

U.S. House Committee on Energy and Commerce
Subcommittee on Environment
“Markup of Seven Pieces of Legislation.”
July 14, 2026
Documents for the Record

1. July 2026, A joint industry letter addressed to Chairman Guthrie, Chairman Palmer, Ranking Member Pallone, and Ranking Member Tonko, submitted by the Majority.
2. July 14, 2026, A press release from the Engine Technology Forum, submitted by the Majority.
3. July 14, 2026, A joint industry letter addressed to Chairman Guthrie, Chairman Palmer, Ranking Member Pallone, and Ranking Member Tonko, submitted by the Minority.

The Honorable Brett Guthrie
Chairman
House Energy & Commerce Committee
2161 Rayburn House Office Building
Washington, DC 20515

The Honorable Gary Palmer
Chairman of the Energy & Commerce
Subcommittee on the Environment
1770 Cannon House Office Building
Washington, DC 20515

The Honorable Frank Pallone
Ranking Member
House Energy & Commerce Committee
2125 Rayburn House Office Building
Washington, DC 20515

The Honorable Paul Tonko
Ranking Member of the Energy &
Commerce Subcommittee on the
Environment
2369 Rayburn HOB
Washington, DC 20515

Dear Chairman Guthrie, Ranking Member Pallone, Chairman Palmer, and Ranking Member Tonko,

We, the undersigned businesses, organizations, and institutions, thank you for your leadership on the Environmental Monitoring and Remediation Technology Assessment Initiative (EMRTAI) Authorization Act of 2026.

Today, there are thousands of abandoned mines or mineral processing facilities on federal land that contain billions of tons of waste materials. These sites are significant public health risks and environmental liabilities. They cost the federal government hundreds of millions of dollars in total remediation spending, and nearly 100 of them are on the Environmental Protection Agencies Superfund National Priority List.¹ At the same time, they have tremendous untapped economic potential including substantial deposits of critical minerals that are essential to American energy and supply chain security. Unlocking this dual opportunity — environmental remediation and critical mineral extraction — requires highly specialized, novel, technology.

The Environmental Monitoring and Remediation Technology Assessment Initiative (EMRTAI) accelerates the adoption of these innovative technologies. This program is designed to advance technologies that can both address the public health concerns and extract additional critical materials from legacy mine sites, contaminated media, and other waste materials. This program supports technical validation, performance assessments, and field demonstration of new mining technologies — acting as a critical bridge for wider adoption by the domestic mining industry. Authorizing this program can bring new technologies into the pipeline, diversify the deployment locations, and catalyze public-private partnerships that transform public health risks into strategic economic assets.

This authorization would align with recent administrative actions that prioritize domestic critical mineral production to reduce reliance on foreign supply chains and counteract Chinese dominance. China is currently responsible for over 70% of global production of rare earth metals and refines up to 87% of the global supply of critical minerals.² These metals and minerals are

¹ <https://www.gao.gov/products/gao-23-105408>

² <https://fortune.com/2026/03/11/china-us-rare-earth-processing-critical-minerals/>

vital for American defense technology and energy dominance, supporting applications ranging from fighter jets to semiconductors to advanced batteries.

One type of novel mining technology that could benefit from support from the EMRTAI program is carbon mineralization. Mineralization technology derives economic value from waste materials on mine sites — including mine tailings, quarry fines, and steel slag. By reacting these materials with the air to form new minerals, mineralization can create additional revenue streams for mining operators, improve the recoverability of critical minerals, and help protect the environment and human health. Several companies, like Travertine, Arca, Anvil, and Karbonetiq, are deploying this technology across the country, benefiting local economies and catalyzing the domestic mining industry.

By supporting technical validation and field deployment at legacy mineral storage sites, EMRTAI puts the U.S. on a course towards domestic supply chain resilience, environmental remediation, and economic revitalization. We are grateful for the efforts to formally authorize the EMRTAI program in the Environmental Monitoring and Remediation Technology Assessment Initiative Authorization Act of 2026 and ask the committee to consider including mineralization technology explicitly in its scope.

Sincerely,

Anvil Capture Systems, Inc.
Arca Climate Technologies Inc.
Aquarry, Inc.
Bipartisan Policy Center (BPC) Action
Carbon Removal Alliance
Carbon Removal Standards Initiative (CRSI)
Carbon180
ClearPath Action
Climate Innovation Action
DISA Technologies
Karbonetiq
National Wildlife Federation
Stripe
Third Way
Travertine Technologies, Inc.
Trout Unlimited



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FOR IMMEDIATE RELEASE

New EPA Report to Congress Highlights Benefits of Diesel Emissions Reduction Act (DERA) Program

Results Support Reauthorization of DERA, H.R. 2140, Subject of Today's Energy and Commerce Hearing

WASHINGTON (July 14, 2026) — The Diesel Emissions Reduction Act (DERA) is a valuable program that continues to deliver meaningful emissions reductions and fuel saving across the country as outlined in the Environmental Protection Agency's (EPA) [Sixth Report to Congress](#) (Report). Reauthorization of DERA through H.R. 2140, which is being considered today by the House Energy and Commerce Committee's Environment Subcommittee, is strongly supported by the continued need for, and proven results of, the program outlined in the Report.

