



**Session #10: Funding Opportunities to Support
Your Sustainable Fleet Efforts**

October 13, 2022



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- **11/09 SFT Webinar: Drive Fleet Productivity and Efficiency with a Right Sized Fleet and Right Typed Vehicles**
- **11/15 Product Feature Webinar: Build Your Fleet Dream Team with Sourcewell**





 **SUSTAINABLE
FLEET
TECHNOLOGY**
WEBINAR SERIES 2022

Sessions through December 06, 2022

<https://www.sustainablefleetexpo.com/>



Format

- Q&A at the end
- Submit questions and comments to “Panelists”
- Scheduled for 2:00p-3:00p
- Handout
- Recording



Funding Sources to Support Your Sustainable Fleet Efforts October 13, 2022

2:00-2:05 **Rick Sapienza, NCCETC**--Introduction and Welcome

2:05-2:20 **Sebastian Irby, GNA**—Pursuing Funding Opportunities

2:20-2:35 **Stephen Costa, US DOT Volpe Center**—DOT Programs & Priorities

2:35-2:45 **Rick Sapienza, NCCTEC**—EPA Programs & Priorities

2:45-3:00 **Q&A**





North Carolina State University
NC Clean Energy Technology Center
Clean Transportation Program
www.cleantransportation.org

Rick Sapienza

resapienza@ncsu.edu

919-332-4510



www.facebook.com/NCCleanTech



twitter.com/nccleantech



Pursuing Funding Opportunities



Sebastian Irby
Program Manager GNA
sebastian.irby@gladstein.org



Let's work together to **drive a more sustainable future.**



An Introduction to Gladstein, Neandross & Associates

Sebastian Irby
Program Manager

- North America's Leading Clean Transportation Consulting Firm
- Established in 1993
- HQ in Santa Monica, CA
 - AZ, DC, LA, NC, NY, OR, and TX
- Diverse Staff of 85+
 - Financial Incentives
 - Market Analysis & Strategy
 - Technical Services
 - Regulatory Compliance
 - Public Affairs & Government Relations
 - Creative Services: Marketing, Communications & Experiential



What We Do

GNA works with clients to build the market for advanced transportation technologies and clean fuels.

Here's a snapshot of our consulting services:

Market Analysis & Development

Assess the market landscape for clean transportation and energy products and services.

Clean Fleet Strategy & Execution

Achieve economic and environmental sustainability goals for public and private fleets.

Sustainability Planning & Programs

Establish a comprehensive sustainability strategy to future-proof your operations.

Funding & Incentives

Maximize the financial benefits of advanced vehicles and clean fuels.

Policy & Regulatory Support

Navigate regulatory and legislative initiatives that impact the commercial transportation sector.

Creative & Events

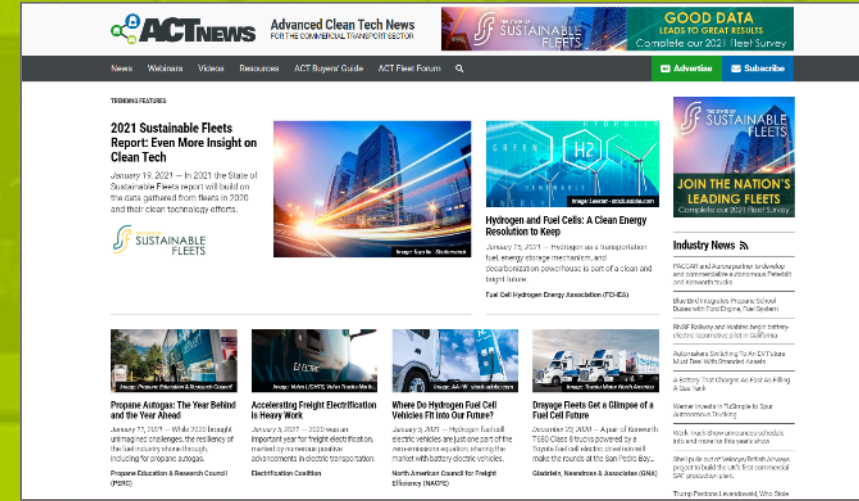
Build brand awareness, influence key decisionmakers, and increase your market share.



Advanced Clean Transportation Expo:

GNA produces the largest advanced transportation and clean fleet event, hosted at Anaheim Convention Center:

- **8,500+** registered attendees
- **1,800+** commercial fleet operators
- **250+** sponsors & exhibitors



Advanced Clean Transportation News:

GNA publishes a digital media publication that covers the trends and technologies driving the future of the transportation sector:

- **120,000+** unique visitors annually
- **20%** year-over-year website traffic growth
- **45,000+** ACT News subscribers
- **40%** public and private fleet operators

Impactful Resource for Market Trends

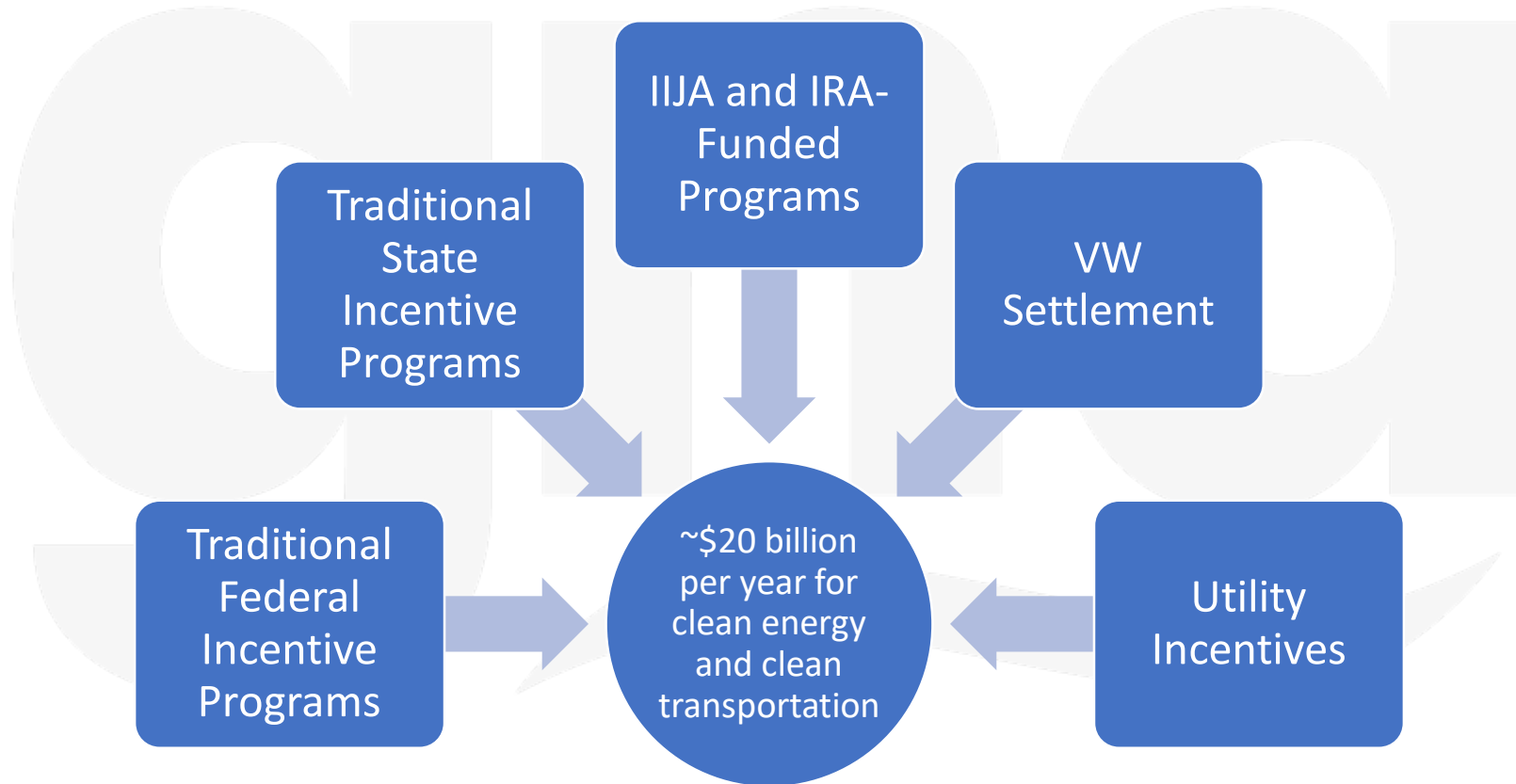
- Publicly available annual report
 - <https://www.stateofsustainablefleets.com/>
- Sponsorship provided by:
 - Daimler Trucks North America,
 - Penske Transportation Solutions,
 - Shell Oil Company,
 - DTE Energy,
 - Geotab,
 - Cummins, Inc.



