

# **EPA's Diesel Emission Reduction Program History and Moving Forward**

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# DERA Appropriation

To Date:

\$588M = 736 Awards

30% State Program

(Formula Grants)

70% National Program

(Competitive Grants and Rebates)

National RFP

Tribal RFP

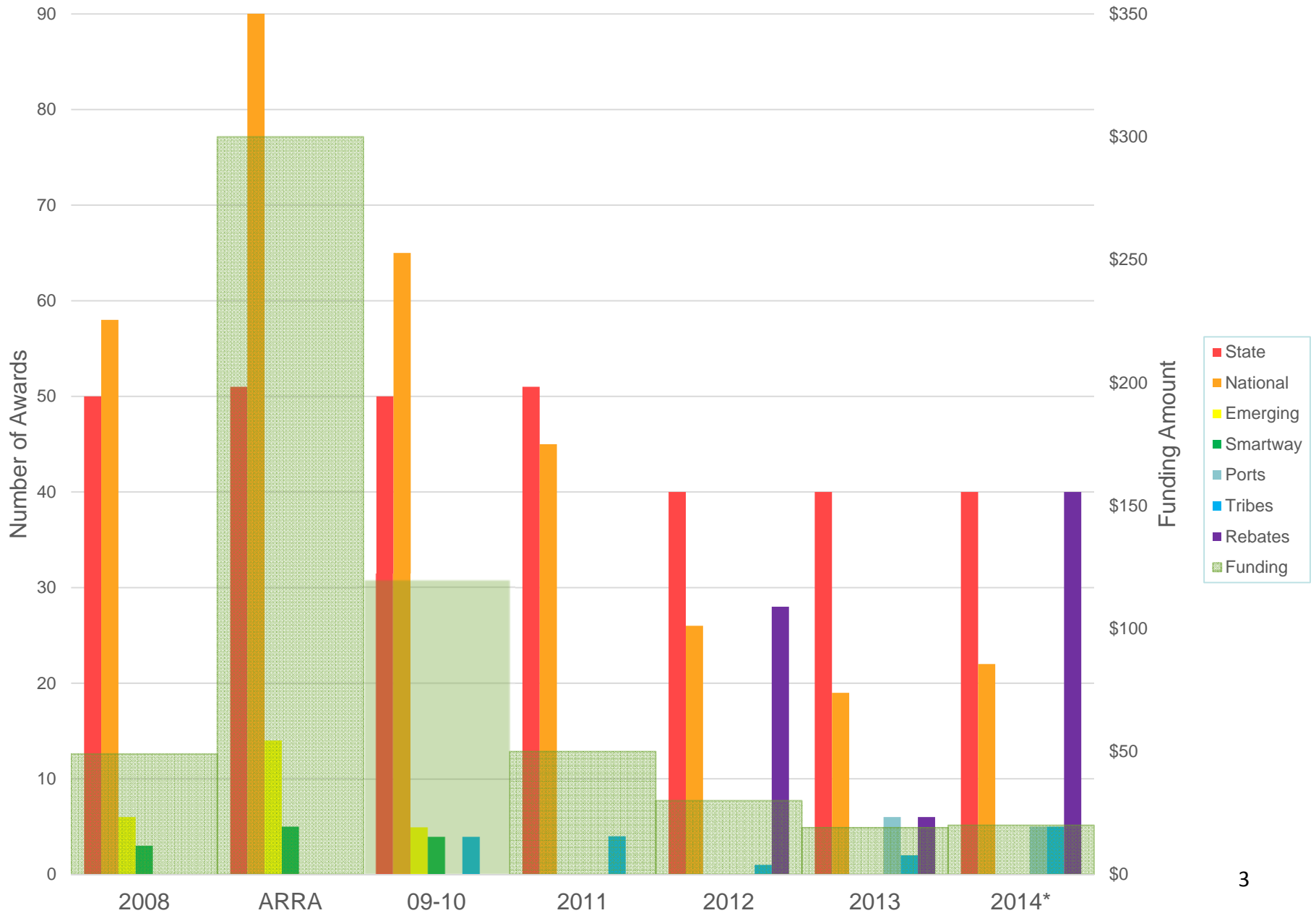
Ports RFP

Rebate Programs

Emerging Technologies

SmartWay Finance

# Funding Amount and Number/Types of Awards by Fiscal Year



3  
\*estimates



## State & National Programs

- Provide funding, on a competitive basis, to eligible entities, to achieve significant reductions in diesel emissions in terms of:
  - pollution produced; and
  - diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.
- For projects using:
  - a certified engine configuration or a verified technology (aka Retrofit)
- Priority given to projects that:
  - Are the most cost-effective
  - Serve areas with a high population and poor air quality
  - Maximize the useful life of vehicles and technologies
  - Conserve diesel fuel



