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of Transportation
**Federal Aviation
Administration**

VOLUNTARY AIRPORT LOW EMISSION PROGRAM

TECHNICAL REPORT

Version 4



Office of Airports
Airport Planning and Programming

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VERSION CHANGES

This version of the Technical Report should be used for VALE applications in FY '08 and in subsequent years until the next published update of the guidance.

Below is a list of important changes to the Technical Report in Version 4:

1. Revised program low-emission standard for new light-duty vehicles that combines EPA certification levels for criteria pollutants and greenhouse gases (CO₂) (Chapter 5).
2. Reorganization of several chapters including:
 - Chapter 7: Consolidation of two previous chapters and an appendix into a single discussion of the eligibility differences between AIP and PFC airport funding programs. Discussions of airport leasing and enforceable agreements are included.
 - Chapter 4: Revisions to general vehicle eligibility requirements, including a consolidated section on vehicle retrofits.
 - Chapter 8: Reorganized discussion of airport program responsibilities, including a description of VALE special conditions.
3. Updated instructions and graphics on the use of the FAA Emissions and Dispersion Modeling System (EDMS) to perform the required emission calculations and obtain the needed emission reduction reports for project applications (Chapter 9).

ACRONYMS & ABBREVIATIONS

ACS	Airport Credit Statement
ADO	Airport District Office
AEE	FAA Office of Environment and Energy
AERC	Airport Emission Reduction Credit
AERCPP	Airport Emission Reduction Credit Post Processor
AFV	Alternative Fueled Vehicle
AIP	Airport Improvement Program
APP	Airport Planning and Programming
APU	Aircraft Auxiliary Power Unit
AQ	Air Quality
BEV	Battery Electric Vehicle
BHP	Brake Horse Power
CAA	Clean Air Act and all subsequent amendments
CI	Compression-ignition
DOE	United States Department of Energy
DOT	United States Department of Transportation
EDMS	FAA's Emissions and Dispersion Modeling System
EIP	Economic Incentive Programs
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
EPAct	DOE Energy Policy Act of 1992
FAA	Federal Aviation Administration
FFV	Flexible Fueled Vehicle
FBO	Fixed Based Operator
GAO	United States General Accounting Office
GAV	Ground Access Vehicle
GPU	Ground Power Unit
GSE	Ground Support Equipment
GVWR	Gross Vehicle Weight Rate
HDDV	Heavy Duty Diesel Vehicle
HDV	Heavy Duty Vehicle
HP	Horse Power
HZ	Hertz
ICAO	International Committee on Aviation Organizations
ICE	Internal Combustion Engine
ILEAV	Inherently Low Emission Airport Vehicle pilot program
LDT	Light Duty Truck
LDV	Light Duty Vehicle
LEV	Low Emission Vehicle
LTO	Landing Takeoff Cycle
MDPV	Medium Duty Passenger Vehicle
MOBILE6	EPA standard model of on-road vehicle emission factors

NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NMHC	Non methane hydrocarbons
NMOG	Non methane organic gases
NON-ROAD	EPA's off-road vehicle emissions model
NPIAS	National Plan of Integrated Airport System
NSR	New Source Review
O&M	Operations and Maintenance
OEM	Original Equipment Manufacturer
PFC	Passenger Facility Charge
PGL	Program Guidance Letter
PM	Particulate Matter
PPM	Parts Per Million
PSD	Prevention of Significant Deterioration
PSI	Pounds per square inch
RUL	Remaining Useful Life
SEP	State Energy Program
SI	Spark-ignition
SIP	State Implementation Plan
SULEV	Super Ultra Low Emission Vehicle
TAF	Terminal Area Forecast
TANKS	EPA model to assess emissions of evaporative hydrocarbons from a single storage tank
TIP	Transportation Improvement Program
TPY	Tons per year
ULEV	Ultra Low Emission Vehicle
ULSD	Ultra Low Sulfur Diesel
USAF	United States Air Force
USC	United States Code
VALE	Voluntary Airport Low Emission Program
VOC	Volatile Organic Compound
<i>Vision 100</i>	<i>The Vision 100 – Century of Aviation Reauthorization Act, Public Law 108-176</i>

CHAPTER 1

INTRODUCTION

1.1 Program Description

The *Vision 100—Century of Aviation Reauthorization Act (Vision 100)*, signed into law in December 2003,¹ established a voluntary program to reduce airport ground emissions at commercial service airports in air quality nonattainment and maintenance areas.² The new provisions are intended to help airports meet their obligations under the Clean Air Act (CAA) and to assist regional efforts to meet health-based National Ambient Air Quality Standards (NAAQS).

Vision 100 directs the Federal Aviation Administration (FAA) to issue this guidance report describing eligible airport low-emission modifications and improvements and how airport sponsors (hereafter referred to as the “sponsor”)³ should demonstrate program benefits. Developed in consultation with the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Energy (DOE), this guidance discusses program eligibility for converting vehicles to alternative and clean conventional fuels and for obtaining low-emission infrastructure improvements.

To administer the *Vision 100* airport emission provisions, the FAA created the **Voluntary Airport Low Emission program (VALE)** in 2005. Participation in the VALE program is entirely voluntary for sponsors and State air quality agencies.⁴

The VALE program is intended to reduce the amount of regulated pollutants and other harmful air emissions generated by ground transportation sources at airports. The program also supports U.S. energy independence by emphasizing domestically produced alternative fuels that are substantially non-petroleum based.

The goal of the VALE program is to help airports to improve air quality in conjunction with regional efforts to meet health-based national ambient air quality standards.

¹ Public Law 108-176, Subtitle B-Passenger Facility Fees, Section 121 (Low-Emission Airport Vehicles and Ground Support Equipment); Subtitle C-AIP Modifications: Section 151 (Increase in Apportionment for, and Flexibility of, Noise Compatibility Planning Programs), Section 158 (Emission Credits for Air Quality Projects), and Section 159 (Low-emission Airport Vehicles and Infrastructure).

² 49 U.S.C. §§ 40117, 47139 and 47140.

³ Airport “sponsors” are planning agencies, public agencies, or private airport owners/operators that have the legal and financial ability to carry out the requirements of the AIP program. The term is also used in this document to refer to the PFC program, which is restricted to “public agencies.”

⁴ Includes delegated district, local, and Tribal air quality agencies.

The program is designed to provide sponsors with financial and regulatory incentives to increase their investments in proven low-emission technology. The program encourages the use of alternative fuel vehicles (AFVs) and other low-emission technologies that are particularly suited to the airport environment.

Funding for the VALE program is provided through two airport assistance programs, the FAA Airport Improvement Program (AIP), which provides grants to airports from the Aviation Trust Fund, and the Passenger Facility Charges (PFC) program, which approves locally imposed fees from airline passengers for eligible airport development. These programs offer substantial resources to airports for low-emission activities but only if such activities represent a higher priority for the airport than other needed airport development.

The VALE program also provides an important regulatory incentive to complement FAA capital investments. In accordance with *Vision 100*, the EPA issued national guidance in September 2004 on how airports can receive airport emission reduction credits (AERCs) for VALE projects and apply those credits to future airport projects to meet certain CAA requirements. This EPA guidance was developed in consultation with the FAA and is provided to airports and States in the document, “*Guidance on Airport Emission Reduction Credits for Early Measures Through Voluntary Airport Low Emission Programs*” (hereafter referred to as the “AERC Report”). Under *Vision 100*, the FAA may not approve AIP or PFC funding for VALE projects without a State Letter of Assurance⁵ that commits to appropriate AERCs for the participating sponsor.

The eligibility guidelines, requirements, and procedures for the VALE program are based on established AIP and PFC program regulations, FAA experience with the Inherently Low Emission Airport Vehicle (ILEAV) pilot program (see below), and the statutes and orders governing airport development. As with other eligible airport activities, the VALE program is focused on capital improvement projects and the deployment of proven, cost effective technology that is commercially available and no longer in the R&D stage.

1.2 Growing Airport Air Quality Responsibilities

The FAA recognizes the importance of air quality and its emergence as a major transportation and aviation issue. The FAA and the airport community understand that controlling airport emissions and meeting national air quality standards is essential to the continued growth and improvement of public aviation.

Aviation continues to be a fast growing sector of the national transportation system and a vital link in the national economy. The civil aviation sector provides 11 million jobs and represents close to one *trillion* dollars of economic activity, or about 10 percent of the U.S. gross domestic product.⁶

⁵ The recommended AERC Letter of Assurance is provided in Appendix G.

⁶ “The National Economic Impact of Civil Aviation,” DRI-WEFA, Inc. in collaboration with the Campbell-Hill Aviation Group, Inc. July 2002.

On average through 2020, the FAA estimates that domestic aircraft operations will increase by approximately 1 percent annually, and that passenger enplanements will increase by 3 percent annually.⁷ This forecast is consistent with a recent report by the United States General Accounting Office (GAO) indicating that domestic air travel will grow at a rate of 3.6 percent annually through 2011.⁸ Increasing demand for air travel translates into planning and development for airport capacity and modernization of existing facilities.

The aviation community is assuming increased responsibility for maintaining a clean environment and has made substantial headway in addressing national air quality concerns, despite the fact that airports are a relatively small source of overall regional emissions. The combined emissions from aircraft and ground support equipment (GSE) typically represent approximately three to five percent of emissions regulated under State Implementation Plans (SIP) nationwide, compared to other surface transportation sources (40-60 percent), and other point and area sources (40-60 percent). Despite aviation's relative influence on air quality, the aviation community understands that improving air quality is a regional problem that requires a collaborative effort by the States, industry, vehicle manufacturers, and transportation agencies.

1.3 Benefits of the VALE Program

The voluntary VALE program provides opportunities to all participants. Both airports and State air quality agencies benefit from the program's focus on early and accelerated airport emission reductions. For airports, which are changing and responding to a dynamic aviation industry, the VALE program offers increased financial and regulatory support as they plan and adapt to the future and seek to balance growing public demand for airport services with environmental protection.

Sponsors have the opportunity to obtain AIP and PFC funding through the program to achieve earlier and larger emission reductions. The program also provides useful airport planning tools to reduce uncertainty. For example, VALE-generated AERCs can be used on airport development projects at a later date to satisfy general conformity and new source review (NSR) requirements under the CAA. Specifically, a sponsor can apply AERCs to an airport terminal or runway project as "design measures" to keep project emissions below general conformity *de minimis* levels and thereby avoid a general conformity determination (see Chapter 9).

⁷ 2003 Terminal Area Forecast, Federal Aviation Administration.

⁸ "Airport Operations and Future Growth Present Environmental Challenges," GAO/RCED-00-153. United States General Accounting Office, August 2000.

States have the opportunity to realize the environmental and public benefits of early reductions in airport emissions in exchange for granting AERCs to airport sponsors. In addition, the program helps sponsors, State air quality agencies, and the environment by:

- Facilitating dialog between airport sponsors and air quality agencies
- Expediting the environmental review process for airport projects
- Encouraging better identification and control of airport emission sources

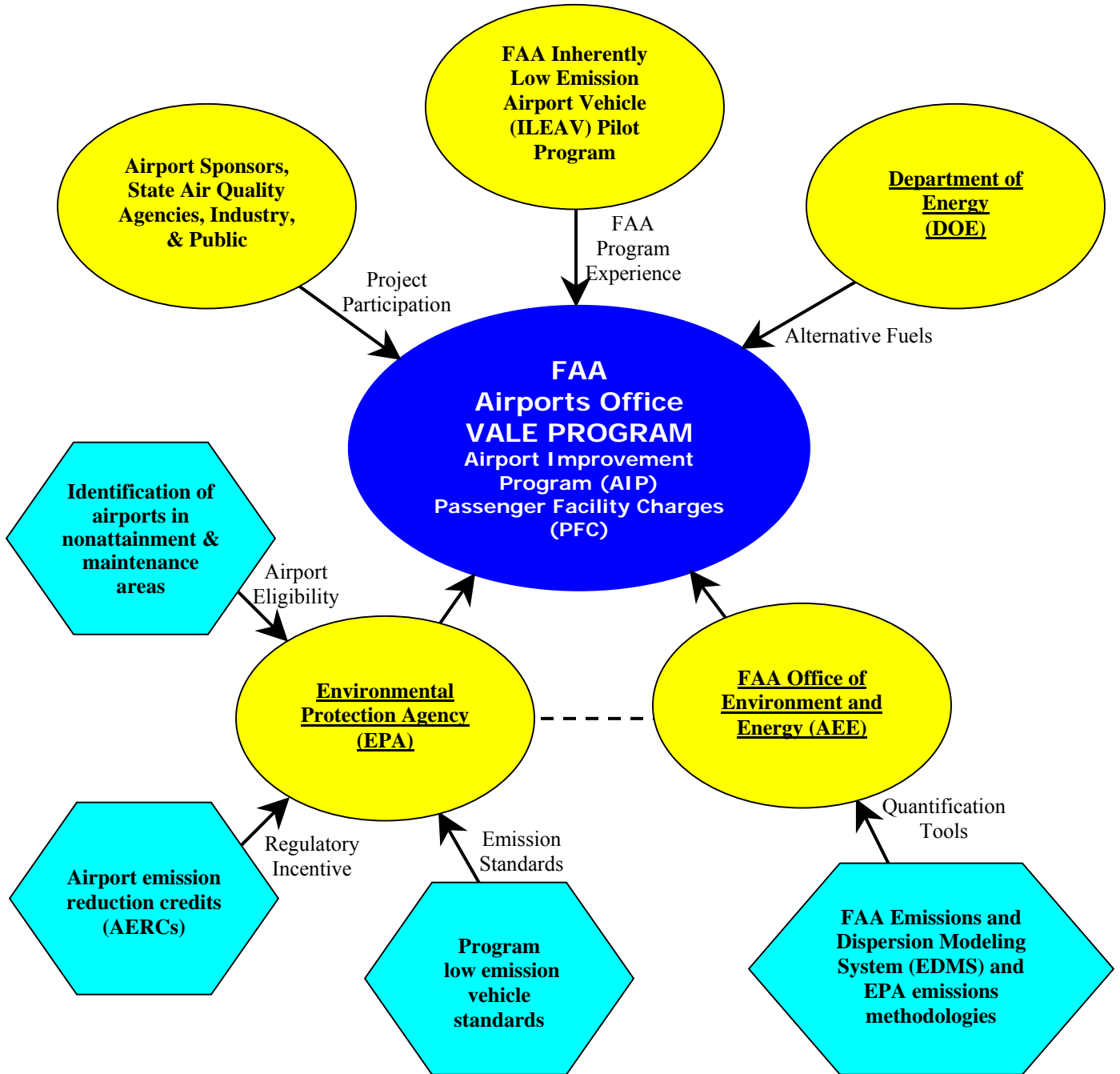
In addition to environmental benefits, the program may also provide economic benefits to airports. Current evidence suggests that cleaner-burning alternative fuels and AFVs are an effective life-cycle investment. The higher capital costs to purchase AFVs are generally offset in a few years by their lower operating and maintenance (O&M) costs. The prevailing view is that the AFV market is constrained primarily by the lack of refueling infrastructure – a need that is addressed by the VALE program.

1.4 Agency and Industry Coordination

The FAA consulted with many agencies and organizations in the process of developing the VALE program (see **Figure 1-1**). The DOE Clean Cities Program provided information on alternative fuels and fuel station requirements. The EPA provided essential support in several areas: 1) the identification of airports in nonattainment or maintenance areas, 2) vehicle low-emission standards, and 3) AERC guidance. These agencies have a continuing role in the management of the program and in the maintenance of program standards and procedures.

In addition, numerous aviation and fuel industry associations provided technical suggestions, many of which were incorporated into this guidance. The FAA also relied on State air quality agencies, original equipment manufacturers (OEMs), energy companies, and environmental organizations to help achieve a realistic balance between forward-looking emission standards and the commercial availability of cost effective low-emission technology.

Figure 1-1. Illustration of Coordinated Effort for the VALE Program



1.5 National Environmental Policy Act (NEPA) and Clean Air Act (CAA) Considerations

Two major Federal environmental regulations are associated with airport air quality concerns - NEPA and the CAA. NEPA ensures that Federal actions are considered carefully for their potential environmental effects and that there is an opportunity for public officials and citizens to comment on proposed projects before Federal decisions are made and projects begin. As the lead agency for NEPA on Federal actions for aviation projects, the FAA has issued its procedures for NEPA implementation under *Order 1050.1E, Environmental Impact: Policies and Procedures*.⁹ This order describes the agency's requirements and procedures to ensure adherence to environmental laws and how to address specific impact areas, including air and water quality, noise, protection of wildlife and critical habitat, and socio-economic effects.

Given the potential for VALE projects to permanently improve air quality, environmental review of VALE projects is expected to be routine. Under general conformity, VALE projects are "presumed to conform" and are exempt consequently from further conformity evaluation.¹⁰ Under NEPA, the potential environmental impacts of VALE projects must be evaluated according to the policies and procedures contained in FAA environmental orders. VALE projects are considered to be a separate Federal action with "independent utility" and may be approved without regard to other airport development projects.

Voluntary VALE emission reductions must be above and beyond the mitigation commitments made by airport sponsors in environmental documents for NEPA, CAA, or agency agreements. For example, if the sponsor has completed an Environmental Impact Statement (EIS) and the Record of Decision has been signed with air quality commitments, VALE cannot be used to fund these requirements because it is a voluntary program for additional or surplus reductions.¹¹

Under the specific mandates of the CAA, airport development is subject to two air quality regulations: general conformity and NSR. The CAA protects the public health by ensuring that airport development plans do not interfere with the State's ability to bring designated nonattainment areas into full attainment with the NAAQS. Airports can be located in nonattainment or maintenance areas for one or more of the six criteria pollutants listed below.

- Ground level ozone (O₃)
- Carbon monoxide (CO)
- Particulate matter (PM₁₀ and PM_{2.5})
- Nitrogen dioxide (NO₂)

⁹ Federal Register. Volume 69, No. 115, pp. 33778-33822. June 16, 2004.

¹⁰ *Federal Presumed to Conform Actions Under General Conformity*, Federal Register Notice, July 30, 2007, Vol. 72, No. 145, pp. 41565-41580.

¹¹ Apart from the VALE program, documented environmental mitigation requirements may be eligible for AIP or PFC funding (see Order 5100.38C, Section 585).

- Sulfur dioxide (SO₂)
- Lead (Pb)

For the purposes of the VALE program, “Level One” pollutants are the criteria pollutant(s) or precursors that are responsible for the nonattainment or maintenance status of the airport’s geographical area. “Level Two” pollutants are the remaining criteria pollutants that do not contribute to area nonattainment or maintenance status.

A description of each criteria pollutant is provided in the Glossary in **Appendix A**. Little to no lead (Pb) in domestic fuels and alternative fuels makes the evaluation of Pb emissions unnecessary for this program.

The focus of general conformity regulations and the VALE program is on local air quality, not climate change or global warming. However, consequential reductions in greenhouse gases achieved through implementation of VALE projects may also benefit global air quality.

1.6 Airport Eligibility

To be eligible for the VALE program, an airport must be a commercial service airport listed in the FAA National Plan of Integrated Airport Systems (NPIAS) and located in an EPA-designated nonattainment or maintenance area for one or more of the criteria pollutants.¹² A list of eligible airports has been prepared by the FAA in cooperation with the EPA and is available on the FAA VALE website.¹³ Sponsors are encouraged to contact their State air quality agency for further information or verification of their nonattainment or maintenance status.

Approximately one-third of U.S. commercial service airports, including many of the nation’s largest and busiest, are located in EPA-designated nonattainment or maintenance areas. Recent changes to the NAAQS have increased the number of airports in designated areas. Consequently, more airports must perform detailed conformity evaluations and plan for the possibility of emission reduction measures.

Airports are naturally suited to manage emissions from stationary and ground transportation sources because of their centralized operations and design. Airport fleets, especially GSE, operate primarily, if not exclusively, on airport property. In addition, refueling and recharging stations can often be sited safely and conveniently for vehicle fueling services. On the other hand, airports have little ability or authority to control aircraft emissions. For example, aircraft and engine manufacturers require a long lead-time for the design and production of new aircraft engines. A multitude of design factors must be considered, including aircraft safety, performance, fuel efficiency, noise, and cost. Further, U.S. aircraft emission standards are established by the EPA within an

¹² 49 U.S.C. §§ 40117, 47139, and 47140.

¹³ http://www.faa.gov/airports_airtraffic/airports/environmental/vale.

international framework administered by the International Committee on Aviation Organizations (ICAO).

1.7 Associated FAA Programs

The VALE program expands the traditional eligibility of low-emission airport technology under the AIP and PFC programs, for instance, by increasing eligibility for mobile emission sources.

It is important to note that project eligibility varies between FAA airport funding programs in several important respects. Sponsors should consider these funding distinctions in planning their VALE projects and in selecting the most appropriate funding source or combination of sources to support it (see Chapter 7 on AIP and PFC eligibility requirements).

