

Diesel Emissions Reductions Act



FY2011 Grant Funding

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National Clean Diesel Funding Assistance Program

- \$32 million available nationwide
- Organizations apply to regional EPA
- Region 4 will accept 1-3 projects, each between \$750,000 and \$2,000,000

Additional Programs

- \$4 million available for Clean Diesel Emerging Technologies Program
- \$6 million available for Smartway Clean Diesel Finance Program

- 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

Which pieces of equipment are eligible?



- Buses
- Medium-duty or heavy-duty trucks
- Marine engines
- Locomotives
- Non-road engines, equipment or vehicles used in:
 - Construction
 - Handling of cargo
 - Agriculture
 - Mining
 - Energy production (including stationary generators and pumps)

Which diesel emissions reduction solutions are eligible?



- Verified retrofit technologies
 - Exhaust controls (up to 100% of labor and equipment)
 - Engine upgrades (up to 75% of labor and equipment)
 - Cleaner fuels use (cost differential; not infrastructure)
- Verified idle reduction technologies
 - Up to 50% of labor and equipment; or
 - Up to 100% of labor and equipment is combined with a new exhaust control
- Verified aerodynamic technologies and low rolling resistance tires

Which diesel emissions reduction solutions are eligible?



- Certified engine repowers (up to 75% of labor and equipment)
- Vehicle and equipment replacements (replacements that would have occurred through normal attrition are not eligible)
 - Non-road diesel vehicles and equipment and highway diesel vehicles and equipment (25%)
 - Drayage vehicles (up to 50%)

- Projects will be evaluated based on tons of pollution reduced and diesel emissions exposure
- They should:
 - Maximize public health benefits
 - Be the most cost-effective (vehicles that use a lot of fuel, such as refuse trucks, school buses, or taxis)
 - Take place in areas with high population density, that are poor air quality area and that receive a disproportionate quantity of air pollution from diesel fleets (truck stops, ports, rail yards, terminals, etc.)
 - Use a community-based multi-stakeholder collaborative process
 - Maximize the useful life of any technology funded by the grant
 - Conserve diesel fuel

- Corridors
 - Airports
 - Waterports
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- At least 50% of funding is dedicated to public fleets

- Kingsport, TN and a few other cities are considering a CNG corridor
- Apply for CNG conversions for high-mileage vehicles, such as refuse trucks or school buses
- Also apply for incremental cost of fuel
- Clean Energy will build a station, we have to guarantee that within 3 years they will be selling 20,000 GGEs per month (for example)
- Clean Energy adds \$0.25 to each GGE to recoup infrastructure costs