"DERA has been a bipartisan success story from the very beginning because of its structure and competitive process, successful implementation, ongoing need, and continued funding support. It's a program that has upgraded a wide range of technologies, from marine and locomotive engines, port drayage trucks, and school buses to fire trucks and industrial stationary generators in Tribal communities. We recognize and thank Reps. Matsui, Calvert, Pingree, and Langworthy for their unwavering leadership and support of H.R. 2140, the Diesel Emissions Reduction Act of 2025," said Allen Schaeffer, executive director of the [Engine Technology Forum](#) (ETF), based in Frederick, Md.

DERA provides funding assistance to accelerate the upgrade or retirement of older diesel engines, prioritizing projects that reduce emissions in nonattainment or maintenance areas for particulate matter (PM) and ozone. DERA competitive grant applications are evaluated based on how projects benefit areas with poor air quality and the extent to which they engage community stakeholders. The DERA program also prioritizes goods movement projects because these projects tend to take place in communities impacted by higher levels of diesel exhaust, such as those near ports, rail yards, and distribution centers.

Since the inception of DERA, funding requests have exceeded available funding in each fiscal year (FY). In FYs 2019 and 2020 alone, grant and rebate applicants requested \$220 million more in funds than were available from DERA appropriations. This legislation – H.R. 2140 - reauthorizes the DERA program through 2029.

The DERA program promotes an array of diesel emissions reduction strategies by working with manufacturers, fleet operators, air quality professionals, environmental and community organizations, and Tribal, state, and local officials. Together, EPA and others work to achieve emissions reductions in areas experiencing diminished air quality from diesel fleets. DERA has separate national and state award programs

According to the EPA report, more than 76,900 engines in vehicles, vessels, locomotives, and other pieces of equipment were replaced or retrofitted with DERA funds during FYs 2008 to 2020. DERA projects during these years are estimated to have reduced approximately 499,000 tons of nitrogen oxides (NOx) and 16,600 tons of PM over the lifetime of the replaced engines. These diesel emissions reduction projects are also estimated to have reduced approximately 19,400 tons of hydrocarbons (HC) and 66,600 tons of carbon monoxide (CO) and are expected to save over 572 million gallons of diesel fuel over the lifetime of the affected engines.

Approximately 58% of projects included school bus replacements. Additionally, there were more than 240 port and multi-sector projects, more than 90 municipal projects, and more than 90 construction projects. About 95% were diesel engines and vehicles. About 5% were natural gas, propane, gasoline, zero-emission, or hybrid engines and vehicles.

“EPA has consistently done an outstanding job administering this competitive program in a balanced and fair way, developing important tools that quantify emissions reductions, enhancing program efficiencies, and maximizing the use of available funds, all of which are outlined in the Report to Congress. Cost sharing and leveraging other funds enable the DERA program to consistently deliver a strong return on public investment,” noted Schaeffer.

In FY 2019 and 2020:

- EPA estimates reductions of approximately 12,000 tons of NOx, 450 tons of PM_{2.5}, 570 tons of HC, 1,680 tons of CO, and 33.5 million gallons of diesel fuel consumed over the lifetime of the engines and vehicles funded during FYs 2019 and 2020 through the DERA program.
- School buses were the most frequently funded replacements, with approximately 290 school buses retrofitted or replaced during FYs 2019 and 2020. Additionally, more than 40 replacements were port vehicles or engines, and approximately 30 were freight vehicles or engines.
- Approximately 70% of replacements were diesel engines and vehicles. Approximately 30% were natural gas, propane, gasoline, zero-emission, or hybrid engines and vehicles.
- Nearly 100 state projects were funded in FYs 2019 and 2020 to replace over 490 vehicles. The largest upgrade sector for the DERA state program during FYs 2019 and 2020 was school buses, which accounted for more than 240 vehicle replacements. Approximately 180 replacements were port marine vessels, nonroad vehicles, and on-road drayage trucks.

“As of December 2025, according to [ETF's analysis of S&P Global Mobility TIPNet data](#), 67% of all commercial diesel vehicles (Class 3-8) on the road were 2010 and newer model year vehicles, which means that one-third are older models without the benefits of the most advanced emissions reduction technology,” noted Schaeffer.

