

Reduction of Truck Emissions at Port Facilities (RTEPF) Grant Program

Date: Thursday, May 18

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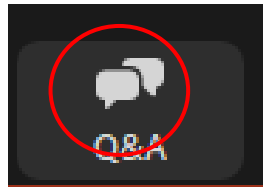


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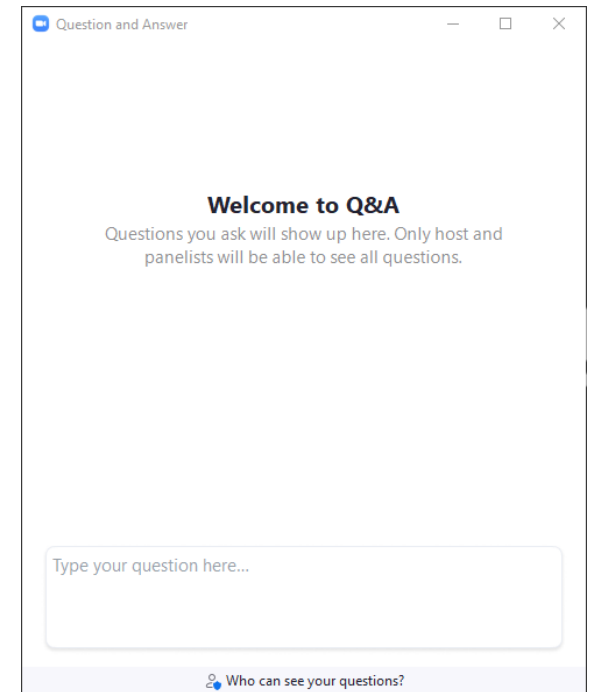


Figure source: FHWA



Web Links

Bipartisan Infrastructure Law (BIL)

- [Bipartisan Infrastructure Law: Federal Highway Administration \(dot.gov\)](#)

Reduction of Truck Emissions at Port Facilities (RTEPF) Grant Program

- [FY 2022-23 Notice of Funding Opportunity \(Grants.gov\)](#)
- [Bipartisan Infrastructure Law: FHWA Fact Sheet](#)
- [Bipartisan Infrastructure Law Key Programs Under the Federal Highway Administration Office of Operations FHWA Operations \(dot.gov\)](#)



Poll Question



REDUCTION OF TRUCK EMISSIONS AT PORT FACILITIES (RTEPF) GRANT PROGRAM

Chip Millard, RTEPF Program Manager



Agenda

- RTEPF Grant Program
- Applications
- Questions



Reduction of Truck Emissions at Port Facilities Program

- The 2021 Bipartisan Infrastructure Law (BIL)¹ created the Reduction of Truck Emissions at Port Facilities (RTEPF) Grant Program:
 - BIL Section 11402: Establishes the **Reduction of Truck Emissions at Port Facilities Program**.
 - The RTEPF Grant Program will provide funding to eligible entities to test, evaluate, and deploy projects that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency, focusing on port operations, including heavy-duty commercial vehicles, and other related projects.

(BIL Section 11402(a)(1)(C))



Program Funding

- Fiscal year (FY) funding for fiscal years 2022–26 provides \$80 million per year: \$50 million/year through the Highway Trust Fund (BIL Section 11101(b)(1)(F)(i)) and \$30 million/year through the General Fund (BIL Division J, Title VIII, Highway Infrastructure Programs heading, paragraph 5).
- The recently released Notice of Funding Opportunity (NOFO) provides funding for the first 2 years (FY 2022 and FY 2023) of the program, so up to \$160 million in Federal funding will be awarded.
- Federal share shall not exceed **80 percent** of project cost (NOFO Section C.3, BIL Section 11402(b)(2), and 2 Code of Federal Regulations (CFR) Part 200.306)).



Using Reduction of Truck Emissions at Port Facilities Program Funding

- Grant funding may not be used to support or oppose union organizing.
- FHWA will not reimburse any preaward costs or application preparation costs.

(NOFO Section D.6)



Eligible Entities (Slide 1 of 3)

- Eligible applicants for RTEPF Grant Program funds are entities that:
 1. Have authority over, operate, or utilize port facilities and/or intermodal port transfer facilities (definition for these facilities on the next slide)
 2. Have authority over areas within or adjacent to ports and intermodal port transfer facilities
 3. Will test and/or evaluate technologies that reduce truck emissions at port facilities and/or intermodal port transfer facilities

(NOFO Section C.1)



Eligible Entities (Slide 2 of 3)

- Defining intermodal port transfer facilities:
 - Intermodal port transfer facilities are facilities that handle the transfer of freight shipments between two or more modes of transportation.
 - The goods handled are transported via shipping containers, truck trailers, or as bulk cargo, and are transferred between marine vessels and trucks, marine vessels and rail cars, or rail cars and trucks.

