

EPA Funding for Diesel Emission Reductions

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National Clean Diesel Campaign

In 2000, 2001...

- EPA had only a handful of staffers working on voluntary diesel emission reduction programs
- ~\$200,000
- Couple of “early adopter” fleets
 - WMATA
 - Everett School District in WA State
 - FedEx in Texas
- Several States had programs and/or funding
 - Texas, California





Federal Funding Begins in 2003 with Clean School Bus USA

- Acting Administrator Marianne Horinko launches Clean School Bus USA program
- 2003 first appropriation of \$5M from Congress for CSBUSA
 - 17 grants awarded
 - 500,000 children riding cleaner buses
- 2003-2007
 - \$31.5M total funding
 - ~160 grants total
 - ~3 million children riding cleaner buses
 - ~40,000 school buses involved



CSBUSA launch in Dayton, OH, 2003



National Clean Diesel Campaign Launched

- Goal: *Reduce Emissions from the Legacy Fleet of over 11 Million Diesel Engines*
- Focused on Five Sectors:
 - School Buses
 - Ports
 - Construction
 - Agriculture
 - Freight (SmartWay Transport Partnership)



Construction Retrofit
project in California



Federal Funding Continues for NCDC Demonstration Projects

- 2004 First Funding for NCDC
 - \$1.1 million
 - 10 grants
- 2006-2007 Appropriations
 - \$7.2 M (\$5M, \$2.2M)
 - ~ 50 grants



