

Diesel Emission Reduction Act (DERA) Coalition

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Chairman John Barrasso
307 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Barrasso:

As part of a uniquely broad coalition of interests, we want to express our support for reauthorization of the Diesel Emissions Reduction Act (DERA) program. Because vast opportunities remain to reduce diesel emissions through the DERA program, we wish to express our appreciation for legislation you have cosponsored to continue the authorization of DERA through fiscal year 2024.

First enacted as part of the Energy Policy Act of 2005 as a Senate floor amendment authored by former governors, Sen. George Voinovich (R-OH) and Sen. Tom Carper (D-DE) and approved 92 to 1, DERA provides funding to incentivize equipment and vehicle owners to install retrofit technologies on existing heavy-duty diesel vehicles and engines, or replace engines and equipment, reducing emissions by as much as 90 percent. In 2010, the Senate approved DERA reauthorization unanimously and the House approved the measure by voice vote.

EPA's most recent estimates were completed in 2016 and reflect only the first five years of the program. Even with this limited sampling the positive results were impressive. EPA estimated that from 2009 to 2013 the program upgraded nearly 73,000 vehicles or pieces of equipment and saved over 450 million gallons of fuel. In that report, EPA estimated that total lifetime emission reductions achieved through DERA funding include 14,700 tons of particulate matter (PM) and 335,200 tons of oxides of nitrogen (NOx). According to EPA, these emission reductions yielded up to \$12.6 billion in estimated health benefits. Significant funding since then continues to add to these totals, reflective of significant progress that continues to be made. In short, the program continues to help improve air quality at the nation's schools, construction sites, highways, railyards and ports.

DERA is one of the most cost-effective federal clean air programs and enjoys support in Republican and Democratic Administrations. EPA estimates every \$1 in federal assistance is met with another \$3 in non-federal matching funds, including significant investments from the private sector, and generates \$5 to \$21 in health and economic benefits. Every state benefits

because 30 percent of the funding goes to support individual state programs. The program continues to enjoy robust funding support on a bicameral, bipartisan basis but the level of funding provided for the program overall is less than two-thirds of the total amount previously authorized by Congress. We therefore support continued funding authorization.

The DERA program is still needed to help speed adoption of highly cost-effective emission control technologies for the millions of diesel vehicles which do not meet the most recent emission control standards. It is our hope that Congress will act to extend the program to allow the benefits of diesel emission reduction to continue in communities around the country.

Thank you for your consideration.

Sincerely,

**Advanced Engine Systems Institute - American Association of Port Authorities
American Lung Association - American Highway Users Alliance – American Power Group
American Trucking Associations - Associated General Contractors of America
Association of American Railroads – Blue Bird Corporation - Caterpillar Inc.
Corning Incorporated - Cummins Inc. - Diesel Technology Forum
Emission Control Technology Association – Environmental Defense Fund - IC Bus
Manufacturers of Emission Controls Association - NAFA Fleet Management Association
National Association of Clean Air Agencies
National Association of State Directors of Pupil Transportation Services
National School Transportation Association - New York School Bus Contractors Association
The Lion Electric Co. - Thomas Built Buses - Truck and Engine Manufacturers Association
Umicore Autocat, Inc. - United Motorcoach Association – Volvo Group North America**