



Alternative Fuels & Chemicals Coalition

Advocating for Public Policies to Promote the Development & Production of Alternative Fuels, Renewable Chemicals, Biobased Products, and Sustainable Aviation Fuels

AFCC'S FY2021 Appropriation Requests Transportation

13 Programs – 10 Industry-Critical Priorities

Introduction

The Alternative Fuels & Chemicals Coalition (AFCC) represents companies that make up the value chains for the development, production, and distribution of alternative fuels, renewable chemicals, biobased products, and sustainable aviation fuels (SAF). Its 40+ member companies include: Amyris, Cargill, Clariant, Calysta, Danimer Scientific, Green Life Can, Northwest Advanced Biofuels, Praj Americas, Red Rock Biofuels, Velosys, Vertimass, Virent, and more.

AFCC's FY2021 appropriation requests are consistent with prior year appropriations. AFCC's objective is to support robust funding opportunities to stimulate the development and production of alternative fuels, renewable chemicals, biobased products, and SAF.

Here's Why This Is Important

The development and production of these products
**offers EVERY state and virtually
EVERY Congressional District an opportunity to
CREATE JOBS and STIMULATE ECONOMIC DEVELOPMENT**

Here's How EVERYONE in the U.S. Benefits

- ➔ The programmatic funding levels and tax incentives for which AFCC is advocating make it possible for federal agencies to issue funding opportunities to carry out agency missions.
- ➔ Funding opportunities are available for each of the nine Technology Readiness Levels (TRLs), which move ideas from concept to commercial realization. **These funding opportunities stimulate ingenuity, support innovation, prove out and validate new ideas, lead to the introduction of new products and new technologies, create jobs, improve the quality of life, solve problems, and drive American competitiveness and global leadership.**
- ➔ **These funding programs form a progressive ladder that moves new ideas successively forward,** with each step building one upon the other, leading from an early concept (TRL-1), up through research and development, to testing and validation, then to prototyping and piloting, **and finally to first commercialization (TRL-9), followed by further expansion and deployment,** *which is where local communities and everyone in the U.S. benefit.*
- ➔ **Each TRL step is critical; reduce the funding for one and the others cannot occur.**
- ➔ A list of the federal funding programs that are available for each TRL level can be viewed and downloaded on AFCC's website at: <https://www.altfuelchem.org/federal-funding-opportunities>.



5 Key Points Re: AFCC's FY2021 Appropriation Requests

- 1. The focus of AFCC's appropriations requests is to ensure the continuation – and where possible, the expansion – of the federal funding opportunities that advance research and development, support testing and validation, and lead to the commercial deployment of new technologies, services, and products.**
- 2. These funding opportunities have the potential to benefit every state and Congressional District and their constituents.** For example, the majority of AFCC's 45 member companies use waste products to make their products (thus turning liabilities into assets); hence, they can locate new facilities in local communities almost anywhere. Moreover, they distribute and sell products throughout the U.S., which touch the lives of every American, support tens of thousands of indirect and induced jobs, and have a positive economic impact in every Congressional district.
- 3. These funding opportunities play a critical role in the market economy.** They stimulate innovation. They lead to the development of new technologies, services, and products.
- 4. Most importantly, they prime the pump for private sector investment.** They do this by providing the necessary validation and reduction of risk to give private sector investors and lenders the confidence that is needed to put their money into financing new technologies, services and products and deploying them widely throughout the marketplace.
- 5. Without this validation and reduction of risk, very few, if any, private sector investors will take a chance on something that is new, innovative, or disruptive.** Thus, the benefits that could accrue to the market economy and American public may never be realized and could be lost forever ... or leave a void for another country, such as China, to replace the U.S. as a global leader.

These funding requests are a top priority since they will have a direct impact on the constituents of every Congressional office

Contact Information

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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 2021 Appropriations Requests HOUSE & SENATE APPROPRIATIONS SUBCOMMITTEES ON TRANSPORTATION

AFCC's priorities – the programs whose authorizations or appropriations have expired or not been renewed,
or have been proposed for severe cuts or elimination in the President's Budget – **are indicated in red text**