1.7.1 Airport Improvement Program

As authorized by Title 49 U.S.C. Chapter 471 as amended and P.L. 103-272, the objective of the AIP program is to assist sponsors, owners, or operators of public-use airports in the development of a nationwide system of airports adequate to meet the needs of civil aeronautics. The forms of assistance to airports are primarily monetary grants, yet may also include advisory services and counseling. AIP grants made to eligible sponsors for airport planning and development include activities to construct new public airports, improve and rehabilitate infrastructure, extend runways, purchase firefighting, rescue, security, and snow removal equipment, and install navigation aids. Environmental activities under the AIP program include the preparation of environmental documents and coordination with local and regional authorities on land use planning.

Regulations, guidelines, and literature governing the use of AIP funds are provided in FAA Orders and Advisory Circulars (FAA Order 5100.38, Airport Improvement Program Handbook as amended, and FAA Advisory Circulars in the 150/5100 series). More information is available about the AIP program through the FAA website: www.faa.gov/.

1.7.2 Passenger Facility Charges Program

The PFC program is authorized by 49 U.S.C. Subtitle VII, Part A - Air Commerce and Safety, Section 40117. This statute was implemented by the Aviation Safety and Capacity Expansion Act of 1990 which amended the Federal Aviation Act of 1958, as amended, to remove the restriction against a PFC. The statute authorizes the Secretary of Transportation to allow a public agency that controls at least one commercial service airport to impose a fee for each paying passenger of an air

carrier enplaned at the airport. This revenue finances program eligible airport projects to be carried out at the commercial service airport or any other airport that the public agency controls.

The FAA may grant authority to impose a PFC only if the FAA finds, on the basis of an application submitted by the public agency, that the amount and duration of the PFC will not result in excess revenues and the proposed project(s) is: eligible; meets at least one PFC objective or significant contribution finding; and is adequately justified. Air carriers and their agents are required to collect PFCs imposed by public agencies and must remit those charges, less an FAA-authorized handling fee, in a timely manner. In addition, the PFCs collected by the carrier must be noted on the passenger's ticket. More information about the PFC program is available through the FAA website: www.faa.gov/.

1.7.3 Inherently Low Emission Airport Vehicle (ILEAV) Pilot Program

The ILEAV pilot program preceded the VALE program and offered a model for its design and development. Authorized under the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (*AIR-21*), the ILEAV pilot program operated from 2001 to 2005. Ten public use airports were provided with individual grants of up to \$2 million to demonstrate the benefits and economic feasibility of low-emission vehicles and supporting infrastructure.

Participating airports used ILEAV grants to purchase and evaluate mobile and stationary low-emission technologies that are applicable to the airport environment. The pilot projects also provided useful information about the environmental and economic trade-offs of alternative fuels, their safe handling, and the commercial availability of low-emission technology.

The emission reductions that continue to be achieved by ILEAV pilot projects are eligible for AERCs provided through the VALE program. The pilot program is the only prior airport activity that qualifies for VALE AERC consideration.

1.7.4 FAA Emissions and Dispersion Modeling System (EDMS)

The FAA Office of Environment and Energy (AEE) made significant improvements to the EDMS model in response to the requirements of this program. These improvements support the need for increased accuracy and quantification of airport early emission reduction benefits.

FAA developed EDMS in the mid-1980s in cooperation with the United States Air Force. The model has become increasingly sophisticated over time and offers the ability to perform emission inventories and dispersion analysis for all of the major emission sources in the airport environment. These sources include aircraft

engines, auxiliary power units (APU), GSE, ground access vehicles, training fires, and stationary sources such as boilers and bulk liquid storage tanks.

EDMS is the FAA required model for assessing aviation emission sources at airports and is recognized by the EPA.¹⁴ Under the VALE program, sponsors are required to begin their projects with the latest version of EDMS. The output reports from the model are an integral part of the initial VALE application and the sponsor's application for AERCs from the State air quality agency. More information about EDMS and the emissions assessment process is contained in Chapter 9.

1.8 Description of the Contents of this Report

The following chapters of this report explain the process, eligibility, and technical requirements of the VALE program. **Chapter 2** presents application procedures and steps that an airport must follow to apply for VALE funds. **Chapter 3** addresses fuel eligibility requirements and supplies information about the technical and emissions trade-offs of different alternative fuels. **Chapter 4** discusses general vehicle eligibility issues. **Chapter 5** presents the program low-emission standards that new vehicles must meet to be eligible. **Chapter 6** discusses eligibility for infrastructure projects. **Chapter 7** describes the varying eligibility requirements of the AIP and PFC programs. **Chapter 8** outlines airport program responsibilities and the special conditions of participation. And finally, **Chapter 9** provides the required assessment methodology for emission reduction estimates, AERC use, and project cost effectiveness.

There are seven appendices to this report. **Appendix A** is the Glossary of Terms. **Appendix B** provides the sections in *Vision 100* that apply to the VALE program. **Appendix C** lists the "special conditions" to the VALE program for AIP grants and PFC funding approvals. **Appendices D & E** offers sample worksheets for project applications and tracking, respectively. **Appendix F** provides a project checklist for FAA personnel to use in reviewing project applications. Finally, **Appendix G** provides a recommended example of an AERC Letter of Assurance from a State air quality agency to the FAA.

¹⁴ *Guidelines on Air Quality Models (Revised) with Supplements A and B*, EPA-450/2-78-027R, U.S. Environmental Protection Agency, O.A.Q.P.S., Research Triangle Park, NC, July 1, 1997. Codified in 40 CFR Part 51, Appendix W.

CHAPTER 2

APPLICATION PROCEDURES AND AIRPORT EMISSION REDUCTION CREDITS

Application procedures for the VALE program are based on statutory and airport program requirements. This chapter describes how sponsors should begin to formulate their project, locate needed technical resources, and construct their project application for funding approval from the FAA and for AERCs from the State air quality agency. The requirements and procedures for the project application have been simplified as much as possible to help the sponsor.

2.1 Early Planning and Coordination with State Air Quality Agencies

The VALE program requires an AERC assurance from the State air quality agency prior to FAA project approval and funding.¹⁵ Therefore, sponsors should discuss their project proposals for reducing emissions with their State air quality agency in advance of developing their formal project application. The State agency can be helpful in a number of ways, beginning with verification of the nonattainment or maintenance status of an airport area. The agency can also provide information about appropriate emission reduction strategies and fuels for reducing the Level One pollutants of concern as well as references to similar activities in the State or region that may be applicable.

The benefits of early coordination with the State air quality agency include better understanding of mutual goals and responsibilities, access to available resources, and the development of organizational relationships that can facilitate timely and constructive State and EPA reviews. Early meetings with the State air quality agency are also an opportunity to discuss how the sponsor will show that proposed emission reductions are quantifiable, surplus, Federally enforceable, permanent, and adequately supported.¹⁶

Early coordination between the airport sponsor and the State air quality agency is essential.

¹⁵ FAA funded VALE or voluntary low emission airport projects must receive AERCs. The AIP Handbook, Order 5100.38C, Sections 580 and 585 (Low Emission Systems and Other Air Quality Projects) describe the difference between required “mitigation” projects and voluntary “stand-alone” projects. For further information, refer to 14 CFR Part 158 (PFC) and to Chapters 4, 6, and 7 of this report on AIP and PFC project eligibility.

¹⁶ Emissions reduction criteria are defined in “Guidance on Airport Emission Reduction Credits for Early Measures through Voluntary Airport Low Emission Programs.” EPA, 2004.

The sponsor also needs to inquire about the relationship, if any, of the proposed project to the SIP. States may choose to manage the sponsor's early reductions independent of the SIP or to incorporate these protected airport measures into the SIP through various means. Because SIP revisions take considerable time, the State air quality agency should defer its decision on SIP inclusion until after FAA approvals and implementation of the project. In doing so, the State air quality agency can submit its AERC Letter of Assurance (see **Appendix G**) to the FAA on a timely basis. This also reflects the fact that some changes to the project are likely to happen between the application period and actual implementation.

2.2 Obtaining Technical Information and Resources to Design a Project

Sponsors should begin by exploring low-emission technology options and determining which ones meet their operational needs and the eligibility requirements of the VALE program. Sponsors may want to investigate information about certified vehicles and low-emission technologies, the reliability of equipment and manufacturers, the applicability of fuel types, and relative costs. Depending on the project, sponsors should consider obtaining technical support to help with information gathering, project formulation, and required emissions analysis.

In addition to the information provided in this report, the sponsor may want to obtain information from outside sources. Numerous government agencies and private organizations are available to provide assistance in developing a VALE project plan.

One resource for sponsors may be the local coordinator for the DOE National Clean Cities Program, which was established by the National Energy Policy Act (EPAAct) in 1992. Many Clean Cities Coalitions exist in metro areas across the nation to work with operators of AFV fleets and with fuel providers who are building refueling infrastructure. Most of the local coalitions are located in areas that have been classified as air quality nonattainment regions. In addition to coordinating activities among AFV stakeholders (manufacturers, fleet users, fuel and service providers, government partners, etc.), the National Clean Cities Program also provides grants and specialized technical assistance to help reduce the cost of purchasing AFVs and refueling infrastructure through state energy programs. To learn more about the Clean Cities Program and local Coordinators, go to: <http://www.eere.energy.gov/cleancities>.

Another resource group is experienced airports. Contact information for sponsors that have received VALE grants is provided on the VALE website: www.faa.gov/airports_airtraffic/airports/environmental/vale.

In addition, there are many other airports with extensive experience of their own in developing and managing low-emissions projects. Notable among these airports are Boston Logan International (BOS), Los Angeles International (LAX), Seattle-Tacoma International (SEA), Dallas/Fort Worth International (DFW), Denver International (DIA), and Portland International (PDX).

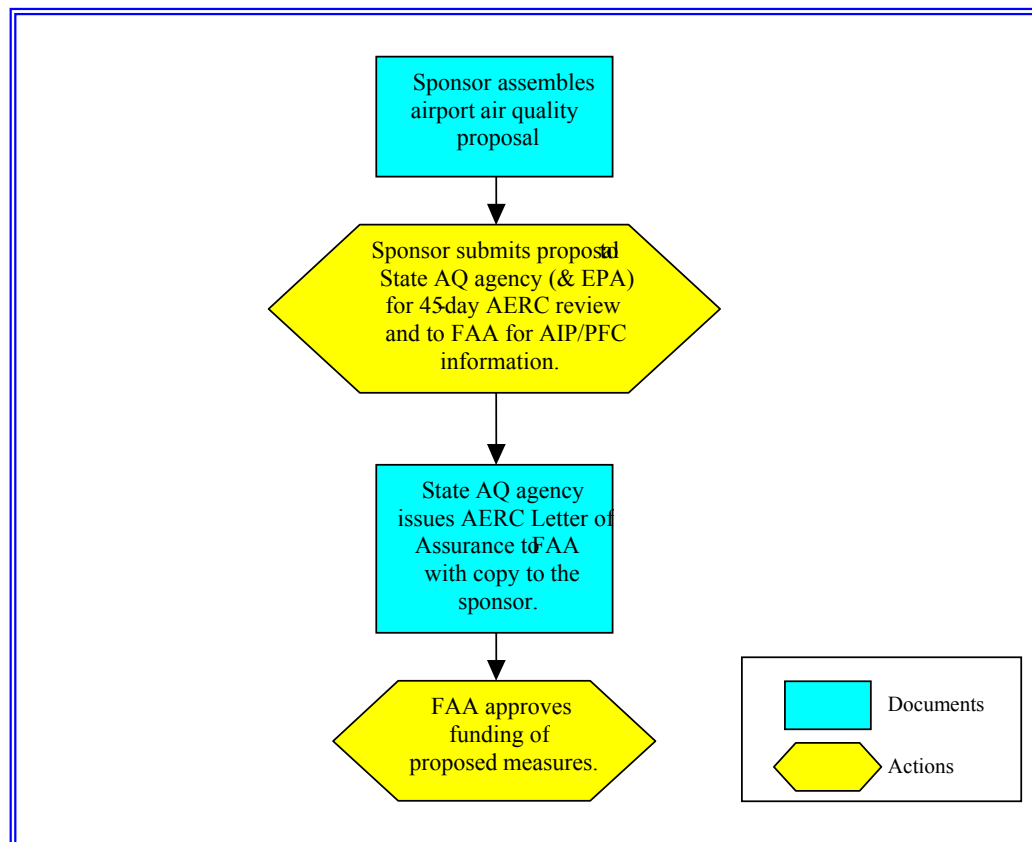
2.3 Project Application Phase

Based on the fact-finding process and early discussions with the State air quality agency, the sponsor can begin to assemble a project application for FAA, State, and EPA review.

Figure 2-1 graphically depicts the application process for FAA funding of VALE projects. The process consists of the following steps:

1. Sponsor assembles a project proposal per Section 2.3.1 and Appendix D.
2. Sponsor submits proposal to the State air quality agency (copies to EPA for concurrent review and to FAA for information)
3. State air quality agency issues *AERC Letter of Assurance* to the FAA (see **Appendix G**).
4. State-approved project proposal is submitted to the FAA regional Airports program office.
5. FAA approves funding.

Figure 2-1. Flow Chart of Project Application Phase



2.3.1 Assembling a Project Proposal

The project proposal does not need to be lengthy or complex but it must contain all of the necessary application areas discussed below. To make this process efficient, the FAA strongly encourages the sponsor to read this Technical Report and the AERC Report completely prior to assembling a proposal.

The sponsor's project proposal should contain four to five major parts. The first part should be the main narrative containing the nine sections listed below. The second part should be the *project application worksheets* described in **Appendix D** (with instructions) and available for use from the FAA VALE website. The third part should be a representative summary of EDMS data inputs and key emission reduction outputs. The fourth part should be the AERC Letter of Assurance from the State air quality agency (see **Appendix G**). If applicable, the fifth part should contain signed enforceable agreements that are required for lease agreements or for the support of tenant-owned vehicles and equipment under the PFC program.

Project Proposal Main Narrative

Section 1: Project Information

Title information for the application must include the project title, airport 3-letter ID, airport name, key contact(s), address, phone, fax, and e-mail.

Section 2: Description of proposed emission reduction measures

This main descriptive section should be clear and complete, containing as much detailed information as possible on the proposed project (e.g., participants, technology, OEMs, site location at the airport). Information must include the number, type, and owner of each proposed vehicle or unit of equipment, the useful life and vehicle identification number of any replaced/displaced conventional fuel vehicles, the estimated level of vehicle and equipment usage, and the specifications for proposed low-emission infrastructure and equipment.

Section 3: Emission reduction estimates

The sponsor should quantify the expected emission reductions from the project in tons per calendar year per criteria pollutant. The timeframe for these calculations is determined by the useful life of project vehicles and equipment and may be extended if the sponsor agrees to replace VALE low-emission vehicles and equipment in the future with equivalent low-emission units. Also, cite any supplemental methods or additional models used to obtain the estimates.

Section 4: Confirmation that estimated emission reductions meet CAA criteria

The sponsor should refer to the following sections of the AERC Report when preparing the discussion of criteria:

Section 4.1	Quantifiable
Section 4.2	Surplus
Section 4.3	Federally Enforceable
Section 4.4	Permanent
Section 4.5	Adequately Supported

Section 4 of the proposal should provide the State air quality agency with logical confirmations that the criteria will be met. This discussion should include the sponsor's proposed approach to vehicle and equipment tracking over the life of the program.

Section 5: Relationship to State Implementation Plans

As part of the sponsor's showing that its proposed early emission reductions are surplus to the SIP, the sponsor should consult with the State air quality agency to identify what, if any, provisions in the SIP or other state agreements might affect the proposed measures or the sponsor's calculation of emission reductions.

Section 6: Funding Sources

This section should summarize the amount of AIP and/or PFC funds requested, the source of local matching funds for AIP grants, other local contributions to the program if any, and total project expenditures. The sponsor should take note of the differences in funding eligibility between AIP and PFC programs (Chapter 7). AIP and PFC eligibility differences can affect the sponsor's range of options and how the project is designed.

Section 7: Cost Effectiveness

Cost effectiveness calculations should be conducted for individual criteria pollutants based on total project dollars divided by lifetime project emission reductions for each pollutant. Instructions for how to calculate cost effectiveness are presented in Chapter 9.

Section 8: Vehicle Commitments

The sponsor should discuss vehicle use commitments for the project, which ensure that the low-emission vehicles purchased or upgraded through the project are:

- Airport-dedicated.
- Certified or verified to program low-emission standards.
- Operated and maintained at the airport throughout their useful life, and not transferred, re-converted to conventional fuels, or in some other way

disabled from providing the expected long-term emission benefits for the airport.

- Supported by signed enforceable agreements prior to funding approval, consistent with the special conditions of the program (see **Appendix C**). Enforceable agreements are needed for vehicle lease agreements or for the support of tenant-owned vehicles under the PFC program (e.g., funding for the incremental or retrofit costs of tenant-owned vehicles).
- Replaced during their useful life by equivalent vehicles or equipment with equal or lower levels of emissions. This commitment is related to the CAA requirement that project emission reductions are "permanent." The sponsor may choose to extend this commitment beyond the useful life of individual vehicles or units of equipment up to the typical AERC life of 20 years (see Chapter 4 and the AERC Report).

Section 9: Schedule

Clearly define the proposed timeline for completing the application process and implementing major phases of the project (e.g., vehicle acquisition, vehicle deployment, completion of infrastructure). Provide realistic dates and milestones for major activities.

Project Proposal Appendices

Proposal Appendix A

Include project application worksheets.

Proposal Appendix B

Include clear summaries of key EDMS input for all unique types of low-emission vehicles and equipment and representative EDMS output for all major criteria pollutants and precursors. The primary EDMS emissions output is the AERCPP Report (see Chapter 9). Document any other emission reduction factors or data that are used on a supplemental basis.

Proposal Appendix C

Include a signed copy of the required "State Air Quality Agency AERC Letter of Assurance to the FAA" (see **Appendix G**). If the Letter of Assurance is pending, include a draft of the proposed letter, including the name and title of the appropriate State signatory and FAA addressee(s). A signed and acceptable Letter of Assurance is required for project approval.

Proposal Appendix D

- If applicable, include necessary enforceable agreements for vehicle and equipment lease agreements (e.g., refueling and recharging stations) or for tenant-owned vehicles and equipment under the PFC program. These agreements must be signed by all parties and included in the project proposal prior to project approval.

2.3.2 Format and Distribution of the Project Proposal

Proposal Format

- Standard page size of 8.5” x 11” (including any figures or airport maps)
- 12 pt. font size
- Include the project title and page number on each page of the proposal.
- The main sections of the proposal and the appendices should be as short and succinct as possible without sacrificing a clear and complete presentation of the material.
- All material, including charts, graphs, maps, and appendices, should be developed in black and white for readability of copied material.

Proposal Copies Two (2) copies of the proposal should be submitted to the State air quality agency and two (2) more copies to the EPA Region Office. Subsequently, the sponsor shall provide two (2) printed copies of the proposal to the appropriate FAA regional Airports program office. Each application document must be a complete package, including financial information; no external material will be accepted.

FAA Recipients Airport proposals/applications should be mailed to the FAA Regional Airports Division Office or Airport District Office (ADO) as appropriate.

Further Information Sponsors are encouraged to contact their FAA Regional Airports Division Manager or the ADO Manager. The Headquarters contact is Dr. Jake Plante (202) 493-4875, jake.plante@faa.gov in the Airports Office, Planning and Environmental Division, APP-400. Program material is posted on the following FAA Airports website:
http://www.faa.gov/airports_airtraffic/airports/environmental/vale

2.3.3 State and EPA Review of the Project Proposal

Upon receipt of the sponsor’s proposal, the State air quality agency has 45 calendar days to review the proposal and to make its finding to the sponsor and the FAA. EPA review of the proposal is concurrent with the State’s review. Any comments by the EPA must be received by the State (with copies to the FAA and sponsor) within the 45-day State review period and should not delay the State’s response to the FAA. The State air quality agency and the EPA should review the sponsor’s proposal according to criteria presented in this guidance and the EPA AERC Report.

A timely State review and AERC Letter of Assurance (see **Appendix G**) to the FAA are critical to the planning and budgeting of the project. Because AIP and PFC programming schedules are tight, a delay by the State in its review and

AERC assurance to the FAA could jeopardize a sponsor's ability to obtain funding for a VALE project in the current fiscal year, representing a project delay for the sponsor of at least one year.

If the State air quality agency does not respond within the 45-day review time, the sponsor should notify the appropriate FAA regional office. The sponsor, FAA, and EPA should work with the State air quality agency, and other State and local officials if appropriate, to resolve the delay as soon as possible.

Sponsors may not use AIP and PFC funds to pay for EPA, State, district, local, or Tribal reviews of VALE projects or AERC actions.

2.3.4 FAA Funding Approval

The sponsor should send the FAA's regional Airports program office an information copy of the sponsor's project proposal when it is submitted to the EPA and State air quality agency for AERC review. The program office should review this information copy for technological feasibility and cost effectiveness. Once the FAA has received the State's AERC Letter of Assurance (State copy to sponsor), the FAA funding application can proceed. For the PFC program, the PFC application may then be submitted by the public agency with the attached AERC Letter of Assurance.