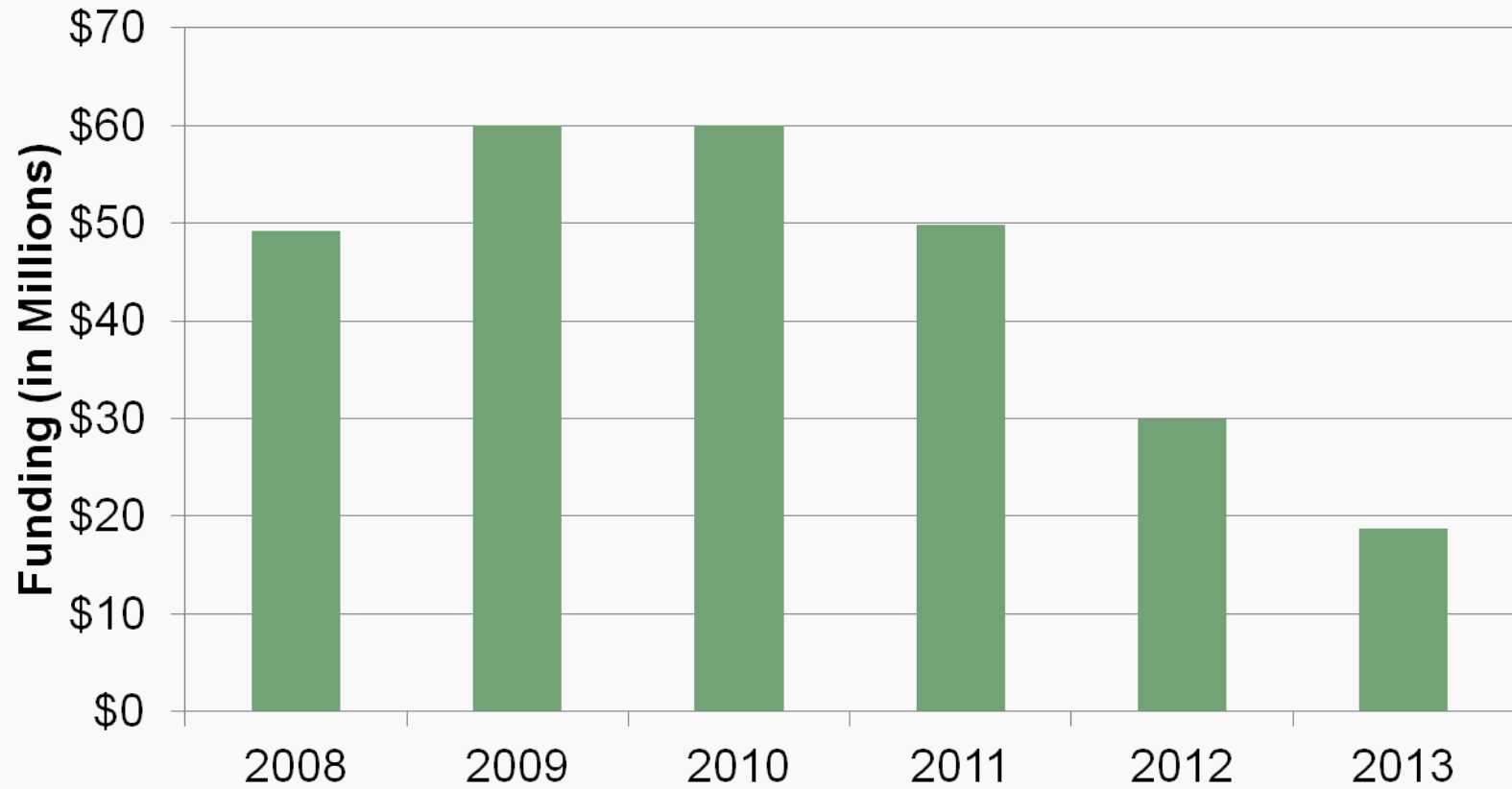


DERA Legislation Brings New Funding Source to NCDC

- Authorized by the Energy Policy Act of 2005; Sub-Title G, Sections 791-797
 - \$200M per year for FY2007 – FY2011
 - For the implementation of verified technologies
 - First appropriation in FY2008
- Reauthorized in 2010
 - \$100M per year for FY2012 – FY2016
 - Allows EPA to issue Rebates
- Received \$300M Appropriation under ARRA of 2009
 - 160 projects funded



