

April 24, 2013

The Honorable Mike Simpson
Chairman, Subcommittee on Interior, Environment and Related Agencies
Committee on Appropriations
United States House of Representatives
Washington, DC 20515

The Honorable James P. Moran
Ranking Member, Subcommittee on Interior, Environment and Related Agencies
Committee on Appropriations
United States House of Representatives
Washington, DC 20515

Dear Chairman Simpson and Ranking Member Moran:

As part of a uniquely broad coalition of environmental, science-based, public health, industry, labor and state and local government groups, we would like to express our thanks to the Congress for prior federal investments in the Diesel Emission Reduction Act (DERA) program and state and local air quality grant programs. However, immense opportunities remain to reduce diesel emissions through the DERA program. We respectfully request your continued support by funding DERA at \$20 million for FY14, which is the current level provided for FY13. We request that this funding be available for the range of programs authorized by Congress, including options for grants, loans and rebate programs, as provided for in the most recent reauthorization of the program.

Throughout the DERA program's history, it has enjoyed strong bipartisan support. This was demonstrated in December of 2010 when Congress took the extraordinary step of reauthorizing this important program during the lame duck session. The reauthorization bill provided an authorized annual level of \$100 million and was funded in FY09 and FY10 at \$60 million and \$50 million in FY11. Unfortunately, funding in FY12 and 13 declined to \$30 million and \$20 million, respectively, as a sign of the current budgetary situation. While our coalition believes that the full funding of the program could be effectively used, we are only seeking funding of \$20 million – which represents the same level as in the current fiscal year and only one-fifth of the amount authorized. The DERA coalition needs your support to ensure the program's continued success. Without continued funding, the DERA program, and its environmental, public health, and economic and jobs benefits, will be in jeopardy.

Diesel-powered vehicles and equipment play an important role in the nation's economy and are getting cleaner every day as new, cleaner engines enter the fleet. However, DERA was designed to reduce emissions by as much as 90 percent from the legacy fleet estimated to number up to 11 million diesel engines. The continued need for DERA has been proven. Since enactment in 2005, DERA has been successful from an economic,

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environmental and public health perspective. The DERA program has been responsible for the creation and retention of local US jobs that involve manufacturing, installation and servicing of emissions related technologies. Every state in the nation has a diesel retrofit program and has benefitted from DERA funding.

Because the DERA program goes hand and glove with effective state and local air programs, the DERA Coalition also urges that funding for DERA not come at the expense of critical funding for state and local air quality grants. State and local governments hold primary responsibility for preventing and controlling air pollution and rely on these grants to carry out their core obligations under the Clean Air Act, including monitoring air quality, assessing emissions impacts, developing comprehensive state implementation plans, permitting and inspecting sources, enforcing laws and regulations, and conducting public education and outreach.

As our coalition urges you to include DERA funding in the FY14 Appropriations cycle, we want to make clear that such funding should supplement and not come at the expense of funding for state and local air agencies. It is our hope that Congress will provide leadership on this issue by including \$20 million for DERA in the FY14 appropriations process. Thank you for your consideration.

Sincerely,

American Association of Port Authorities
American Lung Association
Associated General Contractors of America
Caterpillar Inc.
Citizen Action/Illinois
Clean Air Board of Central Pennsylvania
Clean Air Carolina
Clean Air Task Force
Clean Water Action
Corning Incorporated
Cummins Inc.
Deere & Company
Diesel Technology Forum
Emissions Control Technology Association
Environmental Defense Fund
Group Against Smog and Pollution
Illinois School Transportation Association
Medical Advocates for Healthy Air
National Association of State Directors of Pupil
Transportation Services
National School Transportation Associations
Natural Resources Defense Council

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Navistar
New York Public Interest Research Group
New York School Bus Contractors Association
Ohio Environmental Council
Respiratory Health Association
Southern Alliance for Clean Energy
Thomas Built Buses
Union of Concerned Scientists