Subcommittee: Transportation

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

13 Programs – **10 Industry-Critical Priorities** (including FAA)

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
H.R. 1865 (P.L. 116-94)							
Title 1: Extension of Certain Expiring Provisions; Subtitle C: Incentives for Energy Production, Efficiency, and Green Economy Jobs							
Bill #:	N/A	N/A	N/A	H.R. 1865 (P.L. 116-94)			
Title:				I			
Subtitle:				C			
Section:				Secs. 121-127, 129-131, and Sec. 133			
Page #:				pgs. 697-700			
AFCC Request:				See below		Extend credits for Secs. 121-127, 129-131, and Sec. 133 through 2023	

A Collaborative Government Affairs Effort

Organized by Kilpatrick Townsend & Stockton and American Diversified Energy Consulting Services

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Subcommittee: Transportation

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

13 Programs – 10 Industry-Critical Priorities (including FAA)

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
Notes:	<p>See pages 1 & 2</p> <p><u>Extended through 2022:</u></p> <p>Sec. 121 Biodiesel and Renewable Diesel Tax Credit and Excise Tax</p> <p><u>Extended through 2020:</u></p> <p>Sec. 122 Second Generation Biofuel Producer Credit,</p> <p>Sec. 123 Nonbusiness Energy Property,</p> <p>Sec. 124 Qualified Fuel Cell Motor Vehicles,</p> <p>Sec. 125 Alternative Fuel Refueling Property Credit,</p> <p>Sec 126 2-Wheeled Plug-In Vehicle Credit,</p> <p>Sec. 127 Credit for Electricity Produced from Certain Renewable Resources,</p> <p>Sec. 129 Energy Efficient Homes Credit,</p> <p>Sec. 130 Special Allowance for Second Generation Biofuel Plant Property,</p> <p>Sec. 131 Energy Efficient Commercial Buildings Deduction, and</p> <p>Sec. 133 Extension and Clarification of Excise Tax Credits Relating to Alternative Fuels</p>						
Language:	Use the bill language in Title 1 of FY2020 Consolidated Appropriations Act, pgs. 697-700						
Justification:	<p>See pages 1 & 2.</p> <p>These tax credits and incentives are key to spurring the development of alternative fuels and biobased products</p>						
DOT: Title 23 United States Code, sections 133(b)(1) and 133(b)(4); To Provide Necessary Charging Infrastructure Along Alternative Fuel Corridors							
Bill #:	H.R. 244 (P.L. 115-31)	H.R. 1625 (P.L. 115-66)	H.J. Res. 31 (P.L. 116-6)	H.R. 1865 (P.L. 116-94)			
Division:	K	L	G	H			
Title:	I	I	I	I			
Section:	N/A	N/A	N/A	N/A			
Page #:	N/A	N/A	N/A	pgs. 413-424			



Subcommittee: Transportation

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

13 Programs – **10 Industry-Critical Priorities** (including FAA)

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
FY Appropriation	\$0	\$0	\$0	\$781,140,392	\$0	\$781,140,392	
Language:				Use the bill language on pgs. 413-424 of the FY2020 Consolidated Appropriations Act			
Justification:	<p><u>A greatly expanded charging structure will be necessary</u> to accommodate the growing number of electric vehicles that will be in use within a few years on the nation's highways and roads. Manufactures of cars and trucks worldwide are launching electric vehicle manufacturing facilities and competing to introduce new models. Many of the world's leading vehicle manufacturers have announced that they are going to go all-electric within a few years and phase out internal combustion engines.</p> <p>Section 133(b)(1) provides for construction of highways, bridges, tunnels, and local access roads; transit capital projects; ferry boats and terminal facilities; truck parking facilities; and capital improvements to infrastructure-based intelligent transportation systems, including the installation of vehicle-to-vehicle communications equipment and electric charging stations;</p> <p>Section 133(b)(4) provides for highway and transit safety infrastructure improvements.</p>						
DOT: Federal Highway Administration; Federal-Aid Highways;							
Fixing America's Surface Transportation (FAST) Act (P.L. 114-94) ⁽¹⁾							
Bill #:	H.R. 244 (P.L. 115-31)	H.R. 1625 (P.L. 115-66)	H.J. Res. 31 (P.L. 116-6)	H.R. 1865 (P.L. 116-94)			
Division:	K	L	G	H			
Title:	I	I	I	I			
Section:	N/A	N/A	N/A	N/A			
Page #:	pg. 735	pgs. 1591	pg. 395	pgs. 412-414 and 428-436			