(NOFO Section C.3)



Eligible Entities (Slide 3 of 3)

- Multiple eligible entities that submit a joint application should identify a lead applicant as the primary point of contact and recipient for purposes of financial administration of the project. Joint applications should include a description of the roles and responsibilities of each applicant and should be signed by each applicant.
- For both individual applications and joint applications, it is strongly encouraged that the applicant responsible for financial administration of the project be familiar with the requirements associated with managing Federal assistance projects.

(NOFO Section C.1)



Program Vision

- Many port facilities and their neighboring communities experience poor air quality due to significant truck congestion and idling both inside and outside the port facilities.
- Many trucks that serve ports operate locally or regionally and do not make multiple day, over-the-road trips, providing opportunities for those trucks to use alternative fuels that have less extensive fueling infrastructures in place or require longer fueling periods.
- The RTEPF Grant Program provides funding opportunities for ports to address truck emissions challenges at their facilities while also reducing the emissions' impact on the ports' neighboring communities.

(NOFO Section A.4)



Means to Achieve Program Goals (Slide 1 of 2)

- Promoting development of port-related infrastructure that reduces emissions from port-related truck idling, including the electrification of port operations, which can include truck parking electrification
- Promoting development of on-truck technologies that reduce emissions from port-related truck idling
- Promoting use of zero- or low-emissions powertrains or fuels on trucks

(NOFO Section A.4, Program Goal)



Means to Achieve Program Goals (Slide 2 of 2)

- Reducing truck congestion within or adjacent to ports, which can include promoting enhanced rail intermodal connections at ports
- Other improvements that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency focusing on port operations, including heavy-duty commercial vehicles, and other related projects

(NOFO Section A.4, Program Goal)



Administration Goals

- Safety
- Climate change and sustainability
- Equity and Justice40
- Workforce development, job quality, and wealth creation
(NOFO Section A.4)
- *Climate change and sustainability is classified as one of the merit criteria, while the other goals are all treated as additional selection considerations.*



APPLICATION PROCESS

Ryan Buck, Office of Acquisition and Grants Management
Chip Millard, RTEPF Grant Program Manager



Application Process (Slide 1 of 2)

- Applications need to be submitted through grants.gov at www.grants.gov. To submit, applicants need to:
 - Register with the System for Award Management (SAM) at www.sam.gov
 - Obtain a SAM Unique Entity Identifier (UEI)
 - Create a grants.gov username and password
- E-business point of contact (POC) at the applicant's organization needs to respond to the registration email from grants.gov and log in to authorize the POC as an authorized organization representative.

(NOFO Section D.3)



Application Process (Slide 2 of 2)

- Applications are due by June 26, 2023.
- Note: The grants.gov registration process usually takes 2–4 weeks to complete. Late applications that result from failure to register or comply with grants.gov applicant requirements will **not** be considered.
- Applicants may obtain application forms at grants.gov under the NOFO number.
- Applicants need to complete and submit all forms included in the application package for this NOFO as contained at www.grants.gov.

(NOFO Section D.4)



RTEPF Grant Program Application: Volume 1—Technical Application

- Cover page
 - Project narrative
 - Management structure
 - Staffing description
 - Résumés for key personnel
 - Exhibits and attachments in support of items above
- (NOFO Section D.2)



Cover Page (Slide 1 of 2)

Cover page is to include the following information:

- Project name
- Entity applying to receive Federal funding
- Total project cost (from all sources)
- RTEPF Grant Program funding request (Federal share)
- State(s) in which the project is located

Consider whether matching funds are restricted to a specific project component. If so, which one?

(NOFO Section D.2 Volume 1.a)



Cover Page (Slide 2 of 2)

The cover page should also:

- Address whether the project is currently programmed in the Transportation Improvement Program (TIP), Statewide TIP, Metropolitan Planning Organization Long Range Transportation Plan, State Long Range Transportation Plan, and/or State Freight Plan
- Contain a brief description of what methods will be used to reduce truck emissions



Project Narrative

- The Project Narrative must include all the necessary information required for FHWA to determine that the project satisfies the RTEPF Grant Program requirements described in Sections A, B, and C of the NOFO, and for FHWA to evaluate the project in relation to the selection criteria specified in Section E.1 of the NOFO.
- The project narrative should also include a table of contents, maps, and graphics as appropriate to make the information easier to review.