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About the Engine Technology Forum

Founded on the principles of fact-based education, science, outreach and collaboration, the Engine Technology Forum is dedicated to promoting a greater understanding of the benefits of advanced internal combustion engines and the fuels that they use and how these contribute to a sustainable future. Please join us. We also invite you to connect with us on [LinkedIn](#), [X](#), [Facebook](#), [Instagram](#), and [YouTube](#). Sign up for our [digital newsletter](#), too.

July 14, 2026

Representative Brett Guthrie
Chairman
House Committee on Energy and Commerce

Representative Frank Pallone
Ranking Member
House Committee on Energy and Commerce

Representative Gary Palmer
Chairman
House Subcommittee on Environment
House Committee on Energy and Commerce

Representative Paul Tonko
Ranking Member
House Subcommittee on Environment
House Committee on Energy and Commerce

RE: Subcommittee on Environment markup of seven bills on July 14, 2026

Dear Chairman Guthrie, Ranking Member Pallone, Chairman Palmer, Ranking Member Tonko, and members of the Energy and Commerce Committee's Subcommittee on Environment,

In advance of the House Energy and Commerce Subcommittee on Environment's upcoming markup, the undersigned organizations write to provide the following vote recommendations in support of legislation that protects public health and clean air and opposition to bills that would undermine them.

Vote YES on [H.R. 2140](#), Diesel Emissions Reduction Act of 2025 (Reps. Matsui and Langworthy)

- The Diesel Emissions Reduction Act (DERA) program has a strong track record of success reducing harmful criteria pollution, and we strongly support its reauthorization.
- As a result of the program, from 2008-2020 nearly \$1 billion in grants have been awarded to projects replacing or retrofitting 76,900 diesel engines or vehicles across the country, reducing 499,000 tons of nitrogen oxides (NOx) and 16,600 tons of particulate matter (PM).¹

Vote NO on [H.R. 3194](#), Lifting Overburdensome Commerce Obstructions and Motives (LOCOMOTIVES) Act (Rep. Moolenaar)

- This bill violates state authority enshrined in the Clean Air Act to restrict a state's ability to protect the public health and welfare of its residents by setting environmental standards for locomotive engines.
- Diesel powered locomotive engines are highly polluting. According to the Environmental Protection Agency's Co-Benefits Risk Assessment (COBRA) model, it is estimated that the rail industry is responsible for between 2,200 and 3,100 premature deaths annually, with total health-related costs of \$36 to \$48 billion.²

Vote NO on [H.R. 9317](#), Buses Utilizing Safety and Environmental Standards (BUSES) Act (Reps. Langworthy and Gottheimer)

- Diesel exhaust is harmful to breathe, particularly for children, the elderly, and people with preexisting conditions. Many states and municipalities have adopted anti-idling ordinances that limit idling to 3-5 minutes. This bill would impose a 15 minute idling minimum, defang enforcement mechanisms, and prevent states from including anti-idling policies in their state implementation plans.
- According to survey data from the American Bus Association, only 38% of their member's buses have particulate filters.³ More than half of their vehicles are likely more than two decades old and operating without modern engine technologies and emissions controls. These polluting vehicles pose an even greater risk to public health when idling in bus terminals and densely populated areas.

Vote NO on [H.R. 9618](#), Diesel Engine Flexibility (DEF) Act (Reps. Fedorchak and Davis [NC])

- This bill prevents any new emission standards more stringent than the 2007 or 2010 EPA emission standards from going into effect sooner than 10 years after passage, including any rules for which a state receives a waiver. This poses an egregious risk to public health by unnecessarily delaying the implementation of life saving pollution safeguards.
- For example, one rule that would be impacted is the EPA's 2022 Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards which is scheduled to go into effect in model year 2027. All leading heavy-duty engine and vehicle manufacturers have engines that meet the standards.⁴ An arbitrary delay would create market uncertainty and harm public health.

Despite decades of progress, we still have a ways to go to address our nation's air pollution crisis. More than 4 in 10 people living in the United States—an estimated 152.3 million—live in areas that don't meet federal air quality standards.⁵

Trucks, buses and locomotive engines that burn fossil fuels are a major source of air pollution, which includes particulate matter, nitrogen oxides, ozone and other highly toxic emissions.^{6 7} The health risks of air pollution are extremely serious. Poor air quality aggravates respiratory ailments like asthma and bronchitis and heightens the risk of life-threatening conditions like cancer and heart disease.⁸ There is strong evidence that breathing fine particulate matter (PM_{2.5}) impairs neurological functions, increasing the risk of Alzheimer's disease, and that it affects the developing fetus.⁹ PM_{2.5} from transportation is singlehandedly responsible for up to 20,000 premature deaths each year.¹⁰ These consequences also burden our families and community members with substantial medical costs.^{11 12} All of these burdens disproportionately affect communities of color and low income households who are more likely to live near major trucking routes and transportation hubs.^{13 14}

We need to be moving forward, not backwards, towards a clean air future. We ask that you prioritize the health and welfare of the people of this country and defend the Clean Air Act, one of our nation's bedrock environmental laws. Please cast your vote in line with a clean transportation future.