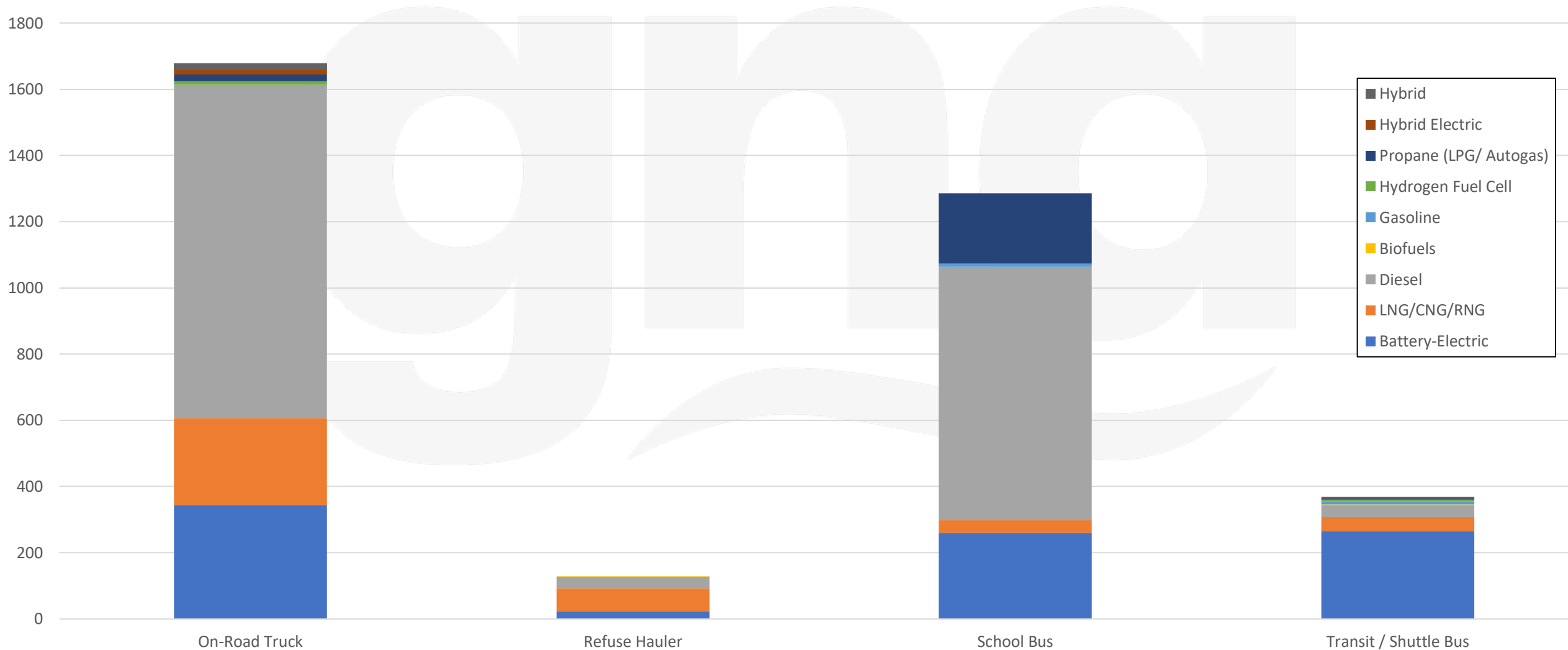


Pursuing Funding

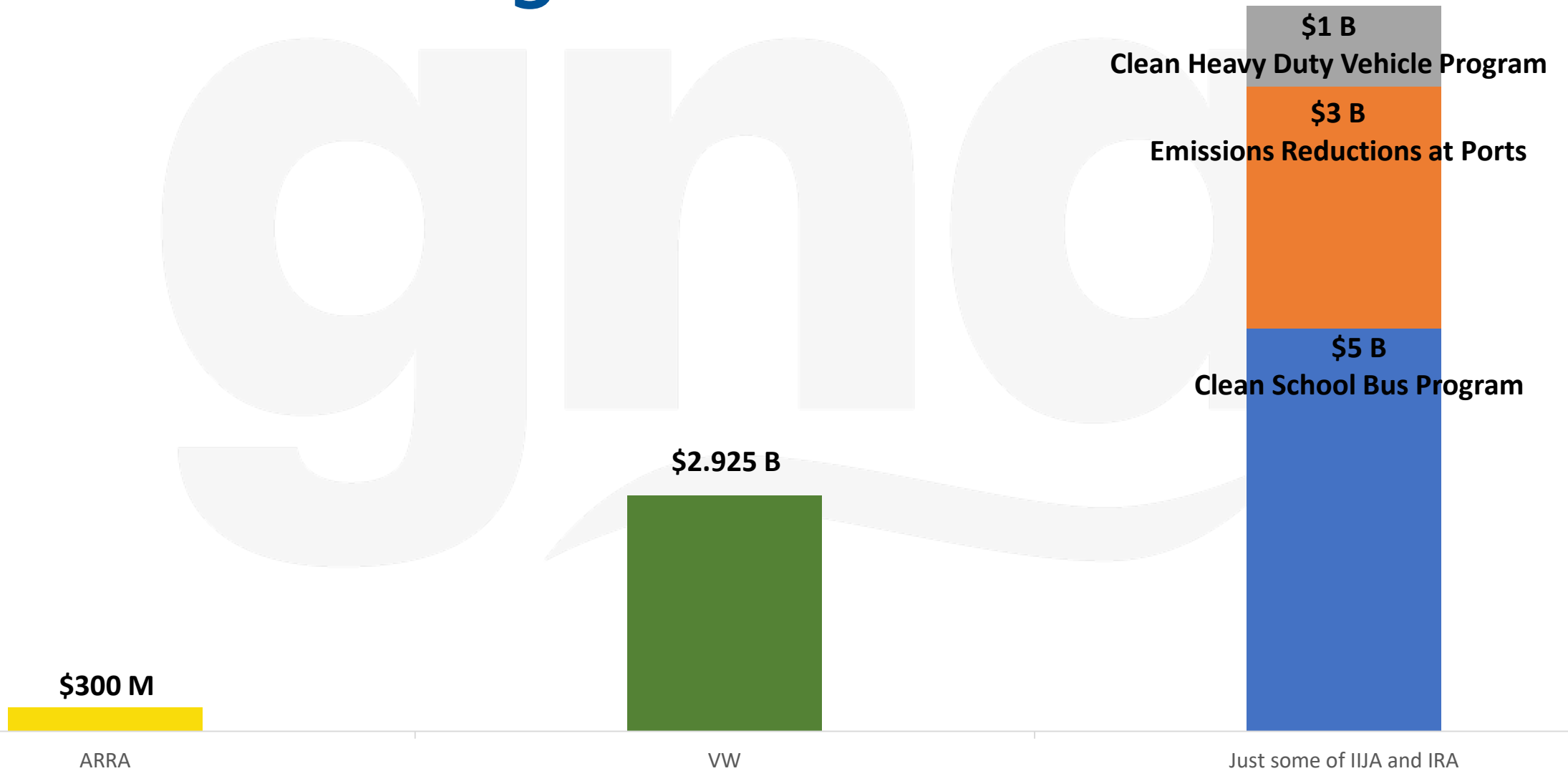
Where does funding come from?



What is being funded?



Federal Funding Growth



Establishment of new IRA Programs

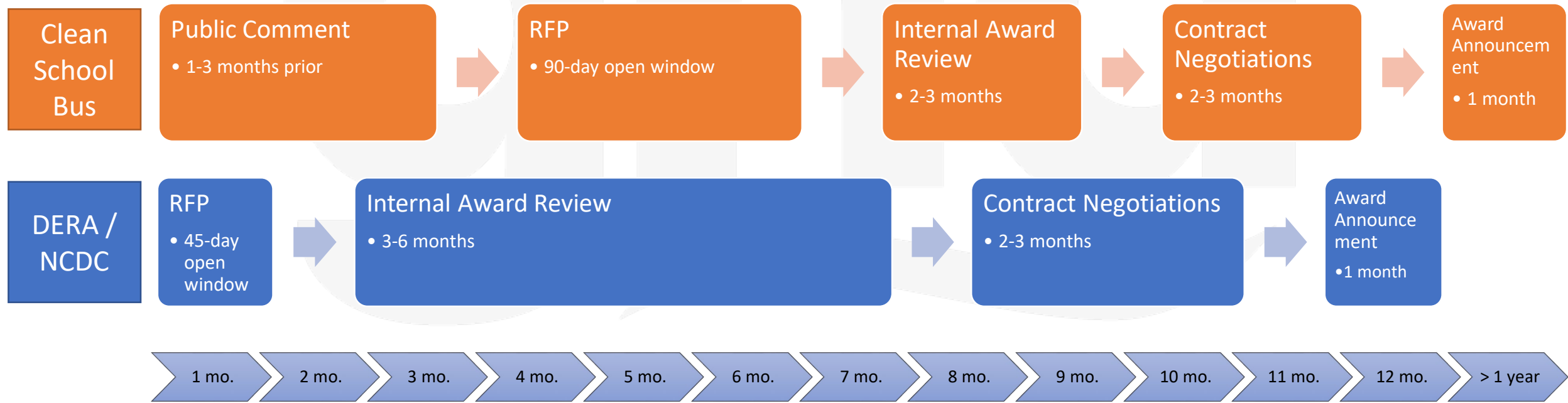
IRA Enacted
August 17, 2022



180 Days
February 2023
Programs Established

EPA Administration of Grants

Example only. All programs are different. New programs may follow the public comment timeline of the Clean School Bus program and/or the RFP, award, and negotiations timeline of any of these programs.



Recurring Federal Opportunities

Diesel
Emissions
Reduction Act
(EPA)

Surface
Transportation
Block Grants
(DOT)

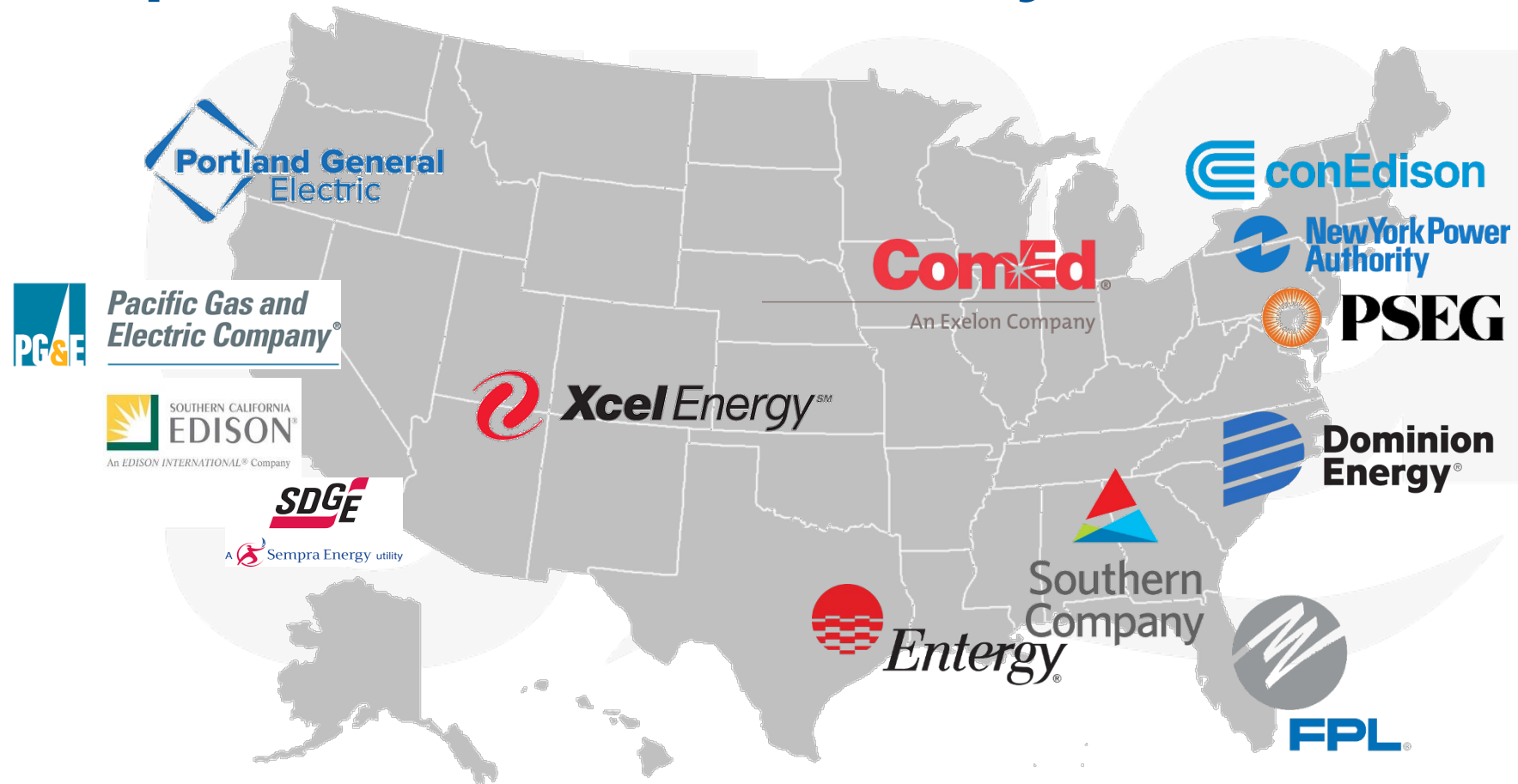
Ferry
Grants/Port
Programs
(DOT)

LoNo and Bus
and Bus
Facilities (DOT)