Project Narrative Elements

(Slide 1 of 4)

- Short summary of the proposed project and a table or separate summary that clearly identifies which program and Administration goals will be addressed by the project
- Introduction that provides a clear, concise description of the project and the proposed emissions reduction initiatives
- Description of the port and geographic area or jurisdiction that the deployment will service, including whether the port is in a designated U.S. Environmental Protection Agency (EPA) nonattainment or maintenance area for air quality

(NOFO Section D.2 Volume 1.b)



Project Narrative Elements

(Slide 2 of 4)

- Description of the real-world issues and challenges to be addressed by the reducing truck emissions initiative; how the proposed truck emissions reduction efforts address the program goals
- Discussion of how the proposed project addresses the Administration goals for discretionary grant programs
- Description of transportation systems and services
- Detailed statement of work
- Description of regulatory, legislative, or institutional challenges



Project Narrative Elements

(Slide 3 of 4)

- Deployment plan that includes providing long-term operation and maintenance of truck emission reduction and/or congestion reduction technologies after the RTEPF Grant Program project is completed
- Data collection plan that provides an overview of the data that may be obtained or created through the project
- Quantifiable truck emissions reduction improvements
- Description of how the application meets the merit selection criteria in Section E of the NOFO

(NOFO Section D.2 Volume 1.b)



Project Narrative Elements

(Slide 4 of 4)

- Vision, goals, and objectives for reducing truck emissions at ports, including quantifying how the project will reduce the negative impacts on populations near the port
- Plan to leverage existing local and regional truck transportation emissions reduction initiatives
- Quantifiable safety, mobility, and environmental benefit projections
- Schedule for conducting the truck emissions reduction implementation and completion of all proposed deliverables

(NOFO Section D.2 Volume 1.b)



Management Structure Contents

- Description of the applicant's organization
- Plan for partnering with the private sector or public agencies
- Designation of all proposed subrecipients
- Diagram depicting the organizational structure of the project team

(NOFO Section D.2 Volume 1.c)



Staffing/Team Description

- Description of the staff organization used to manage and conduct the project, including identification of key personnel, organization, roles, and responsibilities
 - Primary POC and complete contact information
- (NOFO Section D.2 Volume 1.d)



Other Information

- Résumés for key personnel
- Formatting
- Page limitations
- Exhibits and attachments

(NOFO Section D.2 Volume 1.e, 1.f, and 1.g)



RTEPF Grant Program Application: Volume 2—Budget Application

- Application standard forms (SFs)
- Summary budget narrative
- Cost-share information
- Grant funds, sources and uses of project funds
- Organizational information

(NOFO Section D.2 Volume 2)



RTEPF Grant Program

Standard Forms (Slide 1 of 4)

Application needs to include the following:

- SF-424 (Application for Federal Assistance)
- SF-424A (Budget Information for Non-Construction Programs) or SF-424C (Budget Information for Construction Programs)
- SF-LLL (Disclosure of Lobbying Activities)
- SF-424B (Assurances for Non-Construction Programs) or SF-424D (Assurances for Construction Programs)

SFs are available online at

<http://www.grants.gov/web/grants/forms/sf-424-family.html>.

(NOFO Section D.2 Volume 2.a)



RTEPF Grant Program

Standard Forms (Slide 2 of 4)

- On the SF-424, the information in block 8a (applicant's "Legal Name") needs to be the same as the information entered for registration in www.SAM.gov as associated with the applicant's SAM UEI.
- The title for an applicant's workspace on www.grants.gov is limited to 240 characters and may be different from the SAM UEI.

(NOFO Section D.2 Volume 2.a)



RTEPF Grant Program

Standard Forms (Slide 3 of 4)

For nonconstruction applications under this NOFO, the breakdown of the applicable sections of SF-424A is:

- **Section A:** Since this is an initial application, only columns (a) through (d) and (g) need to be completed. The applicant should enter the proposed project as one program or function; however, as an option, the applicant may subdivide this entry into partial programs (e.g., a Phase I and Phase II).
- **Section B** is a summary of the entire project budget across **all** years.

(NOFO Section D.2 Volume 2.a)



RTEPF Grant Program

Standard Forms (Slide 4 of 4)

- **Section C** is the source of the non-Federal matching share.
- **Section D** is the forecast funding needs for year 1.
- **Section E** is the forecast funding needs for years 2 and after (i.e., does **not** include the first year's funding in Section D).