Subcommittee: Transportation

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

13 Programs – 10 Industry-Critical Priorities (including FAA)

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
FY Appropriation	\$43,266,100,000	\$44,234,212,000	\$45,268,596,000	\$46,365,092,000 made available through 2023 (see notes below)	\$810,000,000,000 over 10 years, \$81 billion/year	⁽¹⁾ \$81 billion – (out of \$810 billion over 10 years)	
FY2020 Appropriation Notes:	<p><u>Of the \$46,365,092,000 in the FY2020 Consolidated Appropriations Act that was made available through the FAST Act for Federal Highway Administration, Federal-Aid Highways, the following funding was appropriated:</u></p> <ul style="list-style-type: none"> -- \$10.8 billion for Transit Formula Grants pg. 428; -- \$1.978 billion for Capital Investment Grants pg. 430⁽¹⁾; -- \$510 million for Transit Infrastructure Grants pg. 428; -- \$300 million for the Maritime Security Program pg. 432; -- \$225 million for the Port Infrastructure Development Program pg. 434; -- \$168 million for Pipeline Safety pg. 436; -- \$152.589 million for Operations and Training pg. 432; -- \$70 million for Federal Lands and Tribal Projects pg. 413; -- \$61 million for safety functions and \$24.215 million for operational expenses for the Pipeline and Hazardous Materials Safety Administration pg. 435; -- \$5 million for the Regional Infrastructure Accelerator Demonstration Program pg. 413; and -- \$3 million for the Maritime Guaranteed Loan (Title XI) Program Account. <p><u>The following amounts were included in the DOT's FY2020 Budget Request but were not delineated in the FY2020 Consolidated Appropriations Act:</u></p> <ul style="list-style-type: none"> -- \$1 billion supplemental funding (requested) for the Infra Grant Program to provide increased flexibility to address multimodal freight projects, including freight rail, port, and inland waterway surface transportation projects; -- \$425 million (requested) for the Research, Technology, and Education Program⁽¹⁾; -- \$359 million (requested) for Metropolitan Planning; and -- \$300 million (requested) for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.⁽¹⁾ 						



Subcommittee: Transportation

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

13 Programs – 10 Industry-Critical Priorities (including FAA)

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
Language:	Per Administration request, with the stipulation that the minimum amount of annual funding for the Capital Investment Grants program shall be no less than twenty (20) percent of the program's historic funding levels, and no less than \$300 million per year for the Department's Research, Technology, and Education Program and the Transportation Infrastructure Finance and Innovation Act (TIFIA) program						
Justification:	<p>See pages 1 & 2 and ⁽¹⁾ below.</p> <p>The 2015 Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The 2015 FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.</p>						
DOT: Office of the Secretary; National Infrastructure Investments ⁽²⁾							
Bill #:	H.R. 244 (P.L. 115-31)	H.R. 1625 (P.L. 115-66)	H.J. Res. 31 (P.L. 116-6)	H.R. 1865 (P.L. 116-94)			
Division:	K	L	G	H			
Title:	I	I	I	I			
Section:	N/A	N/A	N/A	N/A			
Page #:	pg. 726	pg. 1567	pg. 384	pg. 401			
FY Appropriation	\$500,000,000	\$1,500,000,000	\$900,000,000	\$1,000,000,000	\$1,000,000,000	⁽²⁾ \$1,000,000,000	
Language:	⁽²⁾ Use the bill language under NATIONAL INFRASTRUCTURE INVESTMENTS, pg. 401 of the FY2020 Consolidated Appropriation Act. Amend FY2021 appropriations language as follows: in the first "Provided Further," after the semicolon at the end of the parenthetic phrase ending "ports of energy)" and before "and", add: "investments in the necessary infrastructure for charging electric vehicles and for producing, transporting, dispensing, and using alternative fuels;"						



Subcommittee: Transportation

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

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Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
Justification:	See pages 1 & 2 and ⁽²⁾ below.						
	<u>The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant Program, allows DOT to invest in road, rail, transit, and port projects that promise to achieve national transportation objectives.</u>						
	Previously known as Transportation Investment Generating Economic Recovery , or TIGER Discretionary Grants , Congress has dedicated nearly \$7.9 billion for eleven rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.						
	In each competition, DOT receives hundreds of applications to build and repair critical pieces of the nation's freight and passenger transportation networks. The BUILD program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.						
	The eligibility requirements of BUILD allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. BUILD can fund port and freight rail projects, for example, which play a critical role in our ability to move freight but have limited sources of Federal funds.						
	BUILD can provide capital funding through discretionary grants directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).						
This flexibility allows BUILD and its partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of the nation's transportation infrastructure, but otherwise cannot turn to the Federal government for support.							
DOT: Office of the Assistant Secretary for Research and Technology (OST-R) ⁽³⁾							
Bill #:	H.R. 244 (P.L. 115-31)	H.R. 1625 (P.L. 115-66)	H.J. Res. 31 (P.L. 116-6)	H.R. 1865 (P.L. 116-94)			
Division:	K	L	G	H			
Title:	I	I	I	I			
Section:	N/A	N/A	N/A	N/A			



