

# Federal Funding under the National Clean Diesel Campaign

## *The Past, Present and Future*

**EPA Region 3  
August 22, 2006**



# Region 3 Funding – 2003

- **Mobile Source**
  - VA \$75,000
- **Air Toxics**
  - MD \$230,000; trash haulers, dump trucks and transit buses
- **Clean School Bus (CSB) \$5 million budgeted**
  - General McLane School District, Edinboro, PA \$60,000
  - North Allegheny School District, Pittsburgh, PA \$125,000

# Region 3 Funding – 2004

- **\$5 M CSB USA Grants**
  - Upper Darby School, \$485,000
- **\$1.6 M for NCDC Grants (Sensitive Population Grant)**
  - MD fire truck and emergency responders, \$100,000
- **Smartway**
  - PA Truck Stop Electrification, \$100,000

# Region 3 Funding – 2005

- **SmartWay, \$5 million total**
  - MARAMA APU loan program \$50,000 & \$10,000 RA discretionary funds
- **CARE**
  - Phila Clean Air Council, Port \$80,000

# Region 3 Funding – 2005

- **NCDC \$950,000 total**
  - Phila Port, \$100,000
  - MD trash haulers, \$50,000
- **CSB \$7.5 million total**
  - \$900,000 in R3 for 3 schools
  - West Chester
  - Great Valley
  - Hopewell/Richmond, VA

# Region 3 Funding – 2006

- Region 3 received \$250,000 for NCDC projects plus \$50,000 of RA discretionary funds. Total \$300,000
- \$100,000 Grant to MARAMA to establish, maintain and provide staff support to the Collaborative
- CSB \$900,000
  - Two school districts
    - Brandywine, DE
    - Chester County, PA

# The Fiscal Year 2006 RFP

- Open Sept 2, 2006
- Applications must be in by October 31, 2006
- Selection and workplan negotiations November 2006
- Process Grant/Award by Jan 2, 2007

# Eligibility

- **Project must be in Region 3 states**
- **Who can apply**
  - **Anyone in US that is a:**
    - **State/local/municipal government**
    - **Public/private universities & colleges**
    - **Hospitals/labs**
    - **Non-profits**

# Project Types and Criteria

Project that involves one or more category:

- **Freight**
- **Port**
- **Construction**
- **Urban Fleet**

Projects should

- **Diverse group of partners**
- **Leverage resources**
- **Evaluative component**
- **Demonstrate measurable results/reductions**

# Future Federal Funding

## *EPAct of 2005 - Authorizations by Sector*

- **Funding *authorization* levels (1st year)**
  - Diesel Emissions Reduction **\$200M**  
(Sometimes called DERA)
  - School buses **\$55M**
  - Fleet Modernization **\$20M**
  - Idle Reduction **\$30M**
- **President's Request:**
  - Proposes \$49.5M for clean diesel activities
  - Limits funds to grants in nonattainment (NA) areas
- **House level: \$28M (not limited to NA areas)**
- **Senate level: \$20M**
- **Final Appropriation: TBD**

# **Federal Funding**

## *EPAct of 2005 Language*

### **Energy Policy Act Sub-Title G (“DERA”):**

- **Program divided into Federal and State components**
  - **70% for federal grant/loan programs**
    - **50% to public fleets**
    - **Funds will be distributed to EPA Regions by a formula agreed to by Regions and OTAQ**
    - **Funds will be distributed through RFPs by EPA Regional Collaboratives**
  - **30% for State programs**
- **All fleets eligible for assistance from both**

# EPACT Funding: Federal Program

- 70% to the Federal Program (\$35M based on Pres. budget)
- Eligible entities
  - Regional, state, local, tribal or port agency with jurisdiction over transportation or air quality;
  - Nonprofit entities (air, diesel, transportation related)
- Use of funds
  - $\geq 90\%$  for verified/certified technologies
  - $\leq 10\%$  for emerging technologies
- Priority Areas
  - Maximize public health benefits
  - Are the most cost effective
  - Areas with high population, air quality issues, etc.
  - Areas that receive a disproportional quantity of air pollution (i.e. truck stops, ports)