(NOFO Section D.2 Volume 2.a)



Summary Budget Narrative

- In addition to the standard forms, a separate summary budget narrative for each year must be provided. The summary budget information should include:
 - All planned project costs (such as direct labor, travel, equipment, supplies, contractual, and construction) and how costs are connected to the project scope
 - A description of how funds will be spent
 - A summary budget table

(NOFO Section D.2 Volume 2.b)



Cost-Share Information (Slide 1 of 2)

- Evidence that funding has been identified that will cover the **20 percent** non-Federal cost share requirement
- Letters of commitment from organizations providing a portion of the cost share, identifying the source of those funds (e.g., general treasury funds, revolving loan fund, capital budget, in-kind labor, and in-kind equipment)
- Both items above must be included in the application

(NOFO Section D.2 Volume 2.c)



Cost-Share Information (Slide 2 of 2)

- The maximum amount of funding requested from the RTEPF Grant Program cannot exceed 80 percent of the total cost of the activities proposed to be funded.
- Selection of an application to receive grant funding in one fiscal year's competition is not a commitment or obligation for selection in any future year's competitions.
- Applications will be annually solicited for competitive grants in accordance with the RTEPF Grant Program legislation.

(NOFO Section D.2 Volume 2.c)



Grant Funds, Sources and Uses of Project Funds

- Project budgets should show how different funding sources will share in each activity.
- Budget should identify other Federal funds the applicant is applying for or has been awarded and intends to use.
- Funding sources should be grouped into three categories: non-Federal, RTEPF Grant Program funds, and other Federal funds; specific amounts from each funding source should also be shown.

(NOFO Section D.2 Volume 2.d)



Organizational Information

Provide the following information in pdf:

- Exceptions to the anticipated award terms and conditions
- SAM UEI
- A-133 single audit
- Conflicts of interest
- Audit of applicant's financial systems
- Terminated contracts
- Reporting subaward and executive compensation
- Violations of Federal criminal law

(NOFO Section D.2 Volume 2.e)



APPLICATION REVIEW PROCESS

Chip Millard, RTEPF Grant Program Manager



Application Review— Technical Merit Criteria (Slide 1 of 5)

- Degree that the proposed project or technology testing, evaluation, or deployment aligns with program goals and administration goal of climate change and sustainability
- Degree the proposed project, technology testing, evaluation, or deployment quantifies the truck emissions reductions at port facilities that (1) will be achieved for deployment projects or (2) are projected to be achieved for testing and/or evaluation projects

(NOFO Section E.1, Technical Merit)



Application Review— Technical Merit Criteria (Slide 2 of 5)

- Readiness of the proposed project(s) or technology(ies) to be tested, evaluated, and/or deployed and the likelihood of success of the applicant to deploy and sustain the proposed project(s) and/or technology(ies). This assessment will include achievable timeframes for completion of its project and addressing any regulatory environment and other deployment obstacles

(NOFO Section E.1, Technical Merit)



Application Review— Technical Merit Criteria (Slide 3 of 5)

- Determination of whether the proposed project(s) is(are) located in an EPA-designated nonattainment area for National Ambient Air Quality Standards for at least one of the four criteria pollutants (carbon monoxide, nitrogen dioxide, ozone, and particulate matter) and the degree to which the proposed project(s) quantifies(y) how it(they) will reduce emissions of one or more of the criteria pollutants and/or greenhouse gases and decrease the impact truck operations at port facilities have on cities and other municipalities near the port

(NOFO Section E.1, Technical Merit)



Application Review— Technical Merit Criteria (Slide 4 of 5)

- Degree to which the project sponsor has developed a community outreach action plan, including plans (1) to conduct equity-focused community outreach and public engagement with adjacent and nearby communities, including Tribal communities, affected by the port's truck emissions and (2) to receive community support for the proposed project during the project's planning
- Scalability or portability of the proposed project technology deployment or innovations to other jurisdictions

(NOFO Section E.1, Technical Merit)



Application Review— Technical Merit Criteria (Slide 5 of 5)

- Degree to which the applicant accounts for the lifecycle costs of the project to promote the state of good repair
- Degree to which the applicant evaluates the effectiveness (i.e., cost–benefit) of activities proposed, including through providing cost–benefit analysis of its organization’s proposed project in its application

(NOFO Section E.1, Technical Merit)



Application Review—Staffing Criteria

- Degree to which the application includes a program or project management structure or organization that will successfully oversee the proposed technology deployment
- Expertise and qualifications of key personnel for managing or conducting appropriate aspects of the proposed technology deployment throughout the period of performance, as well as the expected level of involvement of designated Key Personnel (e.g., percent of work time to be committed to the project during the period of performance)