The FAA may approve all, some, or none of the proposed airport low-emission measures based on the availability of funding, project cost effectiveness, regional considerations, and other factors in the AIP and PFC decision process. The FAA may also stipulate modifications to proposed measures as needed.

The FAA funding decision is one of several factors that could affect the sponsor's proposal between the application phase and the implementation phase. Other factors that could affect the sponsor's acquisition and deployment of equipment could be the availability of new or improved technology, changing usage estimates, unexpected costs, or the status of participating manufacturers or operators.

2.4 Project Implementation Phase

The implementation phase of the program begins with FAA funding approval.

Figure 2-2 illustrates the seven steps of project implementation.

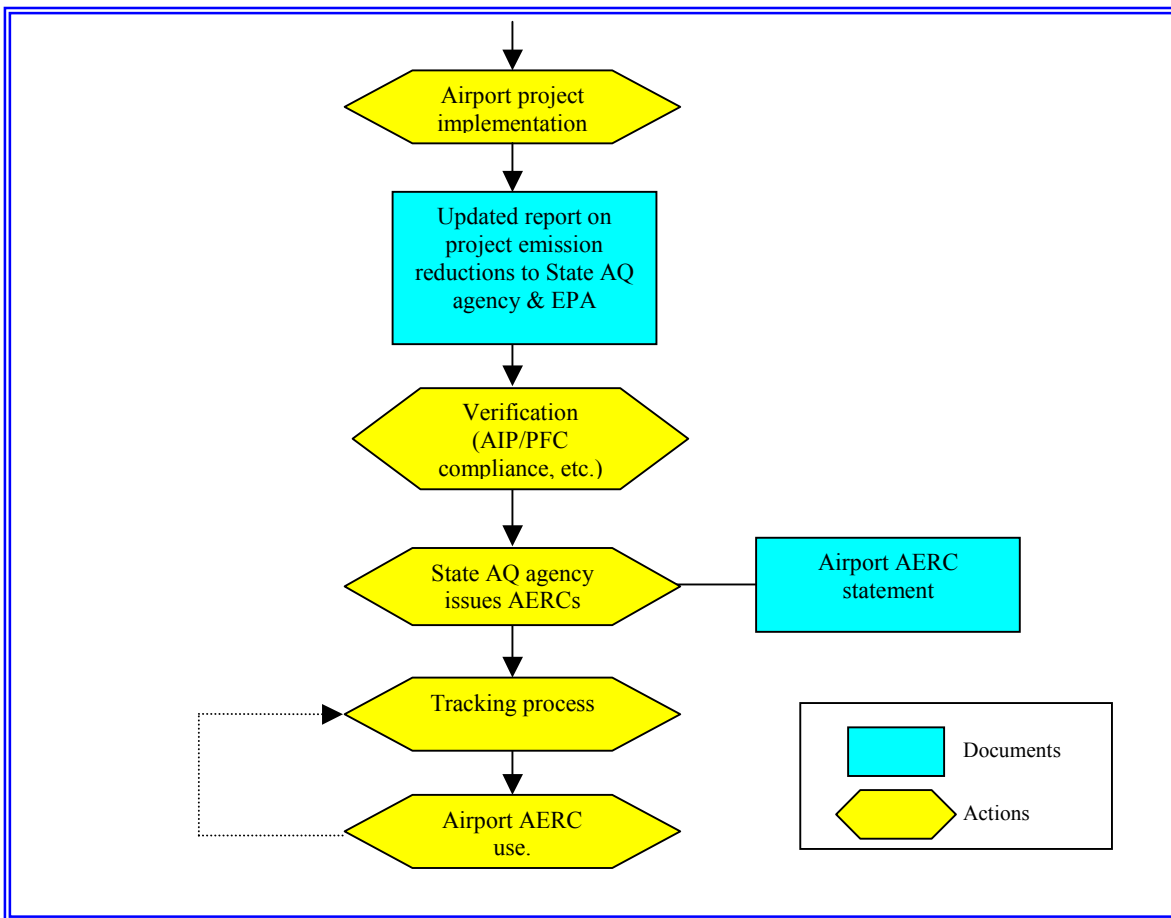
1. Sponsor orders equipment and begins deployment
2. Sponsor revises emission reduction estimates and provides an updated report to the State air quality agency for AERCs, with copies to FAA and EPA
3. Sponsor verifies project implementation

4. State air quality agency confirms the sponsor's emission reduction calculations
5. State air quality agency issues AERCs through an AERC statement
6. Sponsor continues to track the progress of the project
7. Sponsor uses the AERCs, as needed, for general conformity or NSR requirements

The sponsor may decide when to submit its updated report to the State air quality agency for AERCs in the implementation phase. The sponsor's updated report should reflect project changes and adjustments in the sponsor's emission reduction estimates. If the sponsor submits the report after it has deployed major parts of its program, the sponsor should attempt, as practicable, to compare available information on actual operations with emission reduction estimates (based originally on certification, manufacturer, and/or model data).

The report should be presented to the State air quality agency in the same way as the initial application. It is expected that State program review during the implementation phase will go quickly due to the previous State review of the project application.

Figure 2-2. Flow Chart of Project Implementation Phase



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CHAPTER 3

FUEL ELIGIBILITY AND CHARACTERISTICS

A major goal of the VALE program is to provide commercial service airports with the ability to purchase low-emission vehicles and equipment. To meet this goal, low-emission vehicles and equipment purchased through the program must use alternative fuels or cleaner burning conventional fuels (e.g., gasoline and diesel). Under the VALE program, systems using both fuel definitions may be funded through PFCs, while AIP funding is only available for vehicles and equipment using eligible alternative fuels.

Congress recognized the need for a more sophisticated approach in *Vision 100* as compared with the earlier *AIR-21 ILEAV* pilot program, which specified only six eligible alternative fuels and a single low-emission (ILEV) standard for light-duty vehicles. In response, the VALE program relies heavily on the expertise of the EPA and DOE to define alternative fuels and to establish “best achievable” low-emission standards for several vehicle categories and weights. Below are the basic funding requirements on the integrated fuel and low-emissions standards for the program:

- Alternative fuels that are substantially non-petroleum based (AIP and PFC eligible)
- Clean conventional fuels (PFC eligible only)
- Best achievable low-emission standards for program vehicles and eligible fuels (AIP and PFC)

The VALE program is fuel neutral to the greatest extent possible. All of the eligible alternative fuels (AIP and PFC) and clean conventional fuels (PFC only) can lead to substantial emission reductions. The sponsor must consider which fuel type does the best job of reducing emissions for the area’s Level One pollutant(s), minimizing costs, and meeting logistical requirements for safety, handling, and equipment siting.

This chapter discusses the types of fuels that may be used in low-emission vehicles and equipment acquired through the VALE program, as well as the comparative emissions reduction benefits and other characteristics of those fuels. Within the established framework of the program, sponsors have a great deal of flexibility to determine the fuel that is the most appropriate for their airport and operational needs.

3.1 Eligible Fuels Criteria

The following information is intended to help sponsors understand the characteristics and parameters for alternative fuels, their relative emission benefits, and how to weigh various fuel-related factors in developing a VALE project.

There are some limitations that sponsors need to consider in their selection of alternative fuels. First, new VALE-funded vehicles must meet program low-emission standards, regardless of the fuel used. These low-emission standards are discussed in detail in Chapter 5. Second, the VALE program is restricted to funding of capital improvements and therefore does not pay for O&M expenses, including fuel costs. Third, the sponsor, along with their project partners, must comply with all national safety standards pertaining to alternative fuel use, as appropriate, for all project vehicles and activities undertaken as part of the VALE program.

3.1.1 AIP Eligible Fuels

Under *Vision 100*, if a sponsor chooses to use AIP funds to purchase low-emission vehicles, these vehicles must be powered exclusively by dedicated alternative fuels as defined by the DOE, not excluding hybrid engine systems.¹⁷

VALE alternative fuel requirements:

- ***Cleaner burning than conventional petroleum-based fuels***
- ***Primarily non-petroleum based to enhance energy security***

Under designated DOE EPAAct guidelines, eligible alternative fuels are as follows:

- Electricity (including photovoltaics)
- Natural gas and liquid fuels domestically produced from natural gas (compressed or liquefied natural gas (CNG or LNG))
- Liquefied petroleum gas (LPG/propane)
- Mixtures containing 85 percent or more by volume of alcohol fuel with gasoline, including denatured ethanol (E85) and methanol (M85)
- Hydrogen
- Coal-derived liquid fuels
- Biodiesel (B85 to B100-biofuel)
- P-series fuels

AIP funding is restricted to alternative fuels only:

- ***Electric***
 - ***Natural Gas (CNG, LNG)***
 - ***Propane (LPG)***
 - ***Ethanol 85***
 - ***Methanol 85***
 - ***Hydrogen***
 - ***Coal-derived liquid fuels***
 - ***Biodiesel (B85 to B100-biofuel)***
 - ***P-series***
- and***
- ***Hybrid Systems***

These alternative fuels meet the program goals of eligible EPAAct low-emission fuels that are cleaner burning than conventional fuels, are substantially non-petroleum based, and are available domestically to reduce foreign imports.

¹⁷ Section 301(2) of EPAAct defines alternative fuels and sets forth authority for the U.S. DOE to add more alternative fuels to the list of authorized alternative fuels, which are defined in Section 301(2). Newly added alternative fuels are called P-series.

Hybrid vehicles, which Congress did not want to exclude from full eligibility, must meet program low-emission standards in the same way as other AFVs. Typical hybrid vehicle technology combines gasoline or diesel engines with shared power supply from an electric motor. Most hybrids today are light-duty vehicles although some medium and heavy-duty vehicle manufacturers also plan to offer hybrid electric vehicles using natural gas or propane engines.

3.1.2 PFC Eligible Fuels

The fuel choices for the program using PFC funds are somewhat less restrictive than using AIP funds. However, the underlying requirements for achieving program low-emission standards remain the same. Provided that program low-emission standards are met, the selection of fuels using PFCs is open to all alternative and clean conventional fuels, including clean diesel, clean gasoline, and biofuels.

Difference in program fuel eligibility:

- ***AIP funding requires alternative fuels only as defined by DOE.***
- ***PFC funding allows all alternative fuels plus clean conventional fuels.***

3.2 Clarification of AIP Alternative Fuels Technology

The discussion below provides additional information and clarification on the alternative fuels that are available to the sponsor for their VALE projects under the AIP program.

Domestic Fuel Distinctions. The DOE-designated alternative fuels approved for the VALE program are primarily domestic, burn cleaner than conventional fuels, and lessen the Nation's dependence on imported crude oil. Natural gas is produced from natural gas wells and in conjunction with crude oil wells. Although some natural gas wells are in Canada and Mexico, domestic usage is primarily from U.S. wells. Moreover, gaseous and liquid fuels derived from natural gas (CNG, LNG, and LPG) are designated under EPAct as non-petroleum based fuels. LPG can also be derived from the petroleum refining process, and is not considered to be an exclusively petroleum-based fuel that is part of the oil refining process. Natural gas is distributed through underground pipelines and served to compressors at CNG fueling stations to produce CNG as a vehicle fuel. Natural gas is also delivered through the same underground pipeline to strategically located liquefaction plants to produce LNG as a transportation fuel. LPG is distributed in tanks by truck and is available widely throughout the United States.

Flexible-Fuel Technology. Flexible-fuel vehicles (FFVs) automatically detect the blended fuel composition in the fuel tank and adjust the combustion parameters for optimum engine performance. FFVs are permitted under the AIP program only if a

minimum 85 percent fuel blend of eligible alternative fuels is used on a guaranteed basis. Eligible EPA-designated blended fuels include E85 and M85 and satisfy *Vision 100* criterion of primarily non-petroleum based fuels, consistent with DOE eligible alternative fuels. Flexible fuel systems are eligible in forms below the 85 percent minimum level only when the equipment is funded with PFCs and local funds. AIP funds cannot be included in the project. Sponsors are responsible for required assurances that E85, M85, or other eligible alternative fuel blends are used on a permanent and dedicated basis and that program low-emission standards are always met.

Blended-Fuel Technology. Unlike FFVs, other blended fuels (biodiesel) are not adjusted by the combustion technology. These blended fuels must be used on a permanent and dedicated basis in order to assure that program low-emission standards are always met.

Bi-Fuel Technology. Bi-fuel vehicles have the ability to operate on either one fuel or another, but not simultaneously. Generally, bi-fuel vehicles have two or more fuel tanks and the operator can manually switch from one fuel tank to another. Typical bi-fuel vehicles available today do not provide adequate assurance that low-emission fuels are being used and that predicted emission benefits are being realized under actual conditions. As a result, bi-fuel vehicles will not qualify for funding unless both fuels are eligible alternative fuels and the vehicle is EPA-certified or verified to meet program low-emission standards during operation of either fuel source.

Dual Fuel Technology. Dual fuel vehicles have the ability to combust two fuels from separate fuel tanks simultaneously (e.g., CNG and diesel). Dual fuel technology is accepted under the VALE program provided that the technology is EPA-certified to meet program low-emission vehicle standards. Dual fuel systems are distinct from hybrid technology and are AIP and PFC-eligible if both fuels are alternative fuels. If the system uses conventional fuel in any amount, project eligibility is restricted to the PFC program.

Hybrid Technology. Eligible hybrid AFVs must substantially displace the vehicle's gasoline or diesel fuel use and meet the VALE program low-emission standards. In the airport environment, this should be accomplished by the intrinsic nature of airport driving conditions that demand frequent braking, which regenerates the electrical battery portion of the hybrid system. Non-propulsion and accessory functions are not considered relevant hybrid-electric applications for determining vehicle eligibility (e.g., plugging a microwave or utility into the car's cigarette lighter).

Fuel Cells. Fuel cells may be thought of simply as batteries that operate with hydrogen and oxygen. The energy released from the oxidation of hydrogen to water is directly converted to an electrical current. Fuel cells may be directly fueled by hydrogen or may use reformers to generate hydrogen from methanol, natural gas, or other hydrocarbons with water. However, adding a reformer increases the cost, bulk, and complexity of the fuel cell system. Fuel cell technology used for power generation or the propulsion of vehicles has a promising future. However, fuel cell systems are primarily in the R&D stage and not yet commercially viable.

3.3 Relative Emission Benefits of Alternative Fuels

Table 4-1 provides a general guide to selecting alternative fuels based on the criteria pollutant causing the nonattainment or maintenance status in the vicinity of the airport (i.e., Level One pollutants). The table provides a quick comparison of each eligible alternative fuel relative to the emission performance of conventional fuels. The relative scale was developed from emissions criteria and databases commonly available on the internet from the EPA, the fueling industry, and several state agencies. To be consistent with the EPA's approach to tail pipe emission standards, the electric emissions criterion is considered to be zero at the tailpipe without consideration of transmission line efficiency or stack emissions at the power plant.

Table 3-1. Alternative Fuels Emissions Performance Relative to Conventional Fuels for Each Criteria Pollutant

AIP Eligible Fuels	O ₃		NO ₂	SO ₂	PM	CO
	VOC	NO _x				
Electric	★	★	★	★	★	★
CNG	●	●	●	●	●	●
LNG	●	●	●	●	●	●
Propane	●	●	●	●	●	●
E85	●	●	●	●	●	●
M85	●	●	●	●	●	●
Hydrogen	★	★	★	★	★	★
B100	●	⊘	⊘	★	●	●

⊘ = not better ● = better ★ = best

Scale is in comparison to baseline emissions from conventional fuels

3.4 Fuel Characteristics

This section describes the characteristics of the cleaner-burning alternative fuels that potentially meet the VALE program low-emission goals. Each alternative fuel discussed is an EPA-act-designated fuel and qualifies for AIP and PFC programs. Additionally, these fuels meet the DOE requirements of being substantially non-petroleum based and domestically available to reduce U.S. dependence on foreign oil.

3.4.1 Electricity

Electricity can be used as a transportation fuel to power battery-electric and fuel cell vehicles. Electricity is unique among the alternative fuels in that mechanical power is derived directly from it, whereas the other alternative fuels release stored chemical energy through combustion to provide power. When used to power electric vehicles (EVs), electricity is stored in an energy storage device such as a battery. EV batteries have limited storage capacity and must be replenished by plugging the vehicle into a recharging unit. The electricity for recharging the batteries can come from the existing power grid or from distributed renewable energy sources such as solar or wind.

The principal benefit of using EVs is that there are no vehicle tailpipe emissions. The economic advantage of using EVs, after the relative high initial capital cost,

comes through lower “fuel” and maintenance costs. The cost of an equivalent amount of fuel for EVs is less than the price of gasoline. Additionally, maintenance for EVs is less because they have fewer moving parts to service and replace.

3.4.2 Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG)

Natural gas is a mixture of hydrocarbons, mainly methane, and is extracted from underground either from gas wells or in conjunction with crude oil production. The interest in using natural gas as an alternative transportation fuel stems mainly from its clean burning qualities, its domestic resource base, and its availability via underground pipelines to end-use markets.

Natural gas can be used as a transportation fuel in either a gaseous form (CNG) or as a liquid (LNG). CNG is dispensed into vehicles at 3,600 psi, and LNG is dispensed as super-cooled liquid at -260 °F. In order to achieve comparable travel distances to gasoline or diesel vehicles, CNG is stored onboard as a gas in high-pressure cylinders and LNG is stored as a liquid in super-insulated tanks. To the vehicle user, performance and drivability of natural gas vehicles (NGVs) is essentially the same as for gasoline and diesel vehicles.

Natural gas is safer for storage than other liquid transportation fuels. It is lighter than air and does not pool on the ground, so it poses less of a hazard in the event of a leak or spill. The fuel storage cylinders are, of necessity, much stronger than gasoline or diesel fuel tanks, which is a safety benefit in the event of a collision. Natural gas is odorless, non-toxic and non-corrosive, cannot be absorbed through the skin, and will not contaminate ground water. The familiar “rotten egg” smell associated with natural gas is added as a safety feature for leak detection. Natural gas vehicle fueling systems are sealed or closed loop, so no gas escapes during the refueling process and virtually zero evaporative emissions are produced.

Like electricity, the economic advantage of using NGVs, after the relative high initial capital cost, comes through lower fuel costs and maintenance. Depending upon market conditions, the cost of an equivalent amount of fuel for NGVs can be less than the price of gasoline or diesel. Additionally, maintenance for NGVs can be less because the fuel does not contaminate the engine oil like gasoline and diesel. The most commonly cited benefits of NGVs include extended oil change intervals, increased spark plug life, and extended engine life.

3.4.3 Liquefied Petroleum Gas (LPG or Propane)

Liquefied petroleum gas (LPG or propane) is a mixture of various hydrocarbons (propane, propylene, butane, and butylene) that exist as gases at atmospheric pressure and temperature, and yet liquefy at higher pressures. For all such fuel

mixtures in the United States, it is also named for its major constituent, propane. Propane is a natural derivative of both natural gas processing and crude oil refining.

Propane is stored onboard a vehicle at pressures between 130 and 170 psi. Within this pressure range propane exists in a liquid state. Tanks are filled to no more than 80 percent of capacity to allow for liquid expansion as ambient temperatures rise.

Propane is heavier than air and pools on the ground like other liquid transportation fuels. Propane vapors are also heavier than air and will collect at ground level like gasoline and diesel. However, propane vapors will dissipate more rapidly than vapors of gasoline or diesel fuel. Sponsors should consider placing propane storage/dispensing facilities away from confined spaces. The vehicle fuel storage cylinders are much stronger than gasoline or diesel fuel tanks. Propane is considered to be non-toxic and non-corrosive, and will not contaminate ground water.

Propane vehicles are typically converted gasoline or diesel vehicles. The economic advantage of using propane comes from lower fuel costs and maintenance. The cost of an equivalent amount of fuel for propane-powered vehicles can be less than the price of gasoline or diesel, depending on demand fluctuations in the fuel distribution market. Similar to natural gas, propane does not contaminate engine oil the way gasoline and diesel fuels do. Propane-powered vehicles also deliver extended oil change intervals, increased spark plug life, and extended engine life. Propane-powered vehicles exhibit similar tailpipe emission benefits as natural gas-powered vehicles. Propane vehicle fueling systems are also sealed or closed loop, so no gas escapes during the refueling process and virtually zero evaporative emissions are produced.

3.4.4 Hydrogen

Hydrogen (H₂) is being explored for use in internal-combustion engines (ICE) and fuel-cell electric vehicles. H₂ is the simplest and lightest fuel and is a gas at normal temperatures and pressures, which presents greater transportation and storage hurdles than what currently exists for liquid fuels. Storage systems being developed include compressed hydrogen, liquid hydrogen, and chemical bonding between hydrogen and a storage material like metal hydrides.

Unfortunately, hydrogen does not exist naturally as a fuel. H₂ must be produced. There are two methods currently used to produce hydrogen. The first is electrolysis and the second is synthesis gas production from steam reforming or partial oxidation.

Electrolysis uses electrical energy to split water molecules into hydrogen and oxygen. The electrical energy can come from any electricity production sources including renewable fuels. Fuel cell vehicles (FCVs) can then use electricity produced from an electrochemical reaction that takes place when the produced hydrogen (from electrolysis or reformation) is oxidized in the fuel cell “stack.” The production of electricity using fuel cells takes place without combustion or pollution and leaves only two byproducts, heat and water.