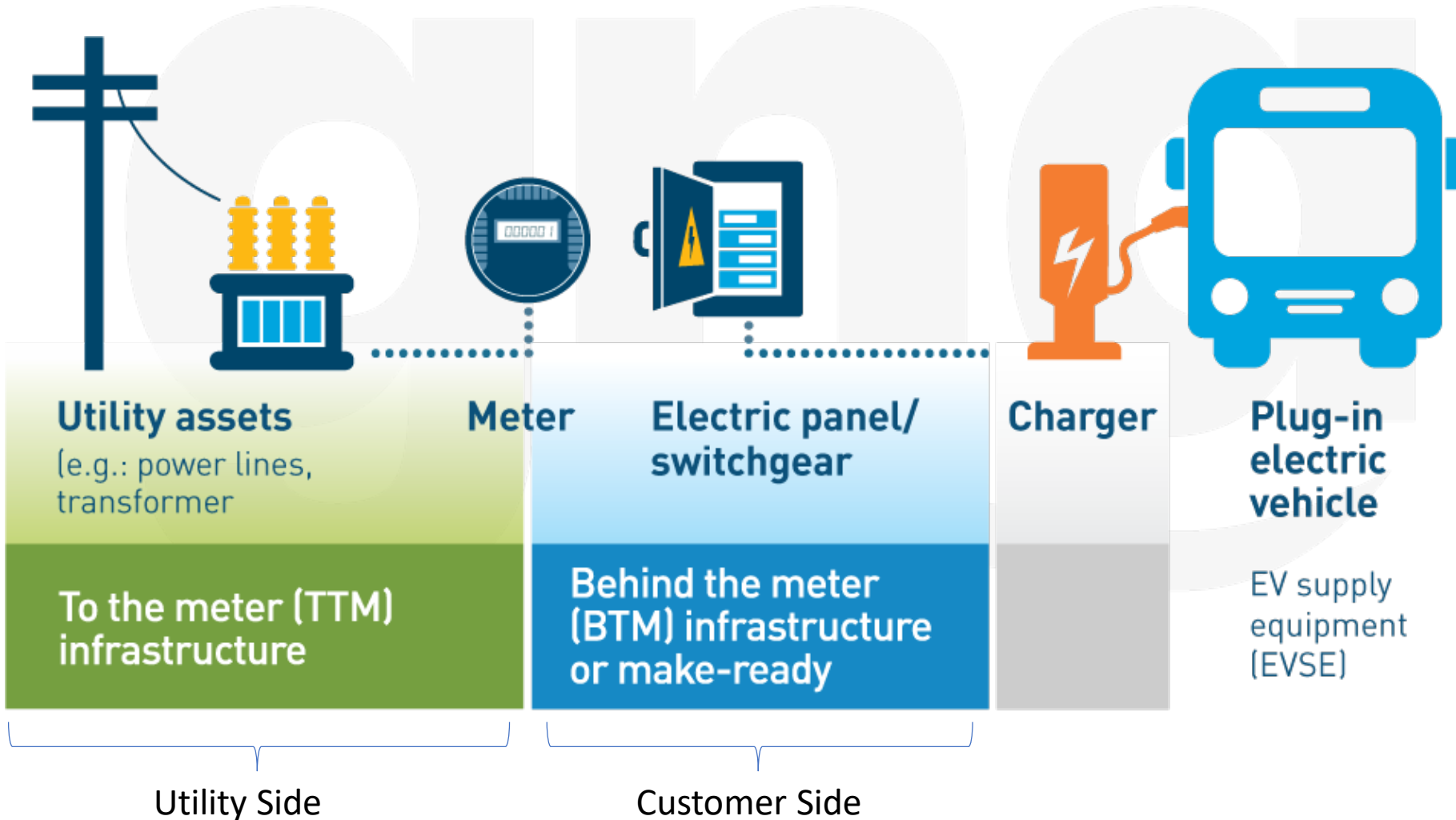
Congestion
Mitigation and
Air Quality
(DOT)

Airport
Programs
(FAA)

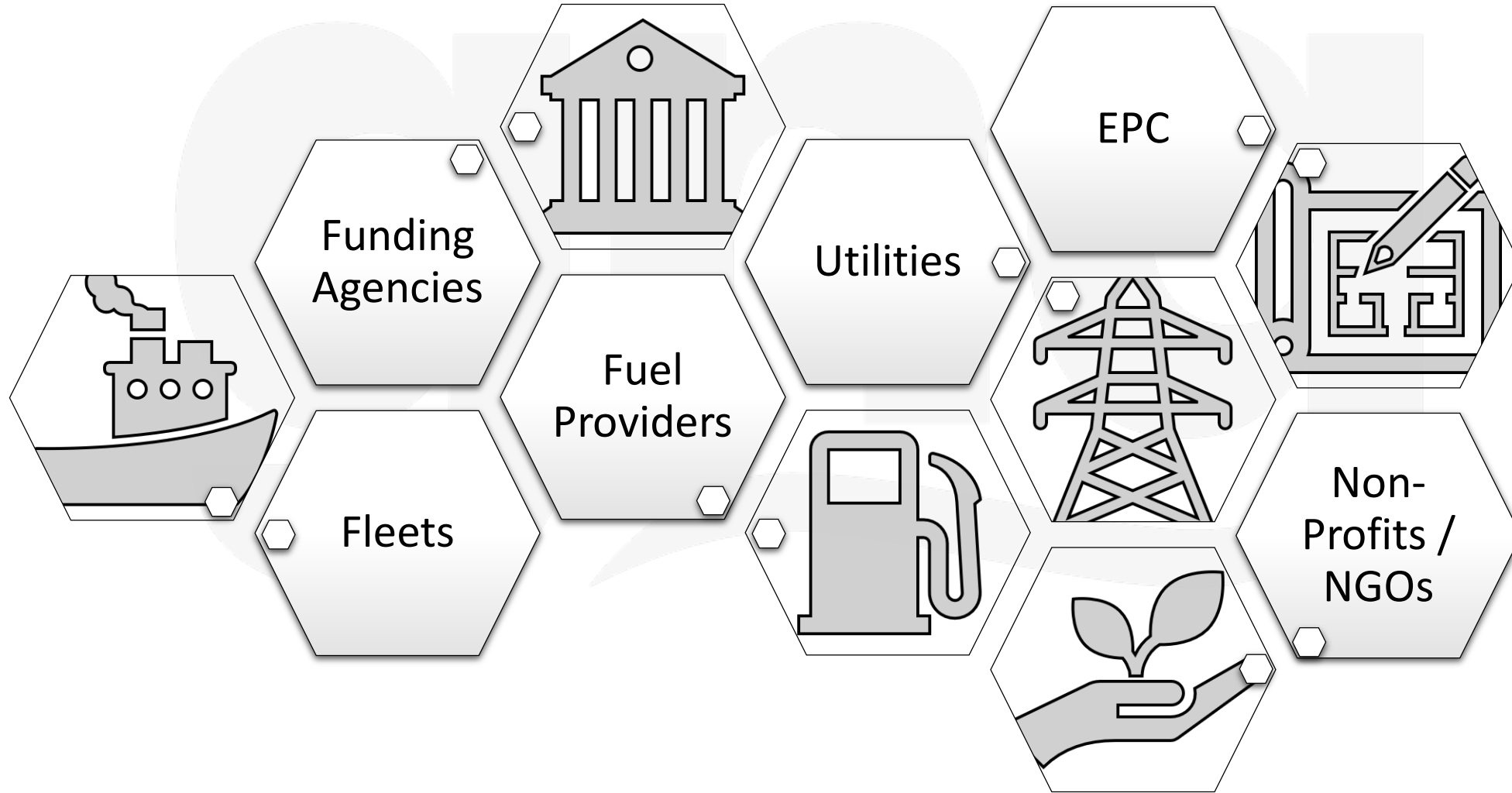
Examples of Electric Utility Investments



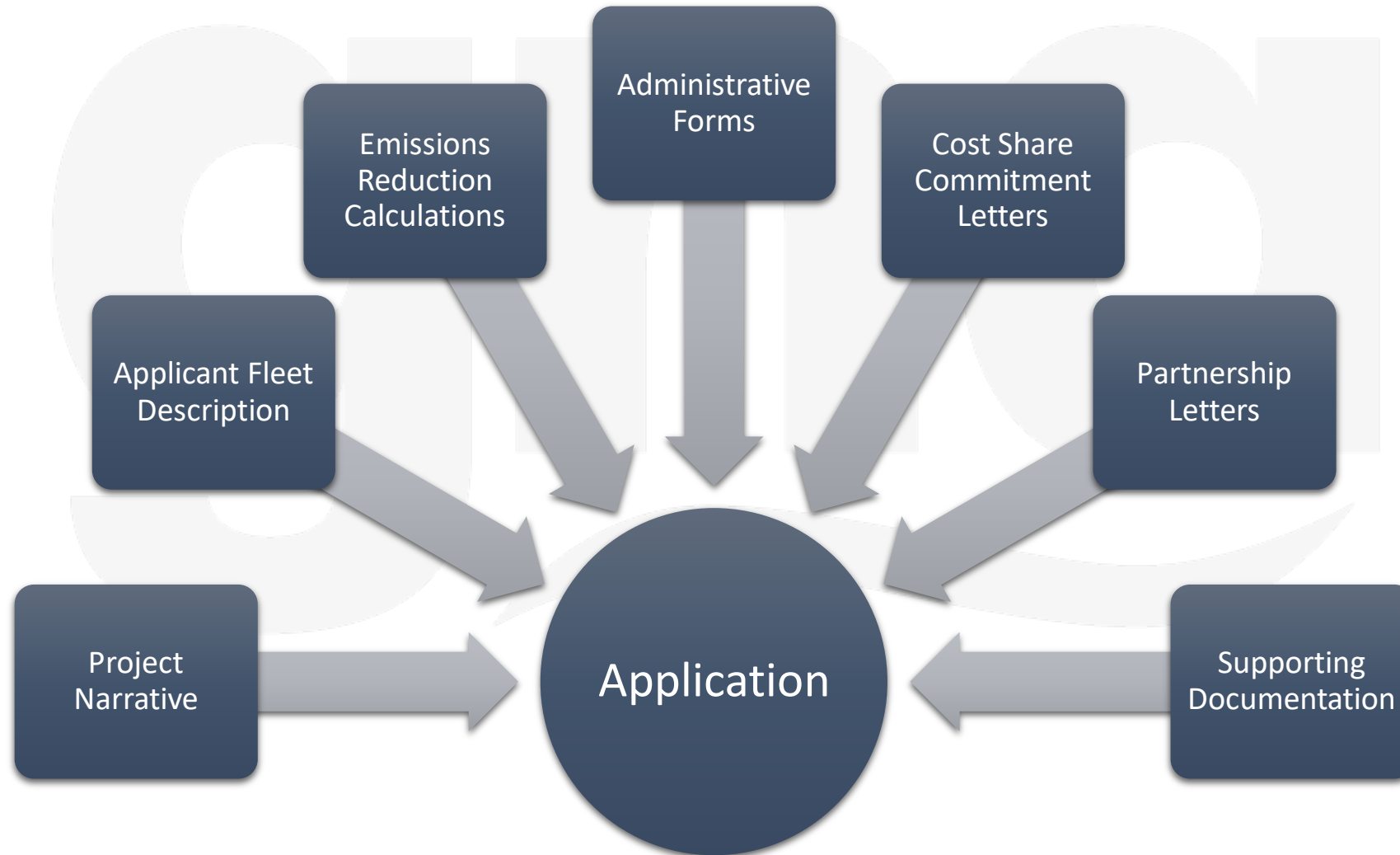
Utility Opportunities



Building out the Project Team



Approaching a Grant Application





Let's work together to **drive a more sustainable future.**

Sebastian Irby, Program Manager

sebastian.irby@gladstein.org

(424) 276-3539

www.Gladstein.org www.ACTExpo.com

BEGIN

ALTERNATIVE
FUELS
CORRIDOR



DOT & Joint Office Programs NCCETC/SFT Webinar 10/12/22

STEPHEN COSTA | U.S. DEPARTMENT OF TRANSPORTATION / VOLPE CENTER



Agenda

2

- ▶ Joint Office of Energy & Transportation
- ▶ National Electric Vehicle Infrastructure (NEVI) Program
- ▶ Charging and Fueling Infrastructure Discretionary Grant Program
- ▶ Joint Office Technical Resources