(NOFO Section E.1, Staffing)



Application Review—Cost Criteria

(Slide 1 of 2)

- Determination of whether the required matching funds and supporting detail for these funds are provided, including how the applicant's activities leverage other Federal and/or non-Federal funds and/or maximize the non-Federal share of the project funding
- Degree to which budget applications represent costs that are realistic, reasonable, and commensurate with the applicant's technical application, as well as the degree to which they conform to applicable cost principles

(NOFO Section E.1, Cost)



Application Review—Cost Criteria

(Slide 2 of 2)

- Consideration of alternative funding sources and innovative financing models to attract non-Federal sources of infrastructure investment
- Consideration of funding availability (this evaluation factor will not be rated but will be considered in the award selection)

(NOFO Section E.1, Cost)



Additional Selection Considerations

- Administration goals not classified as merit criteria for the RTEPF Grant Program
 - Include the following factors:
 - Safety
 - Equity and Justice40
 - Workforce development, job quality, and wealth creation
- (NOFO Section E.1)



Application Review and Selection

(Slide 1 of 4)

- USDOT will review all eligible applications received by the application deadline:
 - Technical Evaluation Teams will determine whether each project satisfies statutory requirements and rate how well it addresses selection criteria.
 - The Senior Review Team, using the Technical Evaluation Teams' feedback, will consider the applications and the technical evaluations to determine which projects to advance to the FHWA Administrator for consideration.
 - Evaluations in the technical evaluation and senior review phases will place projects into rating categories, not give numerical scores.



Application Review and Selection

(Slide 2 of 4)

- Projects will be rated as “Highly Recommended”, “Recommended”, and “Not Recommended” based on the following factors:
 - To what degree the applicant and proposed project and/or technology testing, evaluation, and/or deployment align with objectives of the RTEPF Grant Program.
 - To what degree the application meets or exceeds NOFO requirements and demonstrates alignment with the merit criteria for selection: technical merit (both Program and Administration goals), staffing, and cost.

(NOFO Section E.2.a)



Application Review and Selection

(Slide 3 of 4)

- As applicable, to what degree the application demonstrates strong consideration for Government's vision and goals for safety, equity and Justice40, and/or workforce development, job quality, and wealth creation.
- To what degree the application offers value towards advancing the RTEPF Grant Program.
- The amount of risk the application represents for unsuccessful testing, evaluation, deployment, or project completion. (NOTE: This assessment of risk applies only to the content of the application and is not an assessment of the risk posed by the applicant as described in NOFO Section E.3.)

(NOFO Section E.2.a)



Application Review and Selection (Slide 4 of 4)

- A panel of technical experts will conduct a risk assessment of the applicant prior to award.

(NOFO Section E.3)

- The FHWA Administrator will select the projects for award.
- The FHWA is not obligated to make any award as a result of this notice.

(NOFO Section E.2.a)



Postaward Discussion and Method of Award

- Two options for award administration:
 - Allocation to a State department of transportation
 - Direct award from FHWA
- FHWA will also conduct discussions with the selected applicants to clarify elements of the applicants' technical and budget applications.
- The selected applicant will also be required to provide a finalized project management plan.

(NOFO Section E.2.b)



AWARDS AND REPORTING

Chip Millard, RTEPF Grant Program Manager



Awards and Reporting

- The FHWA anticipates, but does not guarantee, announcing selections for the RTEPF Grant Program by November 2023.
- Each recipient must submit quarterly progress reports, quarterly Federal Financial Reports (SF-425), and an Annual Budget Review and Program Plan on the financial condition of the project to monitor its progress.

(NOFO Section F.3.a)



Annual Reports to FHWA Administrator

Recipient shall submit annual reports describing:

- Project deployment and operational costs compared with the benefits and savings the project provides
- A description of how the project has reduced truck emissions at port facilities (see Project Goals listing)
- Lessons learned and recommendations for future deployment strategies to cut truck emissions at port facilities—including through advancement of port electrification—and optimize transportation mobility, efficiency, and port operational performance

(NOFO Section F.3.c)



QUESTIONS



Questions

Questions may be forwarded to:

- RTEPF@dot.gov

Questions and answers will be posted to:

- www.grants.gov

RTEPF Grant Program information is also available at:

- <https://ops.fhwa.dot.gov/bipartisan-infrastructure-law/index.htm>



Thank you for joining today's webinar!