The predominant method for producing synthesis gas is steam reforming of natural gas, although other hydrocarbons can be used as feedstocks. For example, biomass, and coal can be gasified and used in a steam reforming process to create hydrogen.

Internal-combustion engines used in today’s vehicles convert less than 30 percent of the energy in gasoline to power that moves the vehicle. FCVs that reform hydrogen from gasoline can use about 40 percent of the energy in the fuel.

While no transportation distribution system currently exists for hydrogen transportation use, the ability to create the fuel from a variety of resources and its clean-burning properties make it a desirable alternative fuel.

3.4.5 Ethanol

Ethanol (E100) (ethyl alcohol, grain alcohol, EtOH) is a clear, colorless liquid with a characteristic, agreeable odor. In dilute aqueous solution, it has a somewhat sweet flavor, but in more concentrated solutions it has a burning taste. In the United States ethanol is made primarily from corn. The grain alcohol produced is denatured or poisoned prior to shipment to prevent ingestion. Like gasoline, ethanol contains hydrogen and carbon, but ethanol also contains oxygen in its chemical structure. The oxygen makes ethanol a cleaner burning fuel than gasoline.

Ethanol is blended with gasoline to improve the burning characteristics of gasoline. For a blend of ethanol and gasoline to qualify as an alternative fuel under the AIP portion of the VALE program ethanol must be mixed or blended to a ratio not less than 85 percent ethanol and 15 percent gasoline. The final product is termed “E85” and is an EPA designated alternative fuel and qualifies as a primarily non-petroleum based fuel consistent with DOE eligibility requirements. Other blends of ethanol and gasoline may qualify under PFC funding.

The emissions from an E85 powered vehicle are the same as those from a gasoline vehicle, but lower in terms of quantity. E85 cannot be burned in a conventional gasoline vehicle. The vehicle manufacturer makes modifications to the engine and vehicle fuel system to accommodate E85. FFVs are capable of optimizing the vehicle performance when burning ethanol-blended fuels.

E85 fuel is heavier than air and pools on the ground like gasoline. E85 vapors are also heavier than air and will collect at ground level like gasoline. E85 is considered to be toxic and corrosive, since it is blended with potential contaminants from gasoline, and will contaminate ground water. Due to the corrosive nature of some alcohol fuels, fuel pumping and dispensing equipment must be properly designated without aluminum or other materials that are not compatible. Gasoline and diesel pumps cannot be used to dispense alcohol fuels until they have been modified.

3.4.6 Methanol

Methanol (M100) is a clear, colorless liquid with a faintly sweet pungent odor similar to ethyl alcohol. It is fully soluble in water. In the United States methanol is made primarily from natural gas, however it can be made from coal and biomass (e.g., wood). The alcohol produced is poisonous, can be absorbed through the skin, and cannot be made non-poisonous. Methanol, which contains hydrogen and carbon like gasoline, also contains oxygen in its chemical structure. The oxygen makes methanol a cleaner burning fuel than gasoline.

Like ethanol, methanol is blended with gasoline to improve the burning characteristics of gasoline. For a blend of methanol and gasoline to qualify as an alternative fuel under the AIP portion of the VALE program, methanol must be mixed or blended to a ratio not less than 85 percent methanol and 15 percent gasoline. The final product is termed “M85” and is an EPA designated alternative fuel that qualifies as a non-petroleum based fuel consistent with DOE eligibility requirements. Other blends of methanol and gasoline may qualify under PFC funding.

As a vehicle fuel M85 has similar benefits as E85 in reducing both vehicle tailpipe emissions and evaporative emissions. The types of emissions from an M85 powered vehicle are essentially the same as those from a gasoline vehicle, but lower in quantities.

M85 cannot be burned in a conventional gasoline vehicle. The vehicle manufacturer makes modifications to the engine and vehicle fuel system to accommodate M85. Most FFVs are capable of using M85 as a transportation fuel. Due to the corrosive nature of some alcohol fuels, fuel pumping and dispensing equipment must be properly designed without aluminum or other materials that are not compatible. Gasoline and diesel pumps cannot be used to dispense alcohol fuels until they have been modified.

M85 fuel is heavier than air and pools on the ground like gasoline. M85 vapors are also heavier than air and will collect at ground level like gasoline. M85 is

considered to be toxic and corrosive, can be absorbed through the skin, and will contaminate ground water.

3.4.7 Coal-Derived Liquid Fuels

The main fuel in the coal-derived liquid fuel category is Fisher-Tropsch liquids. Fischer-Tropsch technology was developed in 1923 by two German coal researchers, Franz Fischer and Hanz Tropsch. Their technology converts coal, natural gas, and low-value refinery products into high-value, clean burning fuel that can be a replacement for diesel fuel. The resultant fuel is colorless, odorless, and low in toxicity. In addition, it is virtually interchangeable with conventional diesel fuels and can be blended with diesel in any ratio with little to no modification. Fischer-Tropsch fuels offer important emissions benefits compared with diesel, reducing NO_x, CO, and PM. Fischer-Tropsch Liquids is another way to use alternative fuels in diesel engines without impacting infrastructure or refueling costs. These fuels are slightly less energy dense than diesel, which could result in lower fuel economy and power. Fischer-Tropsch fuels are not currently being produced in the United States at this time and, therefore, are not widely available.

3.4.8 Biodiesel

Biodiesel (B100) (fatty acid alkyl esters) is a cleaner-burning diesel-like fuel replacement made from natural renewable sources such as soybean oil, new and used vegetable oils, and animal fats. Just like petroleum diesel, biodiesel operates in diesel-fueled compression-ignition (CI) engines. Because biodiesel is considered to be a solvent, it should not be stored for longer than six months in fuel storage tanks or in onboard vehicle fuel tanks. As an organic substance, long-term storage of bio-fuels can also promote the growth of living organisms in the fuel tanks and should be guarded against. Additionally, the fuel should not come in contact with painted surfaces since the solvent characteristics of the fuel will degrade the paint finish.

Biodiesel should be used only in compression-ignition engines with vehicle fuel systems specially suited for the fuel. It is not advisable to use pure biodiesel in existing diesel powered engines and fuel systems without first consulting with the engine manufacturer. The solvent characteristics of the biodiesel may not be compatible with current engine and fuel system materials such as rubber gaskets and hoses. In some cases, the engines must be retrofitted with synthetic materials that are compatible with the solvent effect of biodiesel.

Biodiesel is desirable as an alternative fuel to diesel because of its clean burning characteristics and resulting lower tailpipe emissions. One disadvantage of biodiesel is an increase in NO_x emissions. This tendency is due to high

concentrations of polyunsaturated compounds in the fuel. Biodiesel contains no nitrogen or aromatics and typically contains less than 15 ppm of sulfur, so it is compatible with many of the latest diesel emissions aftertreatment equipment designed for ultra low sulfur diesel (ULSD). Biodiesel contains 11 percent oxygen by weight, which accounts for its lower carbon monoxide, particulate, soot and hydrocarbon tailpipe emissions. The energy content of biodiesel is roughly 10 percent less than No. 2 diesel, therefore the vehicle miles per gallon will be reduced by approximately 10 percent. The fuel efficiency is the same as diesel.

Contamination levels in biodiesel can be reduced by storage in tanks kept free of water; tankage should have water-draining provisions on a scheduled basis. Underground or isothermal storage is preferred in order to avoid temperature extremes because high storage temperatures accelerate fuel degradation. Therefore, above ground storage tanks should be sheltered or painted with reflective paint. Fixed roof tanks should be kept full to limit oxygen supply and tank breathing. The use of airtight sealed containers, such as drums or totes, can enhance the storage life of biodiesel. Copper and copper-containing alloys should be avoided with biodiesel due to increased sediment and deposit formation. Contact with lead, tin, or zinc can also cause increased sediment levels that can rapidly plug filters and should be avoided.

3.4.9 P-Series

P-Series fuel is a unique blend of natural gas liquids (pentanes plus), ethanol, and the biomass-derived co-solvent methyltetrahydrofuran (MeTHF). The ethanol and MeTHF can be derived from renewable domestic feedstocks, such as corn, waste paper, cellulosic biomass, agricultural waste and wood waste from construction. P-series fuels are clear, colorless, liquid blends.

These fuels are designed to operate in FFVs that can run on E85, gasoline, or any blend of the two. The P-series fuels emissions are generally below those of reformulated gasoline and are well below federal emissions standards. These fuels are not currently being produced in large quantities and are not widely used.

Table 3-2 below provides a guide for selecting alternative fuels based on selected fuel characteristics. The table provides a quick comparison of each eligible alternative fuel with unleaded gasoline and diesel relative to the selected fuel characteristics. The information was developed from fuel characteristics and databases commonly available on the Internet and from the DOE and fueling industry.

Table 3-2. Fuel Characteristics

Property	Unit	Fuel									
		Diesel (No. 2)*	Automotive Gasoline*	Compressed Natural Gas (CNG)	Liquefied Natural Gas (LNG)	Propane (LPG)	Ethanol (E85)	Methanol (M85)	Hydrogen	Biofuel (B100)	Biodiesel (B20)*
Higher Heating Value(HHV) (60°F Liquid)	Btu/lb	19,400 avg	20,100 avg	22,179	23,890	21,489	12,770	9,751	61,000	unknown	16,928 - 17,996
	Btu/gal	138,700 avg	125,000 avg	140	84,242	90,830	84,532	64,732		117,000	unknown
(Gas at 60°F & 1 atm)	Btu/scf	NA	NA	1,050	1,010	2,516		867	317	NA	NA
Lower Heating Value (LHV) (60°F Liquid)	Btu/lb	18,300	18,900	20,476	21,501	19,757	11,531	8,559	51,532	unknown	15,700 - 16,735
	Btu/gal	131,000	117,180	124	75,818	83,509	76,331	56,819		115,993	120,900
(Gas at 60°F & 1 atm)	Btu/scf	NA	NA	930	909	2,315	unknown	766	267	unknown	unknown
Heat of Vaporization (at boiling point)	Btu/lb	90	150	219	219	183	359	463	192.1	unknown	189
Density:											
Liquid at 60°F, except methane	lb/ft ³	52.7	46.4	NA	23.6	31.6	49.5	49.7	NA	unknown	55.7
	lb/gal	7.05	6.2	NA	3.16	4.23	6.62	6.64	NA	unknown	7.450
Gas at 60°F & 3,000 psig	lb/ft ³	NA	NA	10.6	10.5	unknown	NA	NA	unknown	NA	NA
Vapor gas at 60°F & 1 atm	lb/ft ³	0.30 – 0.45	0.15 – 0.30	0.0454	0.0423	0.116	0.121	0.084	unknown	NA	NA
Storage Volume Relative to Diesel	%	100%	110%	445%	190%	154%	170%	228%	1,722%	110%	108%
Reid Vapor Pressure	psia	0.02 – 0.2	7 - 14	2,400	NA	189	2.31	4.63	(gas)		<<1
Flammability Limits (by volume)	lower	0.60%	1.40%	5.00%	5.00%	2.00%	3.28%	5.50%	4%	unknown	0.6%
	upper	5.50%	7.60%	15%	15%	9.50%	19.00%	44.00%	75%	unknown	7.5%
Autoignition Temperature	°F	480	495	999	999	919	793	867	1,050	unknown	482

* Only eligible for PFC funding, provided that the tailpipe emissions meet the prescribed program standards.

3.5 Proposed Alternative Fuels Evaluation Checklist

The following checklist is provided to help sponsors to evaluate which alternative fuel(s) would be best for the airport. The considerations presented are by no means exhaustive or applicable to all airports in all cases. Additional information comparing the requirements of fueling stations by different alternative fuels is provided in Chapter 6.

General checklist for evaluating alternative fuels for airport use:

1. Assess your existing vehicle fleet
 - a. Inventory your current fleet
 - i. What vehicles are due to be replaced?
 1. In the current year?
 2. Beyond the current year?
 - b. Project future fleet needs
 - i. Rate of fleet turnover
 - ii. New vehicles needed
 - iii. Changes in fleet mix: Auto/LD/MD/HD/Transit/Specialty
2. Analyze the existing fueling infrastructure
 - a. Plot service area for existing fueling infrastructure
 - b. Fleet fueling assessment
 - i. Physical considerations
 1. Location of existing stations
 2. Excess space availability
 3. Availability of alternative fuel locally
 - ii. Security
 - iii. Ingress/egress
 - c. Build a new fueling facility?
 - i. Evaluate usability
 - ii. Determine type of alternative fuel for fueling station
 - iii. Design and construction
 - iv. Sizing, equipment selection, specifications
 - v. Contractors
3. Understand alternative fuel characteristics
 - a. Safety parameters (flammability, etc.)
 - b. Energy content
4. Economics
 - a. Cost of available fuels
 - b. Cost to build a fueling station
 - c. Ownership options (PFC)
 - d. Partnerships for regional air quality improvements
5. Consider available AFV options
6. Decide on an implementation strategy

CHAPTER 4

GENERAL VEHICLE ELIGIBILITY

This chapter addresses general vehicle eligibility requirements that apply to both the AIP and PFC programs, such as vehicle types, new vehicles, retrofit technology for existing vehicles, Federally-eligible reimbursable costs, and useful life estimates. The following sections discuss these general vehicle eligibility requirements for vehicles acquired or converted through the VALE program.

To fully understand vehicle eligibility for the VALE program, the sponsor¹⁸ also needs to be acquainted with how project and vehicle requirements differ between the AIP and PFC programs (Chapter 7). Some of the differences in AIP and PFC vehicle eligibility are allowable fuel types, vehicle ownership, and local cost-share requirements.

4.1 Expansion of Traditional Eligibility for Low-Emission Projects

The AIP and PFC programs are intended to support capital improvement projects at airport facilities. Traditionally, these projects involve publicly owned airport facilities, take place on airport property, and represent easily monitored fixed assets. With this continuing emphasis, *Vision 100* expanded AIP and PFC project eligibility to allow earlier funding for more varied airport low-emission projects, including mobile equipment.

Before the VALE program, only a small number of airport-owned vehicles were AIP and PFC-eligible (e.g., fire trucks, snow removal equipment) because of their essential role in airport safety, capacity, and security.¹⁹ Although low-emission models for these vehicle types were eligible also, sponsors had to provide the FAA with documentation of a CAA requirement (e.g., general conformity determination) *in advance* of funding approval. It is important to note that this so-called “traditional” eligibility for airport low-emission vehicles and equipment continues to exist apart from the VALE program.

¹⁸ Airport “sponsors” are planning agencies, public agencies, or private airport owners/operators that have the legal and financial ability to carry out the requirements of the AIP program. Use of this term in this document also refers to the PFC program, which is restricted to public agencies.

¹⁹ Chapter 5, Section 5, *Safety, Security, and Related Projects*, Airport Improvement Program Handbook, FAA Order 5100.38C, June 2005; and *Vision 100*, Section 151. Sponsors may continue to use AIP grants and PFC revenue to fund the base cost of traditionally “AIP-eligible” vehicles that meet the criteria presented in this section of the AIP Handbook. Historically AIP-eligible vehicles include airport-owned safety and security-related equipment, including snow removal and aircraft rescue and fire fighting equipment. Thus, if a traditionally AIP-eligible vehicle meets the low emission standards of the VALE program, it is possible for the sponsor to fund both the vehicle’s base cost and the low-emission incremental or retrofit costs for the vehicle through the AIP or PFC programs.

4.2 Vehicle Types

The wide variety of vehicles in use at airports is a microcosm of the national fleet. Structured to address this varied technology, the VALE program imposes few restrictions by vehicle type. Eligible vehicles for the VALE program include airport-dedicated on-road or ground access vehicles (GAV) and many types of GSE to support aeronautical services, airport maintenance, airport security, and other essential airport needs.²⁰

4.3 Airport-Dedicated

All vehicles and equipment purchased or converted under the VALE program must be “airport-dedicated”, meaning that they are an integral part of the aeronautical, security, or maintenance services at the airport, used on a regular basis in normal operation of the airport, and stored and maintained within the airport boundary. Use of on-road vehicles outside of the airport boundary is permitted only if such use is minor, intermittent, and related to its primary mission to deliver airport services at the airport.

The requirement for vehicles to be airport-dedicated is consistent with AIP and PFC program management. In addition, this requirement prevents potential overlap with other Federal transportation programs and related emission reduction measures already considered as part of metropolitan transportation plans and transportation improvement programs reflected in the transportation conformity process.

Airport-dedicated vehicles include most GSE and many on-road vehicles such as airport parking lot passenger shuttles and buses, airport security vehicles, and airport maintenance vehicles. Vehicles that are not eligible include general use cars, buses, taxis, limousines, rental vehicles, super shuttles, and other vehicles that operate to and from the airport as part of a regional transportation circuit or inter-airport service.

4.4 Vehicle Usage

Vehicle owners are expected to operate vehicles acquired under the VALE program to the same level of use that was estimated in the airport sponsor’s original project proposal. Vehicle owners may not substantially reduce their usage of program vehicles or park these vehicles for extended periods of time without prior notification to the FAA (and sponsors if vehicles are tenant-owned). If there is any substantial change in projected or typical vehicle usage (hours or mileage), the sponsor and owners must provide timely notice to the FAA with updated project emission reduction estimates. This information must also be provided to the State air quality agency and the EPA.

²⁰ Segways, for example, are considered non-essential and are therefore non-eligible.

4.5 Useful Life for Typical Airport Vehicles

All vehicles acquired or converted under the VALE program must remain in operation at the airport for their useful life (see **Chapter 8 and Appendix C** for “Special Conditions”). **Table 4-1** provides average useful life data for typical new airport vehicles. These data should be used to calculate VALE project emission reductions unless the Table does not contain a needed vehicle type (e.g., specialized GSE) or the sponsor can document more refined data to support modification of the estimate provided.

Airport-dedicated vehicles represent a variety of on-road and non-road vehicles. Because they operate primarily on airport property, their useful lives can differ from the typical life span of the same vehicles when used off-airport. To define on-airport useful life, data obtained from the FAA ILEAV pilot program was compiled and averaged for an assortment of airport vehicle classifications that are presented below.

Table 4-1. Average Useful Life of Typical Airport Vehicles

Category/Type	Average Useful Life (years)
GSE	
Baggage tug	13
Belt loader	11
Cargo loader	11
Lavatory truck	13
Pushback tractor	15
Fork lifts	13
Deicer trucks	14
Construction equipment	10
Lawn care equipment	10
Snow removal equipment	10
Emergency equipment	10
GAV	
Cars/vans/pickup trucks	10
Flatbed/straight trucks	12
Vacuum sweeper trucks	10
Fuel trucks	14
Dump trucks	11
19-35 foot buses	10
40+ foot buses	12

4.6 New Vehicles

For the purposes of this program, new vehicles are defined as vehicles purchased from an OEM or an associated dealer that are pre-market (i.e., “neofits”) with essentially zero miles. No retrofits, re-engined vehicles, or aftermarket modifications qualify.

4.6.1 Incremental Cost of New Vehicles

VALE program funding for new vehicles is restricted to their *incremental* cost. Incremental cost is defined as the differential in cost between the higher price for an eligible low-emission vehicle and the current market value for a new equivalent conventional fuel vehicle (i.e., gasoline or diesel). No vehicle *base* costs are eligible.

The VALE program simply offers a way to offset the higher purchase price of a low-emission vehicle (i.e., incremental cost) as a factor in the owner’s decision about replacing a vehicle. By making low-emission vehicles no more expensive to purchase than conventional-fuel vehicles, this program provides a reasonable incentive to buy cleaner vehicles.

The VALE program cannot be used under any circumstances to help finance the non-incremental base costs of airport low-emission vehicles. Vehicle owners should and will buy necessary new vehicles on their own. Moreover, sponsors may not use base costs for local matching funds or as any part of their financial and cost effectiveness calculations.

Incremental cost is the differential between the higher cost of an eligible low emission vehicle and the current market value for a new equivalent conventional fuel vehicle.

In addition, program eligibility for all vehicles (new or retrofit) is limited to capital improvement costs and does not extend to operating and maintenance (O&M) costs, including fuel.

4.7 Vehicle Retrofit Technology

The FAA prefers new vehicles to retrofits because new vehicles provide a longer useful life, more reliable emissions savings, and greater cost-effectiveness. However, because it is not always feasible to purchase new vehicles and because verified retrofit technology has been shown to lower vehicle emissions, the FAA allows sponsors to acquire retrofit technology for existing vehicles. VALE retrofit projects must follow all of the airport, project, and vehicle eligibility requirements of the VALE program unless otherwise noted below.