Sincerely,

Union of Concerned Scientists
Coltura
Earthjustice Action
EDF Action
Environmental Law & Policy Center
GreenLatinos
League of Conservation Voters (LCV)
Natural Resources Defense Council
Plug in America
Public Citizen
Sierra Club
WE ACT for Environmental Justice

¹ Environmental Protection Agency (EPA) Office of Transportation and Air Quality (OTAQ). 2026. *Diesel Emissions Reduction Act (DERA) Sixth Report to Congress*. Washington, DC. Accessed July 13, 2026. <https://www.epa.gov/system/files/documents/2026-06/420r26015.pdf>.

² Cooke, Dave. "Railroads Are Running Dirty Diesel Trains Through Communities and No One Is Doing Anything About It." *The Equation* (blog). June 17, 2025. Accessed July 13, 2026. <https://blog.ucs.org/dave-cooke/railroads-are-running-dirty-diesel-trains-through-communities-and-no-one-is-doing-anything-about-it/>.

³ American Bus Association. 2025. *Restoring Balance and Commonsense: How Weaponized Regulation And Litigation Undermine The Cleanest Form of Transportation*. Accessed July 13, 2026. https://www.buses.org/wp-content/uploads/2025/05/ABA-White-Paper_Restoring-Balance-and-Commonsense-How-Weaponized-Regulation-and-Litigation-Undermine-the-Cleanest-Form-of-Transportation.pdf.

⁴ Environmental Defense Fund. "Coming soon: a proposal to weaken protections against dangerous pollution from buses and trucks." July 6, 2026. Accessed July 13, 2026. <https://www.edf.org/media/coming-soon-proposal-weaken-protections-against-dangerous-pollution-buses-and-trucks>.

⁵ American Lung Association. *State of the Air 2026 Report*. Chicago, IL. Accessed May 27, 2026. <https://www.lung.org/getmedia/32f0646d-c5de-4501-boac-07cd63c974d4/State-of-the-Air-2026-Report.pdf>.

⁶ Environmental Protection Agency (EPA). 2025. "Smog, Soot, and Other Air Pollution from Transportation." Last updated on August 7. <https://www.epa.gov/transportation-air-pollution-and-climate-change/smog-soot-and-other-air-pollution-transportation>.

⁷ Environmental Protection Agency (EPA). 2025. "Learn About How Mobile Source Pollution Affects Your Health." Last updated on September 17. <https://www.epa.gov/mobile-source-pollution/learn-about-how-mobile-source-pollution-affects-your-health>.

⁸ National Institute of Environmental Health Sciences. 2026. "Air Pollution and Your Health." Last reviewed on March 6. <https://www.niehs.nih.gov/health/topics/agents/air-pollution>.

⁹ *Ibid*.

¹⁰ Choma, Ernani F., John S. Evans, José A. Gómez-Ibáñez, Qian Di, Joel D. Schwartz, James K. Hammitt, John D. Spengler. 2021. "Health benefits of decreases in on-road transportation emissions in the United States from 2008 to 2017." *Proceedings of the National Academy of Sciences* 118 (51): e2107402118. <https://doi.org/10.1073/pnas.2107402118>

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- ¹¹ Alexeeff, Stacey E., Ananya Roy, Jun Shan, G. Thomas Ray, Charles Q. Quesenberry, Joshua Apte, Christopher J. Portier, Stephen K. Van Den Eeden. 2022. "Association between traffic related air pollution exposure and direct health care costs in Northern California." *Atmospheric Environment* 287. 119271, ISSN 1352-2310. <https://doi.org/10.1016/j.atmosenv.2022.119271>
- ¹² Hakami A, Zhao S, Soltanzadeh M, Vasilakos P, Alhusban A, Oztaner B, Fann N, Chang H, Krupnick A, Russell T. 2024. "Estimating Model-Based Marginal Societal Health Benefits of Air Pollution Emission Reductions in the United States and Canada." *Res Rep Health Eff Inst* (218):1-63. PMID: 39397785; PMCID: PMC11476235. <https://pubmed.ncbi.nlm.nih.gov/39397785/>
- ¹³ American Lung Association. *State of the Air 2026 Report*. Chicago, IL. Accessed May 27, 2026. <https://www.lung.org/getmedia/32f0646d-c5de-4501-boac-07cd63c974d4/State-of-the-Air-2026-Report.pdf>.
- ¹⁴ Wilson, Sam. 2026. *Addressing Freight Pollution at the Source: Air Pollution, Freight Facility Clusters, and the Role of Indirect Source Rules*. Cambridge, MA: Union of Concerned Scientists. Accessed June 1, 2026. <http://www.ucs.org/resources/addressing-freight-pollution-source>