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13 Programs – **10 Industry-Critical Priorities** (including FAA)

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
Page #:	pg. 591	pg. 1565	pg. 384	pg. 401			
FY Appropriation	\$13,000,000	\$23,465,109	\$8,471,000	\$21,000,000	\$11,000,000	(3) Restore to \$21,000,000	
Language:				Use the bill language from FY2020 Consolidated Appropriation Act, pg. 401, with AFCC's FY2021 request			
Justification:	See pages 1 & 2 and (3) below						
	<u>OST-R is the home to all of DOT's program offices and its statistics and research activities.</u> It is charged with providing and expanding opportunities for research collaboration and coordinating research activities and budgetary resources across DOT. Its mission is to advance innovation, technology development, and breakthrough knowledge; conduct research; foster technology transfers; and provide useful statistics and information to decision-makers.						
	The OST-R's programs include:						
	-- The Bureau of Transportation Statistics , which tracks and reports national transportation statistics on airlines and airports, ports, energy and environment, freight transportation, infrastructure, passenger travel, safety, system performance, and transportation and the economy;						
	-- The Intelligent Transportation Systems Join Program Office conducts research on all major modes to advance transportation safety, mobility, and environmental sustainability;						
	-- The Office of Research, Development & Technology (RDT) <u>described below</u> ;						
	-- The Transportation Safety Institute ; and						
	-- The Positioning, Navigation and Timing (PNT) and Spectrum Management Program which oversees PNT requirements and architecture development & ensures protection of the Global Positioning System (GPS) and other PNT- spectrum-based transportation capabilities.						
DOT: Office of the Assistant Secretary; Office of Research, Development & Technology							
Transportation Planning, Research & Development (3)							
Bill #:	H.R. 244 (P.L. 115-31)	H.R. 1625 (P.L. 115-66)	H.J. Res. 31 (P.L. 116-6)	H.R. 1865 (P.L. 116-94)			



Subcommittee: Transportation

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

13 Programs – **10 Industry-Critical Priorities** (including FAA)

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
Division:	K	L	G	H			
Title:	I	I	I	I			
Section:	N/A	N/A	N/A	N/A			
Page #:	pg. 727	pg. 1572	pg. 878	pg. 403			
FY Appropriation	\$12,000,000	\$14,000,000	\$7,879,000	\$10,879,000	\$9,400,000	(3) Restore to \$10,879,000	
Language:				Use the bill language from pg. 403 of the FY2020 Consolidated Appropriation Act			
Justification:	See pages 1 & 2 and (3) below. <u>The Office of Research, Development & Technology (RDT) overseas research coordination</u> over DOT’s many modular administrations and programs. -- It operates the <i>DOT’s Research Hub</i> to foster research coordination and collaboration and meet FAST Act requirements for DOT to maintain a <i>Consolidated Research Database</i> . -- It manages and ensures proper execution of grants allocated to selected <i>University Transportation Centers</i> . -- Its <i>Technology Transfer (T2) Program</i> focuses of leveraging the DOT’s research to facilitate commercialization and “real world” benefits.						

See next page for Federal Aviation Administration (FAA) requests



Subcommittee: Transportation

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

Federal Aviation Administration (FAA)