Verified retrofit aftermarket technology may be purchased through the program for application on existing airport vehicles. An engine "retrofit" includes, but is not limited to, any of the following activities:

- Addition of new/better pollution control after-treatment equipment to certified engines
- Re-engining or re-powering
- Upgrading of certified engines to cleaner certified configurations
- Upgrading uncertified engines to cleaner "certified-like" configurations
- Conversion of engines to cleaner fuels
- Early replacement of older engines with newer (presumably cleaner) engines (in lieu of regular expected rebuilding)

Only aftermarket low-emission technology that is verified by the EPA or the California Air Resources Board (ARB) may be used to retrofit existing airport vehicles and equipment. For purposes of this program, qualified vehicle retrofit technology is defined as the low-emission equipment and devices that are listed on the EPA website, www.epa.gov/otaq/retrofit under the menu selections: "Diesel Retrofit Technology Verification" and "Verified Technologies List". Qualified retrofit technology extends to equipment and devices covered under the EPA and California ARB Memorandum of Agreement, entitled "Coordination and Reciprocity in Diesel Retrofit Device Verification" (see links to "Memorandum of Agreement" and "CARB Verification Program" on the EPA website above).²¹

Airport sponsors must provide documentation that the proposed retrofit after-treatment technology (e.g., particulate filters, catalytic converters, oxidation catalysts) is verified by EPA or ARB. In addition, the sponsor must provide or attach information in its VALE project application to meet the following requirements:²²

- The vehicle identification number (VIN) for each existing vehicle that is proposed for retrofitting ("target vehicle").
- Assurance that the target vehicle has a minimum useful life of seven (7) years.
- Written confirmation from the manufacturer that the proposed retrofit technology or device is applicable to the engine type and configuration of the target vehicle if the EPA or ARB verified products lists do not contain specific matching reference to the target engine type and model year, or if the sponsor's use of EPA or ARB information is unclear.

²¹ Because there is no practical method for comparing new and retrofit vehicle low-emission ratings, vehicle retrofits proposed under the program are not subject to VALE low-emission standards for new vehicles (see Chapter 5). As a result, the FAA will give priority consideration to retrofit projects that achieve the greatest emission reductions per dollar spent.

²² The sponsor is responsible for any uncertainties or lack of information that may exist regarding the required verification.

- Analysis of estimated emissions benefits and cost-effectiveness using required program methodology, including models, reports, and project application worksheets (See **Chapter 9** and **Appendix D**).
- Assurance that program funding is not being used to retrofit a vehicle for a second time, regardless of how the initial retrofit of the vehicle was performed.

Eligible expenses include the full cost of retrofitting existing vehicles with verified low emission equipment, notwithstanding AIP local matching requirements. Similar to new low-emission vehicles, reasonable costs are also permitted for refueling or recharging equipment needed in support of retrofit vehicles that are powered by alternative fuels.

Although AIP and PFC eligibility requirements for vehicle retrofits are similar (see above), the use of AIP funding for vehicle retrofits is more restrictive due to its limited authorization through the *Airport Ground Support Equipment Emissions Retrofit Pilot Program*.²³ Additional terms or restrictions under the pilot program for retrofit vehicles include:

- A limited number of projects, each eligible for no more than \$500,000.²⁴
- The definition of eligible equipment as “ground service or maintenance equipment that is located at the airport [and] is used to support aeronautical and related activities at the airport...”
- Priority consideration to eligible equipment that is airport-owned.
- FAA Headquarter approval of pilot project applications. Sponsors that apply for AIP retrofit pilot projects should follow standard application procedures (see Chapter 2). However, FAA regional offices will only consider the sponsor’s application for completeness. Completed pilot project applications, including an AERC Letter of Assurance (see **Appendix G**) from the State air quality agency, will be forwarded to Headquarters (APP-520 and APP-400) for technical evaluation and approval.

²³ 49 U.S.C. §47140 per *Vision 100*, Section 159.

²⁴ *Vision 100* authorized 10 airports under the pilot program and there has been one grant issued through FY 2007.

CHAPTER 5

PROGRAM LOW-EMISSION STANDARDS

FOR NEW VEHICLES

In accordance with *Vision 100*, the FAA has established new vehicle low-emission standards for the VALE program that represent the best achievable standards for emissions performance. These standards reflect the need for a balance between emission reductions and the commercial availability of proven low-emission technology. To maintain an appropriate balance, the FAA will review and update its vehicle low-emission standards and requirements annually in consultation with the EPA.

Vehicles and engines that are eligible for AIP or PFC funding under the VALE program must either be EPA certified (new vehicles) or EPA verified (retrofit technology). Information about eligible retrofit aftermarket vehicle technology can be found in Chapter 4, General Vehicle Eligibility.

Chapter 5 specifically addresses new vehicles, which must be obtained directly from an OEM or an associated dealer to be eligible under the VALE program. VALE low-emission standards for new vehicles are based on EPA-certified national emission standards and are referenced in some cases to comparable California Air Resources Board (ARB) standards. Eligibility is determined by the most recent year of vehicle certification data.

The main purpose for establishing program low-emission vehicle standards is to ensure project cost effectiveness (i.e., emission reductions per project dollar spent). Accordingly, the FAA is not interested in funding low-emission projects that simply offer a marginal benefit in the near term. By setting challenging emission standards at cleaner levels than presently regulated emission levels, the FAA seeks to make investments in capital equipment that provide substantial emission reduction benefits over many years.

The FAA is also interested in simplifying low-emission standards for sponsors by focusing solely on tail pipe emission standards. Although the emissions from evaporation of fuels, hot soak, and crankcases are valid and sometimes substantial, the inclusion of these emissions would increase the complexity of the VALE program.

The VALE low-emission standards apply to all eligible fuel types, whether they are AIP-eligible (alternative fuels) or PFC-eligible

The VALE program is based on EPA tailpipe emissions and not the “well-to-wheels” approach that accounts for the full energy production cycle, including emissions from power plants, transmission losses, etc.

(alternative fuels and clean conventional fuels). For purposes of the PFC program, “clean conventional fuels” are eligible options if they lower vehicle emissions to meet program low-emission standards.

Because VALE project applications and lifetime emission estimates are based on existing emission standards for the year of AIP or PFC funding, sponsors do not have to reassess emission reduction estimates or to replace vehicles and equipment purchased or upgraded through the VALE program in response to future changes in national EPA emission standards or in VALE program low-emission standards.

5.1 Relationship of Federal Vehicle Emission Classes and VALE Low-Emission Categories

The VALE program low-emission standards described below for new vehicles are based on a number of factors related to EPA national standards. The EPA (and California ARB) categorizes vehicles into classes by size and use, engine type, and weight when assigning emission standards. For instance, vehicles are described as either on-road or non-road depending upon their application. The EPA defines on-road vehicles primarily by weight class such as light, medium, and heavy duty. Non-road vehicles are defined primarily by engine type, such as spark-ignited (SI, gasoline) versus compression-ignited (CI, diesel), and by engine horsepower ratings. **Table 5-1** below presents the Federal EPA classifications for on-road vehicles and the corresponding low-emission categories for the VALE program.

Table 5-1. Federal Vehicle Emission Classes and Corresponding VALE On-Road Categories

Federal Cutpoints Applied to VALE Standards (GVWR in pounds)	Federal Class	VALE On-Road Categories
Passenger Cars and Trucks ≤ 6,000	PC LDT1 LDT2	1 LDV
Trucks 6,001 - 8,500	LDT3 LDT4	2 MDV
Comp. HDV < 10,000, < 6' Cargo Box, ≤ 12 Seats/≤ 9 Rear	MDPV	
HD Vehicles or Trucks >8500 and Not MDPV	HDV	3 HDV

GVWR – Gross vehicle weight rating
 PC – Passenger cars
 LDT – Light duty trucks
 MDPV – Medium duty passenger vehicles
 HDV – Heavy duty vehicles

Developing effective low-emission vehicle classifications and standards for the VALE program are difficult for several reasons. Sometimes EPA low-emission standards for certain vehicle categories are not stringent enough for some pollutants, and sometimes they are too stringent, at least for the next few years while vehicle manufacturers endeavor to meet them. In addition, EPA low-emission standards are generally developed on the basis of fleet averaging and monitored by the EPA according to individual manufacturers. In contrast, the VALE program is oriented to individual airport facilities and the acquisition of airport vehicles that each meets an applicable low-emission standard regardless of manufacturer.

Light duty vehicles are a good example of EPA fleet averaging for emissions. Specifically, the total population of light duty vehicles produced within a model year is balanced by emissions performance centered on the EPA Tier2-Bin5 emissions standard (ranging from the cleanest Bin1 to the dirtiest Bin10). In contrast, the best achievable low-emission standard for light duty vehicles purchased and deployed under the VALE program (Tier2-Bin3) is more stringent than the Tier2-Bin5 industry fleet average. Again, this program judgment reflects the fact that VALE eligibility is based on emissions performance for each individual vehicle.

The following VALE program low-emission standards for new vehicles are intended to produce the greatest amount of emission reductions and associated AERCs. The emission standards are broken down into five vehicle categories, comprised of three standards for on-road and two standards for non-road vehicles:

- On-road light duty vehicles and trucks (LDV)
- On-road medium duty vehicles (MDV)
- On-road heavy duty vehicles (HDV)
- Non-road gasoline vehicles
- Non-road diesel vehicles

It is important to note that dedicated electric drive vehicles, which EPA rates as zero emissions, meet the program standards in all vehicle categories.

5.2 On-Road Program Low-Emission Standards

The following three sections describe the program on-road vehicle standards.

5.2.1 Vehicle Category 1 – On-Road LDV

Vehicle Category 1	Program Low-Emission Standard
On-Road Light-Duty Vehicles (LDV)	Combined EPA Tier2-Bin3 and EPA CO ₂ rating

Vehicle Category 1 is limited to on-road light duty vehicles (LDV), including passenger cars (PC) and lighter duty trucks (LDT1 and LDT2) that would be used at an airport. The vehicles in this category cannot weigh more than 6,000 pounds GVWR.²⁵ Relative to GSE and other airport service vehicles, on-road light-duty vehicles represent a small population at airports.

The program Category 1 standard is a combined standard for criteria pollutants and greenhouse gases. It is based on EPA Green Vehicle Guide ratings of 0-10 on Air Pollution and Greenhouse Gas Scores. The web address for the EPA Green Vehicle Guide is: www.epa.gov/emissweb/.

The program standard for Category 1 is set between the EPA “SmartWay” and “SmartWay Elite” classifications. Eligible low-emission vehicles must score “8” or higher on both the Air Pollution Score (equal to the Tier 2-Bin 3 certification level)²⁶ and the Greenhouse Gas Score and must achieve a combined score of at least 17 when added together. In effect, one of the two scores must be at the cleaner level of “9” or “10”.

Commercial Availability. Vehicle eligibility under Category 1 applies to the last complete model year or new model year listing in the EPA Green Vehicle Guide. There are several passenger car vehicles that meet Category 1 program standards and are nationally certified and available. Eligible small and mid-size cars include Toyota Prius and Camry hybrids, Honda Civic and Accord hybrids, and a CNG-fueled Honda Civic. Eligible SUVs include Ford Escape, Mercury Mariner, and Mazda Tribute hybrids. More vehicles may be certified to the program low-emission standard by the end of the new model year.

²⁵ GVWR is the value specified by the manufacturer as the maximum design loaded weight of a single vehicle (40 CFR 86.1803-01)

²⁶ Regarding the Air Pollution Score, manufacturers can certify vehicles under Federal emission standards, California emission standards, or both. In this category, the sponsor may take advantage of numerous other models of LDVs certified to a cleaner California Super Ultra Low Emission Vehicle (SULEV2) standard. However, in cases where manufacturers certify the same vehicle to a cleaner level in California than nationally, the vehicle may not be nationally available or eligible.

5.2.2 Vehicle Category 2 – On-Road MDV

Vehicle Category 2	Program Low-Emission Standard
On-Road Medium Duty Vehicles (MDV)	EPA Tier2-Bin6 or any engine/fuel type certified to meet EPA Tier2-Bin6 standards for Level One pollutants

Vehicle Category 2 is limited to medium size vehicles (MDV) that weigh over 6,000 lbs. GVWR. Vehicles in this category include passenger and cargo vans (MDPV) and heavier light duty trucks (LDT3 and LDT4). Vehicles of this size are popular at airports nationwide because of their passenger and cargo storage capacities. Fleet averaging methodology applies to certified emissions from MDVs as well as for the smaller VALE Category 1 LDVs. Because the industry averages emissions for MDVs and LDVs together, the heavier MDVs are typically found on the “dirtier” side of the fleet average standard of Tier2-Bin5.

Commercial Availability. Based on EPA Green Vehicle Guide Air Pollution Scores for the last complete or new model year, several pick-up trucks may meet Vehicle Category 2 standards. An Air Pollution Score of “5” equals the Tier 2-Bin 6 certification level. However, because the EPA does not publish certified vehicle weights, these data need to be obtained from the manufacturer and then verified with the FAA and EPA. Eligible vehicles in this category may include the Toyota Tundra V-8 (6,350 GVWR), the Dodge Ram 1500 4.7 liter Magnum (6,350 GVWR), and two hybrid gasoline-electric models certified to cleaner California SULEV2 standards: the GMC Sierra (6,400 GVWR) and the Chevrolet Silverado (6,100 GVWR). In prior years, two CNG-powered Ford Econoline vans (approximately 8,500 pounds GVWR each) met the standard also.

Flexibility Provision: In recognition of the current limited availability of MDVs at the Tier2-Bin6 level, particularly vans, sponsors have the option of acquiring MDVs (including hybrids) that are EPA-certified to meet Tier2-Bin6 standards for the applicable Level One pollutants only. For example, if an airport is located in an ozone nonattainment area, the proposed vehicle only needs to meet the low-emission standards for NOx and NMOG. In a CO nonattainment area, the proposed vehicle only needs to meet the low-emission standard for CO. In a PM nonattainment area, the proposed vehicle only needs to meet the low-emission standard for PM.

The FAA provides this flexibility provision because there is a shortage of vehicles in this category to meet the low-emission standards at this time. The sponsor may use this provision only when the VALE application includes a demonstration that there are no reasonable commercial options available for similar vehicle types that meet the VALE program low-emission standards for all pollutants. Sponsors

should consult the EPA Green Vehicle Guide website, OEMs, and other information sources in making this demonstration.

New technology is expected to catch up with the Vehicle Category 2 standards soon. Once reasonable commercial availability exists for this category, then the flexibility provision will no longer be valid.

5.2.3 Vehicle Category 3 – On-Road HDV

Vehicle Category 3	Program Low-Emission Standard
On-Road Heavy-Duty Vehicles (HDV)	EPA On-road Heavy-Duty Emission Standards at 0.2 g/bhp-hr. for NOx

On-road Heavy Duty Vehicle (HDV) Standards. Vehicle Category 3 is limited to HDVs, which represent the largest on-road vehicles weighing >8,500 lbs. GVWR such as fueling and catering trucks.²⁷ The EPA HDV standards for the VALE program are: 0.2 g/bhp-hr. for NOx, 0.14 g/bhp-hr. for NMHC, 7.0 g/bhp-hr. for CO, and 0.01 g/bhp-hr. for PM. The standards, which apply to all HDVs whether fuel dedicated or hybrid, will remain in effect through 2009 for all alternative- and diesel-powered engines and through 2008 for gasoline-powered engines.

Diesel – On January 18, 2001, the EPA established stringent heavy-duty diesel vehicle (HDDV) emission standards for 2007 (applicable to 50 percent of the fleet), which will be phased-in completely by 2010 (100 percent fleet compliance). HDDV manufacturers are in the process of meeting the 0.2 g/bhp-hr NOx standard. The on-road HDDV emission standards complement the 2006 on-road HDDV mandate regarding ultra-low sulfur diesel fuel (ULSD).

Gasoline –Generally, NOx standards are easier to meet through on-road spark ignition (SI) engines (e.g., gasoline) than they are for diesel compression ignition (CI) engines. Thus, it is reasonable to maintain a consistent standard for all on-road HDVs.

Commercial Availability. Diesel, gasoline, and CNG engine manufacturers such as Cummins Westport, John Deere, and Emissions Solutions are in the process of developing and certifying engine technology to the 0.2 g/bhp-hr. NOx standard. Also, gasoline-electric hybrid engine manufacturers such as ISE Corporation are reportedly close to certification, pending new EPA certification test procedures for hybrid vehicles. Currently, the Cummins Westport 8.9 liter, 320 hp CNG engine is certified at the 0.2 NOx standard for “medium-heavy duty” and “heavy-duty urban bus”. In model year 2004, General Motors certified two HDV gasoline engines to the 0.2 g/bhp-hr NOx standard or cleaner. One of these engines, an 8.1 liter 325 hp engine, has been re-certified in 2008. This information indicates that the commercial potential exists in the near term to achieve the low-emission standards for Vehicle Category 3, thus eliminating the need for a flexibility provision in this category.

²⁷ An exception is MDPVs, which can weigh up to 10,000 lbs. GVWR.

5.3 Non-Road Program Low-Emission Standards

The following two sections describe the VALE low-emission standards for non-road vehicles. Non-road standards differ from on-road standards in that they are based on the horsepower (HP) of the engine rather than the vehicle weight (GVWR).

Because the non-road standards below are for gasoline- and diesel-powered engines, sponsors interested in purchasing non-road alternative fuel vehicles (AFVs) are allowed to meet the less stringent standards between Vehicle Category 4 (gasoline) and Vehicle Category 5 (diesel) for each certification pollutant.

5.3.1 Vehicle Category 4 – Non-Road Gasoline

Vehicle Category 4	Program Low-Emission Standard
Non-Road Gasoline Vehicles	EPA Blue Sky Engine Program

The only regulatory mechanism that preserves adequate cost effective emission reductions for large SI non-road engines is the EPA’s voluntary Blue Sky Engine program, which mandates qualifying emission standards of 0.6 g/bhp-hr for HC+NO_x and 3.28 g/bhp-hr for CO. EPA-certified vehicles that meet Blue Sky program low-emission standards are eligible under the VALE program. Because the Blue Sky program does not set a PM standard, the on-road standard for PM has been applied for consistency.

Commercial Availability: Vehicles in this category include forklifts, electric generators, aircraft GSE, and various types of construction and industrial equipment. To date, no engine manufacturer has certified their products under the Blue Sky program. However, the EPA has proposed amendments to this program that increase the likelihood of Blue Sky engines being available within the next few years. Also, the FAA is aware of many electric equipment manufacturers that produce battery-powered GSE and other electric non-road vehicles that meet the low-emissions criteria for this vehicle category. Therefore, sponsors are encouraged to pursue electric and other AFVs certified to meet the Blue Sky Engine Standards.

Flexibility Provision: There may be non-road vehicle types that do not have a commercially available electric version or equivalent that meets the low-emission standards for all pollutants. In this case, the FAA provides the flexibility to acquire non-road vehicles (including hybrids) that are EPA-certified to meet the less stringent standard of VALE Vehicle Categories 4 and 5 for the applicable Level One pollutant(s) only.

For example, if an airport is located in an ozone nonattainment area, the proposed vehicle only needs to meet the low-emission standards for NO_x and HC. In a CO nonattainment area, the proposed vehicle only needs to meet the low-emission standard for CO. In a PM nonattainment area, the proposed vehicle only needs to meet the low-emission standard for PM.

The FAA provides this flexibility provision because there is a shortage of vehicles in this category to meet the low-emission standards at this time. The sponsor may use this provision only when the VALE application includes a demonstration that there are no reasonable commercial options available for similar vehicle types that meet the VALE program low-emission standards for all pollutants. Sponsors should consult the EPA Green Vehicle Guide website, OEMs, and other information sources in making this demonstration. Once reasonable commercial availability exists for this category, then the flexibility provision will no longer be valid.

5.3.2 Vehicle Category 5 – Non-Road Diesel

Vehicle Category 5	Program Low-Emission Standard
Non-Road Diesel Vehicles	Tier 4 or any engine/fuel type that is EPA-certified to meet Tier 4 standards for Level One pollutants

Vehicle Category 5 uses EPA Tier 4 non-road diesel engine emission standards. These stringent low-emission standards for non-road diesel engines, which begin in 2008, are based on the use of ULSD and the growing ability of non-road engine manufacturers to incorporate advanced clean engine technologies to meet Tier 4 emission requirements.

Commercial Availability. The FAA is aware of many electric equipment manufacturers that produce battery-powered GSE and other electric non-road vehicles that meet the low-emissions criteria for this vehicle category. Therefore, sponsors are encouraged to pursue electric and other AFVs certified to meet the Tier 4 Standards.

Flexibility Provision: There may be non-road vehicle types that do not have a commercially available electric version or equivalent that meets the low-emission standards for all pollutants. In this case, the FAA provides the flexibility to acquire non-road vehicles (including hybrids) that are EPA-certified to meet the less stringent standard of VALE Vehicle Categories 4 and 5 for the applicable Level One pollutant(s) only.

For example, if an airport is located in an ozone nonattainment area, the proposed vehicle only needs to meet the low-emission standards for NO_x and HC. In a CO nonattainment area, the proposed vehicle only needs to meet the low-emission standard for CO. In a PM nonattainment area, the proposed vehicle only needs to meet the low-emission standard for PM.

