

FAA's New Voluntary Airport Low Emission (VALE) Program

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The Problem / Opportunity

- Increasingly EPA sees airports as the largest “Point Source” within CAA non-attainment areas.
- Airport expansion projects challenge CAA and conformity limitations.
- VALE: Increased FAA funding tied to new EPA airport emission credits for low emission vehicles / infrastructure.

The Inherently Low Emission Airport Vehicle Pilot Program (ILEAV)

- Authorized in AIR-21 by Congress (April 2000).
- Grants to 10 Airports of up to \$2 million with 50% Federal cost share (September 2001).
- Atlanta, BWI, Baton Rouge, Denver, DFW, JFK, LaGuardia, O'Hare, San Francisco, Sacramento.
- American, Delta, United are major participants.

CNG Vehicle Types Funded Under ILEAV

- Ground Access Vehicles
 - Low Floor 25-foot CNG Mini-Buses(shuttles)
 - 40-foot Passenger Transport Buses
 - Light Duty Pickups
 - Passenger Vans
 - Light Duty Cars (Airport maintenance, safety, enforcement)
- Ground Service Equipment (JFK)
 - Baggage Tugs
 - Pushback Tractors
 - Lavatory Trucks

FAA's Evaluation of ILEAV Pilot

- Unexpectedly high interest shown by airports with CAA non-attainment problems.
- Significant potential air quality benefits associated with CNG and electric GSE airport vehicles and infrastructure.
- Need for an emissions credit guarantee for airports taking early action to meet future general conformity and state planning requirements.

VALE: Two Airport Funding Programs

- I. **Airport Improvement Program:** \$3B/year in direct funding for Federal Airport Improvement Program (AIP). Federal Noise Abatement Program (\$300M/yr) opened to clean vehicles and infrastructure. (“Noise and Air Quality Set Aside”).
- II. **Passenger Facility Charges (PFC)**
 - Roughly \$2 Billion/year

Airport Eligibility

- **ILEAV Pilot:** 10 large public use airports in non-attainment areas.
- **VALE:** All public use airports (small and medium size hubs) in non-attainment and maintenance areas. (1/3 of airports – many of the busiest).

Airport Cost-Share

- **ILEAV Pilot:** 50% cost share for infrastructure and incremental cost of an AFV.
- **VALE:** 75% Federal cost share for large and medium hubs; 95% for small hubs for vehicle (incremental cost) and infrastructure.

Vehicle and Fuel Eligibility

- **ILEAV Pilot:** Airport owned vehicles, GSE, and privately owned Ground Access Vehicles (GAV).
- **VALE:** Varies by Funding Source
 - **AIP**
 - **New dedicated**
 - **Alternative fuel & hybrids**
 - **Airport owned**
 - **PFC**
 - **New and retrofit**
 - **AFV & clean conventional**
 - **Airport and privately owned GAV**

Emissions Standards & Credits

- Emissions Standard

- **ILEAV**: Inherently Low Emission Vehicles (ILEV).
- **VALE**: Best Achievable Emissions Standard (BAES), as determined by EPA and FAA.

- Emission Credits

- **ILEAV**: No conformity credits for emission reductions attributable to use of AFV's.
- **VALE**: New EPA/FAA guidelines that allow airports to receive credits to meet future general conformity and New Source Review (NSR) requirements. Retroactively credits ILEAV participants.

Implementation Schedule

- Funding will be available in FY'05.
- Release of new FAA Guidance on 9/30/04.
- EPA to release New Emission Credit Report.
- Ongoing effort to train and assist FAA and EPA regional offices and State air quality agencies.
- Airports must submit VALE projects by 12/31/04.
- www.faa.gov/arp/environmental/vale