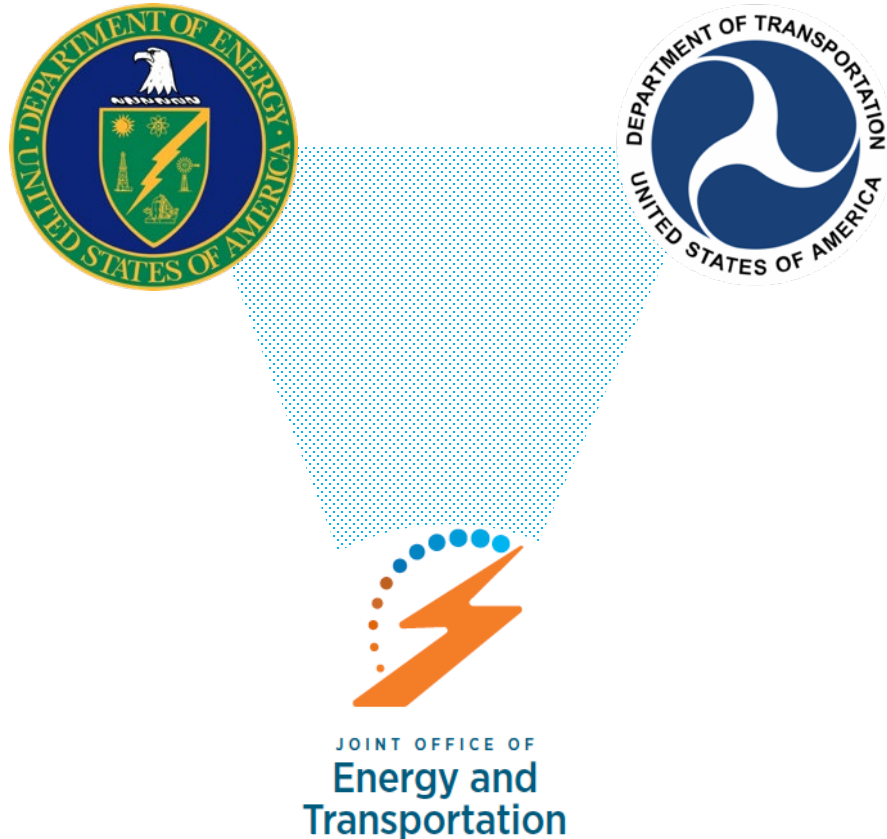


"The great American road trip is going to be fully electrified"

- President Biden

Joint Office of Energy and Transportation

Established in the Bipartisan Infrastructure Law to address areas of joint interest to the Departments of Energy and Transportation



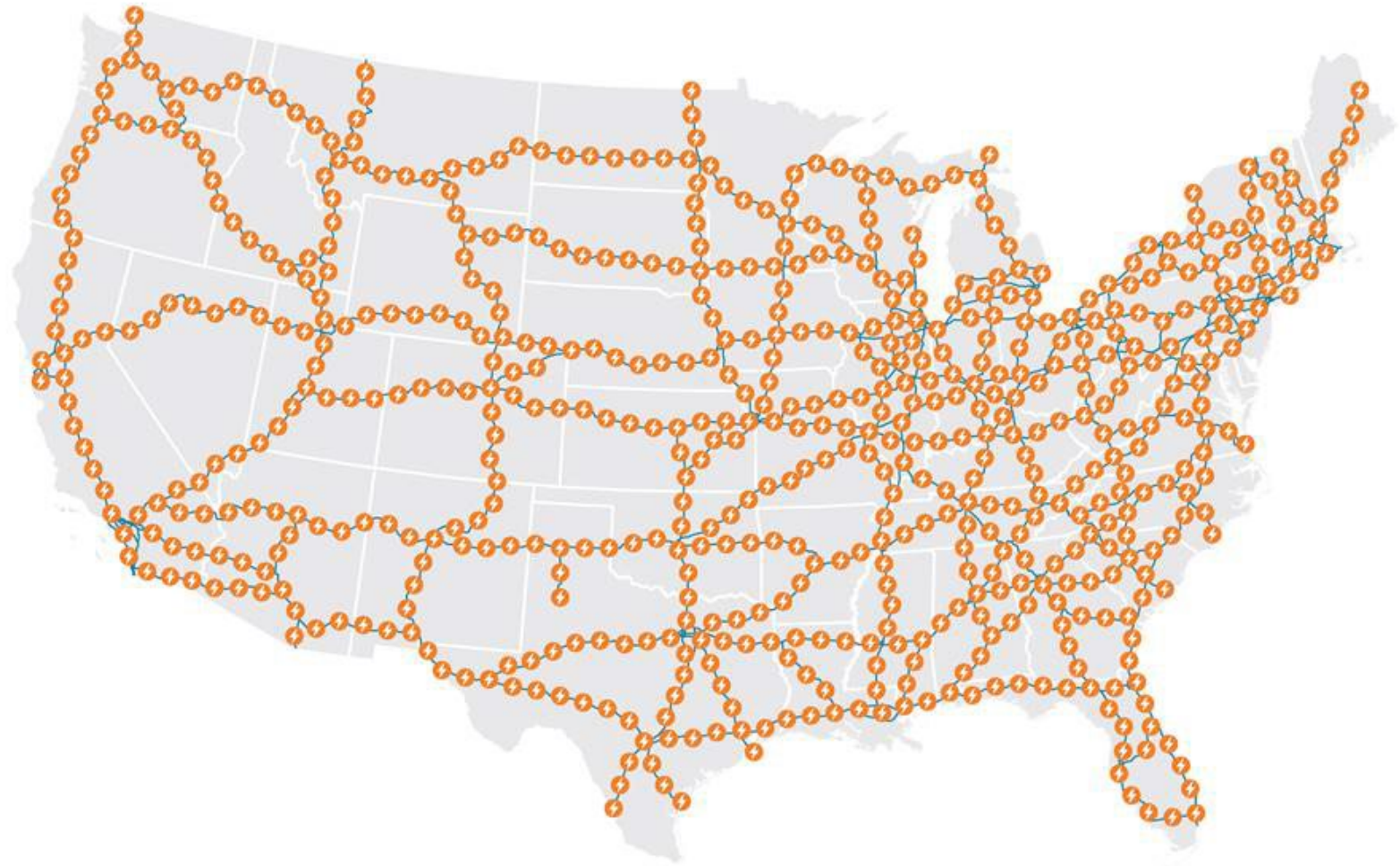
Mission

To accelerate an electrified transportation system that is affordable, convenient, equitable, reliable, and safe.

Vision

A future where everyone can ride and drive electric.

The goal
is a
national
network



How do we connect regions? The Nation?
How do we ensure that network is convenient, affordable, reliable,
equitable, and safe?

Immediate-Term Bipartisan Infrastructure Law Priorities for the Joint Office

The Joint Office will provide unifying guidance, technical assistance, and analysis to support the following programs:



National Electric Vehicle Infrastructure Formula Program (U.S. DOT - FHWA)

\$5 billion for states to build a national EV charging network along corridors



Discretionary Grant Program for Charging & Fueling Infrastructure (U.S. DOT - FHWA)

\$2.5 billion in corridor and community grants for EV charging, as well as hydrogen, natural gas, and propane fueling infrastructure



Low-No Emissions Grants Program for Transit (U.S. DOT - FTA)

\$5.6 billion in support of low- and no-emission transit bus deployments



Clean School Bus Program (U.S. EPA)

\$5 billion in support of electric school bus deployments

National Electric Vehicle Infrastructure (NEVI) Formula Program

- \$5.0B for **EV Corridors**
 - ~\$1.0B/year for FY2022-2026
- Any EV charging infrastructure acquired or installed shall be located along a **designated EV alternative fuel corridor**
- States required to develop an **EV Infrastructure Deployment Plan**
- FY22-26 BIL **sets aside 10 percent** of EV Formula funding for grants to States and local governments that require additional “gap filling” assistance to strategically deploy EV charging infrastructure

National Electric Vehicle Infrastructure Formula Program

Bipartisan Infrastructure Law



Program Guidance

Federal Highway Administration
February 10, 2022

https://www.fhwa.dot.gov/environment/nevi/formula_prog_guid/

 https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/resources/nevi_program_faqs.pdf

NEVI Formula Program- Project Funds Eligibility

- The **acquisition or installation of electric vehicle charging infrastructure and upgrades**;
- **Operating assistance** for costs allocable to operating and maintaining electric vehicle charging infrastructure acquired or installed under this program, for a period not to exceed five years;
- **Development phase activities** relating to the acquisition of stations and equipment as well as installation of EV charging infrastructure
 - This includes community outreach and participation, including with rural, Tribal, and disadvantaged communities, to facilitate equitable and accessible deployment of EV charging infrastructure
- **On premises signs** to provide information about electric vehicle charging infrastructure acquired, installed, or operated.
- **Data sharing** about EV charging infrastructure to ensure the long-term success of investments
- The acquisition or installation of **traffic control devices** located in the right-of way to provide directional information to electric vehicle charging infrastructure acquired, installed, or operated under the NEVI program
- **Mapping and analysis activities** to evaluate, in an area in the United States designated by the eligible entity

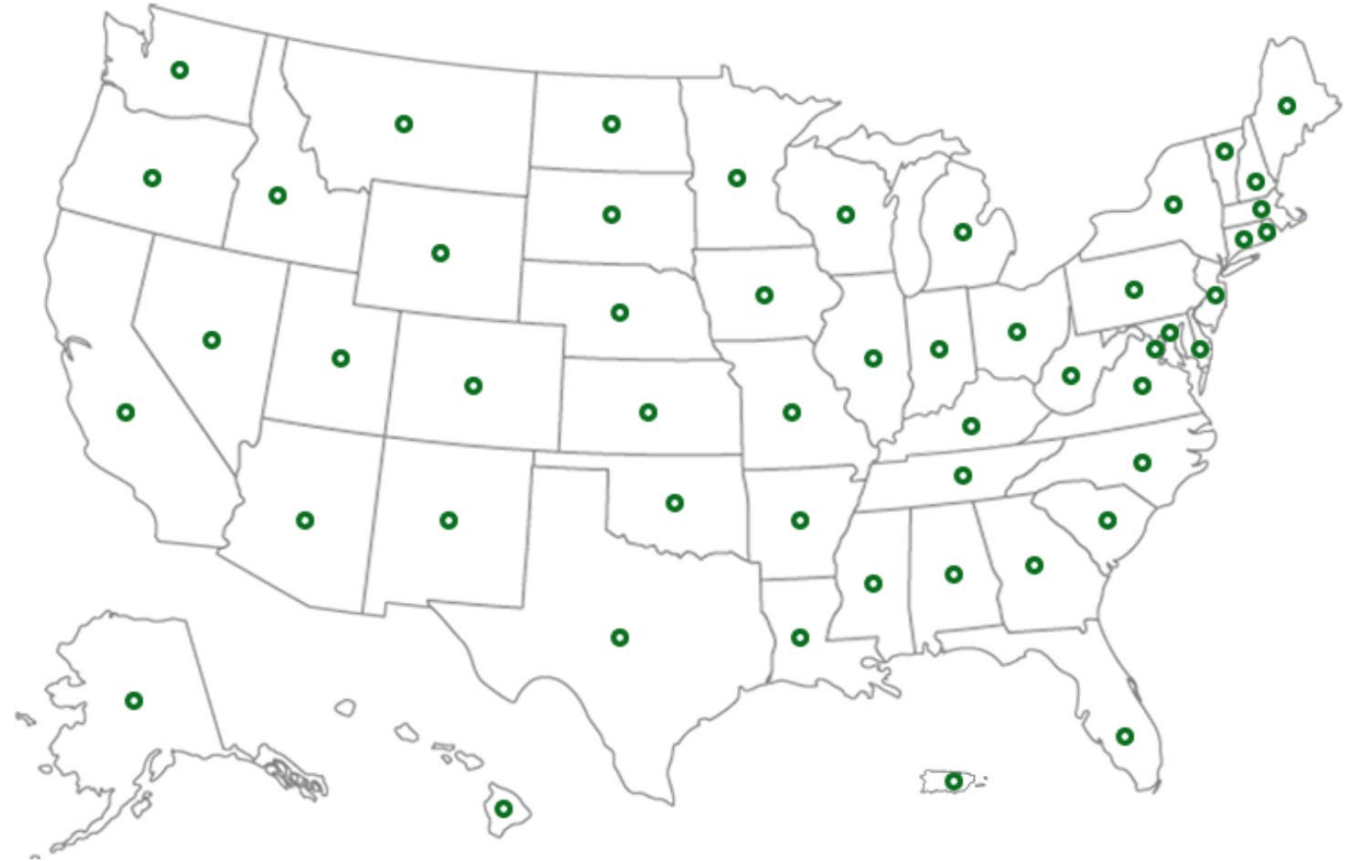
Year 1 NEVI Plan Review Status

Initial Plan Approvals

- 52 Year-1 plans approved
- ~1.5B in FY22 + FY23 funding released
- Over 75,000 miles of the National Highway System covered/eligible
- See: [State Plans for Electric Vehicle Charging Joint Office of Energy and Transportation \(driveelectric.gov\)](https://www.fhwa.dot.gov/environment/nevi/ev_deployment_plans/)