The FAA provides this flexibility provision because there is a shortage of vehicles in this category to meet the low-emission standards at this time. The sponsor may use this provision only when the VALE application includes a demonstration that there are no reasonable commercial options available for similar vehicle types that meet the VALE program low-emission standards for all pollutants. Sponsors should consult the EPA Green Vehicle Guide website, OEMs, and other information sources in making this demonstration. Once reasonable commercial availability exists for this category, then the flexibility provision will no longer be valid.

5.4 Summary of Program Low-Emission Vehicle Standards

The standards in **Table 5-2** are in effect for the present time to ensure the best achievable program emission benefits. These standards will be reviewed annually and may be modified in the future, in consultation with the EPA, to reflect changing EPA standards, advances in vehicle, engine, and tailpipe technologies, and FAA program cost-effectiveness considerations.

Table 5-2. Summary of VALE Low-Emission Standards for New Vehicles

On-Road Vehicles:

Vehicle Category	Vehicle Classification	Best Achievable Low-Emission Standard	NOx (g/mile)	NMOG (g/mile)	CO (g/mile)	PM (g/mile)
1	LDV & LDT	Tier 2-Bin3 or	0.03	0.055	2.1	0.01
		SULEV2	0.02	0.03	1.0	0.01
2	MDV	Tier 2-Bin6 or EPA-certified to meet Tier 2-Bin6 standards for Level One pollutants	0.1	0.09	4.2	0.01
			NOx (g/bhp-hr)	NMHC (g/bhp-hr)	CO (g/bhp-hr)	PM (g/bhp-hr)
3	HDV	Valid thru FY2009 for alternative and diesel engines and thru FY2008 for gasoline engines	0.2	0.14	7.0	0.01

Non-Road Vehicles:

Vehicle Category	Vehicle Classification & Standard	Maximum Engine Power (HP)	NOx (g/bhp-hr)	HC (g/bhp-hr)	NOx + HC (g/bhp-hr)	CO (g/bhp-hr)	PM (g/bhp-hr)
4	Non-Road Gasoline	> 25	0.48 ¹	0.12 ¹	0.6	3.28	0.01 ²
	Blue Sky Engine Standards (listed) for any engine/fuel type						
5	Non-Road Diesel Tier 4 standards (listed) or any engine/fuel type EPA-certified to meet Tier 4 standards for Level One pollutants	< 25.5	na	na	5.59	4.92	0.30
		25.5 ≤ HP < 75.1	na	na	3.50	3.73	0.02
		75.1 ≤ HP < 174.3	0.30	0.14	0.44	3.73	0.01
		174.3 ≤ HP ≤ 751	0.30	0.14	0.44	2.61	0.01
		HP > 751	0.50 ³	0.14 ³	0.64	2.61 ³	0.02 ³
		2.61	0.14	2.74	2.61	0.03	

1) The voluntary EPA Blue Sky Program only establishes a combined standard for HC+NOx for large SI non-road engines. Based on discussions with EPA, an 80/20 split can be assumed between NOx and HC for purposes of certifying engines to meet program standards.

2) There is no Blue Sky standard for PM in this category. Consequently, the on-road standard for PM has been adopted.

3) Emission standards apply to non-road diesel engines greater than 751 Hp that power generator sets only.

CHAPTER 6

INFRASTRUCTURE ELIGIBILITY AND FUEL FACILITY GUIDELINES

6.1 Infrastructure Project Eligibility

Program funding can be used to purchase, construct, and install many types of low-emission infrastructure systems. Activity in this area may include new, upgraded, or converted equipment or facilities that reduce airport emissions by displacing mobile equipment, increasing energy efficiency, or reducing the consumption of conventional fuels. In order to be eligible, the low-emission infrastructure improvements must employ proven technology and be cost-effective. Any infrastructure and equipment projects that are not discussed in this chapter but might possibly qualify under the program should be discussed with the FAA early in the planning process.

Infrastructure development funded under the VALE program must be located within the airport boundary. Airport ownership of equipment is required in many instances and preferred overall to ensure accountability and to avoid potential problems with tenants that relocate or experience financial difficulties (see Chapter 7).

For any infrastructure project, the sponsor must demonstrate that the main and direct purpose of the project is the reduction of airport emissions.²⁸ The sponsor must also show that the proposed activity is in compliance with all relevant AIP, PFC, and VALE funding conditions and requirements.

Eligible infrastructure projects for the VALE program must be designed primarily for emission reductions at the airport.

Program infrastructure funding through the VALE program is limited to the airport boundary and further limited to the portion of an eligible airport project that is directly associated with the VALE program. For example, funding for electric power upgrades to support gate electrification or vehicle rechargers is limited to system elements within the airport boundary as well as to electrification demand that is directly related to eligible VALE activities, excluding other airport or facility electrification needs that may or may not be AIP or PFC-eligible independently. Consequently, the FAA will not make the VALE AIP discretionary resources available for measures that are indirectly related or incidental to VALE low-emission technology.

²⁸ Because the useful life of infrastructure is sometimes longer than 20 years, AERCs may be possible to obtain for up to 40 years of useful life. See AERC Report (EPA *Guidance on Airport Emission Reduction Credits for Early Measures through Voluntary Airport Low Emission Programs*), Section 6.2: Life of the AERCs.

6.1.1 Refueling and Recharging Stations

AFV refueling and recharging stations are eligible for funding, including fast-chargers, on-site fuel storage tanks, and other stationary components needed for operation of the station.

In terms of station capacity, the FAA limits the size of the facility to the planned and reasonably foreseeable future requirements of the airport. Sponsors may size the facility to the maximum size needed to service the anticipated level of airport AFVs, plus some additional limited capacity for public fleets (see discussion of public access below). Specifically, sponsors may size the VALE-funded fueling station so that the maximum intended airport use consumes 90 percent of the capacity of the station. No more than 10 percent of station capacity can be dedicated to public use. During the interim period between the operational start of the refueling and recharging station and the full 90-100 percent use of the station by airport AFVs, the sponsor may allow public access on a temporary basis up to the existing capacity of the station.

6.1.2 Public Access

VALE funding is intended primarily for airport operations and vehicles. However, the sponsor may grant limited public access to airport refueling and recharging stations supported by the VALE program under certain conditions. If public access is granted to these facilities, the sponsor must assure that security and public safety are guaranteed. These conditions can be met only if the airport refueling or recharging station is located at a reasonable distance from the airport terminal and outside of the main airport security areas.

Public access to refueling and recharging stations is allowed if security and public safety are guaranteed.

The sponsor should certify public users and track their use of the facility. If public access is granted, the sponsor and airport vehicles are entitled to priority use of the facility. Public access to the facility cannot delay or impede the use of the facility for airport needs. Moreover, airport vehicles also have priority use in the event of fuel shortages or emergencies.

Sponsors may wish to coordinate with other operators in the area that have AFV refueling or recharging stations (e.g., freight depots, van shuttle services). Although these fleets are not eligible for funding under the VALE program, an informal arrangement to assist each other in case of equipment failure or emergency can provide a useful back-up plan for airport operations.

The sponsor may claim some emission reductions (and AERCs) from non-airport or non-airport owned low-emission vehicles that use airport refueling and recharging stations purchased with assistance from the VALE program. (see Chapter 9 for assessment methodology and the EPA AERC Report).

6.1.3 Gate Electrification

Gate electrification is the aircraft equivalent of vehicle idle reduction. Its purpose is to provide conditioned air and electrical service for an aircraft parked at the gates. It eliminates or reduces the use of a higher-emitting on-board aircraft auxiliary power units (APUs) powered by jet fuel or mobile ground generators that run on diesel fuel.

Similar to electric vehicles, electric powered infrastructure improvements are considered zero emissions under the program.

Aircraft gate electrification projects include directly related upgrades to the power supply from the airport boundary to the terminal building, electrical improvements at aircraft gates, and power improvements within gate areas that provide electricity for aircraft auxiliary power and for GSE recharging.

6.1.4 Power Plant, HVAC, and Generator Conversions to Cleaner Fuel

Airports may build or retrofit power plants and HVAC equipment located within the airport boundary if the proposed improvements use eligible alternative fuels and displace the use of conventional fuels. Eligible power production may be derived from solar and photovoltaic systems, hydrogen fuel cells, wind power, and natural gas. Airports may also develop cogeneration facilities, which are eligible to the extent that they directly displace conventional fuels, and provide electricity and hot water/steam to the airport for power, heating, and other essential functions.

Eligible costs for power plant construction are related to the emissions saved by displacing the use of conventional fuels and to provide electric power for:

- Aircraft at the gate
- Low-emission airport ground transportation vehicles
- Emergency back-up power required for aircraft at the gate and for airport ground transportation vehicles

6.1.5 Underground Fuel Hydrant Systems

Underground fuel hydrant systems deliver aviation fuels from the bulk storage tanks to individual aircraft gates. Construction and development of underground fuel hydrant systems within the airport boundary are eligible to the extent that the system directly reduces the number and usage of fuel trucks at the airport.

6.1.6 Public Transit Projects at the Airport

Projects on the airport that displace or remove vehicles from airport roadways, such as people mover systems, public transit lines (only the section on airport boundary that goes to/from the airport), and intermodal connection stations may qualify for VALE funding. For public transit projects, the sponsor may use VALE funding as appropriate to complement other Federal transportation funding that may be used for different portions of the system.

6.1.7 Activities Not Eligible

Eligible activities for the VALE program must be designed and implemented primarily for the purpose of reducing airport emissions. Among activities that are generally not eligible are projects that may reduce airport emissions but are designed primarily to meet other requirements such as operating efficiency, public convenience, congestion mitigation, and safety (e.g., parking and cellphone lots, rental car consolidation facilities, fuel farms). Other projects that are not eligible are research-related projects and private revenue producing projects, unless specifically permitted under AIP, PFC, or program guidelines.

6.2 Fuel Facility Guidelines

This section discusses fueling facility considerations for each of the major alternative fuels. Following this discussion, a summary is provided in **Table 6-1**, which contains “fueling station footprint” data, for example, to compare the size of various alternative fuel stations with a conventional gasoline fueling station.

6.2.1 Electric

Although electricity is considered an alternative fuel, it is technically not a fuel, but rather a pure energy source. Therefore some considerations that apply to other alternative fuels do not apply to electricity.

Fuel Availability: An electric charging station may be installed where there is access to the local electric utility power distribution system.

Fueling Station Footprint: Because there is no fuel to be stored, electric vehicle charging stations are much smaller than conventional gasoline/diesel fueling stations. The space needed to park vehicles at the rechargers must be considered.

Fuel Storage and Special Handling Requirements: A variety of charging systems are available to best fit the airport's needs. Conventional charging systems offer the lowest cost option. These systems typically require six to eight hours to charge a vehicle battery and may not be suitable for some busier airport operations. Some conventional chargers can be mounted on-board the vehicle. Vehicles are then plugged into standard outlets at common voltages such as 120 or 208 Volts.

Fast charging systems, in contrast, are capable of bringing a large GSE battery from 20 to 80 percent of full charge in less than two hours. By "opportunity charging" during operator break periods, GSE can be operated continuously over several shifts without draining the battery to empty. These intelligent computer controlled systems extend battery life and store valuable vehicle operations data. Fast chargers automatically adjust the power they deliver to the battery in order to avoid over-charging and over-heating that could cause damage. Installation costs are higher than conventional chargers, as these systems typically require 480 Volt service.

A variety of vehicle connectors are also available. Conductive systems are the lowest cost and most common. These systems are based on the mating of metallic contacts. Some connectors are "ruggedized" for use in harsh outdoor environments. Inductive systems, in contrast, have no metal contacts, thereby providing an additional layer of operator safety. A paddle-like connector is inserted into a slot on the vehicle. Magnetic induction is used to transfer energy from the charging station to the vehicle.

6.2.2 Compressed Natural Gas (CNG)

Fuel Availability: A CNG fueling station may be located wherever there is access to the local gas utility natural gas distribution or transmission system. The expense of extending the underground gas piping system significant distances may be a consideration.

Fuel Storage: CNG is stored above ground in high-pressure steel vessels. This significantly increases the footprint of fueling stations that employ storage banks.

Fueling Station Footprint: Broadly speaking, there are three approaches to fueling compressed gas on vehicles. Each has different footprint characteristics, and each is discussed separately below.

The first CNG method, *Time-Fill*, requires that a vehicle remain connected to the dispenser for a period of hours. This is a very economical and small footprint approach that can be integrated into a vehicle storage facility or yard. In a typical application, vehicles are active during the day and then return to a central facility at night. A small, inexpensive compressor system is used to compress the natural gas onto the vehicle over several hours.

The second method, *Cascade Fast-Fill*, allows a vehicle to be fueled within a few minutes, similar to gasoline or diesel fueling. To do this, the gas is compressed and stored in high-pressure steel tanks located at the fueling station. Because the gas must be pressurized and stored on site, these stations are typically significantly larger in size, more complex, and more expensive to design and construct than a conventional gasoline or diesel fueling station. In a typical application, vehicles fuel in high volume at peak times from the high-pressure storage. When the peak is over, the compressor runs continuously for a period of time to return the storage tanks to maximum pressure and then shuts down. This approach is not suitable for continuous, high-volume fueling.

The third method, *Buffered Fast-Fill*, is also very fast, and also supports continuous, high-volume fueling for fleets of heavy duty vehicles like transit buses. Because buffered fast-fill systems use even larger and more powerful compressors, they are the largest and most complex of all natural gas fueling stations.

Special Handling Requirements: Despite misperceptions to the contrary, natural gas is actually a safer fuel than gasoline because it is difficult to ignite (ignition temperature about 1,100 °F) and is lighter than air. Leaks do not pool beneath a vehicle as gasoline does. Natural gas is non-toxic. The greatest safety concern with CNG is the fact that the gas is stored at high-pressure capable of projecting fittings and couplings at high velocity. Drivers can be trained to perform their own vehicle fueling safely.

6.2.3 Liquefied Natural Gas (LNG)

Fuel Availability: LNG is normally supplied by delivery trucks so LNG fueling stations may be located where there is sufficient road access.

Above or Below Ground Storage: LNG is usually stored above ground in cryogenic tanks. However, LNG tanks may also be stored below grade in an open pit.

Fueling Station Footprint: LNG has a significantly greater energy density than natural gas at atmospheric pressure, but it is still lower in energy density than gasoline, requiring about 50 percent more volume than gasoline for a similar amount of energy. Because LNG is denser than CNG and does not need to be compressed, LNG stations require less area than CNG stations. Nevertheless, LNG fueling station footprints are usually larger than conventional gasoline stations. The use of vertical LNG storage tanks can reduce real estate requirements.

Special Handling Requirements: Because LNG is a cryogenic liquid it requires additional emergency and safety considerations, including the use of special fittings and protective clothing. Vehicle fueling is usually performed by a trained technician.

6.2.4 Liquefied Petroleum Gas (LPG or Propane)

Fuel Availability: LPG is supplied by delivery trucks so fueling stations should be located where there is roadway access.

Fuel Storage: LPG is stored above ground in low-pressure steel tanks.

Fueling Station Footprint: LPG contains more energy per unit of volume than natural gas at atmospheric pressure, but it is still less energy dense than gasoline, requiring about 33 percent more volume than gasoline for a similar amount of energy. Since LPG is a liquid fuel at low pressure the station footprint is slightly larger than gasoline/diesel stations, mostly as a result of the need to store propane above ground. A skid-mounted system equipped with a vertical tank and dispenser requires about the same or less real estate as the retail propane dispensers found at many retail gasoline stations.

Special Handling Requirements: Because LPG gas is heavier than air, leaks may pool beneath a vehicle. Propane is non-toxic. Drivers can be trained to perform fueling safely.

6.2.5 E85/M85

Fuel Availability: E85 is supplied by delivery truck. Distribution is limited but growing outside of the Midwest. M85 is not currently commercially available.

Fuel Storage: Below ground storage is common.

Fueling Station Footprint: Same as for conventional gasoline or diesel fueling facilities.

Special Handling Requirements: The dispensing technique of these fuels is similar to gasoline. Due to the corrosive solvent nature of ethanol and methanol, contact with skin and other materials should be avoided.

6.2.6 Hydrogen

Fuel Availability: At present, there is no underground pipeline system for hydrogen. Liquid hydrogen is currently distributed over the road by industrial gas vendors. Alternatively, hydrogen may be produced on-site by a variety of methods that include steam reforming of natural gas and electrolysis. Where natural gas reforming is employed, access to the natural gas distribution or transmission system is necessary.

Fuel Storage: Compressed hydrogen is stored above ground in high-pressure steel tanks. Liquid hydrogen is stored above ground in cryogenic vessels.

Fueling Station Footprint: On-site production by electrolysis or reforming increases the overall footprint of a hydrogen fueling station. The amount of equipment to generate hydrogen fuel and store it makes hydrogen fueling stations real estate intensive.

Special Handling Requirements: Even at 10,000 psi, hydrogen contains only two thirds of the energy by volume of CNG at 3,000 psi. To achieve viable performance, vehicles will need to store on board hydrogen at pressures ranging from 5,000 to 10,000 psi, posing significant technical and safety challenges.

6.2.7 Biodiesel (B85-B100)

Fuel Availability: Biodiesel is delivered via delivery truck. Distribution is limited but growing.

Fuel Storage: Same as conventional diesel.

Fueling Station Footprint: With modest preparation, existing diesel fueling facilities may be used.

Special Handling Requirements: Generally same as for diesel. However, biodiesel may require special additives or tank heating in cold climates to prevent gelling. Existing diesel tanks must be properly cleaned and retrofitted with solvent-resistant fittings and gaskets prior to the introduction of biodiesel. Dispensing of biodiesel is the same as diesel fuel.

Table 6-1. Fueling Station Considerations

Alternative Fuel	Fuel Availability	Fuel Storage	Fueling Station Footprint (compared to gasoline)	Gaseous vs. Liquid	Special Handling Requirements
Electric	Electrical Distribution System	N/A	Smaller	N/A	Inductive vs. Conductive
Compressed Natural Gas (CNG)	Underground Pipeline	Above Ground	Smaller to Largest	Gaseous	High Pressure
Liquefied Natural Gas (LNG)	Delivery Truck	Above Ground	Larger	Liquid	Cryogenic
Hybrid Electric (Gasoline)	Delivery Truck	Below Ground	Same	Liquid	N/A
Hybrid Electric (Diesel)	Delivery Truck	Below Ground	Same	Liquid	N/A
Propane (LPG)	Delivery Truck	Above Ground	Smaller	Liquid	Heavier than Air
Ethanol (E85)	Delivery Truck	Below Ground	Same	Liquid	Avoid Skin Contact
Methanol (M85)	Delivery Truck	Below Ground	Same	Liquid	Avoid Skin Contact
Hydrogen	Underground Pipeline	Above Ground	Largest	Gaseous	High Pressure
Biodiesel (B85-B100)	Delivery Truck	Above or Below Ground	Same	Liquid	Cold Weather

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CHAPTER 7

AIP AND PFC PROJECT ELIGIBILITY

While most VALE program requirements are the same regardless of FAA funding, there are several eligibility factors that depend on whether a project is funded through the Airport Improvement Program (AIP) or through the Passenger Facility Charge Program (PFC). It is important to consider these funding-related factors on all VALE projects, especially with regard to vehicle acquisition.

Project eligibility for the PFC program is broader traditionally in comparison to the AIP program. The grant-in-aid AIP program is funded through the Federal Airport and Airway Trust Fund, while the revenue-based PFC program is funded by passenger airline ticket fees that are collected at time of purchase. Because PFCs are considered local revenues, sponsors generally have more flexibility in the use of PFCs than AIP grants. This is true in the VALE program also.

This Chapter addresses the major differences in VALE project eligibility between the AIP and PFC programs, including the use of alternative vs. conventional fuels, ownership of equipment, and funding timelines for project approval. Also, information about airport leasing and enforceable agreements is presented to cover the available options for project management and financing.

7.1 Funding

The VALE program expands traditional AIP and PFC eligibility guidelines and enables earlier airport planning and implementation of low-emission projects. Because VALE projects are considered an eligible activity within the AIP and PFC programs, there is no separate or dedicated VALE budget. Approval and funding of VALE projects are considered on a case-by-case basis according to the project's relative importance to other eligible airport activities.

7.1.1 AIP Funding

VALE projects must adhere to all AIP rules and procedures (e.g., standard grant assurances, competitive bidding), which are contained in the AIP Handbook (Order 5100.38). The VALE Technical Report is considered supplemental guidance to the AIP Handbook for purposes of administering the VALE program.

Sponsors may fund VALE projects through AIP entitlements or through the discretionary portion of the AIP budget, commonly referred to as the “noise and air quality set-aside.” This set-aside offers greater opportunity for VALE funding

because only noise projects or other air quality projects are eligible for this portion of the AIP budget.

Eligible AIP costs include project formulation and allowable capital equipment. Ineligible costs include costs for maintenance and operations including fuel, as well as planning studies, public information, training, and project tracking and record-keeping. Reimbursable costs for VALE AIP grants must conform to all AIP guidelines and be an essential part of a planned emission reduction improvement.

