Diesel Emissions Reduction Incentive (DERI) Programs
Projects by Emissions Source[1]
FY2002 Through FY2024

Emissions Source	Total Number of Projects	Total Number of Activities	Total Grant Amount[2, 3]	Total NO_X Reduced (Tons)	Average Cost Per Ton of NO_X Reduced[4]	Total Tons Per Day of NO_X Reduced 2024	Total Tons Per Day of NO_X Reduced 2025	Total Tons Per Day of NO_X Reduced 2026	Total Tons Per Day of NO_X Reduced 2027	Total Tons Per Day of NO_X Reduced 2028	Total Tons Per Day of NO_X Reduced 2029
Non-Road	7,772	10,741	$541,332,776	53,822.47	$10,058	6.7922	5.3790	4.5272	3.6562	2.8268	2.5417
On-Road	5,494	9,882	$516,429,955	63,953.01	$8,075	5.6305	4.5482	3.3048	2.4260	1.5383	1.2553
Marine	109	596	$64,714,169	16,721.53	$3,870	1.7727	1.2555	1.3951	1.1329	1.1221	1.0581
Stationary	83	143	$18,046,159	4,745.49	$3,803	0.2781	0.2727	0.2592	0.2541	0.2436	0.2342
Locomotive	55	317	$233,841,777	51,825.12	$4,512	2.2166	2.2166	2.1652	2.1652	2.0352	2.0352
Grand Total	**13,513**	**21,679**	**$1,374,364,837**	**191,068**	**$7,193**	**16.69**	**13.67**	**11.65**	**9.63**	**7.77**	**7.12**

[1] Does not include projects funded and subsequently canceled.

[2] The total grant amount includes $12,425,362 in federal American Recovery and Reinvestment Act funding awarded in 2010, resulting in 1,322 tons of NO_x reduced.

[3] Totals have been rounded to the nearest whole number.

[4] The average cost per ton of NO_X reduced equals the total grant amount divided by the total NO_X reduced. The average cost per ton of NO_X reduced was calculated using raw numbers and then rounded to the nearest whole number.