Joint Office Technical Assistance

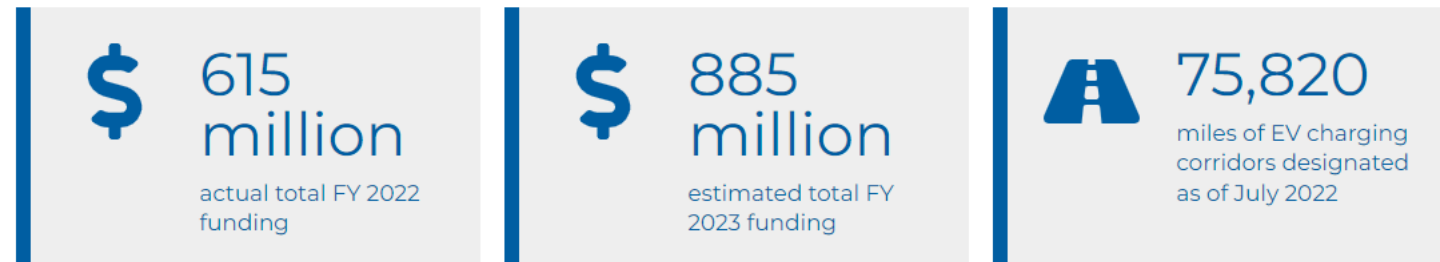
- Joint Office continuing outreach to states – focusing on implementation










https://www.fhwa.dot.gov/environment/nevi/ev_deployment_plans/

State Plans for Electric Vehicle Charging

State plans for electric vehicle (EV) charging infrastructure deployment will be linked from the table below when [approved by the Federal Highway Administration](#). This page also shows state funding for fiscal year (FY) 2022 and FY 2023 from the [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) as well as how many miles of EV charging corridors are designated as ready or pending in each state through Round 6 of the [Alternative Fuel Corridors](#) program. For 5-year total funding, see [estimated NEVI funding by state](#).



State Plan	Actual FY 2022 Funding	Estimated FY 2023 Funding	EV Charging Corridors	NEVI Planning
Alabama State Plan  Approval Letter 	\$11,738,801	\$16,892,267	1,002 miles	Alabama NEVI Planning
Alaska State Plan  Approval Letter 	\$7,758,240	\$11,164,195	354 miles	Alaska NEVI Planning
Arizona State Plan  Approval Letter 	\$11,320,762	\$16,290,704	1,158 miles	Arizona NEVI Planning
Arkansas State Plan 	\$8,010,850	\$11,527,704	512 miles	Arkansas NEVI Planning



NORTH CAROLINA

Electric Vehicle Infrastructure Deployment Plan

August 1, 2022





Electric Vehicle Infrastructure Deployment Plan

The State of Tennessee is committed to supporting transportation electrification and other vehicle technologies. To support this effort, TDOT, TDEC, and diverse stakeholders across the state are partnering to develop the **Tennessee Electric Vehicle Infrastructure (TEVI) Deployment Plan** to create a network of electric vehicle (EV) charging stations along interstates and key routes in Tennessee. The final plan will serve as a guide to efficiently implement the deployment of future stations in accordance with state and national guidelines. [To read the approved plan click here.](#)

Thank you for your support in developing our plan!

A key part of this plan involves collecting public input from the public and a variety of stakeholders with a range of perspectives and areas of expertise. Throughout May, we hosted multiple opportunities to provide feedback, including a public survey and nine in-person outreach sessions across the state. Thank you for providing feedback and we hope you will stay updated about this plan.

Learn more about what we discussed during public outreach?

TDOT and TDEC have recorded a 20-minute online webinar with the information that will be presented at the public outreach sessions. Please watch the video below to learn more about the TEVI Deployment Plan and provide your feedback via the survey link above. You may also download the presentation in [English](#) and [Spanish](#).



To receive information on EVs, energy, and other transportation stories, including updates about NEVI Formula Program planning in Tennessee, sign up for the TDEC Office of Energy Programs [mailing list](#).

Charging and Fueling Infrastructure Discretionary Grant Program

- For EV charging, hydrogen, propane, and natural gas fueling infrastructure
- Divided into two distinct \$1.25 billion grant programs:
 - **Corridor Grant Program:** This program will strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated **Alternative Fuel Corridors**.
 - **Community Grant Program:** This program will strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure in **communities**.

Authorized Funding for Corridor and Community Charging and Fueling Infrastructure Grants

Year	Corridor Program	Community Program
2022	\$150M	\$150M
2023	\$200M	\$200M
2024	\$250M	\$250M
2025	\$300M	\$300M
2026	\$350M	\$350M

