Alternative Fuels & Chemicals Coalition

Advocating for Public Policies to Promote the Development & Production of Alternative Fuels & Chemicals, with a Focus on Sustainable Aviation Fuels

AFCC's 2023 Appropriations Requests

KEY PROGRAMS SUMMARY: TRANSPORTATION

AFCC's priorities are indicated in green text

Subcommittee: Transportation

Agency: U.S. Department of Transportation (DOT)

Account / Program:	FY 2019 Appropriation	FY 2020 Appropriation	FY 2021 Appropriation	FY 2022 Appropriation	President's FY 2023 Budget	AFCC's FY 2023 REQUEST	Notes
DOT: Federal Highway Administration, Federal-Aid Highways, Fixing America's Surface Transportation (FAST) Act (P.L. 114-94)							
FY Appropriation	$45,268,596,000	Total of $46,365,092,000 made available through 2023	Total of $46,365,092,000 made available through 2023	$13,355,000,000	Pending	(1) Continue FY2022 funding level of $13.355 billion	
DOT: Office of the Secretary, National Infrastructure Investments (2)							
FY Appropriation	$900,000,000	$1,000,000,000	$1,000,000,000	$775,000,000	Pending	(2) $1,000,000,000	
DOT: Office of the Assistant Secretary for Research and Technology (OST-R)							
FY Appropriation	$8,471,000	$21,000,000	$22,800,000	$51,363,000	Pending	Maintain FY2022 funding level of $51,363,000	

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Subcommittee: Transportation

Agency: U.S. Department of Transportation (DOT)

Account / Program:	FY 2019 Appropriation	FY 2020 Appropriation	FY 2021 Appropriation	FY 2022 Appropriation	President's FY 2023 Budget	**AFCC's FY 2023 REQUEST**	Notes
DOT: Office of the Assistant Secretary, Office of Research, Development & Technology, Transportation Planning, Research & Development							
FY Appropriation	$7,879,000	$10,879,000	$9,350,000	$29,863,000	Pending	**Maintain FY2022 funding level of $29,863,000**	

Subcommittee: Transportation

Agency: U.S. Department of Transportation (DOT)

FEDERAL AVIATION ADMINISTRATION (FAA)

Account / Program:	FY 2019 Appropriation	FY 2020 Appropriation	FY 2021 Appropriation	FY 2022 Appropriation	President's FY 2023 Budget	**AFCC's FY 2023 REQUEST**	Notes
DOT: Federal Aviation Administration, Research, Engineering and Development							
FY Appropriation	$191,100,000	$192,665,000	$198,000,000	$284,500,000	Pending	**Maintain FY2022 funding level of $284,500,000**	

Subcommittee: Transportation

Agency: U.S. Department of Transportation (DOT)

FEDERAL AVIATION ADMINISTRATION (FAA)

Account / Program:	FY 2019 Appropriation	FY 2020 Appropriation	FY 2021 Appropriation	FY 2022 Appropriation	President's FY 2023 Budget	**AFCC's FY 2023 REQUEST**	Notes
DOT: Federal Aviation Administration, Grants-in-Aid for Airports / Airport Improvement Program (AIP) (3)							
FY Appropriation	$3,350,000,000 (pg. 392) as well as an additional $500,000,000 (pg. 393) to remain available through Sept. 30, 2021, for airport development discretionary grants	$3,350,000,000 (pg. 409) as well as an additional $400,000,000 (pg. 410) to remain available through Sept. 30, 2022, for airport development discretionary grants	$3,350,000,000 (pg. 652) as well as an additional $400,000,000 (pg. 652) to remain available through Sept. 30, 2023, for airport development discretionary grants	$3,350,000,000 (pg. 646) as well as an additional $554,180,000 (pg. 647) to remain available through Sept. 30, 2024, for airport development discretionary grants	Pending	**$3,350,000,000 as well as an additional (3) $400,000,000 to remain available through Sept. 30, 2024, for airport development discretionary grants**	
DOT: Federal Aviation Administration, Facilities and Equipment, Advanced Technology Development and Prototyping (3)							
FY Appropriation	$33,000,000*	$40,900,000*	$26,600,000*	$29,000,000*	Pending	**(4) $45,000,000**	
Appropriation Note:	*Included under FY20219 appropriation of $3,000,000,000 for Facilities and Equipment	*Included under FY2020 appropriation of $3,045,000,000 for Facilities and Equipment	*Included under FY2021 appropriation of $3,015,000,000 for Facilities and Equipment	*Included under FY2022 appropriation of $2,892,887,500 for Facilities and Equipment	Pending	**Maintain FY2019-2021 funding levels of $3+ billion**	

Subcommittee: Transportation

Agency: U.S. Department of Transportation (DOT)

FEDERAL AVIATION ADMINISTRATION (FAA)

