

1 COMMITTEE: Environment
2 POLICY: Clean Diesel
3 TYPE OF POLICY: Existing
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5 Over the past decade, progress has been made with curbing diesel fuel emissions. The U.S.
6 Environmental Protection Agency's (EPA) Clean Air Non-road Diesel Rule and a 2000 rule
7 requiring the reduction of sulfur levels in highway diesel fuel stand as two significant
8 examples. State anti-idling and state diesel inspection and maintenance programs, EPA's
9 National Clean Diesel Campaign and Clean School Bus USA program, as well as various
10 private sector initiatives further serve as critical examples of efforts that are of enormous
11 benefit to the public health, the economy and the environment and assist states with meeting
12 Clean Air Act ambient air quality standards.
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14 To produce even greater environmental and health benefits and to assist states with
15 managing local nonattainment problems, the National Conference of State Legislatures
16 supports the priority given to diesel retrofit projects under the Congestion Mitigation and Air
17 Quality Program. NCSL believes that, due to the cost-effectiveness of diesel retrofit projects,
18 funding should be substantially increased and provided for the Diesel Emissions Reduction
19 Program administered by the EPA and that this funding should not jeopardize the availability
20 of retrofit funding through federal supplemental environmental projects. The program has
21 been tremendously oversubscribed and leveraged millions of additional dollars in matching
22 funds. As a result, NCSL supports the reauthorization of the Diesel Emissions Reduction
23 Program for another five years from FY2012 to FY2016. NCSL further believes that the EPA
24 should maximize efforts to ensure that diesel-fueled vehicles entering the United States from
25 bordering and other foreign countries should meet or exceed U.S. and state environmental
26 standards.
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