Alt Fuel Corridor Criteria

14

EV

50 miles between stations

1 mile from highway

DCFC only

4 CCS connectors
Type 1 ports ea. $\geq 150\text{kW}$
(simultaneously charging 4 EVs)

Site pwr. capability $\geq 600\text{kW}$

Public stations only

CNG

150 miles
between
stations

5 miles
from
highway

Public
stations
only

Fast fill,
3,600 psi

LNG

200 miles
between
stations

5 miles
from
highway

Public
stations
only

Hydrogen

150 miles
between
stations

5 miles
from
highway

Public
stations
only

Propane

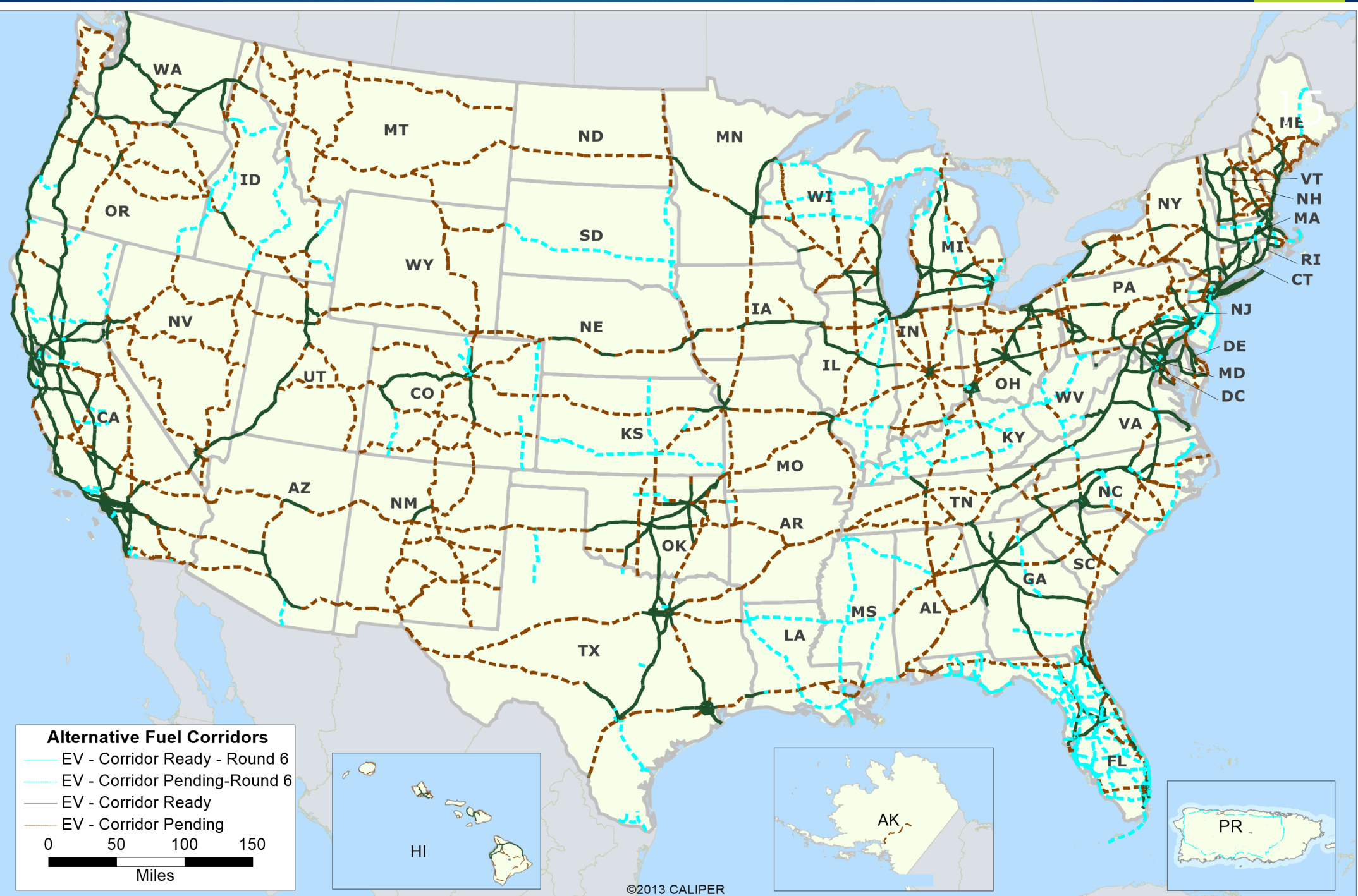
150 miles
between
stations

5 miles
from
highway

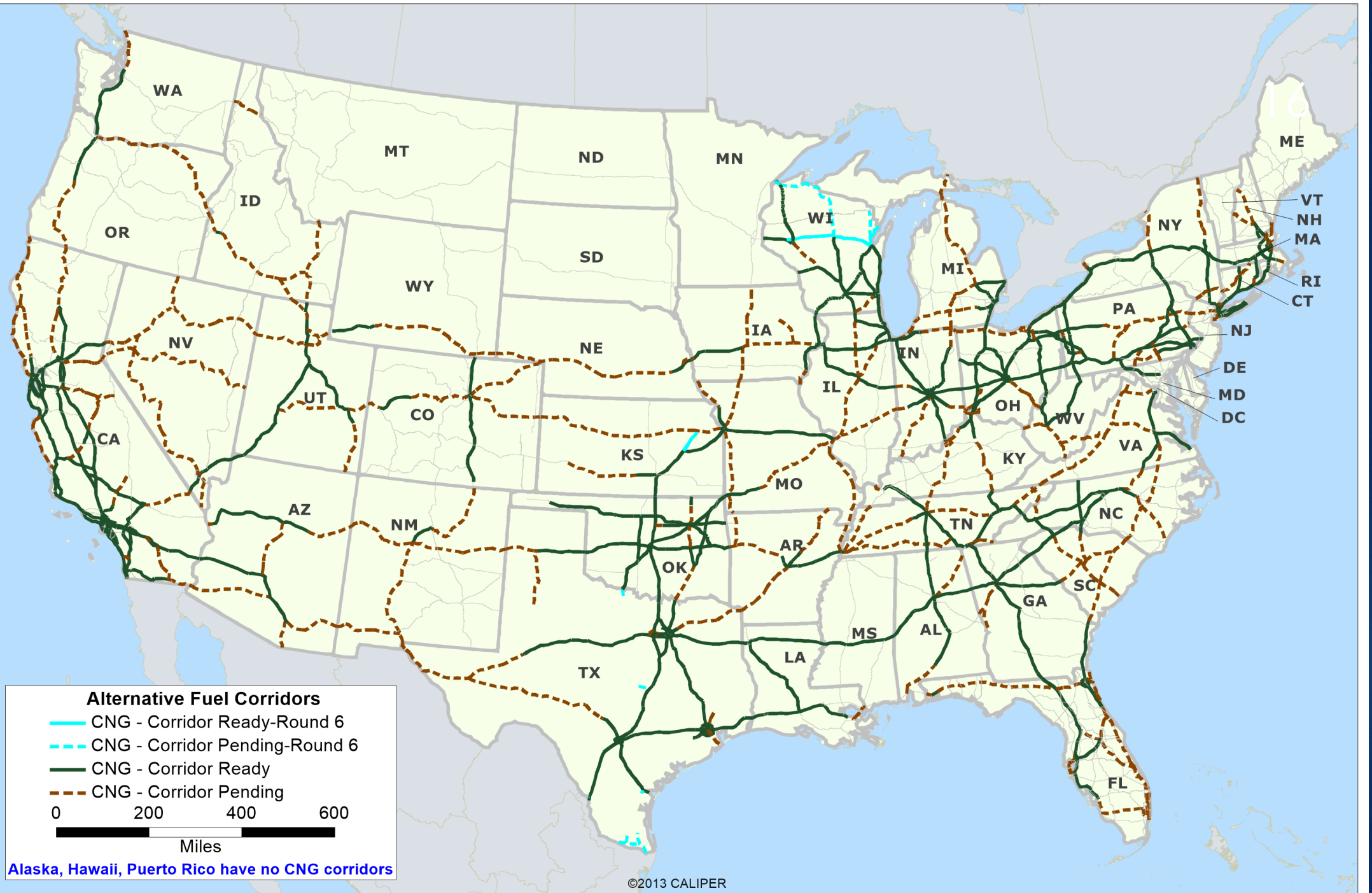
Public
stations
only

Primary
MD/HD
stations only

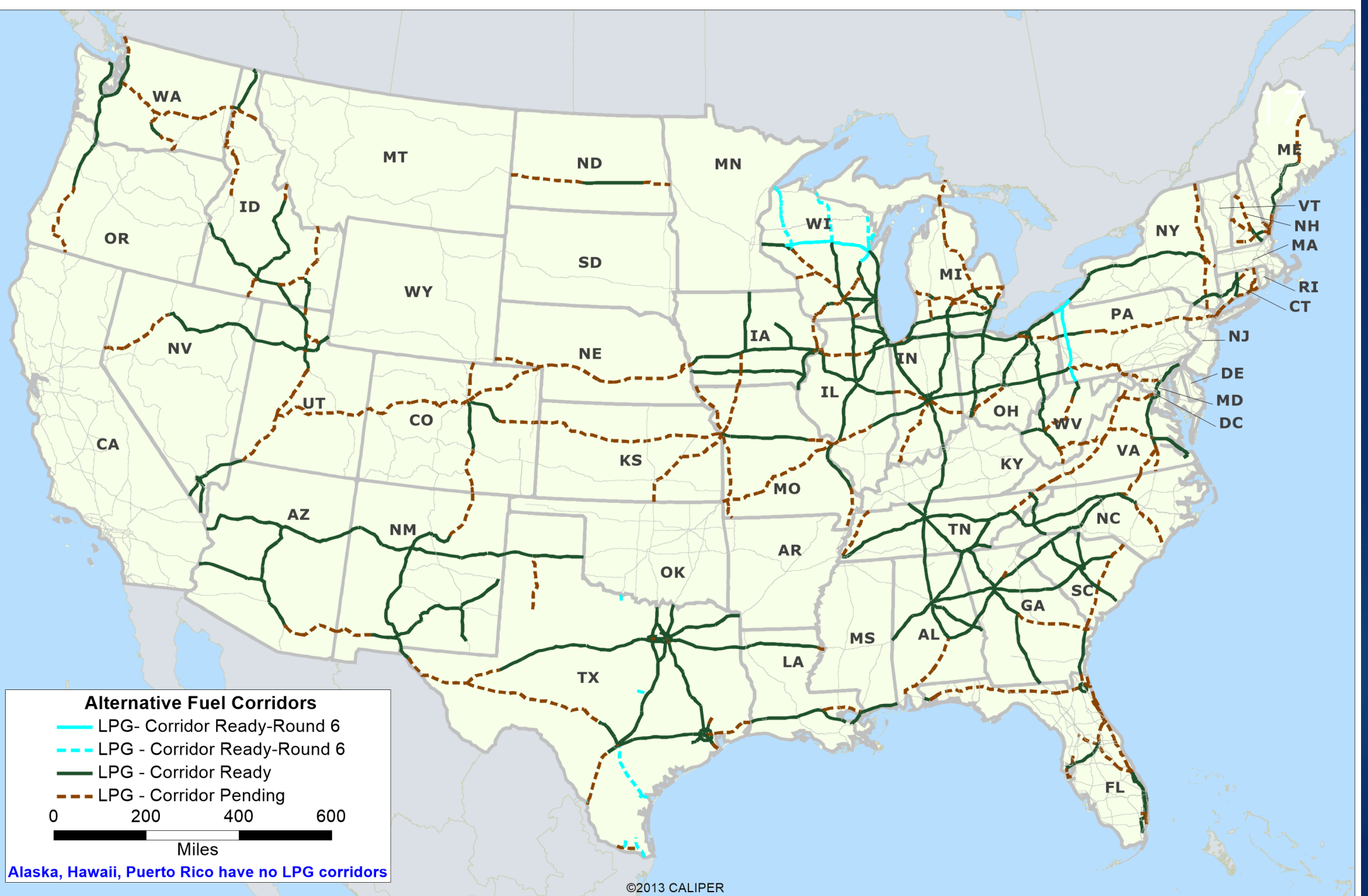
EV - All Rounds



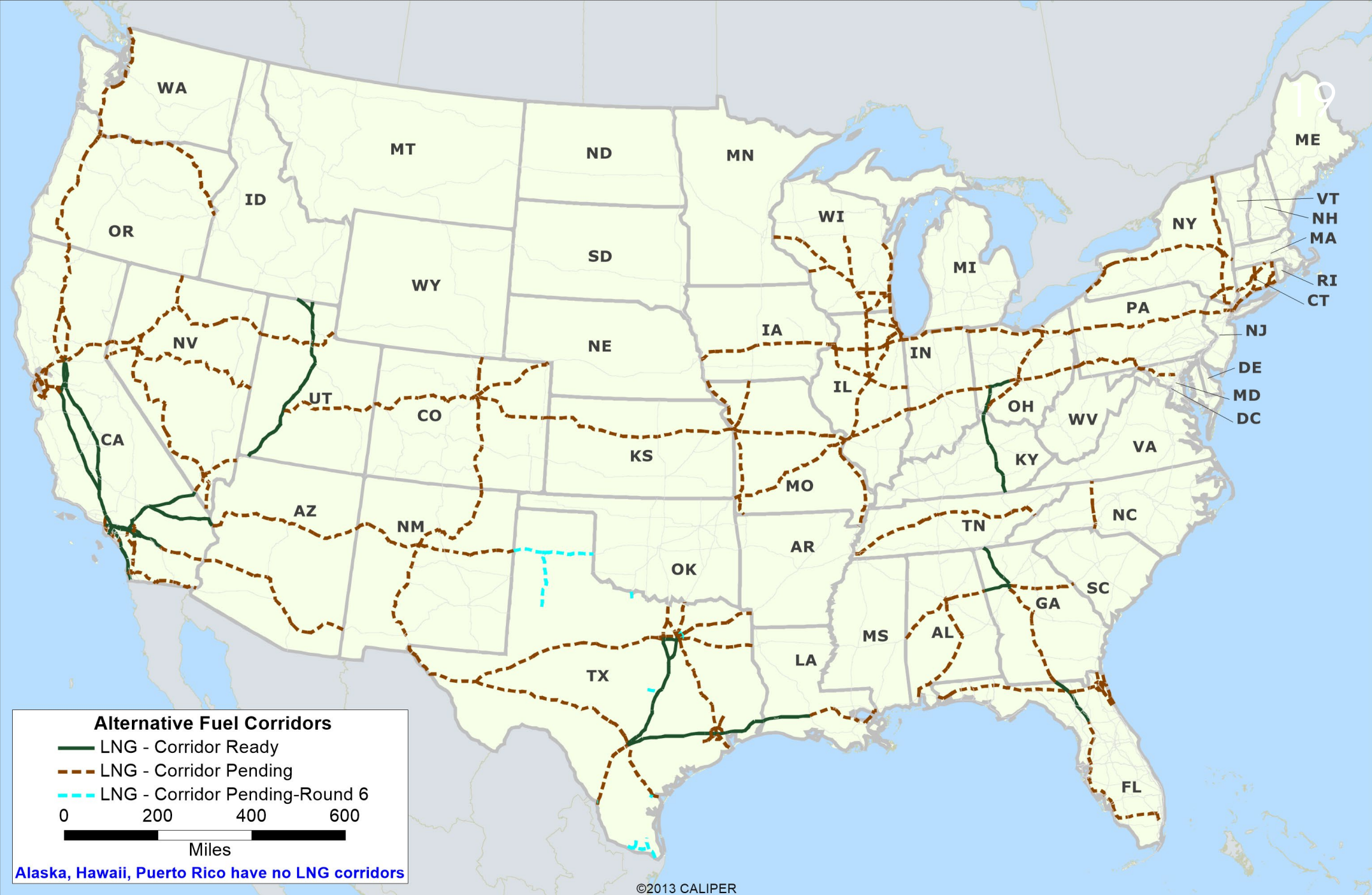
CNG - All Rounds



LPG - All Rounds



LNG - AI Rounds



USDOT's Rural EV Infrastructure Toolkit

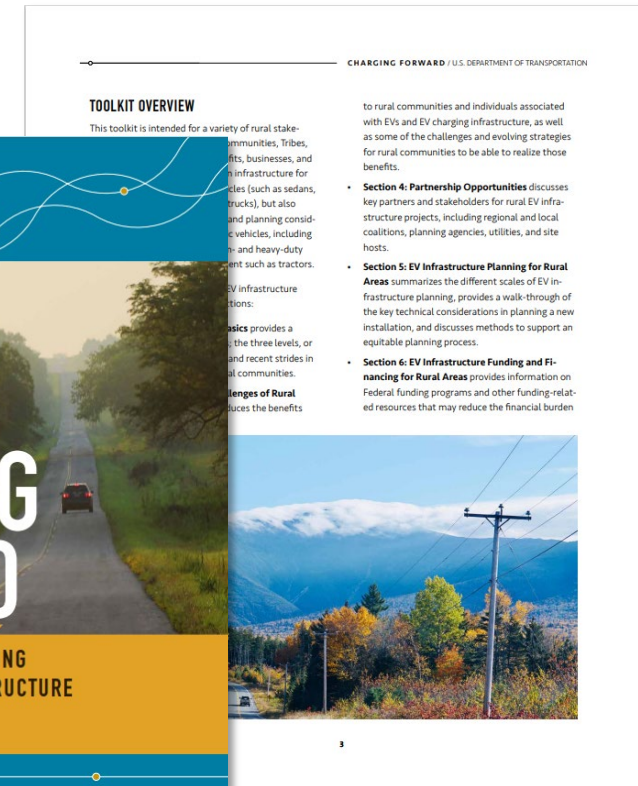
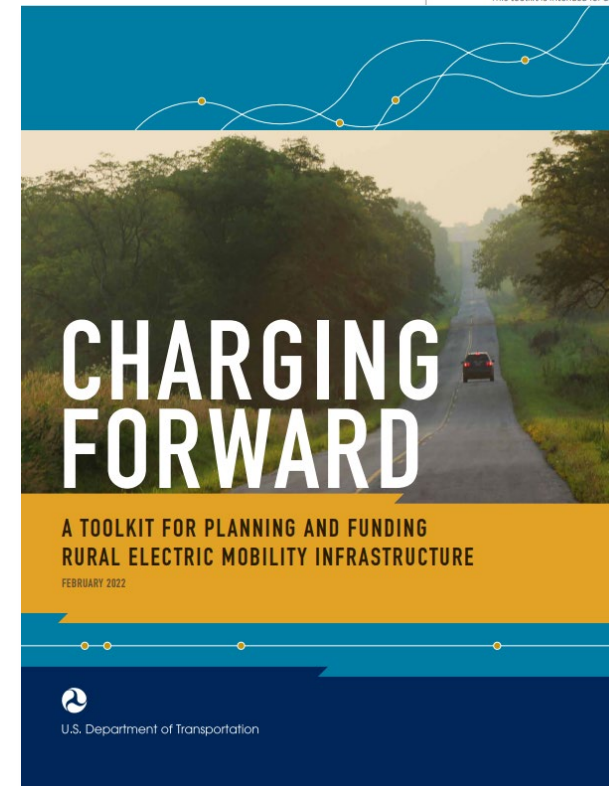
Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure

TABLE OF CONTENTS

- Electric Vehicle Basics
- Benefits and Challenges of Rural Vehicle Electrification
- Partnership Opportunities
- EV Infrastructure Planning for Rural Areas
- EV Infrastructure Funding and Financing for Rural Areas

INCLUDES...

- Grant and loan opportunities
- Planning tools and resources
- Rural success stories



www.transportation.gov/rural/ev/toolkit

USDOT's Rural EV Infrastructure Toolkit - Version 2

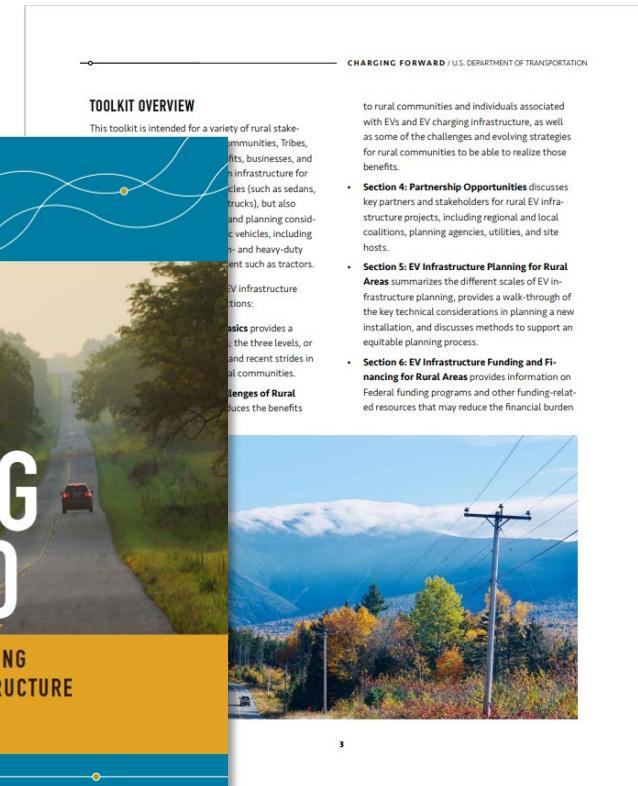
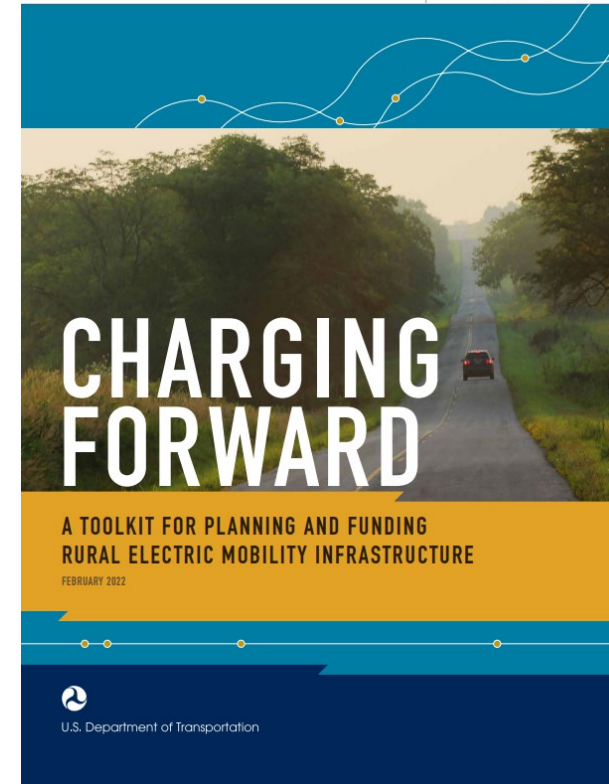
Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure

PLANNED UPDATES (LATE 2022)

- Updates based on stakeholder feedback
- Expanded content on
 - Transit vehicles
 - School buses
 - Micromobility
 - Accessible design
- New funding programs, including the Bipartisan Infrastructure Law (BIL)

Urban Toolkit

- Reframed for urban (e.g., benefits/challenges, success stories, resources, funding programs)
- Multifamily, building codes, curbside charging, fleet charging (micromobility, ride-hailing, taxi)



Transit Vehicle Technical Assistance

Partnering with the FTA to offer direct technical assistance for eligible transit agencies to plan for and deploy clean buses



Transition Transit Buses to Low- or No-Emission Models

The Federal Transit Administration's [Low or No Emission \(Low-No\) Vehicle Program](#) provides \$5.6 billion over 5 years (2022 – 2026) to help modernize bus fleets and bus facilities across the country, focused on helping transit agencies purchase or lease low- or no-emission vehicles and necessary charging or fueling infrastructure. Entities currently receiving Low-No funds, planning to apply for Low-No funds, or using other FTA program funds for clean buses can contact the Joint Office for [technical assistance](#) to plan for and deploy clean transit buses.



driveelectric.gov/transit

Electric School Bus Technical Assistance

Partnering with the U.S. EPA to provide direct technical assistance for eligible school bus fleets to plan for and deploy clean school buses



Transition School Buses to Clean and Zero-Emission Models

The Environmental Protection Agency's [Clean School Bus Program](#) provides \$5 billion over 5 years (fiscal years 2022 – 2026) to replace existing school buses with clean and zero-emission models. The Joint Office provides [technical assistance](#) to school districts to plan for and deploy clean school buses.

driveelectric.gov/bus

- Request assistance via online form

- Initial response within 48 hours

- General questions and feedback welcome!

Contact Us

Use this form to request technical assistance for clean school buses, a state plan, submit a media inquiry, or ask a general question about Joint Office resources and activities.