Account / Program:	FY 2019 Appropriation	FY 2020 Appropriation	FY 2021 Appropriation	FY 2022 Appropriation	President's FY 2023 Budget	**AFCC's FY 2023 REQUEST**	Notes
DOT: Federal Aviation Administration, Research, Engineering and Development (RE&D)							
FY Appropriation	Included under Operations:	Included under Operations:	Included under Operations:	Separate Heading, $248,500,000 (Airport & Airway Trust Fund)	Pending	**Maintain FY2022 funding level of $248,500,000**	
DOT: NextGen (Next Generation Air Transportation System), Management Services, FAA Centers of Excellence (5)							
FAA Allocation	Included in NextGen appropriation of $61,538,000	Included in NextGen appropriation of $61,538,000	Included in NextGen appropriation of $62,862,000	Included in NextGen appropriation of $63,955,000	Pending	**(5) Continue prior year funding levels**	
DOT: NextGen, Environmental Research: Aircraft Technologies, Fuels, and Metrics (6)							
	Included in NextGen above	Included in NextGen above	Included in NextGen above	Included in NextGen above	Pending		
FAA Allocation	$29,200,000	$29,200,000	$31,500,000	$33,500,000	Pending	**(6) Ensure that at least $33,500,000 is allocated to this program**	

Subcommittee: Transportation

Agency: U.S. Department of Transportation (DOT)

FEDERAL AVIATION ADMINISTRATION (FAA)

Account / Program:	FY 2019 Appropriation	FY 2020 Appropriation	FY 2021 Appropriation	FY 2022 Appropriation	President's FY 2023 Budget	**AFCC's FY 2023 REQUEST**	Notes
DOT: Federal Aviation Administration, Operations; Research, Engineering And Development (RE&D), Alternative Fuels for General Aviation (7)							
Appropriation:	Included in NextGen above	Included in NextGen above	Included in NextGen above	Included in NextGen above	Pending		
FAA Allocation	$1,900,000	$1,900,000	$0	$5,000,000	Pending	**(7) Ensure that at least $7 MILLION is allocated to this program**	

FOOTNOTES:

(1) AFCC STRONGLY RECOMMENDS THAT FHWA DEVELOP GUIDELINES FOR SPECIFICATIONS FOR THE USE OF NEWER TECHNOLOGIES IN REPAIRING ROADS, BRIDGES, AND HIGHWAYS. AFCC requests that the Federal Highway Administration (FHWA) and Center for Accelerating Innovation (CAI) consider providing direction and guidance to States as encouragement for States to amend existing construction and repair specifications to allow for the use of advanced, innovative, transformative, sustainable technologies and materials, and construction methods in all federally funded surface transportation infrastructure projects.

Such Federal guidance – say, through a notice in the Federal Register – would help ensure consistency among the 50 states in infrastructure construction and repair specifications and the ability to benefit from the use of advanced technologies, materials, and construction methods.

AFCC also requests that FHWA and CAI take steps to ensure that information is available to States on the benefits of using these technologies, materials, and construction methods – such as:

- *better performance,*
- *cost effectiveness,*
- *improved integrity and longevity,*
- *reduced greenhouse gas emissions, and*
- *making use of balanced mix designs using recycled materials with no limits on the amounts of recycled material that can be used*

to allow States to better understand these benefits and, thus, be willing to incorporate and allow for their use in infrastructure construction and repair projects.

(2) AFCC STRONGLY SUPPORTS CONTINUED FUNDING FOR THE NATIONAL INFRASTRUCTURE INVESTMENTS BUILD TRANSPORTATION DISCRETIONARY GRANT PROGRAM. The BUILD program allows DOT to make capital funding grants through discretionary grants to any public entity, including municipalities, counties, port authorities, tribal governments, metropolitan planning organization, or others to projects that have a significant local or regional impact and promise to achieve national transportation objectives

(3) AFCC RECOMMENDS THAT AN ADDITIONAL AMOUNT OF $400,000,000 BE APPROPRIATED FOR GRANTS-IN-AID FOR AIRPORTS, CONSISTENT WITH THE ANNUAL APPROPRIATIONS FOR FY2018-2020, AND THAT language be added TO THE FY2023 APPROPRIATION LANGUAGE STIPULATING:

> *"That of the amounts made available under this heading, the Secretary shall make grants to enable airports to make necessary infrastructure changes to facilitate the use of alternative aviation fuel."*

(4) AFCC RECOMMENDS ADDING A STIPULATION TO THE FY2022 APPROPRIATIONS LANGUAGE FOR FACILITIES AND EQUIPMENT WHICH STATES:

> "*Provided further*, That of the amounts made available under this heading, the Secretary shall give priority to installing and making the necessary infrastructure changes at airports to facilitate the use of alternative aviation fuels."

For example, in some cases the fuel will need to trucked into the airport rather than arriving from current pipeline networks. New pipelines may be required. The DOT infrastructure project will need to consider these changes.

