



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 FY2020 Appropriation Requests

KEY PROGRAM SUMMARY: TRANSPORTATION

Transportation							
PROGRAM	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	AFCC's REQUEST	FY2020 House Passed Appropriation
DOT - Aviation, Highways and Highway Safety, Public Transit, Intercity Rail, Maritime Safety, Pipelines and Related Activities							
	\$16.281 billion	\$16.407 billion	\$27.276 billion	\$26.51 billion	\$21.423 billion	Restore program to \$26.5 billion	\$46,365,092,000
DOT - Office of the Secretary Transportation Planning, Research & Development							
	\$8,500,000	\$12,000,000	\$14,000,000	\$7,900,000	\$8,000,000	Restore program to \$10 million	\$15,879,000
DOT - Office of the Secretary Environment and Energy							
	\$16,074,000	\$16,013,000	\$15,893,000	\$11,588,000	\$0	Restore program to \$16 million	No line item authorized
DOT - Federal Aviation Administration Research, Engineering and Development							
	\$166,000,000	\$176,500,000	\$188,900,000	\$191,100,000	\$120,000,000	Restore program to \$180 million	\$191,100,000
DOT - Federal Aviation Administration							



Transportation							
PROGRAM	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	AFCC's REQUEST	FY2020 House Passed Appropriation
Research Engineering and Development (RE&D), NextGen-Environmental Research-Aircraft Technologies, Fuels, and Metrics							
	\$25,800,000	\$27,200,000	\$29,200,000	\$29,200,000	\$12,500,000	Restore program to \$27.8 million	*Funding included in NextGen and operations planning activities
DOT - Federal Aviation Administration Research, Engineering And Development, NextGen—Alternative Fuels for General Aviation							
	\$7,000,000	\$7,000,000	\$7,000,000	\$1,900,000	\$0	Restore program to \$7 million	*Funding included in NextGen and operations planning activities
DOT - Federal Aviation Administration Operations, NextGen (ANG)/ Aviation Research Grants Program							
	\$0	\$32,000,000	\$32,000,000	\$32,000,000	\$0	Restore program to \$32 million	*Funding included in NextGen and operations planning activities
DOT - Federal Aviation Administration Research, Engineering And Development, Small Business Innovation Research							
	\$0	\$5,600,000	\$5,700,000	\$0	\$0	Restore program to \$5.6 million	No line item authorized

* Not to exceed \$61,258,000 shall be available for NextGen and operations planning activities.



AFCC STRONGLY RECOMMENDS restoring discretionary funding for production of alternative fuels in aviation. The President's 2020 Department of Transportation (DOT) budget request proposes over 19% decrease in the discretionary funding. The 2020 DOT budget requests \$21.4 billion in discretionary spending, down from \$26.5 billion in FY 2019. In the face of this significant decrease programs aimed at improving the sustainability and competitiveness of the USA's transportation system in today's more environmental conscious world need to be protected as they compete with other priorities.

The AFCC is currently focused 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.

AFCC STRONGLY RECOMMENDS reinstating funding in the current agency budget for alternative fuels. The Federal Aviation Administration (FAA) agency of DOT 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 the FAA program funding included specific appropriations for these activities. In recent budgets the emphasis has changed and there appear to be 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 bill enacted 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. A report from congress is due in October of 2019.

AFCC STRONGLY RECOMMENDS reinstating funding in the current agency budget for alternative fuels in The Environment and Energy (E&E) Program. This Program is a key component of the FAA's environment and energy strategy, it advances our 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. In the past, Programs related to alternative fuels were part of this groups responsibility.

AFCC URGES RESTORING FUNDING up to \$27.8 million for Research Engineering and Development (RE&D), *NextGen—Environmental Research—Aircraft Technologies, Fuels, and Metrics* which is administered by the Research Engineering and Development (RE&D) office.

The stated goal of this 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 advancing alternative jet fuels.**

AFCC STRONGLY RECOMMENDS crafting legislative language and the agency funding the Federal Aviation Administration Facilities & Equipment Program, because the use of alternative aviation fuel can require infrastructure changes at airports. 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. Note the alternative aviation fuels are being 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 agencies request.

AFCC OPPOSES cutting more than \$1 billion from the Capital Investment Grants programs, which goes toward funding major transit projects. The research grants made under this program typically require matching funds. They provide a method for the government to leverage industry and academia investment in new technology. They also support the training of new experts in aviation technology such as alternative fuels technology. These programs are among the first to be cut when budgets are tight. AFCC suggests that a provision be added to the appropriation legislative language, providing that a minimum level of funds be used for this purpose with a level kept within 20% of the historical funding level.

AFCC STRONGLY SUPPORTS funding the Office of the 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 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 institutions of higher learning and over 200 industry and government affiliates. Through their collaborative efforts, they have conducted research in areas which are critical to the FAA and the flying public.