7.1.2 AIP Matching Funds

Eligible sources for local matching funds are defined under current AIP guidelines (see FAA Order 5100.38). These sources include PFCs, other eligible airport revenues, and State or local grants that do not include other Federal funds. Any use of PFCs by the sponsor as a local match for AIP projects means that the AIP grant assurances and compliance are extended to these PFC funds as well. It is important to emphasize, the base cost of a vehicle cannot be counted as part of the sponsor's local matching requirements.

*Vehicle base costs
cannot be counted as part
of the airport local match.*

Sponsors may use PFC funds to fulfill local matching AIP requirements. Any use of PFCs by the sponsor as a local match for AIP projects means that the AIP grant assurances and compliance are extended to these PFC funds as well.

Consistent with AIP procedures, sponsors are expected to finance their VALE project in advance of AIP reimbursement for the allowable Federal cost share (see **Table 7-3** below).

7.1.3 PFC Funding

FAA management of the PFC program generally follows AIP rules and procedures unless differentiated by legislation or by agency PFC regulations and orders. Similarly, PFC eligibility requirements for the VALE program adhere to AIP guidance unless otherwise specified in this chapter.

While the FAA manages and oversees the PFC program, sponsors are granted local authority to collect and use PFCs on approved projects.²⁹ Because PFCs are

²⁹ Airport "sponsors" are planning agencies, public agencies, or private airport owners/operators that have the legal and financial ability to carry out the requirements of the AIP program. With regard to the PFC program, airport sponsors are restricted to "public agencies."

considered local airport revenues, they can be used to finance 100 percent of eligible project costs and do not require a local match.

Similar to the AIP program, sponsors participating in the VALE program using PFC funds must adhere to the established general eligibility requirements and procedures of the PFC program. Such participation may require sponsors to finance VALE projects initially from existing airport revenues prior to approved cost reimbursement of PFC funds.

7.2 Timelines

Below are descriptions of the AIP and PFC program funding timelines, which differ substantially with regard to the fiscal year, review periods, and other requirements.

7.2.1 AIP Funding Timeline

The FAA Airport Capital Improvement Program (ACIP) timetable for AIP planning and programming is presented below in **Table 7-1**. Based on the activities outlined, the best time for a sponsor to submit their VALE application to the FAA and State air quality agency is spring of the previous fiscal year when AIP programming decisions are initiated. By meeting this schedule, the sponsor can expect AIP approval of its proposed VALE project in the December-February timeframe of the new fiscal year, which begins October 1.

It is important to note that State air quality agencies have a 45-day approval period to review a VALE application and to provide a required AERC Letter of Assurance to the FAA (see AERC Report). Sponsors should incorporate this State review time into their project planning and application development in order for their VALE application to coincide with AIP annual programming.

Table 7-1. General Timeline of the AIP Funding Approval Process

Period	Action
Spring Previous FY	<i>Office of Airport Planning & Programming, Financial Assistance Division (APP-500)</i> submits ACIP guidance memorandum to FAA regions
Summer Previous FY	FAA regions submit 3-year ACIP to <i>Airports AIP Branch (APP-520)</i>
Summer Previous FY	APP-520 performs national review of regional ACIPs and coordinates corrections with regional offices
Summer Previous FY	APP-520 performs national analysis to create national priority rating thresholds (final candidate list is determined)
Fall Current FY	Regional offices submit proposals to add/delete projects to the final candidate list
Fall Current FY	APP-520 prepares and submits regional budgets to regional offices –
Fall Current FY	Regional offices develop recommended funding plans and submit to APP-520
Winter Current FY	<i>Associate Administrator for Airports (ARP-1)</i> makes selection/approval of projects for implementation of regional programming actions
Spring/Summer Current FY	Unfunded candidate list projects will be considered as priority projects to receive any remaining converted “carryover” funding

7.2.2 PFC Funding Timeline

Sponsors (i.e., public agencies for PFCs) have no fiscal year filing deadlines for PFC applications and may apply at any time based on project plans. However, it should be noted that PFC-funded VALE activities that are combined with annual AIP funding may need to be organized on a fiscal year basis.

To assist sponsors in coordinating their VALE application submittals, a general outline of the PFC planning and programming timeline is presented below in **Table 7-2**. This process requires the sponsor to meet several statutory deadlines, including some prior to a VALE project application to the FAA.

Table 7-2. General Timeline of the PFC Funding Approval Process for Use

Duration in Days	Action		
	Public agency develops PFC application data for VALE project(s) and notifies carriers of pending application, projects, financing, and timeframes.		
30-45	Public agency schedules consultation meeting with carriers and publishes a notice in the local newspaper.		
30	Carriers have 30 days following consultation meeting to respond in writing. Upon receipt of carrier comments, public agency completes and submits application to the FAA.		
120	<p><u>HUB AIRPORTS*</u></p> <p>Upon receipt of completed PFC application, the FAA has 30 days to review the application for completeness.</p> <p>If the application is found to be substantially complete, the 120 day FAA statutory review timeframe continues from the receipt date.</p> <p>If not found substantially complete, the 120-day clock is suspended until the public agency submits supplemental information, at which time the clock resets to 120 days. The public agency has the option to not supplement the application, in which case the 120-day clock continues from the submittal date and FAA has to issue a decision.</p> <p>During the 120-day review period, the FAA completes a full review and issues a decision on the PFC application.</p>	30	<p><u>NON-HUB AIRPORTS</u></p> <p>Upon receipt of completed PFC application, the FAA has 30 days to review and issue a decision on the PFC application.</p>
180-195	<i>CUMULATIVE DAYS FOLLOWING PFC APPLICATION DEVELOPMENT.</i>		90-105
			<i>CUMULATIVE DAYS FOLLOWING PFC APPLICATION DEVELOPMENT.</i>

* Hub airports are commercial service airports with at least 0.05 percent of U.S. passengers (FAA Order 5100.38C, Chapter 1, Table 3, Definition of Airport Categories).

7.3 Fuels

Eligible new vehicles and fuel systems funded under the AIP program may only be powered by alternative fuels (including hybrid systems) as defined by the U.S. Department of Energy (see Chapter 3). In comparison, eligible vehicles and equipment funded under the PFC program may use clean conventional fuels (e.g., ultra-low sulfur diesel or super efficient gasoline engines) as well as alternative fuels, provided that all new vehicle applications meet VALE program low-emission standards.

Eligible activity that involves the retrofitting of existing vehicles that burn conventional fuel in order to achieve lower emissions may be funded currently under both the AIP and PFC programs (see Chapter 4).

7.4 Ownership

Another major variable in AIP and PFC program eligibility is airport ownership of low-emission vehicles and equipment. Under the AIP program, all vehicles and equipment must be airport-owned.³⁰ The PFC program is similar but also allows sponsors to assist in the purchase of tenant-owned airport vehicles and equipment.

Sponsors are responsible for meeting all VALE program requirements and special conditions (see Chapter 8 and Appendix C) regardless of who owns VALE-funded vehicles and equipment or how the project is funded (AIP and/or PFC). As part of these requirements and conditions, sponsors must hold title to all program vehicles until they have outlived their useful life. Sponsors may not sell or transfer title to program vehicles without prior notification and approval of the FAA.

7.4.1 AIP Ownership Requirements

New vehicles and equipment purchased through the AIP program must be airport-owned. AIP funding cannot be used to help purchase new tenant-owned vehicles or equipment (e.g., airline GSE). It is permissible, however, for sponsors to lease VALE vehicles and equipment purchased under AIP to airport tenants (see Lease Agreements below).

All new vehicles and equipment purchased with AIP funds must be owned by the sponsor.

³⁰ The AIP GSE retrofit pilot program offers a limited exception (see Chapter 4).

Table 7-3. Comparison of AIP and PFC Program Eligibility

VALE Program Elements		AIP	PFC
Vehicles	Eligible Vehicles	Airport-dedicated on-road or non-road vehicles	
		New vehicles or retrofits	
	Program Criteria	<ul style="list-style-type: none"> Airport-owned or leased 	<ul style="list-style-type: none"> Airport-owned or leased, or tenant-owned with enforceable agreement
		Must remain at airport for useful life New vehicles must be certified to meet program low-emission vehicle standards Must be monitored and tracked Must be labeled with VALE logo Must replace equipment with low-emission equivalent	
		<ul style="list-style-type: none"> 75% <u>incremental</u> cost for large and medium hub airports 95% <u>incremental</u> cost for smaller commercial service airports 	<ul style="list-style-type: none"> 100% <u>incremental</u> cost May be used as AIP matching funds
	Retrofit Funding	Full cost of retrofit technology for existing airport vehicles	
Funding Limitations	No base vehicles costs No operation and maintenance (O&M) costs including fuel		
Infrastructure	Eligible Infrastructure	Eligible infrastructure project must contribute directly to airport emission reductions. Examples: <ul style="list-style-type: none"> AFV refueling and recharging stations Aircraft gate electrification Power plant, generator, and HVAC conversions to cleaner alternative fuels 	
	Program Criteria	<ul style="list-style-type: none"> Airport-owned or leased 	<ul style="list-style-type: none"> Airport-owned or leased, or tenant-owned with enforceable agreement
		Must be labeled with VALE identification label Cannot extend beyond airport boundary Limited public access to refueling and recharging stations if airport safety and security are guaranteed and if airport sponsors and vehicles have priority use	
Funding	<ul style="list-style-type: none"> 75% cost for large and medium hub airports 95% cost for smaller commercial service airports 	<ul style="list-style-type: none"> 100% cost May be used as AIP matching funds 	
Fuels	Eligible Alternative Fuels	Electricity CNG, LNG,LPG Blended fuels 85 percent or greater such as E85, M85, and Biodiesel (B85-100) Hydrogen Coal-derived liquid fuels P-series fuels Hybrid technology	
	Program Criteria	<ul style="list-style-type: none"> Must operate exclusively on alternative fuels that are substantially non-petroleum based and domestically produced 	<ul style="list-style-type: none"> May operate on alternative fuels, blended fuels, or clean conventional fuels provided that in all cases the applicable program low-emission standards are met

7.4.2 PFC Ownership Requirements

In addition to airport-ownership or leasing, PFC eligibility extends to non-airport owned vehicles, including airline-owned GSE.³¹ This PFC allowance is important to the low-emission goals of the VALE program because airlines own and operate approximately 75 percent of the GSE at domestic airports. Owners of the other 25 percent of GSE are primarily cargo handlers, FBO's, and other third party operators.

Tenant-owned infrastructure or equipment that is PFC-eligible includes recharging and refueling stations that support low-emission program vehicles and stand-alone power generating facilities. Low-emission infrastructure or equipment that must be airport-owned if purchased with PFCs includes gate power equipment, underground fuel hydrant systems, transit facilities, and building HVAC systems.

7.4.3 Combined Project Funding and Ownership

Projects that combine AIP and PFC funding or that mix airport-owned and tenant-owned vehicles and equipment are permitted under the program provided that:

- 1) The sponsor verifies that all aspects of the project meet all AIP grant assurances and PFC requirements, notwithstanding the differences in project eligibility that are described in this chapter.
- 2) The sponsor takes responsibility for successfully managing all VALE program requirements and special conditions whether the vehicles and equipment are airport-owned or tenant-owned.
- 3) The sponsor executes enforceable agreements with tenants that cover airport-leased or tenant-owned vehicles or equipment (see below).

Example 1: The sponsor wants to combine AIP and PFC funding to purchase new CNG buses and to upgrade an existing CNG refueling station.

In this example, the CNG vehicles and refueling station are airport-owned and leased by the sponsor to two companies, one operating the buses and the other operating the refueling station. AIP funding is used for the vehicles while PFC funding is used for the station upgrade. As long as the two lease agreements are FAA approved, there is no problem with combining AIP and PFC funding for this project.

Example 2: The sponsor wants to use AIP funding to buy new rechargers in combination with an airline that wants to operate electric GSE.

³¹ PFC "approvals" include "acknowledgments" under *Vision 100*.

AIP funding may be used to pay for new recharging stations even if the project emission savings and cost-effectiveness depend on tenant-owned vehicles that may or may not involve the use of PFC funds to offset incremental vehicle costs. Tenant stipulations are as follows:

- 1) The airline must purchase new electric GSE and provide a copy of purchase orders.³²
- 2) The airline must purchase the number of compatible electric GSE that match the capacity of the recharger(s).
- 3) The airline must sign an enforceable agreement with the sponsor that addresses all VALE program requirements and special conditions (see below). The agreement must include an airline commitment to provide the sponsor with vehicle usage information on a regular schedule to meet the sponsor's project tracking responsibilities.

7.5 Enforceable Agreements

This section covers enforceable agreements between the sponsor and the tenant. Airport leases and other agreements discussed below should be reviewed by the FAA Region prior to the sponsor's signing. Signed agreements must be included in the VALE application prior to FAA funding approval.

7.5.1 Lease Agreements for Program Vehicles and Equipment

Sponsors are allowed to lease VALE-funded vehicles and equipment for use by airport tenants. For example, sponsors may lease electric GSE and recharging equipment to an air carrier or lease the operation of a CNG refueling station to a fuel provider.³³

VALE low-emission goals must be reflected in project lease arrangements, especially the requirement to keep VALE vehicles and equipment at the airport to ensure CAA and AERC *permanent* emission reductions.

The sponsor should structure the lease as simply as possible for efficient project oversight and compliance. The criteria for a qualified lease arrangement include:

- A term that reflects the useful life of project vehicles or equipment (e.g., 13 years/156 months for an electric bag tug). This period ensures that

³² Used tenant-owned electric GSE, even if deemed "surplus" from an emissions standpoint, cannot be applied to this VALE project because of the mixed funding sources and the possibility that the FAA long-term investment in new rechargers could be affected by the shorter useful life of used vehicles.

³³ Leasing is only permitted if a signed enforceable agreement with all parties is completed and attached to the VALE application. Further information may be obtained from the ADO or Regional Office.

project emission reductions are permanent over the life of the project and that AERCs will be fully available to the sponsor.

- Rental charges for non-AIP/PFC expenses (e.g., base vehicle costs) should be amortized over the useful life of the project to keep rental costs at or below market rates.³⁴ This provides a financial incentive to tenants/lessees in addition to other possible project funding for infrastructure improvements.
- Restrictions on modifying the lease except under the following circumstances:
 1. The tenant ceases operations at the airport, or
 2. The tenant demonstrates a significant reduction in VALE-related operations with clear data and documentation

The FAA must approve all requests for lease modifications. Sponsors are expected to forward the request and documentation to the ADO and Region for their review and approval prior to the change.

Example. The sponsor leases electric GSE to an air carrier to support scheduled operations and the carrier subsequently seeks to reduce the number of GSE in the lease. In this case, the request for lease modification requires:

- A showing by the air carrier that GSE operations have been or will be reduced during the remaining years of the lease. Evidence to support the request must include a revised schedule in the Official Airline Guide (OAG) or a signed agreement with the sponsor for reduced aircraft gate usage.
- Certification by the air carrier that all similar types of GSE have been or will be removed from the airport first, beginning with conventionally fueled GSE and then non-VALE alternative fuel GSE.

With regard to a lease for managing and operating an airport refueling or recharging station, the sponsor must include the following provisions in the lease:

- The facility complies with all airport safety and security standards, including the safe handling and transportation of alternative fuels.

³⁴ The sponsor cannot amortize by lease any portion of the vehicle, equipment, or facility cost that is paid for with AIP or PFC funding.

- The facility guarantees that the sponsor and airport-owned vehicles will have priority to facility use and fueling in all cases, including periods of high demand or in the event of fuel shortages. Public access to the facility cannot impede the use of the facility for airport needs and the efficient delivery of airport services.
- The facility may offer limited public access, as approved by the sponsor.
- The facility may co-locate non-VALE equipment, as approved by the sponsor.

For all leases, the sponsor should clearly specify the range of options in the event of a violation or default on the lease (e.g., total rent due, penalties, immediate possession, legal remedies). Accordingly, the FAA reserves the right to recover funding provided through the AIP and PFC programs for VALE acquisitions.

In the event of a lease modification or default, the sponsor is also responsible for adjusting its actual or estimated project emission reductions and communicating this information to the FAA, EPA, and State air quality agency as soon as possible.

7.5.2 Agreements for Tenant-Owned Vehicles and Equipment

The sponsor must establish an enforceable agreement with the tenant or purchasing party when non-airport owned vehicles and equipment are part of a proposed VALE project. This agreement is required to meet the special conditions of the VALE program (see Chapter 8 and Appendix C) as well as the PFC determination paragraph or acknowledgement letter in PFC approvals.

This agreement should include what the sponsor and the airport tenant will do in the event that the tenant is unable to fulfill the special conditions of the VALE program for any reason. There are two basic options for tenants:

1. The tenant may sell its VALE-funded or committed vehicles and equipment to the sponsor or to another tenant at the same airport with approval of the sponsor. New tenant owners must likewise accept and abide by the special conditions of the program.
2. The tenant may reimburse the FAA and the sponsor for AIP or PFC funds used to purchase project vehicles and equipment. Whether tenant-owned project vehicles and equipment are PFC-supported or not, the tenant obligation extends beyond their own vehicles and equipment to other system equipment purchased as part of the VALE project. For example, if a tenant removes electric GSE that are supported by an AIP-funded recharging station, the tenant is responsible for reimbursing the FAA for the remaining

useful life of the recharger. The sponsor and the FAA shall determine the appropriate level of reimbursement for related AIP and PFC project investments. (Note: the sponsor must deposit any reimbursement in the sponsor's PFC account for use on other PFC-eligible projects.)

The tenant needs to notify the sponsor and the FAA prior to taking action on either option. Regardless of the option selected, if the tenant moves, sells, or disposes of VALE-funded vehicles, the sponsor is responsible for adjusting its actual or estimated program emission reductions and communicating this information to the FAA, EPA, and State air quality agency as soon as possible.

CHAPTER 8

AIRPORT PROGRAM RESPONSIBILITIES

Sponsors who participate in the VALE program must adhere to standard AIP and PFC assurances. In addition, the VALE program includes several “special conditions” for sponsors (see **Appendix C**), including that program vehicles and equipment must be airport-dedicated and remain at the airport throughout their useful life. The sponsor is also responsible for labeling, tracking, and maintaining all of the low-emission vehicles and equipment purchased under the program.

FAA Regional Airports Division Offices and Airport District Offices (ADOs) oversee VALE projects by monitoring grant assurances and conducting periodic on-site inspections. The headquarter Airports Financial Assistance Division (APP-500) monitors project activity and ensures that grant monies are spent in a timely manner for the appropriate purpose.

The FAA may impose sanctions if a sponsor fails to comply with AIP grant assurances or program requirements as described in the FAA Order 5100.38C, AIP Handbook, Chapter 11, Section 6 on “Suspension and Termination of the Grant.” If vehicles are removed from the airport or are not used as prescribed, a “Termination for Cause” will go into effect and the sponsor will be required to reimburse the FAA for related funds and make appropriate revisions to its project emission reduction estimates. In addition, if circumstances arise after the grant funds have been authorized and/or distributed that prevent the sponsor from continuing and/or completing the commitments of the VALE program, the FAA may issue a “Termination for Convenience” by which the sponsor is required to return unspent grant monies to the FAA, thereby voiding project commitments and related AERCs.

The four “special conditions” in the VALE program are discussed below. Using language provided in **Appendix C**, the FAA will insert these conditions into AIP grants and PFC approvals for this program. With acceptance of funding, sponsors agree to fulfill these special conditions for the VALE program, as well as the standard assurances, to ensure ongoing program compliance.

8.1 Vehicles to Remain at Airport for Useful Life

In accordance with the CAA, the low-emission benefits of the program for the airport and surrounding area must be permanent. Therefore, the sponsor must certify to the FAA that vehicles and other assets acquired or contracted through the VALE program will remain in operation at the airport for their useful life. Program vehicles or equipment may not be transferred to, taken to, or used at another airport without the consent of the FAA in consultation with the EPA and State air quality agency.

The sponsor must also certify that any vehicles or equipment replaced under the program, whether airport or privately owned, will not be transferred to another airport or location within the same or any other nonattainment or maintenance area. This requirement protects regional air quality, avoids adverse effects on other sensitive locations, and prevents the possibility of duplication of VALE funding for the same vehicles or equipment at other airports.

In the event that the sponsor uses VALE funding to assist a tenant or third-party, the sponsor shall enter into an enforceable agreement with this party to ensure that all project vehicles and equipment remain at the airport for their useful life. The agreement should specify what steps would be taken by the tenant to re-sell or to reimburse the FAA if VALE-funded, tenant-owned vehicles and equipment are removed or abandoned, including some or all of associated project costs for refueling and recharging stations. These program agreements must be signed by all parties and submitted as part of the sponsor's project application prior to funding approval.

8.2 Equipment Labeling

All mobile and stationary equipment purchases made under the VALE program should be clearly labeled with the VALE logo (see **Figure 3-1** example), denoting FAA sponsorship and the environmental benefits of the program. The main purpose for the label is to enable easier identification and tracking of VALE-funded vehicles and equipment.

Manufacturing of the labels is the responsibility of the airport sponsor or participating airport parties and is an eligible project cost. The size of the rectangular VALE label must be a minimum of 11 inches (horizontal) by 6 inches (vertical) so as to be clearly legible at 50 feet. An acceptable high-resolution graphic is provided on the FAA VALE website: http://www.faa.gov/airports_airtraffic/airports/environmental/vale.

