.*
- *Soundness and Feasibility of Technical Approach and Methodology.*
- *Demonstrated program management experience to perform work in the area of implementing freight programs.*
- *Demonstrated knowledge and relevant experience of the Program Manager, staff, and sub-recipients in completing the proposed tasks.*
- *Demonstrated experience, relationships and collaboration with other government agencies, Non-Governmental Organizations, and the private sector.*

Therefore, the focus of the entity interested in applying should rely more on complying with the evaluation criteria even though the reporting requirements are a requisite for the successful implementation of the program.

Question #2: Can you further explain what you have in mind with regard to the European Commission? This part of the funding notice was unclear.

Answer #2: The EU/US twinning project, is an agreement that exists between FHWA and the EU for the purpose of researching issues and identify various solutions for freight movement in urban areas, including the impacts of context sensitive solutions (CSS), such as Off-Hours Deliveries for urban goods movement. The agency is evaluating a series of activities such as peer exchanges to talk about lessons learned and developed guidance about the implementation of this program in different cities in the US and EU. This could require for recipients to travel and participate on such meetings.

Question #3: Do the matching funds need to be cash or can it be through in-kind support?

Answer #3: Matching funds can be cash or in-kind support.

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Question #4: Are municipalities and universities eligible to apply for the off-hours freight delivery program NOFO?

Answer #4: Please refer to DTFH6115RA00003 (MODIFICATION 1), Page 14 of 34 which revised SECTION C – ELIGIBILITY INFORMATION, Paragraph 1. ELIGIBLE APPLICANTS text and cites, “This competition is open to non-Federal entities, including State and local governments, foreign governments, colleges and universities, corporations, institutions, partnerships, sole proprietorships, and trade associations that are incorporated or established under the laws of any State, and Federal laboratories.”

Question #5: The description of the grant program notes that FHWA has retained a consultant to perform certain functions:

- a) Is this consultant paid directly by FHWA or does the budget submitted as part of the submittal have to include funds for the FHWA consultant?**
- b) Will the FHWA consultant be engaged in the actual off-peak pilot project, such as contacting and securing local businesses and transportation providers?**

Answer #5:

- a) No funds from the pilot projects will be used for this purpose.*
- b) The contractor will provide support on the following things:*
 - Pre and post implementation project evaluations.*
 - Limited technical assistance to the Cooperative Agreement Recipients for marketing and implementation of the projects.*

It is expected that the FHWA contractor shall jointly conduct pre and post evaluation of the pilot projects with the Cooperative Agreement Recipients. The FHWA contractor shall provide limited technical guidance and advice to Recipients on building or street modifications, carrier or distributor modifications, analytical techniques and considerations for integrating off hours delivery into business plans for shippers and receivers, rationale for receivers and carriers participating in the program funding and financing, environmental justice, noise pollution, livability issues, commercial vehicle and building energy use and efficiency.

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Question #6: The description indicates that the federal share is limited to 50%. Can the local share include in-kind services such as the salaries of local agency staff involved in the effort? If yes, metropolitan planning organizations' (MPO) funding comes exclusively from federal sources. Given the source of funds, can MPO staff time even be considered a local match?

Answer #6: Please refer to DTFH6115RA00003 (MODIFICATION 1), Page 14 of 34 which revised SECTION C – ELIGIBILITY INFORMATION, Paragraph 2. COST SHARING OR MATCHING text and cites, “Pursuant to 23 USC 502 (c)(3), the Federal share shall not exceed 80 percent.” Typically funds from a Federal source are not eligible for cost share.

Question #7: Can the budget for this grant include funds that would be used as incentives for securing the participation of local businesses and transportation providers during the pilot program? If yes, is there a limit on how much can be allocated for this purpose?

Answer #7: Yes; funds can be used as incentives. FHWA strongly advocates for the use of funds in a way that it allows for the efficient implementation of this program.

Question #8: Can the local match include work that the agency has undertaken in the immediate past to develop the background information for the pilot or must the local work be done as part of the grant?

Answer #8: No; the match cannot include work done in the past.

Question #9: Is it possible to have this application deadline extended?

Answer #9: Yes; the revised Application Due Date/Time is: June 19, 2015 at 4:00 p.m. Eastern Time.