

March 6, 2007

The Honorable Dianne Feinstein
Subcommittee on Interior and Environment
Committee on Appropriations
United States Senate
Washington, D.C. 20510

The Honorable Larry Craig
Subcommittee on Interior and Environment
Committee on Appropriations
United States Senate
Washington, D.C. 20510

Dear Senators Feinstein and Craig:

As a uniquely broad coalition of environmental and public health, industry, and state and local governmental groups, we are writing to request funding in Fiscal Year 2008 for two important environmental programs. We urge you to provide \$49.5 million for the Diesel Emissions Reduction Act and \$245.3 million for state and local air quality grants.

Diesel powered vehicles and equipment play an important role in the nation's economy and are getting cleaner every day. The Administration has developed programs to help address emissions from the estimated 11 million existing diesel engines that are not affected by the model year 2007 engine standards. The Diesel Emissions Reduction Act (DERA), as authorized by the Energy Policy Act of 2005, is designed to provide significant emissions reductions from these existing engines whether publicly or privately owned. The President's FY2008 budget includes \$35 million, but we support the FY2007 request of \$49.5 million for DERA. We endorse the Administration's effort to consolidate the Clean School Bus USA Program, Diesel Truck Retrofit and Fleet Modernization Program, Engine Idling Reduction Program and National Clean Diesel Campaign with the intent that they be carried out as authorized within DERA. However, we request that you do not limit the program to nonattainment areas.

This investment is needed and fiscally responsible, yielding one of the greatest cost-benefit ratios of any federal program according to the Office of Management and Budget's calculations. It will go a long way toward helping states and localities meet the nation's clean air standards by encouraging the use of cost-effective emissions reduction strategies. Furthermore, similar to existing federal and state programs, the federal contribution will likely be dwarfed by the funding leveraged from other sources.

Additionally, we request that you increase funding for state and local air quality grants by \$25 million above the FY2006 appropriated level of \$220.3 million for a total of \$245.3 million. 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.

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We urge increased funding because state and local air quality agencies are under-funded and face increasing responsibilities – such as attaining and maintaining National Ambient Air Quality Standards, implementing clean air rules, and addressing toxic air pollutants.

States and localities and environmental, health, user, and industry groups all support \$49.5 million for the DERA program because it is sound environmental, economic, and budgetary policy. Similarly, we believe that state and local air quality grants should be funded at \$245.3 million because these grants are vital to achieve and sustain clean, healthful air across the nation.

Sincerely,

American Association of Port Authorities (AAPA)	Deere & Company
American Bottom Conservancy	Dell Transportation
American Lung Association	Diesel Technology Forum (DTF)
American Lung Association of Maine	Donaldson Company
American Lung Association of Metropolitan Chicago	Don't Waste Arizona, Inc
American Lung Association of New York State, Inc.	Durham School Services LLC
American Lung Association of North Carolina	Earth Day Coalition's Clean Cities Program
American Lung Association of Rhode Island	Eaton Corporation
Ampa Fuels, LLC	Educational Bus Transportation, Inc.
Associated General Contractors of America (AGC)	Elmwood Community Center (Providence, RI)
Association of Equipment Manufacturers	Emissions Control Technology Association (ECTA)
Autotherm Division Enthel Systems Inc.	Engine Control Systems Limited
BASF Catalyst LLC	Engine Manufacturers Association (EMA)
Bay Area Air Quality Management District	Environment Northeast
Beck Bus Transportation	Environmental Defense
Benton Clean Air Authority	Environmental Health Watch (OH)
Bluewater Network - a division of Friends of the Earth	Environmental Law and Policy Center
California Air Pollution Control Officers Association (CAPCOA)	Extengine Transport Systems, LLC
Carolinas Clean Air Coalition	Friends of the Moshassuck (RI)
Caterpillar Inc.	Galveston-Houston Association for Smog Prevention (GHASP)
Chestnut Ridge Transportation, Inc.	Green Environmental Coalition
Citizen Action - Illinois	Green Party of RI
Citizens for Pennsylvania's Future (PennFuture)	Group Against Smog and Pollution (Pittsburgh)
Clean Air Board of Central Pennsylvania, Inc.	Health & Environmental Justice - St. Louis
Clean Air Task Force (CATF)	Hendrickson Bus Corporation
Clean Air Watch	Honeywell
Clean Diesel Technologies, Inc.	Huntington Coach Corporation
Clean Fuels Ohio	International Truck and Engine Corporation
Clean Water Action - Connecticut	Izaak Walton League of America (Midwest Office)
Clean Water Action - Rhode Island	Jaco Transportation, Inc.
Clean Water Action Alliance of Massachusetts	Johnson Matthey, Inc
Clean Water Action, Washington, DC	Kent Environmental Council
Community Bus Services, Inc	Krapf Bus Companies
Commuter Challenge	KyotoUSA
Corning Incorporated	Lane Regional Air Pollution Authority
CSX	Manufacturers of Emission Controls Association (MECA)
Cummins Inc.	Metro 4, Inc.
	Mid State Bus Service, Inc.

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Middle Georgia Clean Cities Coalition
Mid-Ohio Regional Planning Commission (MORPC)
Missouri Coalition for the Environment
Mothers and Others for Clean Air (GA)
Mothers for Clean Air (TX)
National Association for Pupil Transportation (NAPT)
National Association of Clean Air Agencies (NACAA)
National Association of State Directors of Pupil Transportation
Services
National Association of Waterfront Employers (NAWE)
National School Transportation Association
New Jersey Environmental Federation
NGK Automotive Ceramics USA, Inc.
Northeast States for Coordinated Air Use Management
(NESCAUM)
Ocean State Action (RI)
Ohio Bus Association
Ohio Environmental Council
Ohio League of Conservation Voters
Oregon Department of Environmental Quality
Pawtucket Alliance for Downtown Success (PADS) (RI)
Peterman, LLC
Popefield Biodiesel
Port of San Francisco
Port of Seattle
Port of Tacoma
Public Citizen Texas office
Puget Sound Clean Air Agency
Puget Sound Regional Council
Purem NA LLC
Regional Air Pollution Control Agency
Rhode Island Committee on Occupational Safety and Health
(RICOSH)

Rhode Island Parent Teachers Association (RI PTA)
Rhode Island Society for Respiratory Care
Robert Bosch LLC
Sacramento Metropolitan Air Quality Management District
San Diego Environmental Foundation -- EcoCenter for
Alternative Fuel Education
San Luis Obispo County Air Pollution Control District
Santa Barbara County Air Pollution Control District
Scholastic Bus Co.
School Bus, Inc.
Shurepower, LLC
Southeastern States Air Resource Managers, Inc.
Southern Alliance for Clean Energy
Southern Environmental Law Center
Southwest Clean Air Agency
Starcrest Consulting Group, LLC
Student Bus Co.
Suffolk Transportation
Sunrise Southwest
Sunrise Transportation
Sustainable Energy and Economic Development (SEED)
Coalition
Tenneco Automotive
Texas Center for Policy Studies (TCPS)
The TransGroup, LLC
Thomas Built Buses, Inc.
Thompson Automotive Labs
Umicore Autocat USA Inc.
Union of Concerned Scientists
United Motorcoach Association
United States Chamber of Commerce
Volvo Powertrain North America
Washington State Department of Ecology