7 Programs – 6 Industry-Critical Priorities

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
DOT: Federal Aviation Administration; Research, Engineering and Development							
Bill #:	H.R. 244 (P.L. 115-31)	H.R. 1625 (P.L. 115-66)	H.J. Res. 31 (P.L. 116-6)	H.R. 1865 (P.L. 116-94)			
Division:	K	L	G	H			
Title:	I	I	I	I			
Section:	N/A	N/A	N/A	N/A			
Page #:	pg. 591	pg. 1586	pg. 388	pg. 408			
FY Appropriation	\$176,500,000	\$188,900,000	\$191,100,000	\$192,665,000	\$170,000,000	Restore to \$192,665,000	
Language:				Use the bill language from pg. 408 of the FY2020 Consolidated Appropriation Act with AFCC's FY2021 request			
Justification:	See pages 1 & 2 This division carries out work in multiple research areas including: -- research to develop human performance information related to system integration, pilot training, and flight operations; -- research on Unmanned Aircraft Systems (UAS); -- commercial space transportation safety; and -- cybersecurity to address disruptive cyber instances and improve cyber resiliency.						
DOT: Federal Aviation Administration; Priority #4 - Grants-in-Aid for Airports / Airport Improvement Program (AIP) ⁽⁴⁾							
Bill #:	H.R. 244 (P.L. 115-31)	H.R. 1625 (P.L. 115-66)	H.J. Res. 31 (P.L. 116-6)	H.R. 1865 (P.L. 116-94)			
Division:	K	L	G	H			



Subcommittee: Transportation

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

Federal Aviation Administration (FAA)

7 Programs – 6 Industry-Critical Priorities

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
Title:	I	I	I	I			
Section:	N/A	N/A	N/A	N/A			
Page #:	pg. 732	pgs. 1583 and 1585	pgs. 392 and 393	pg. 409 and 410			
FY Appropriation	\$3,750,000,000	\$3,350,000,000 (pg. 1583) as well as an additional \$1,000,000,000 (pg. 1585) to remain available through Sept. 30, 2020 for airport development discretionary grants	\$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 but \$0 for additional airport development discretionary grants	\$3,350,000,000 (4) as well as an additional \$400,000,000 to remain available through Sept. 30, 2023 for airport development discretionary grants	
Language:	(4) Use the bill language from pgs. 409 and 410 of the FY2020 Consolidated Appropriation Act; stipulate in the language from page 410 appropriating an additional amount for "Grants-In-Aid for Airports" to make grants for projects authorized under subchapter 1 of chapter 47 of title 49, United States Code, "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;"						



Subcommittee: Transportation

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

Federal Aviation Administration (FAA)

7 Programs – 6 Industry-Critical Priorities

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
Justification:	See pages 1 & 2 and ⁽⁴⁾ below Includes: -- airport grants to preserve and improve critical airport infrastructure; -- airport technology research, including the safe and efficient integration of new and innovative technologies into the airport environment; and -- the Airport Cooperative Research Program (ACRP) to carry out applied research on problems that are shared by airport operating agencies and are not being adequately addressed by existing Federal research programs.						
DOT: Federal Aviation Administration; Facilities and Equipment; Priority #5 - Advanced Technology Development and Prototyping ⁽⁵⁾							
Bill #:	H.R. 244 (P.L. 115-31)	H.R. 1625 (P.L. 115-66)	H.J. Res. 31 (P.L. 116-6)	H.R. 1865 (P.L. 116-94)			
Division:	K	L	G	H			
Title:	I	I	I	I			
Section:	N/A	N/A	N/A	N/A			
Page #:	pg. 731	pg. 1581	pg. 390	pg. 408			
FY Appropriation	\$24,800,000*	\$26,800,000*	\$33,000,000*	\$40,900,000*	\$26,600,000	⁽⁵⁾ \$33,000,000	
Appropriation Note:	*Included under FY2017 appropriation of \$2,855,000,000 for Facilities and Equipment; the amount	*Included under FY20218 appropriation of \$3,250,000,000 for Facilities and Equipment; the amount	*Included under FY20219 appropriation of \$3,000,000,000 for Facilities and Equipment; the amount	*Included under FY2020 appropriation of \$3,045,000,000 for Facilities and Equipment; the amount			



Subcommittee: Transportation

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

Federal Aviation Administration (FAA)

