

S 747

Diesel Emissions Reduction Act of 2019

Congress: 116 (2019–2021, Ended)

Chamber: Senate

Policy Area: Environmental Protection

Introduced: Mar 12, 2019

Current Status: By Senator Barrasso from Committee on Environment and Public Works filed written report. Report No.

Latest Action: By Senator Barrasso from Committee on Environment and Public Works filed written report. Report No. 116-39. (May 13, 2019)

Official Text: <https://www.congress.gov/bill/116th-congress/senate-bill/747>

Sponsor

Name: Sen. Carper, Thomas R. [D-DE]

Party: Democratic • **State:** DE • **Chamber:** Senate

Cosponsors (10 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Barrasso, John [R-WY]	R · WY		Mar 12, 2019
Sen. Booker, Cory A. [D-NJ]	D · NJ		Mar 12, 2019
Sen. Capito, Shelley Moore [R-WV]	R · WV		Mar 12, 2019
Sen. Cramer, Kevin [R-ND]	R · ND		Mar 12, 2019
Sen. Gillibrand, Kirsten E. [D-NY]	D · NY		Mar 12, 2019
Sen. Inhofe, James M. [R-OK]	R · OK		Mar 12, 2019
Sen. Sullivan, Dan [R-AK]	R · AK		Mar 12, 2019
Sen. Van Hollen, Chris [D-MD]	D · MD		Mar 12, 2019
Sen. Whitehouse, Sheldon [D-RI]	D · RI		Mar 12, 2019
Sen. Blumenthal, Richard [D-CT]	D · CT		Jun 5, 2019

Committee Activity

Committee	Chamber	Activity	Date
Environment and Public Works Committee	Senate	Reported By	Apr 10, 2019

Subjects & Policy Tags

Policy Area:

Environmental Protection

Related Bills

Bill	Relationship	Last Action
116 S 2302	Related bill	Jan 8, 2020: By Senator Barrasso from Committee on Environment and Public Works filed written report. Report No. 116-200.
116 HR 1768	Related bill	Dec 18, 2019: Read twice and referred to the Committee on Environment and Public Works.

Diesel Emissions Reduction Act of 2019

This bill reauthorizes through FY2024 and revises the diesel emissions reduction program. The program authorizes the Environmental Protection Agency (EPA) to provide grants, rebates, or loans for replacing diesel engines or retrofitting the engines with pollution control technologies.

The bill modifies requirements governing how the EPA must prioritize projects when providing grants, rebates, and loans. Specifically, the EPA must recognize differences in how vehicles, engines, equipment, and fleets are used across the country as it prioritizes projects that include certified engine configurations, verified technologies, or emerging technologies that have a long expected useful life.

Under current law, the EPA must use a certain percentage of the funds made available for the program to support state administered programs for reducing diesel emissions. If a state does not qualify for funds, then the funds for the unqualified state must be reallocated to qualified states. This bill requires the funds for the unqualified state to be reallocated to the national diesel emissions reduction program.

Actions Timeline

- **May 13, 2019:** By Senator Barrasso from Committee on Environment and Public Works filed written report. Report No. 116-39.
- **Apr 10, 2019:** Committee on Environment and Public Works. Ordered to be reported without amendment favorably.
- **Apr 10, 2019:** Committee on Environment and Public Works. Reported by Senator Barrasso without amendment. Without written report.
- **Apr 10, 2019:** Placed on Senate Legislative Calendar under General Orders. Calendar No. 71.
- **Mar 13, 2019:** Committee on Environment and Public Works. Hearings held. Hearings printed: S.Hrg. 116-10.
- **Mar 12, 2019:** Introduced in Senate
- **Mar 12, 2019:** Read twice and referred to the Committee on Environment and Public Works. (Sponsor introductory remarks on measure: CR S1794-1795)