Required fields are marked with an asterisk (*).

Inquiry type *

- Select -
State inquiry
Media request
Speaking invite
General inquiry
Clean School Bus Technical Assistance
Low-No Emissions Transit Vehicle Technical Assistance

Name *

Email *

Subject *

Message *

Send

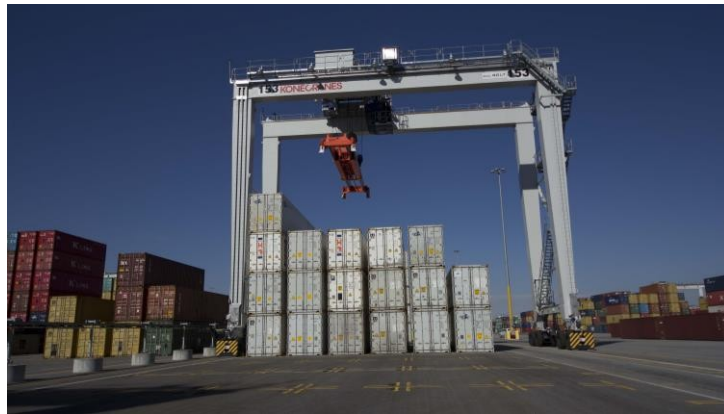
driveelectric.gov/contact

EPA's Clean Diesel Funding Opportunities



SFT Webinar Series
October 13, 2022

Funding Opportunities



- Diesel Emission Reduction Act
- Bipartisan Infrastructure Law
- Inflation Reduction Act
- VW Mitigation

Diesel Emission Reduction Act

Originally covered in the Energy Policy Act of 2005, re-authorized several times since then

Funding available for repowers, replacements, retrofits, idle reduction for both on-road and non-road applications

Eligible entities are governments, non-profits

Three types of grants: National competitive grants
 State Grants
 Tribal and Insular Areas

National Clean Diesel Funding Program Priority Projects

Project proposals that align with these priorities will receive higher scores in the evaluation process:

- Maximize public health benefits
- Are the most cost-effective
- Are in areas with high population, air quality issues, and air toxic concerns
- Are in areas that receive a disproportionate quantity of air pollution (i.e. truck stops, ports)
- Maximize the useful life of the engine or vehicle



National Clean Diesel Funding Assistance Program: Use of Funds

- Technologies and engines must be verified and/or certified by USEPA or CARB
www.epa.gov/cleandiesel (select *Verified Technology List*)
- Match requirements apply

State Clean Diesel Grant Program: Overview

- **States utilize the funding to address the issues they determine are most important in their state**
- **Allocation program; not a competition**
- **EPA encourages all States to participate**
- **Same general requirements as the national program**
- **Contact your state for details on their program**

The Bipartisan Infrastructure Law's Clean School Bus Program provides an unprecedented \$5 billion to spur the transformation of the nation's fleet of school buses.



Overview of the Bipartisan Infrastructure Law Clean School Bus Program

Under Title XI: Clean School Buses and Ferries, the Bipartisan Infrastructure Law (BIL) provides \$5 billion over five years (FY22-26) for the replacement of existing school buses with clean school buses and zero-emission school buses.

These new clean school bus replacements will produce either zero or low tailpipe emissions compared to their older diesel predecessors.

School bus upgrades funded under this program will result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate.

2022 applications currently being reviewed.

Clean School Bus Program Available Funding

Half of the \$5 billion total funding is dedicated for zero-emission school buses

Half of the \$5 billion total funding is dedicated for clean and zero-emission school buses

Funding for up to 25 buses per school district

Funding Pools and Number of Applications

School districts applying directly for funds may only submit one application to replace up to 25 buses. EPA will not fund multiple applications for bus replacements that will serve the same school district.

\$500 Million in Available Funding for 2022 CSB Rebates

Zero Emission
Funding Pool:

Applications
**exclusively
requesting zero-
emission buses**

Clean School Bus Funding
Pool:

Applications requesting
**zero-emission, propane,
and/or compressed
natural gas (CNG) buses**

Eligible Applicants

State and local governmental entities responsible for: 1) providing bus service to 1 or more public school systems; or 2) the purchase of school buses.

