



LDEQ Clean Diesel Funding Assistance Program

<p>THE BASICS</p> <p style="text-align: right;"><i>Agency Summary</i></p>	<p>Louisiana Dept. of Environmental Quality (LDEQ)</p> <p>LDEQ is soliciting projects that achieve significant reductions in diesel emissions; the funding is through the State’s allocation through USEPA’s National Clean Diesel Funding Assistance Program. Projects must meet EPA’s requirements per the FY2015 National Clean Diesel Funding Assistance RFP: http://www.epa.gov/air/grants/rfp-epa-oar-otaq-15-06.pdf .</p> <p>Maximum grant amount (anticipated by end of September 2015): \$204,659</p>
<p>ELIGIBLE APPLICANTS</p>	<ul style="list-style-type: none"> • Regional, State, or local agencies or port authorities with jurisdiction over transportation or air quality • Nonprofit organizations or institutions that a) represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets or b) have, as their principal purpose, the promotion of transportation or air quality • Other Fleets as co-applicants with Louisiana Clean Fuels
<p>ELIGIBLE DIESEL VEHICLES, ENGINES AND EQUIPMENT</p>	<p>Projects may include, but are not limited to, the following heavy-duty diesel emission source types:</p> <ul style="list-style-type: none"> • Buses, Medium-duty or heavy-duty trucks • Marine Engines, Locomotives • Non-road engines, equipment or vehicles used in: Construction; Cargo Handling (including at port or airport); Agriculture; Mining; Energy production (including stationary generators and pumps)
<p>PROJECT CATEGORIES & COST SHARE</p>	<p>Exhaust Controls: EPA will fund up to 100% of the cost of eligible exhaust controls.</p> <p>Engine Upgrades: EPA will fund up to 40% of the cost of eligible engine upgrades.</p> <p>Cleaner Fuel Use: EPA will fund the cost differential between the eligible cleaner fuels and conventional diesel fuels. (Must be in combination with another category.)</p> <p>Verified Idle Reduction Technologies: EPA will fund up to 100% of the cost of an eligible, verified idle reduction technology in combination with a new eligible verified exhaust control funded under this grant on the same vehicle.</p> <p>Verified Idle Reduction Technologies on School Buses: EPA will fund up to 100% of the cost (labor and equipment) of verified idle reduction technologies on school buses with model year 2006 or older engines that have been previously retrofitted with a verified emission control device.</p> <p>Verified Locomotive Idle Reduction Technologies: EPA will fund up to 40% of the cost (labor and equipment) of eligible idle reduction technologies on</p>



	<p>locomotives.</p> <p>Verified Shore Connection Systems and Truck Stop Electrification Technologies: EPA will fund up to 25% of the cost of eligible shore connection systems and truck stop electrification technologies.</p> <p>Verified Aerodynamic Technologies and Low Rolling Resistance Tires: EPA will fund up to 100% of the cost of verified aerodynamic technologies or verified low rolling resistance tires if combined with an eligible verified exhaust control technology funded under this grant.</p> <p>Certified Engine Repower: EPA will fund up to 40% of the cost (labor and equipment) of an eligible engine repower.</p> <p>Certified Vehicle/Equipment Replacement:</p> <ul style="list-style-type: none">• Non-road diesel vehicles and equipment: EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a MY 2014 or newer certified non-road diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece of equipment.• Highway diesel vehicles and equipment - EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a MY 2014 or newer certified highway heavy-duty diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece of equipment (except for drayage vehicles; see below).• Drayage Truck Replacement - EPA will fund up to 50% of the cost of eligible drayage trucks with a MY 2011 or newer heavy-duty engine.
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This summary is provided as a resource for Louisiana Clean Fuels stakeholders to help them determine if this grant opportunity may benefit their fleet. It does not contain all the information necessary to submit a proposal. LCF strongly recommends that potential applicants read the entire RFP prior to applying for funding.