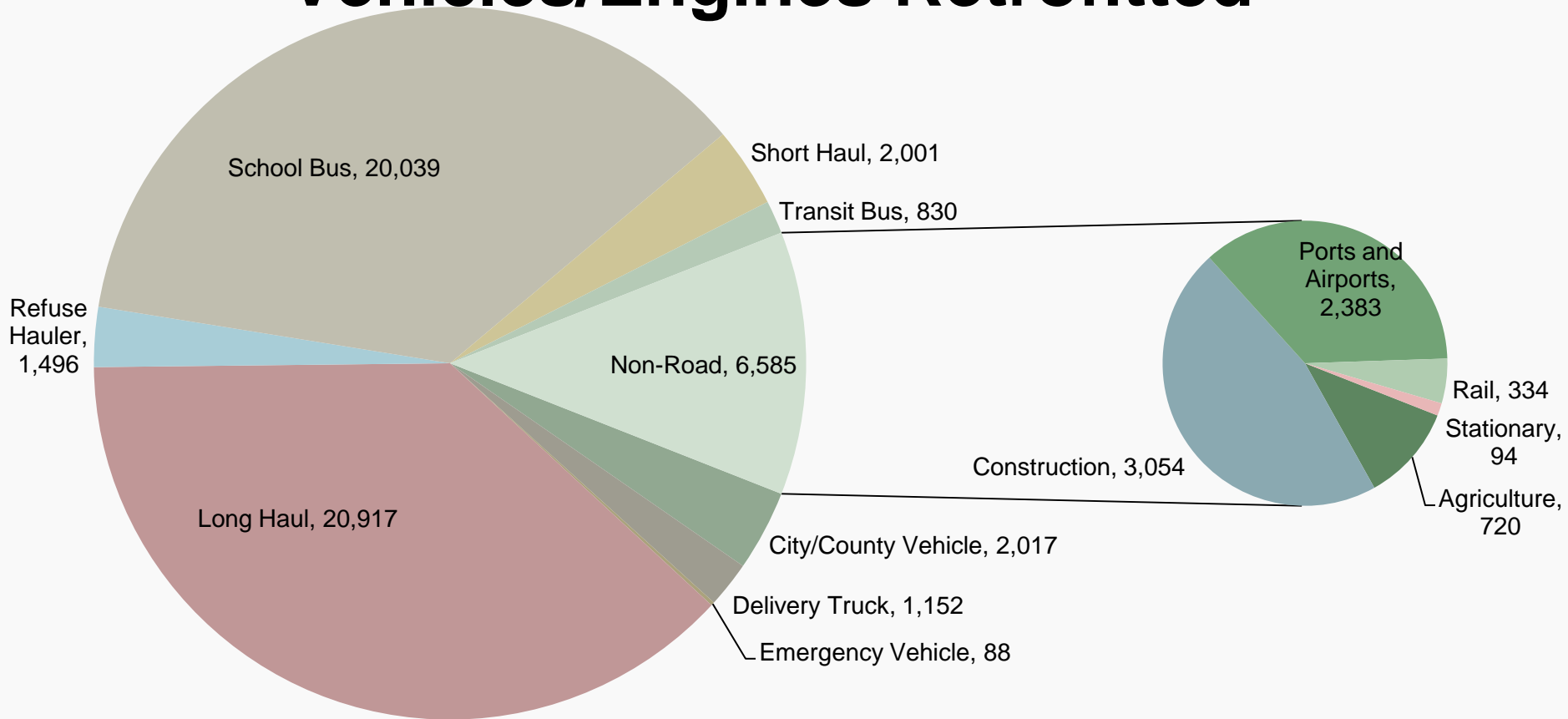
History of DERA Funding Levels



*Does not include \$300M received in 2009 under ARRA



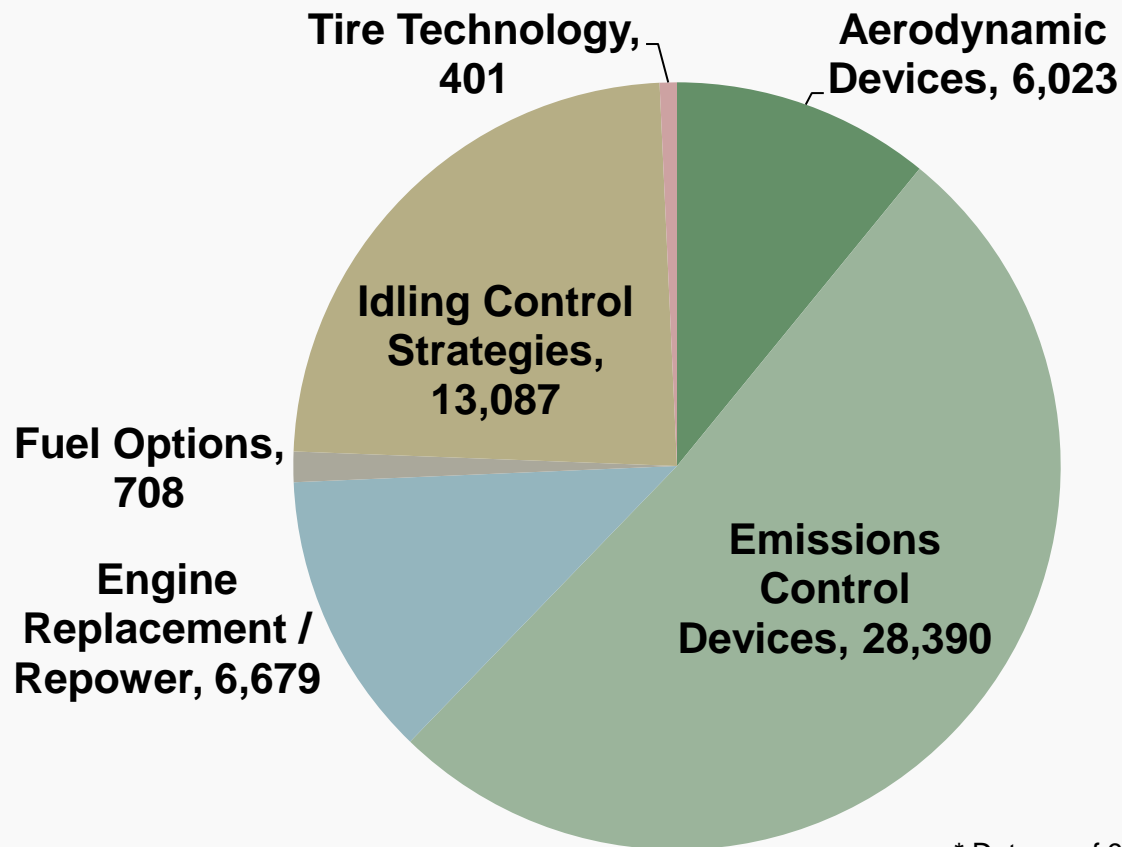
Vehicles/Engines Retrofitted



* Data as of 9.4.13



Clean Diesel Strategies on Engines



* Data as of 9.4.13



2012 School Bus Replacement Rebate Program

- \$2M in FY2012 National Program funds
- Received over 1000 applications for ~ \$70M
- 30 Recipients were randomly selected
 - 80 buses replaced
- Rebates offer some efficiencies over grants
 - Streamlines application and selection process
 - Limited to a subset of vehicles/technologies
 - Allows awards directly to certain private entities (e.g. those with public contracts)



Upcoming Funding Opportunities

- Sept/Oct 2013
 - Nonroad Rebate Program
 - ~\$2M
 - Nonroad equipment
 - Several technology options available
- TENTATIVE – Winter 2013
 - Exploring options for a priority sector specific RFP