Now is the time for the planning and implementation of these changes as alternative fuels use becomes more common. Alternative aviation fuels are becoming the norm in many international markets and could be required for U.S. carriers serving these locations in the

future. Currently these types of projects are not among those discussed in the agency's request.

(5) **AFCC STRONGLY SUPPORTS CONTINUED FUNDING FOR THE OFFICE OF THE ASSISTANT SECRETARY, DEVELOPMENT AND TECHNOLOGY, FAA CENTERS OF EXCELLENCE (COE) PROGRAM FOR ALTERNATIVE JET FUELS AND ENVIRONMENT RESEARCH SINCE IT IS CONSIDERED THE LARGEST DOT PROGRAM ATTEMPTING TO DEVELOP NEW SUSTAINABLE ALTERNATIVE FUELS.**

Centers of air transportation excellence established under section 44513 of Title 49 are funded by the Airport and Airway Trust under section 48102(a) of title 49. Since its inception, FAA made a major commitment to support multiyear and multimillion dollar research efforts, ensuring coordination and innovation across the university teams that make up the various COEs.

This investment has resulted in significant advancements in aviation science, technologies, and technology transfer. There are currently six active established FAA COEs, each with specific research areas. The goal is for each center to become a national resource in a particular area of transportation. The COE program has included over 70 academic institutions and over 200 industry and government affiliates. Through their collaborative efforts, they have conducted research in areas critical to the FAA and the flying public.

(6) **AFCC STRONGLY SUPPORTS FUNDING AT THE FY2022 LEVEL FOR THE NEXTGEN—ENVIRONMENTAL RESEARCH—AIRCRAFT TECHNOLOGIES, FUELS, AND METRICS** PROGRAM OF THE **OFFICE OF ENVIRONMENT AND ENERGY**. The stated goal of the Aircraft Technologies, Fuels, and Metrics program is to increase mobility by reducing environmental impacts of aviation in absolute terms, including those relating to community noise, air quality and global climate change.

The program is focused on maturing aircraft innovative technologies that can reduce aircraft noise, emissions that degrade air quality, greenhouse gas emissions, and energy use, and advance alternative jet fuels.

The Office of Environment and Energy is a key component of the FAA's environment and energy strategy. It advances understanding of aviation noise and emissions at their source, how they propagate and are modified in the atmosphere, and their ultimate health and welfare impacts on the population – both near airports and much farther afield. This knowledge is then incorporated into an integrated aviation environmental tool suite that can be used to evaluate the full breadth of environmental mitigation solutions that are being developed.

The aviation environmental tool suite is built upon a sound scientific understanding of aviation noise and emissions as well as their environmental, health, and welfare impacts. The Program is using these models and knowledge to inform decision-making on technology development, operational procedures, and policies relating to aviation's energy use and environmental impacts.

AFCC RECOMMENDS adding a stipulation to the FY2023 appropriations language for the NextGen program which states:

> "Provided, *That of the amount made available, the Secretary shall use not less than $33,500,000 for Aircraft Technologies, Fuels, and Metrics and the Office of Environment and Energy, and not less than $7,000,000 for Alternative Fuels for General Aviation;"*

This appropriations language also applies to (7) below:

(7) AFCC STRONGLY SUPPORTS CONTINUED AND INCREASED FUNDING FOR RESEARCH, ENGINEERING, AND DEVELOPMENT OF ALTERNATIVE FUELS FOR GENERAL AVIATION.

For every hour of flight, a passenger jet emits 200 pounds of CO_2. For a flight with 200 passengers, that's one pound per passenger per hour.

Programs aimed at improving the sustainability and competitiveness of the U.S. transportation system need to be prioritized as these programs compete with other priorities.

The impacts that climate change is having – and will increasingly have – on the U.S. economy, national security, and the lives of its citizens demands greater attention.

AFCC and its member companies have a strong focus on alternative feedstocks and fuels for aviation, which are typically derived from biological and renewable resources, and are sustainably produced in the U.S.

AFCC STRONGLY RECOMMENDS FUNDING AND PRIORITIZING THIS CRITICAL PROGRAM TO REDUCE CO_2 EMISSIONS FROM THE AVIATION SECTOR.

There is growing international demand for these sustainable aviation fuels. Mandates in the European Union and other areas of the world may require their use in overseas flights and in the U.S. military in the near future.

The renewal of this program will promote the production of sustainable aviation fuels, which will increase the use of homegrown agricultural crops, helping our farmers, advancing innovation, creating jobs and, in turn, building on and expanding the nation's biobased economy.

It will promote the use of waste products, the disposal of which create environmental liabilities, **by turning these liabilities into assets**, by producing of waste-to-value sustainable aviation fuels.

It also will allow the U.S. to restore its global position in the production as a leader in the production of sustainable aviation fuels.

Alternative fuel activities include setting policy goals, ensuring that the fuels can be safely integrated with aviation equipment and infrastructure. In the past, FAA program funding included specific appropriations for these activities. In recent budgets, the emphasis has changed to place less emphasis on this economically critical area.