

AMENDMENT TO H.R. 2997
OFFERED BY MR. LIPINSKI OF ILLINOIS

At the end of title VI, add the following:

1 **SEC. ____ . ZERO-EMISSION VEHICLES AND TECHNOLOGY.**

2 (a) PASSENGER FACILITY CHARGE ELIGIBILITY.—

3 Section 40117(a)(3) of title 49, United States Code, is
4 amended by adding at the end the following:

5 “(H) A project for—

6 “(i) converting or retrofitting vehicles
7 and ground support equipment into eligible
8 zero-emission vehicles and equipment (as
9 defined in section 47102); or

10 “(ii) acquiring, by purchase or lease,
11 eligible zero-emission vehicles and equip-
12 ment (as defined in section 47102).”.

13 (b) AIRPORT IMPROVEMENT PROGRAM ELIGI-
14 BILITY.—

15 (1) AIRPORT DEVELOPMENT DEFINED.—Sec-
16 tion 47102(3) of title 49, United States Code, is
17 amended by adding at the end the following:

18 “(P) converting or retrofitting vehicles and
19 ground support equipment into eligible zero-
20 emission vehicles and equipment or acquiring,

1 by purchase or lease, eligible zero-emission vehi-
2 cles and equipment.

3 “(Q) constructing or modifying airport fa-
4 cilities to install a microgrid in order to provide
5 increased resilience to severe weather, ter-
6 rorism, and other causes of grid failures.”.

7 (2) ADDITIONAL DEFINITIONS.—Section 47102
8 of title 49, United States Code, is amended—

9 (A) by adding at the end the following:

10 “(29) ‘eligible zero-emission vehicle and equip-
11 ment’ means a zero-emission vehicle, equipment re-
12 lated to such a vehicle, and ground support equip-
13 ment that includes zero-emission technology that
14 is—

15 “(A) used exclusively at a commercial serv-
16 ice airport; or

17 “(B) used exclusively to transport people
18 or materials to and from a commercial service
19 airport.

20 “(30) ‘microgrid’ means a localized grouping of
21 electricity sources and loads that normally operates
22 connected to and synchronous with the traditional
23 centralized electrical grid, but can disconnect and
24 function autonomously as physical or economic con-
25 ditions dictate.

1 “(31) ‘zero-emission vehicle’ means a zero-emis-
2 sion vehicle as defined in section 88.102–94 of title
3 40, Code of Federal Regulations, or a vehicle that
4 produces zero exhaust emissions of any criteria pol-
5 lutant (or precursor pollutant) under any possible
6 operational modes and conditions.”; and

7 (B) by reordering the paragraphs in that
8 section such that each defined term appears in
9 the correct alphabetical sequence.

10 (3) SPECIAL APPORTIONMENT CATEGORIES.—
11 Section 47117(e)(1)(A) of title 49, United States
12 Code, is amended by inserting “for airport develop-
13 ment described in section 47102(3)(P),” after
14 “under section 47141,”.

15 (c) ZERO-EMISSION PROGRAM.—Chapter 471 of title
16 49, United States Code, is amended—

17 (1) by striking section 47136;

18 (2) by redesignating section 47136a as section
19 47136; and

20 (3) in section 47136, as so redesignated—

21 (A) by striking subsections (a) and (b) and
22 inserting the following:

23 “(a) IN GENERAL.—The Secretary of Transportation
24 may establish a pilot program under which the sponsors
25 of not less than 10 public-use airports may use funds

1 made available under this chapter or section 48103 for
2 use at such airport to carry out —

3 “(1) activities associated with the acquisition,
4 by purchase or lease, and operation of zero-emission
5 vehicles, including removable power sources for such
6 vehicles; and

7 “(2) the construction or modification of infra-
8 structure to facilitate the delivery of fuel and serv-
9 ices necessary for the use of such vehicles.

10 “(b) ELIGIBILITY.—A public-use airport is eligible
11 for participation in the program if the vehicles or ground
12 support equipment are—

13 “(1) used exclusively at the airport; or

14 “(2) used exclusively to transport people or ma-
15 terials to and from the airport.”;

16 (4) by striking subsections (d) and (e) and in-
17 serting the following:

18 “(d) FEDERAL SHARE.—The Federal share of the
19 cost of a project carried out under the program shall be
20 the Federal share specified in section 47109.

21 “(e) TECHNICAL ASSISTANCE.—

22 “(1) IN GENERAL.—The sponsor of a public-use
23 airport may use not more than 10 percent of the
24 amounts made available to the sponsor under the
25 program in any fiscal year for—

1 “(A) technical assistance; and

2 “(B) project management support to assist
3 the airport with the solicitation, acquisition,
4 and deployment of zero-emission vehicles, re-
5 lated equipment, and supporting infrastructure.

6 “(2) PROVIDERS OF TECHNICAL ASSISTANCE.—

7 To receive the technical assistance or project man-
8 agement support described in paragraph (1), partici-
9 pants in the program may use—

10 “(A) a nonprofit organization selected by
11 the Secretary under the zero-emission tech-
12 nology development program established by sec-
13 tion [] of the 21st Century AIRR Act; or

14 “(B) a university transportation center re-
15 ceiving grants under section 5505 in the region
16 of the airport.”;

17 (5) in subsection (f) by striking “section
18 47136” and inserting “the inherently low emission
19 airport vehicle pilot program”; and

20 (6) by adding at the end the following:

21 “(g) ALLOWABLE PROJECT COST.—The allowable
22 project cost for the acquisition of a zero-emission vehicle
23 shall be the total cost of purchasing or leasing the vehicle,
24 including the cost of technical assistance or project man-
25 agement support described in subsection (e).

1 “(h) FLEXIBLE PROCUREMENT.—A sponsor of a
2 public-use airport may use funds made available under the
3 program to acquire, by purchase or lease, a zero-emission
4 vehicle and a removable power source in separate trans-
5 actions, including transactions by which the airport pur-
6 chases the vehicle and leases the removable power source.

7 “(i) TESTING REQUIRED.—A sponsor of a public-use
8 airport may not use funds made available under the pro-
9 gram to acquire a zero-emission vehicle unless that make,
10 model, or type of vehicle has been tested by a Federal vehi-
11 cle testing facility acceptable to the Secretary.

12 “(j) REMOVABLE POWER SOURCE DEFINED.—In
13 this section, the term ‘removable power source’ means a
14 power source that is separately installed in, and removable
15 from, a zero-emission vehicle and may include a battery,
16 a fuel cell, an ultra-capacitor, or other advanced power
17 source used in a zero-emission vehicle.”.

18 (d) CLERICAL AMENDMENT.—The analysis for chap-
19 ter 471 of title 49, United States Code, is amended by
20 striking the items relating to sections 47136 and 47136a
21 and inserting the following:

“47136. Zero-emission airport vehicles and infrastructure.”.