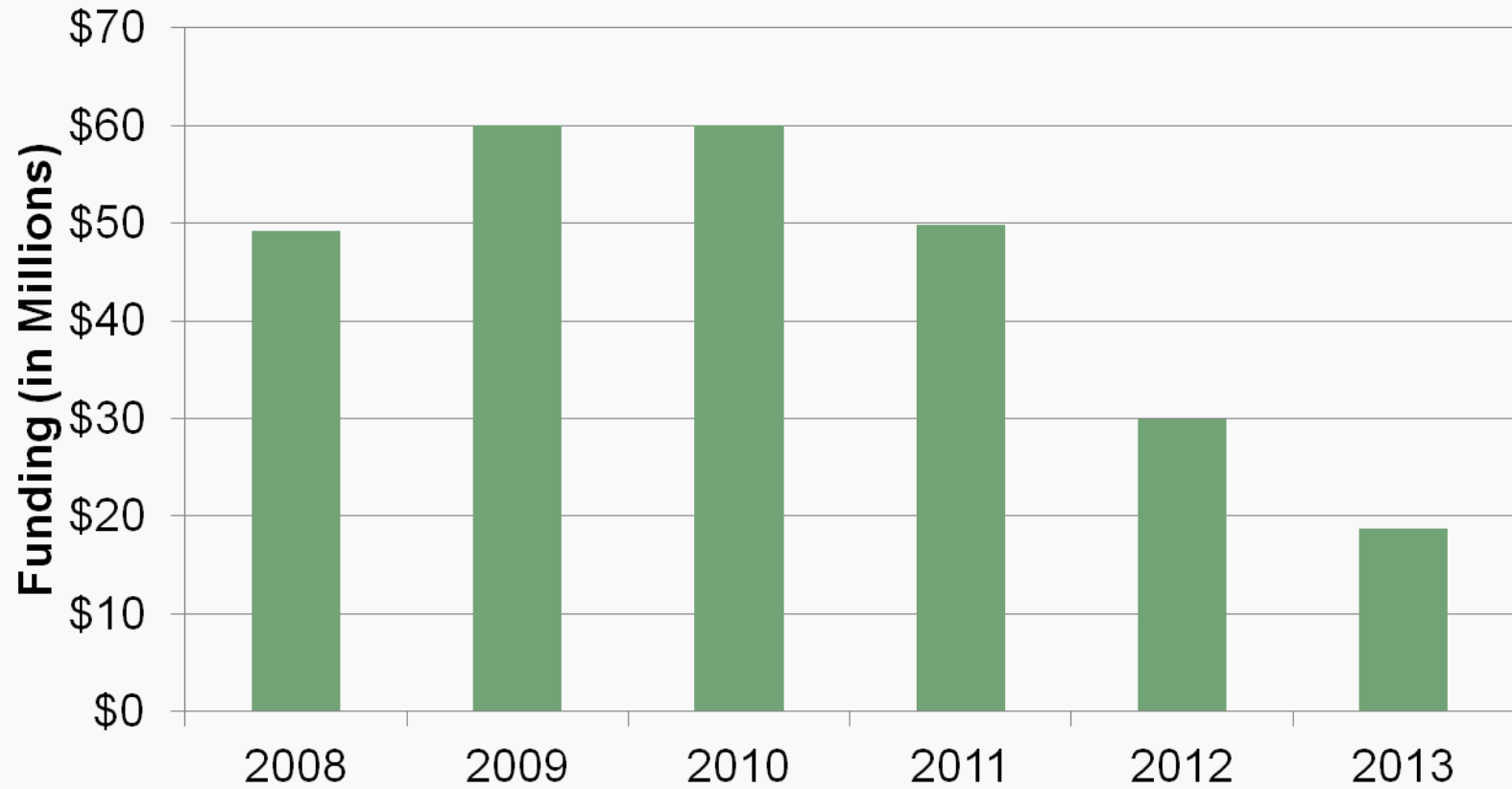


FY2014 funding for DERA

- The President requested \$6M
- The House proposed \$18.9M
- The Senate Appropriations Subcommittee proposed \$15M for DERA (August 1, 2013)



History of DERA Funding Levels



*Does not include \$300M received in 2009 under ARRA



Targeting Limited Resources

- Sharpen our focus on areas of disproportionate exposure to emissions from diesel engines for example:
 - Nonattainment areas
 - Ports
 - Freight distribution hubs
 - Other disproportionately affected communities
 - Maximize health benefits



Targeting Limited Resources

- Ensure that clean diesel projects are as cost-effective as possible
 - Targeting certain model years and types of vehicles/equipment