# State & National Programs

- A grant, rebate or loan may fund the costs of retrofitting, replacing, or reducing long-duration idling, using certified/verified technologies, from:
  - a bus;
  - a medium-duty truck or a heavy-duty truck;
  - a marine engine;
  - locomotive; or
  - a nonroad engine or vehicle used:
    - construction;
    - handling of cargo (including at a port or airport);
    - agriculture;
    - mining; or
    - energy production



# National RFP

- Eligible Entities
  - a regional, State, local, or tribal agency or port authority with jurisdiction over transportation or air quality;
  - a nonprofit organization or institution that:
    - represents or provides pollution reduction or educational services to persons or organizations that own or operate diesel fleets; or
    - has, as its principal purpose, the promotion of transportation or air quality
- Location
  - Project location not an eligibility criteria, but priority (i.e. points) given to projects located in certain areas



# Tribal RFP

- 09/10, 2011, 2012, and 2013 – Tribal “set-aside” within National RFP
- 2014 – First year for “stand-alone” Tribal RFP (\$1M)
- Eligible Entities
  - Tribal agencies (or intertribal consortia) with jurisdiction over transportation or air quality.
- Location
  - Project location not an eligibility criteria, but priority (i.e. points) given to projects located in certain areas



# Rebates

- 2012 EPA School Bus Replacement Rebate Program - Pilot(\$2M)
  - 1994 to 2003 Diesel-powered Class 3 - 8 school buses
  - Used for the purpose of transporting 10 or more preprimary, primary or secondary school students to schools or homes.
  - At least 10,000 or more miles over the most recent 12 months, or been in use for at least three days per week during the current school year.
  - \$20K - \$30K rebate per bus
  - Eligible applicants include regional, state, local or tribal agencies with jurisdiction over transportation or air quality, including school districts and municipalities. Private entities that operate school buses under a contract with an entity listed above are also eligible.
  - Applicants allowed only one Rebate Application, that includes up to five eligible replacement school buses.





# Rebates

- 2013 Construction Equipment Rebate Program (\$2M)
  - Non-road, diesel-powered construction equipment between 130-450 kW or 174-603 horsepower
  - Operated for a minimum of 500 hours in the previous 12 months
  - Retrofit devices for diesel-powered Tier 2 and Tier 3 engines
  - Engine replacement for diesel-powered unregulated (Tier 0) and Tier 1 engines
  - Eligible applicants include regional, state, local, or tribal agencies or port authorities with jurisdiction over transportation or air quality. Private entities that operate nonroad construction equipment under a contract or lease with a public entity listed above are also eligible
  - Operation and Location restrictions



# Rebates

- 2014 – Clean School Bus Rebate Program (\$3M)
  - OPENING SOON!
  - 30-day application period
  - Eligibility similar to 2012 program, but tentatively:
    - Any model year eligible for replacement, up to 2006, as long as mileage and usage thresholds met
    - State owned buses would be able to apply per District
    - \$15K - \$25K per bus



# 2013 Ports RFP

- 2013 – First year for Ports RFP (\$4M)
  
- Goals
  - Fund projects that will result in significant reductions of diesel emissions at marine and inland water ports
  - Projects located in areas of poor air quality
    - (PM) 2.5 or 8-Hr Ozone Nonattainment Areas or 8-Hr Maintenance Areas
    - all or part of the population is exposed to more than 2.0  $\mu\text{g}/\text{m}^3$  of diesel particulate matter emissions;
    - Participants in EPA's Ozone or PM Advance Program by the close date of this RFP.
  - Promote partnerships among stakeholders to work together to create long-term sustainable plans for further reducing emissions
  - Benefit the health of communities near ports



## 2013 Ports RFP - Eligibility

- Verified retrofits and engine upgrades, verified idle reduction technologies, certified engine repowers, and/or certified vehicle or equipment replacements.
- Drayage trucks, marine engines, locomotives and nonroad engines, equipment or vehicles used in the handling of cargo
- Eligible entities include public port authorities with jurisdiction over transportation or air quality.
- Community groups, terminal operators, shipping carriers, nonprofits, and other business entities involved in port operations are encouraged to participate through partnerships with eligible applicants.



## 2014 Ports RFP

- 2014 – OPEN NOW! (\$5M)
  - Eligible entities include public port authorities and state or local government agencies with jurisdiction over transportation or air quality.
  - Closes December 11, 2014



## 2015 – Revised Funding Approach

- Making a visible difference in communities across the county
- Place-Based Approach:
  - Concentrate funding in specific areas
  - 1-3 grants awarded nationally
  - General eligibility of projects and applicants the same
  - Applicants must have ability to distribute funds and establish local programs



# More Information and Funding Announcements

[www.epa.gov/cleandiesel](http://www.epa.gov/cleandiesel)



## EPA's Cross-Agency Strategies