Nonprofit School
Transportation Associations

Indian Tribes, Tribal
Organizations, or tribally
controlled schools

Eligible Contractors

Prioritization Criteria

1. High-need school districts and low-income areas

- School districts listed in the Small Area Income and Poverty Estimates (SAIPE) School District Estimates for 2020 as having **20% or more students living in poverty**
- School districts not listed in the SAIPE data, including most charter schools, **that self-certify as having 20% or more students living in poverty**. *EPA may ask for supporting documentation to confirm this self-certification.*
- School districts located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands

2. Rural school districts

- School districts identified with locale codes “43-Rural: Remote” and “42-Rural: Distant” by the National Center for Education Statistics (NCES)

3. Tribal school districts

- Bureau of Indian Affairs funded school districts and school districts that receive basic support payments for children who reside on Indian land

School Bus Replacement Funding

Maximum Bus Funding Amount per Replacement School Bus

School District Prioritization Status	Replacement Bus Fuel Type and Size					
	ZE – Class 7+	ZE – Class 3-6	CNG – Class 7+	CNG – Class 3-6	Propane – Class 7+	Propane – Class 3-6
Buses serving school districts that meet one or more prioritization criteria	\$375,000	\$285,000	\$45,000	\$30,000	\$30,000	\$25,000
Buses serving other eligible school districts	\$250,000	\$190,000	\$30,000	\$20,000	\$20,000	\$15,000

The maximum rebate amount per bus is dependent on:

- Bus Fuel Type
- Bus Size
- Whether the school district served by the buses meets one or more prioritization criteria

The table displays maximum funding levels. EPA will not disburse rebate funds in excess of the actual cost of the replacement bus **and any costs above the maximum funding level are the sole responsibility of the applicant/awardee.**

Infrastructure Funding

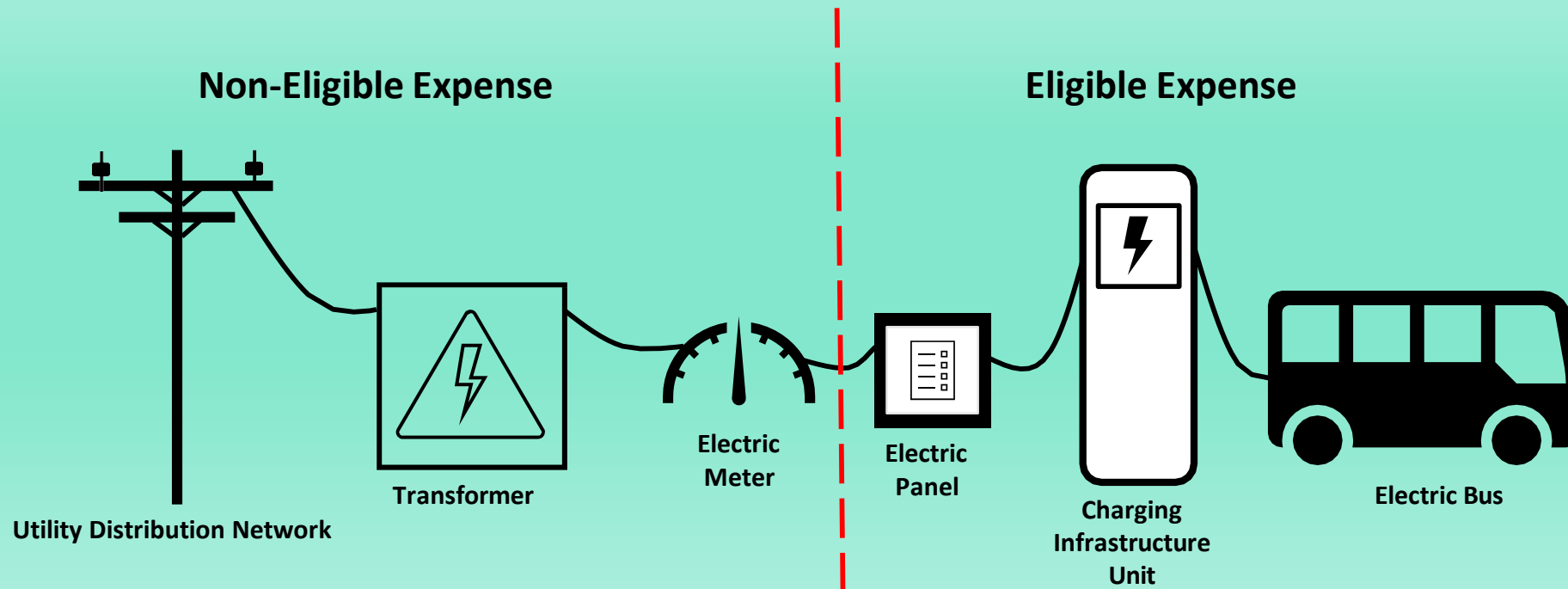
Talk to your utility now if you are interested in zero-emission buses!

This table displays the maximum funding levels. EPA will not disburse rebate funds in excess of the actual infrastructure costs.

School District Prioritization Status	ZE – Class 3+ Infrastructure Funding
Buses serving school districts that meet one or more prioritization criteria	\$20,000
Buses serving other eligible school districts	\$13,000

Infrastructure Funding Restrictions

- EPA funding for infrastructure is limited to the fleet's side of the meter (as shown on the right side of the diagram).
- All Level 2 charging infrastructure purchased under this program must be [EPA ENERGY STAR certified chargers](#).
 - EPA strongly recommends that all other charging infrastructure under this program be listed by a Nationally Recognized Testing Laboratory (NRTL).



Important! SAM.gov Registration

Check the Systems for Award Management ([SAM.gov](https://www.sam.gov)) to ensure your organization is *actively* registered as an entity

- An individual user account on SAM.gov is not the same thing as an organization's entity registration
- Review all SAM.gov entity registration information for accuracy, including bank accounts, addresses, the [Unique Entity Identifier \(UEI\)](#), and Points of Contact
- If your organization has no record of a SAM.gov registration, expired or active, and needs to create a new registration, the simplest entity registration type that can participate in the Clean School Bus Rebates is the "Federal Assistance Awards Only" registration.
- For help with SAM.gov, reach out to the Federal Service Desk at: <https://www.fsd.gov>

Only individuals with email addresses listed as one of the following Points of Contact (POC) under an *active* SAM.gov entity registration will have access to create, edit, save, and submit a Clean School Bus Rebate application for that entity:

- Electronic Business POC
- Alternate Electronic Business POC
- Government Business POC
- Alternate Government Business POC

Note: When entering the rebate application, applicants must use the same email as is listed in their POC information in SAM.gov. They will be prompted to sign-in to, or create, a free login.gov account.

Inflation Reduction Act Section 60101

Clean Heavy-Duty Vehicles

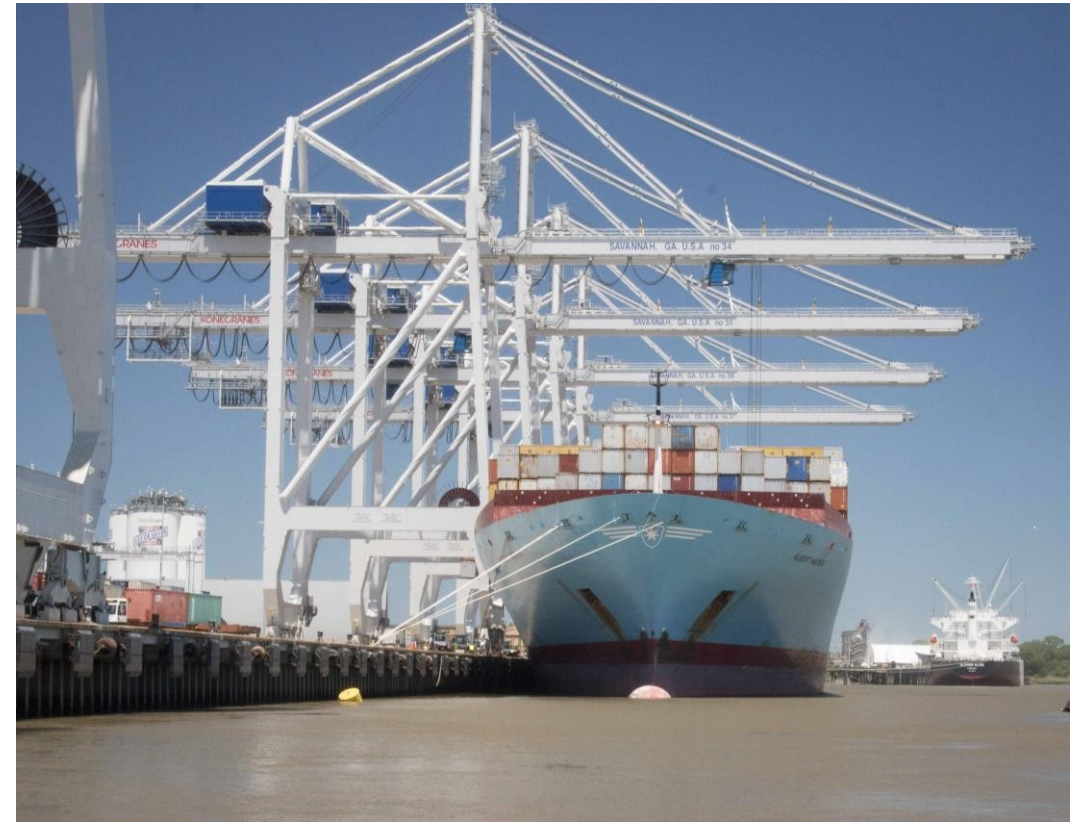
- **\$1 billion for grants and rebates to help replace dirty medium and heavy-duty vehicles with zero emitting vehicles.**
- **Specifically covers Class 6 and class 7 vehicles such as garbage trucks, beverage trucks, tow trucks, school buses,**
- **\$400 million for eligible vehicles in nonattainment areas**



- **Allowable costs include the following:**
 - **Incremental costs of replacing an eligible vehicle that is not a zero-emission vehicle with a zero-emission vehicle, based on the market value of the vehicles**
 - **Purchasing, installing, operating and maintaining infrastructure needed to charge, fuel or maintain zero emission vehicles**
 - **Workforce development and training to support maintenance, charging fueling and operation of zero emission vehicles**
 - **Planning and technical activities to support maintenance, charging, fueling and operation of zero emission vehicles.**
- **Eligible contractors are defined as having the capacity to sell, lease, license, or contract for service zero emission vehicles, charging equipment or other equipment; or able to arrange for financing a sale, lease or contract for service.**
- **Eligible recipients are defined as states, municipalities, Indian tribes, and non-profit school transportation authorities**

Inflation Reduction Act Section 60102 Grants to Reduce Air Pollution at Ports

- **\$3 billion to EPA to award rebates and grants on a competitive basis**
 - For zero-emissions port equipment and technology but not automation.
- **Also used for the development of climate action plans to reduce air pollutants at ports.**
- **\$750 million is provided specifically for nonattainment area ports**
- **Eligible recipients include port authorities and state, regional, local or Indian tribe agencies that have jurisdiction or a port or port authority; air pollution control agencies; or a private entity that applies in partnership with one of the prior entities and owns, operates, or uses facilities, cargo handling equipment, transportation equipment or related equipment at a port.**



Inflation Reduction Act Section 60104 Diesel Emission Reductions

- **\$60 million to reduce diesel emissions**
- **Available through the DERA program**
- **Can be used for grants, rebates, and loans to identify and reduce diesel emissions resulting from goods movement facilities and vehicles servicing such facilities in low-income and disadvantaged communities to address the health impacts of these emissions in these communities.**



Resources:

Sign up for the [Clean School Bus Listserv](#) and continue to check www.epa.gov/cleanschoolbus for latest program updates.

www.epa.gov/cleandiesel

www.stridecollaboarative.org

www.sams.gov

Region 4 Contacts:

Alan Powell Powell.alan@epa.gov

Dale Aspy aspy.dale@epa.gov

Will Carnright Carnright.William@epa.gov

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