Targeting Limited Resources

- Encourage stakeholder input and collaboration
 - Diesel Collaboratives
 - “National Conversations” on Ports

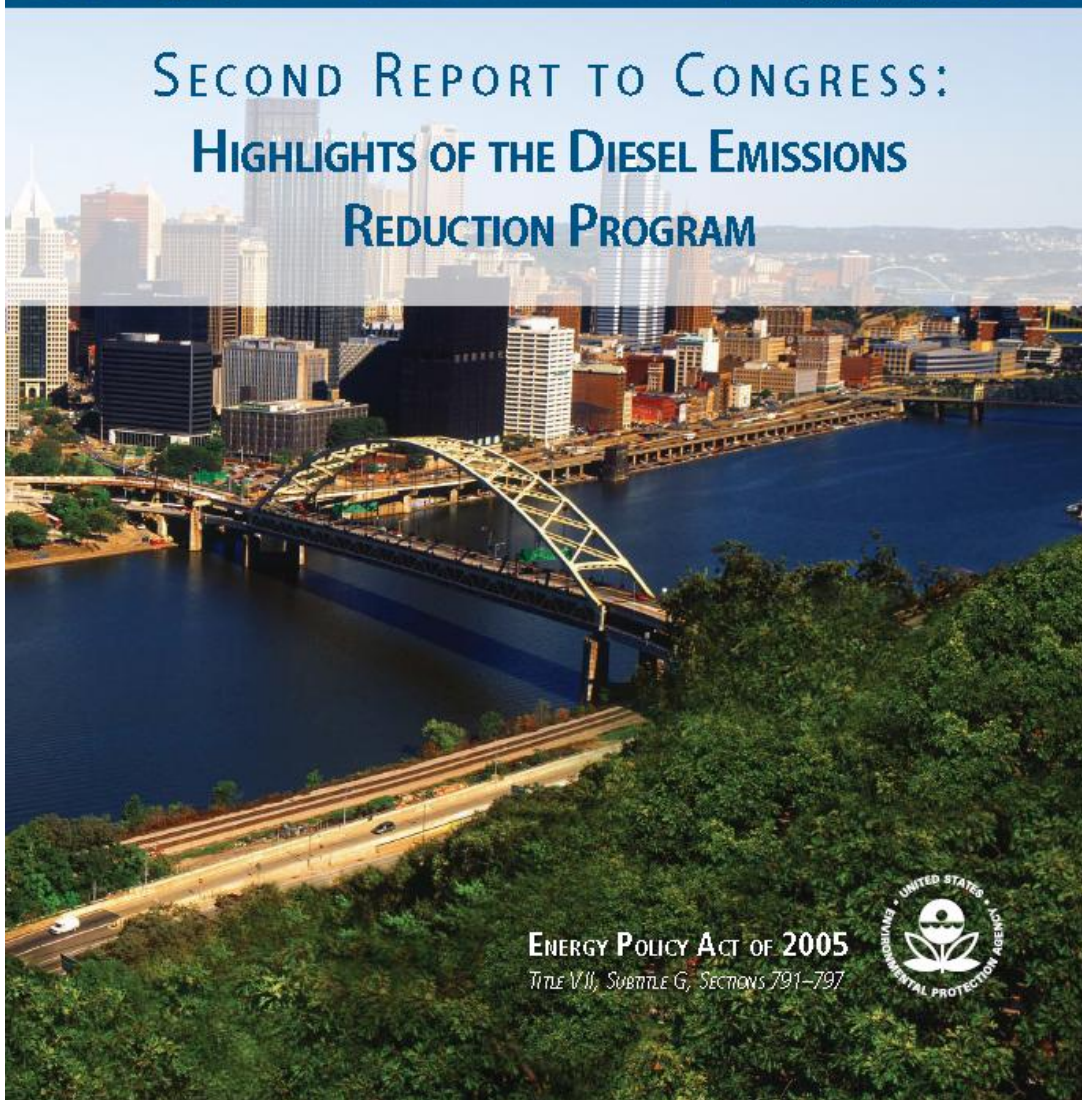


Targeting Limited Resources

- Leverage resources where possible
 - SEPs
 - State/local programs
 - Other Federal programs and initiatives
 - Private sector funding



SECOND REPORT TO CONGRESS: HIGHLIGHTS OF THE DIESEL EMISSIONS REDUCTION PROGRAM



ENERGY POLICY ACT OF 2005
TITLE VII, SUBTITLE G, SECTIONS 791-797