7 Programs – 6 Industry-Critical Priorities

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
	allocated to this this program is shown in DOT's FY2019 Budget Highlights, pg. 24	allocated to this this program is shown in DOT's FY2019 Budget Highlights, pg. 24	allocated to this this program is shown in DOT's FY2021 Budget Highlights, pg. 22	allocated to this program is shown in DOT's FY2021 Budget Highlights, pg. 22			
Language:	Use the bill language from pg. 435 of the FY2019 Consolidated Appropriation Act, with AFCC's FY2021 appropriation request for the Technology and Prototype Division provided in the bill's report language. (5) Add a stipulation in the FY2021 appropriations language for FACILITIES AND EQUIPMENT which states: <i>"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."</i>						
Justification:	See pages 1 & 2 and (5) below The Technology Development and Prototyping Division conducts prototyping, demonstration, and validation activities and performs risk reduction for new technologies and maturing technologies, which are critical to making advancements in aviation and aviation safety. (5) AFCC's proposed stipulation for inclusion in the FY2021 appropriating language ensures that the necessary planning and implementation of changes for accommodating alternative fuels use can be carried out now. 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.						
DOT: Federal Aviation Administration; Research, Engineering and Development (RE&D); NextGen (Next Generation Air Transportation System)							
Bill #:	H.R. 244 (P.L. 115-31)	H.R. 1625 (P.L. 115-66)	H.J. Res. 31 (P.L. 116-6)	H.R. 1865 (P.L. 116-94)			
Division:	K	L	G	H			
Title:	I	I	I	I			
Section:	N/A	N/A	N/A	N/A			



Subcommittee: Transportation

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

Federal Aviation Administration (FAA)

7 Programs – 6 Industry-Critical Priorities

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
Page #:	pg. 730	pg. 1577	pg. 432	pg. 407 (5)			
FY Appropriation	\$60,155,000	\$60,000,000	\$61,796,000	\$61,538,000	\$69,300,000	\$69,300,000	
Language:				Use the language on pg. 407, subparagraph (5), of the FY2020 Consolidated Appropriations Act, with the FY2021 appropriation request.			
Justification:	The NextGen office oversees the NextGen program, which encompasses the planning, development, and implementation of innovative new technologies and airspace procedures after thorough testing for safety.						
DOT: NextGen; Management Services; Priority #3 - FAA Centers of Excellence ⁽⁶⁾							
Appropriation:	Included in NextGen appropriation above	Included in NextGen appropriation above	Included in NextGen appropriation above	Included in NextGen appropriation above			
FY DOT Funding Allocation						⁽⁶⁾ Continue prior year funding levels	
Language:				⁽⁶⁾ Continue prior year funding levels per report language for the FY2020 Consolidated Appropriation's Act			
Justification:	See pages 1 & 2 and ⁽⁶⁾ below						
DOT: NextGen;							



Subcommittee: Transportation

Agency: U.S. Department of Transportation (DOT)
Federal Aviation Administration (FAA)
7 Programs – 6 Industry-Critical Priorities

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
Priority #2 - Environmental Research: Aircraft Technologies, Fuels, and Metrics⁽⁷⁾							
Appropriation:	Included in NextGen appropriation above	Included in NextGen appropriation above	Included in NextGen appropriation above	Included in NextGen appropriation above			
Funding Level Reference:	DOT FY2018 Budget Highlights	DOT FY2019 Budget Highlights	DOT FY2020 Budget Highlights	DOT FY2021 Budget Highlights			
Page #:	pg. 10	pg. 5	pg. 29	pg. 26			
FY DOT Funding Allocation	\$27,200,000	\$26,900,000	\$29,200,000	\$29,200,000	\$27,000,000	(7) Ensure that at least \$29,200,000 is allocated to this program	
Language:	(7) & (8) Use the language on pg. 407, subparagraph (5), of the FY2020 Consolidated Appropriations Act, with the following stipulation added to the FY2021 appropriations language: <i>“Provided, That of the amount made available, the Secretary shall use not less than \$29,200,000 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;”</i>						
Justification:	See pages 1 & 2 and (7) below. The Aircraft Technologies, Fuels, and Metrics 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. As part of this program, the Office of Environment and Energy works to advance 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.						



Subcommittee: Transportation

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

Federal Aviation Administration (FAA)

7 Programs – 6 Industry-Critical Priorities

Account / Program:	FY 2017 Appropriation	FY 2018 Appropriation	FY 2019 Appropriation	FY 2020 Appropriation	President's FY 2021 Budget	AFCC's FY 2021 REQUEST	Pending Actions
DOT: Federal Aviation Administration; Operations; Research, Engineering And Development (RE&D); NextGen;							
Priority #1 - Alternative Fuels for General Aviation⁽⁸⁾							
Appropriation:	Included in NextGen appropriation above	Included in NextGen appropriation above	Included in NextGen appropriation above	Included in NextGen appropriation above			
Funding Level Reference:	DOT FY2018 Budget Highlights	DOT FY2019 Budget Highlights	DOT FY2020 Budget Highlights	DOT FY2021 Budget Highlights			
Page #:	pg. 10	pg. 5	pg. 29	pg. 25			
FY DOT Funding Allocation	\$7,000,000	\$6,900,000	\$1,900,000	\$1,900,000	\$0	(8) Ensure that at least \$7 million is allocated to this program	
Language:	(7) & (8) Use the language on pg. 407, subparagraph (5), of the FY2020 Consolidated Appropriations Act, with the following stipulation added to the FY2021 appropriations language: "Provided, That of the amount made available, the Secretary shall use not less than \$29,200,000 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;"						
Justification:	See (8) below						



- (1) **AFCC APPLAUDS THE ADMINISTRATION'S REQUEST TO EXTEND THE FAST ACT FOR ANOTHER 10 YEARS WITH \$81 BILLION IN ANNUAL FUNDING.** AFCC recommends that **The Capital Investment Grants program**, which goes toward funding major transit projects, **be expanded commensurate with the increased annual funding levels being requested by the Administration**, with the stipulation that the minimum amount of funding for this program shall be no less than 20% of the program's historic funding levels.

The research grants made under this program typically require matching funds. Thus, they allow DOT to leverage industry and academia investment in new technology. They also support the training of new experts in new technologies such as alternative fuels technology.

AFCC also recommends that the language extending the FAST Act stipulate that the DOT's **Research, Technology, and Education Program** and **Transportation Infrastructure Finance and Innovation Act (TIFIA)** program shall receive no less than \$300 million per year.

- (2) **AFCC STRONGLY SUPPORTS** continued funding at the level proposed by the Administration 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.

AFCC RECOMMENDS that legislative language be added under NATIONAL INFRASTRUCTURE INVESTMENTS, pg. 401 of the FY2020 Consolidated Appropriation Act, in the first "Provided Further," after the semicolon at the end of the parenthetical phrase ending "ports of energy)" and before "and", add: "investments in the necessary infrastructure for charging electric vehicles and for producing, transporting, dispensing, and using alternative fuels;"

- (3) **AFCC STRONGLY SUPPORTS CONTINUED AND INCREASED FUNDING FOR RESEARCH, ENGINEERING, AND DEVELOPMENT OF ALTERNATIVE AVIATION FUELS.**

The Federal Aviation Administration (FAA) agency plays an import role in bringing alternative fuels from the lab to the airport. 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.

A significant portion of the FAA research and development budget is provided from the Airport and Airways Trust Fund, under 49 U.S.C, Subtitle VII, section 48102(a) which was recently reauthorized in 2018 ([H.R. 302](#)). The congressional bill included specific appropriation levels through 2020 (<https://www.congress.gov/bill/115th-congress/house->



[bill/4/text](#)). However, the enacted bill did not include those provisions which also specifically listed alternative aviation fuels as a topic for potential funding. The funding decisions and budgets for these programs are determined by an advisory board. In the place of the specific research suggestions, Sec. 742 of H.R. 302 calls for a Technology review by the Administrator of the Federal Aviation Administration, in coordination with the Administrator of the National Aeronautics and Space Administration, of current and planned research on the use of advanced aircraft technologies, innovative materials, alternative fuels, additive manufacturing, and novel aircraft designs, to increase aircraft fuel efficiency

- (4) **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 FY2020 appropriating 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.”

- (5) **AFCC RECOMMENDS adding a stipulation to the FY2021 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 be 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.

- (6) **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.

- (7) **AFCC STRONGLY URGES CONTINUED FUNDING AT PRIOR YEAR APPROPRIATION LEVELS 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 FY2021 appropriations language for the NextGen program which states:

“Provided, That of the amount made available, the Secretary shall use not less than \$29,200,000 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 (8) below:

- (8) **AFCC STRONGLY RECOMMENDS increasing – and NOT eliminating – funding for the production of Alternative Fuels for General Aviation.** Programs aimed at improving the sustainability and competitiveness of the U.S. transportation system in today’s increasingly environmentally conscious world need to be protected as they compete with other priorities. 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.



Their adoption promotes the use of home grown agricultural crops, helping our farmers, advancing innovation, creating jobs, and in turn building the nations biobased economy. There is growing international demand for these biofuels and mandates in the EU and other areas of the world may require their use in overseas flights and in the U.S. military. Adoption of alternative fuels supports the USA's leadership in green technologies and AFCC strongly recommends funding research for a cleaner and healthier environment.