Figure 3-1. Label for VALE-Funded Vehicles and Equipment



8.3 Tracking and Monitoring Requirements

The sponsor is responsible for the tracking and monitoring of all vehicles and equipment at the airport that are acquired or upgraded under the VALE program, including vehicles that are non-airport owned such as airline GSE. Tracking of vehicles and equipment is necessary for identification purposes and for improving the accuracy of estimated emission reductions.

The sponsor must keep detailed annual records of VALE vehicles and equipment and must maintain these records so that they are readily available for FAA inspection, public review, or auditing. In addition, the sponsor has an affirmative responsibility to notify the FAA in writing as early as possible of major changes to VALE vehicles and equipment or their usage.

Airport sponsors are required to monitor the usage of all vehicles acquired through the VALE program and to keep up-to-date usage records.

In order to standardize the monitoring process, the FAA recommends the use of the tracking worksheets provided in **Appendix E** and electronically from the VALE website. Airport identification and usage records for project vehicles and equipment must include ownership, confirmation of program labeling, and individual identifiers such as make, model, and VIN/serial numbers. Annual usage data should be collected and maintained by individual vehicle or piece of equipment, as well as at an aggregate level by vehicle/equipment type and ownership. Vehicle usage is typically estimated or measured by annual hours of operation, fuel usage, and/or miles traveled. Additional information must include financial records, including the dates of vehicle and equipment orders, deployment, and major maintenance or repair.

The sponsor must also maintain annual emissions data by criteria pollutant (in tons/year). This information is important for purposes of ongoing cost effectiveness calculations and AERC verification with State air quality agencies and the EPA. The sponsor needs to provide current/updated emission reduction estimates to their State air quality agency, the EPA, and the FAA at three different times:

- 1) When applying initially for AIP and/or PFC project funding.
- 2) When applying to the State air quality agency for issuance of AERCs during project implementation.
- 3) When using AERCs to meet regulatory requirements.

This project information should be readily available because the sponsor is expected to maintain annual usage records, including annual projections for remaining useful life and project emission reductions. On vehicle usage, the estimates should be based on as much historical information as possible. If local resources permit, the sponsor is encouraged to partner with vehicle and engine manufacturers, universities, and industry to conduct vehicle emissions monitoring that supplements emission estimates obtained from certification data, manufacturer specifications, or computer models.

8.4 Replacement of Low-Emission Vehicles and Equipment for the Useful Life of the Project and AERCs

In the event that VALE low-emission vehicles or equipment are disabled before the end of their useful life (e.g., accidents or breakdowns), the airport sponsor agrees to replace such vehicles or equipment with an equivalent unit that produces an equal or lower level of emissions. The financial responsibility for vehicle or equipment replacement under these circumstances is with the sponsor. While replacement vehicles may be eligible for AIP or PFC funding, the FAA offers no guarantee that further funding will be available or approved in the future to meet the sponsor's commitment in this area.

The agreement above assures that actual emission reductions from the program are consistent with the underlying emission reduction estimates used for granting AERCs.³⁵ This fulfills CAA requirements by insuring that VALE low-emission benefits for the airport and surrounding area are *permanent* for the duration of AERCs.

In addition, the sponsor has the option to extend its replacement commitment for up to 20 years in order to obtain AERCs for this longer period. In the project application, the sponsor must decide between the variable useful life of vehicles and equipment or the extended 20-year option (see Project Application Worksheet, page 1).³⁶ This decision

³⁵ See Chapter 6, Section 6.2 Life of AERCs, *Guidance of Airport Emission Reduction Credits for Early Measures through Voluntary Airport Low Emission Programs*, EPA, 2004.

³⁶ It should be noted that some stationary equipment with a longer useful life than 20 years may be eligible for AERCs up to 40 years. See AERC Report (EPA *Guidance on Airport Emission Reduction Credits for Early Measures through Voluntary Airport Low Emission Programs*), Section 6.2, Life of the AERCs.

must be reflected in the emission reduction calculations at the time the proposal is submitted to the State air quality agency.

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Chapter 9

ASSESSMENT METHODOLOGY

This chapter describes the methodology to be used by the sponsor to quantify project emission reductions for AERCs and to determine project cost effectiveness. This technical evaluation requires the collection of data, emission calculations using EDMS, and the presentation of the analysis to the FAA, EPA, and State air quality agency.

9.1 Data Development

The sponsor's analysis for VALE is limited in scope to specific information about the proposed low-emission project. The sponsor is not required to perform an analysis or inventory of non-project or total airport emissions.

The emissions assessment for the project application must be performed using the latest version of the FAA Emissions and Dispersion Modeling System (EDMS) and VALE Project Application Worksheets (see **Appendix D**).

Consistent with domestic use and general conformity thresholds, emission reductions should be calculated in short tons (2,000 lbs.) and not metric or long tons. In addition, the assessment must include estimates for all criteria pollutants and their precursors, with the general exception of lead (Pb), ammonia (NH₃), and nitrogen dioxide (NO₂), which may be deduced from NO_x estimates and is a rare Level 1 pollutant.

The sponsor only needs to evaluate VALE project emissions. No inventory of airport emission sources unrelated to the VALE program is required.

The emissions reduction assessment process involves a step-by-step progression that accounts for the baseline conditions and the proposed VALE project(s) intended to reduce emissions, with each step requiring documentation and verification.

- Step 1: Data collection and documentation. The process begins with collection of information about proposed vehicles and equipment and their rate of usage. This includes EPA certification or verification data for low-emission vehicles (e.g., copy the EPA Green Vehicle Guide "Air Pollution Score" for a new LDV). This documentation should be submitted with the project proposal.

- Step 2: Identify baseline operating conditions. Baseline conditions reflect the operation of existing or new conventionally-fueled vehicles and equipment that would occur if no VALE low-emission project was implemented.³⁷
- Step 3: Identify future operating conditions. VALE project conditions that reflect operational changes from the baseline conditions due to the project.
- Step 4: Emission reduction calculations. The FAA requires sponsors to use EDMS to calculate emissions reductions for VALE projects.
- Step 5: Documentation of emissions analysis. Results of emission reduction calculations are an integral part of the sponsor’s proposal to the FAA for funding and to the State air quality agency for issuance of AERCs.

The emission calculations are intended to support the sponsor’s request for AERCs from the State air quality agency. Before planning a VALE project, sponsors should read the EPA/FAA report entitled “*Guidance on Airport Emission Reduction Credits for Early Measures through Voluntary Airport Low-Emission Programs.*” This AERC Report provides general guidance to State air quality agencies on how to review airport proposals and to grant AERCs under the VALE program.

9.1.1 Current Year Basis and Examples

The sponsor calculates estimated project emission reductions (and AERCs) on the basis of the latest EPA and VALE program low-emission standards in effect during the *current year* (i.e., fiscal year of AIP and/or PFC funding).³⁸ These calculations are valid for the entire life of the project provided that AIP and/or PFC funding is approved in the same fiscal year. Moreover, the sponsor is not required to adjust its emission reduction calculations during the project life as EPA new vehicle standards become cleaner over time.³⁹

A few examples of the “current year” basis are provided below for clarification:

³⁷ EPA 452/R-01-001, Section 16.3.4.a(1).

³⁸ The FAA and EPA agreed to use existing standards in the “*current year*” (i.e., fiscal year of funding) as the basis for all annual emission reduction and AERC calculations over the life of the project (see AERC Report, Chapter 4, Section 4.1). This approach is intended to give sponsors added incentive for early action and to simplify emission reduction methodology.

³⁹ Emission reduction calculations for the useful life of the project (current and future years) are based on the existing EPA and VALE emission standards for the *current year*. With each new year, the *current year* reflects the progression of cleaner EPA and VALE vehicle emission standards. However, while the sponsor’s initial calculations during project application may need to be updated to reflect actual operations (e.g., approved funding, deployment, monitored use), the sponsor’s emission calculations and AERCs are not subject to the established annual changes in future EPA or VALE emission standards for new vehicles. In effect, the VALE projects are “grandfathered” for the life of the project based on the standards that are in place when the project starts. VALE projects may be subject nonetheless to new regulations that EPA may establish in the future that affect existing emission sources and surplus status.

Example 1: A sponsor proposes a project in FY '08 that is funded in FY '08. In this case, the sponsor's annual emission calculations over the estimated life of the project are based on EPA and VALE standards for FY '08 (*current year*). This is intended to simplify the calculations and more importantly to provide an incentive for early action as emission standards improve over time.

Example 2: A sponsor prepares a proposal in FY '08 for funding in FY '09. In this case, the sponsor should base their calculations on EPA and VALE standards that will be in place for FY '09. Since the FAA will review VALE low-emission standards annually, the sponsor is encouraged to contact the FAA to discuss possible modifications to the standards for the coming year.

Example 3: A sponsor proposes a project for FY '09 funding and does not obtain funding until FY '10. In this case, the sponsor needs to recalculate the emission reduction estimates for FY '10, applying any new EPA or VALE standards for FY '10 into its revised estimates.

Example 4: A sponsor submits a proposal, obtains funding, and implements a VALE project in FY '08. The sponsor waits three years before submitting an updated report to the State air quality agency for AERCs. During this time, EPA new vehicle standards and/or VALE low-emission program standards change. Regardless of this fact, the vehicle standards for FY '08 that were used in the sponsor's original application are valid and continue to be valid for the life of the project.

9.1.2 Timeframe

The length of the emissions assessment must cover the entire life of the project. The number of years for the assessment (see Section 9.1.4 for EDMS Modeling and the AERC Report) is determined by the first year of project operations through the estimated useful life of vehicles and equipment, specifically the individual vehicle or emissions-saving equipment with the longest useful life.

Sponsors should consider the number of years they will need AERCs and the "replacement" commitment that comes with this choice (see special conditions discussed in **Chapter 8** and provided in **Appendix C**). The sponsor has the following option regarding vehicle and equipment replacement, which determines the length (in years) for emission reduction calculations and AERCs:

- Option 1 - The VALE-funded "project life" for the useful life of individual vehicles and equipment.

- Option 2 - The typical 20-year life of AERCs. This option requires the sponsor to commit to replace new vehicles and equipment purchased under the VALE program with equivalent low-emission units that are as clean or cleaner for the 20-year life of AERCs.⁴⁰

The sponsor is required to declare which option they choose on Page 1 of the Project Application Worksheets (see **Appendix D** for sample Project Application Worksheets and Instructions).

9.1.3 Data Collection

The collection and development of data should consider all relevant sources, including project vehicles, non-airport vehicles that use VALE refueling and recharging stations, and airport stationary sources. Information should include hours of operation, the remaining useful life (RUL), and EPA-certified/verified emission levels. In the event that the sponsor lacks adequate historical records to determine usage, a conservative estimate of existing usage should be developed using typical operating data for similar equipment at the airport. A description of data requirements is provided below.

Project Vehicles

The following information is needed to evaluate emissions from existing and proposed project vehicles:

- Number of units, by type
- Manufacturer
- Model and model year
- Fuel type
- Certification documentation

Additional GSE information includes:

- Annual average fuel consumption
- Annual average operating hours, by type

Additional GAV information includes:

- Average speed
- Average annual miles traveled

⁴⁰ Refer to the AERC Report (EPA *Guidance on Airport Emission Reduction Credits for Early Measures through Voluntary Airport Low Emission Programs*), Section 6.2, Life of the AERCs.

Non-Project Vehicles

Sponsors may count emission reductions and receive AERCs for non-airport vehicles that utilize VALE-funded refueling and recharging stations. Emission reductions from non-project vehicles should be based on the proportion of reductions that are directly related to the VALE program and can be supported with documentation. The sponsor may not claim emission reductions for on-road vehicles that are considered part of metropolitan transportation plans and transportation improvement programs reflected in the transportation conformity process.

The sponsor should work with the State air quality agency to determine the level of emission reductions claimed for non-VALE vehicles. To determine the appropriate level of emission reductions, the sponsor should:

- Provide documentation of planned fuel usage
- Use historical fueling records if available or documentation of planned vehicle use of VALE facilities.

Stationary Sources

The following information is required for terminal gate aircraft power supply:

- Aircraft and APU type
- Gate turn-around time

The EDMS default aircraft and APU emission indices, which are based on fuel flow, should be used unless the aircraft or aircraft engines requiring modeling are not included in the EDMS database.

Below are the required data for each new boiler acquired for an airport heating plant or HVAC improvement. Typically, boilers are used for heating individual terminal buildings, hangars, or air traffic control towers. A separate analysis outside of EDMS may be required to determine annual fuel throughput for proposed HVAC systems and/or terminal boilers.

- Type of boiler
- Heat capacity
- Fuel type
- Fuel throughput

User-defined emissions factors, sulfur/ash content, and pollutant control factors may be applied, if available. Otherwise, the EDMS default emission parameter values may be used.

9.1.4 Baseline Operating Conditions

Emission calculations and AERCs are based on the net surplus reductions between the baseline and project emissions. The net surplus reductions will usually, but not always, translate into an equal amount of AERCs (see AERC Report). Emission reductions for the program are rate-based and should be presented in tons of pollutants per calendar year (tpy) to one decimal place or to a maximum of two decimal places if the project is small. Emission comparisons are typically between existing baseline vehicles (diesel or gasoline) and proposed new AFVs. Below are examples of how to calculate emission reductions based on either “old vs. new” or “new vs. new” baseline comparisons.

“Old vs. New” Comparisons and Example

“Old vs. new” applies when existing vehicles or equipment are replaced or retrofitted with new low-emission vehicles or equipment. The sponsor should rely on EDMS (which includes MOBILE on-road and NONROAD emission factors) to assess existing (old) conventional fuel vehicles that are being retired or replaced. The sponsor must identify each individual vehicle being retired or replaced. EDMS emission factors represent the basic historical average for the national fleet, and use the study year to correlate the emission factors with the model year of the existing vehicle.

The important aspect of “old vs. new” comparisons is that the old equipment could possibly have additional useful life at the time of replacement or retrofit. Therefore, the sponsor must base the emission reduction calculations using the old equipment as the baseline conditions.

Example of “old vs. new” A sponsor wishes to purchase a new electric baggage tug to replace an existing diesel baggage tug. At the time of replacement, the old diesel tug has 3 more years of useful life. The new electric baggage tug has a useful life of 13 years. The emission comparison for the first 3 years is the difference between the old diesel tug and the new electric tug. Starting in year 4, the comparison now becomes “new vs. new” because the old tug would be replaced, presumably with another diesel unit. For “new vs. new,” the emission comparison is the difference between the new electric tug and a new diesel tug that meets the EPA vehicle standards that are in effect for the *current year* (i.e., the fiscal year of AIP and/or PFC funding). This comparison is extended for the remaining useful life of the new electric tug.

“New vs. New” Comparisons, Example, and Baseline Tables

“New vs. new” applies when a sponsor is adding new vehicles or equipment to airport operations (i.e., no replacement of old equipment).

Vehicle emission factors available from EDMS (including both NONROAD and MOBILE) are acceptable for the project assessments. However, if appropriate new vehicle types are not available in the models or sponsors seek greater refinement, the following emission factor hierarchy should be considered in order of priority:

- 1) EPA-certified data (or verified, if retrofit technology)
- 2) Manufacturer’s emissions data
- 3) VALE low-emission standards
- 4) Default model emission factors with substitutions documented

An important aspect of “new vs. new” comparisons is that the sponsor has greater incentive to purchase low-emission vehicles now rather than later. This incentive for early action is based on the fact that the longer the sponsor waits to purchase a new vehicle, the cleaner EPA vehicle emission standards and the new baseline for the *current year* become.

Example of “new vs. new” A sponsor seeks to purchase a new 40-foot shuttle bus powered by a CNG engine. Baseline emissions are for a new diesel bus engine, with emissions that meet the applicable EPA emission standards in place during the *current year* (the fiscal year of AIP and/or PFC funding). The baseline emissions are compared to the new CNG engine that is certified to meet VALE low-emission standards. The difference between each set of emissions would equal the project emission reductions (and AERCs).

In “new vs. new” comparisons, the new conventional fuel vehicle (i.e., baseline) is represented by the applicable national EPA standards. Since EDMS does not contain the applicable EPA emission standards for new vehicles, the following look-up tables are provided for “new vs. new” comparisons to represent baseline emissions (in tpy).

Emission factors for the current fiscal year (shaded) from Tables 9.1-9.5 below should be entered into EDMS and used for an analysis of a project to be funded in FY 2008. The EDMS input screens for entering this data are as follows:

- For GAV, where emissions are expressed in grams per mile (g/mile), the emission factors are entered under “Emissions” and “Roadways...”

- For GSE and GAV Category 3, where emissions are expressed in grams per brake horsepower hour (g/bhp-hr), the emission factors are entered under “User Created” GSE.

Future year (non-shaded) information is provided below only for reference purposes if sponsors want to plan ahead and explore airport emission reduction options for the future.

Table 9-1. “New vs. New” Baseline Emission Factors for Vehicle Category 1

Fiscal Year of AIP/PFC Funding Request	NOx (g/mile)	NMOG (g/mile)	CO (g/mile)	PM (g/mile)
2008	0.115	0.09	3.15	0.015
2009	0.115	0.09	3.15	0.015
2010	0.115	0.09	3.15	0.015

Note: Baseline emission factors for Vehicle Category 1 are the midpoint between the current VALE low-emission standard (Tier2-Bin3) and the dirtiest available standard in this category (Tier2-Bin8). Emission factors for this category could higher (i.e., greater project emission reductions) if proposed vehicles are certified at the EPA Tier 2-Bin 1 or Bin 2 levels.

Table 9-2. “New vs. New” Baseline Emission Factors for Vehicle Category 2

Fiscal Year of AIP/PFC Funding Request	NOx (g/mile)	NMOG (g/mile)	CO (g/mile)	PM (g/mile)
2008	0.35	0.16	5.3	0.045
2009	0.15	0.123	4.2	0.015
2010	0.15	0.123	4.2	0.015

Note: Baseline emission factors for Vehicle Category 2 are the midpoint between the current VALE low-emission standard (Tier2-Bin6) and the dirtiest available standard in this category (Tier2-Bin10). Emission factors for this category could higher (i.e., greater project emission reductions) if proposed vehicles are certified cleaner than the Tier 2-Bin 6 level.

According to EPA Tier2 regulations, Bin9 and Bin10 are eliminated starting in 2009, at which time the baseline emission factors become the midpoint between the VALE low-emission standard and Tier2-Bin8.

Table 9-3. “New vs. New” Baseline Emission Factors for Vehicle Category 3

Fiscal Year of AIP/PFC Funding Request	Diesel (CI) & Gasoline (SI) Engines	NOx (g/bhp-hr) ¹	NMHC (g/bhp-hr) ¹	CO (g/bhp-hr) ²	PM (g/bhp-hr) ³
2008	CI	1.1	0.32	15.5	0.01
	SI	0.5	0.17	14.4	
2009	CI	1.1	0.32	15.5	0.01
	SI	0.2	0.14	14.4	0.01
2010	CI & SI	0.2	0.14	14.4	0.01

Note: Baseline emission factors for Vehicle Category 3 are based on the EPA national emission standards for on-road, heavy-duty compression ignition (CI) and spark ignition (SI) engines.

1) The combined NOx+NMHC on-road HD standards are 2.5 g/bhp-hr. for CI engines and 1.0 g/bhp-hr. for SI engines. Based on discussions with EPA, the combined standards can be assumed to be an 80/20 split between NOx and NMHC. Therefore, the respective NOx and NMHC splits are 2.0 and 0.5 for CI engines, and 0.8 and 0.2 for SI engines.

For CI engines, a 50% phase-in of the 0.2 g/bhp-hr NOx standard for 2008 and 2009 yields a baseline emissions factor of 1.1 g/bhp-hr. The 50% midpoint is determined by the 2.0 NOx portion of the combined national standard plus the new 0.2 NOx standard ($2.2/2 = 1.1$). Similarly, the 50% midpoint for NMHC is determined by the current 0.5 standard and the new 0.14 standard ($0.5+0.14/2 = 0.32$). This midpoint approach is consistent with EPA guidance document CCD-05-06 (March 17, 2005) on “Averaging Calculations for Model Year 2007 Through 2009 Heavy-Duty Highway Diesel Engines.”

For SI engines, there is a 50% phase-in for 2008 only. The midpoint values of 0.5 NOx and 0.17 NMHC represent the mathematical average of current and new standards, respectively ($0.8+0.2/2 = 0.5$; $0.2+0.14/2 = 0.17$).

2) For purposes of consistency, the more conservative 14.4 CO standard for SI engines will become the common baseline emission factor in 2010.

3) Regarding PM and SI engines, the FAA has selected the new 0.01 g/bhp-hr. standard as the baseline emission factor for 2008. Although EPA allows a 50% phase-in of the 0.01 standard for these two years, the phase-in cannot be calculated because there are no previous PM standards or certification data for HD SI engines in 2008. It should be noted that SI engines are relatively clean for particulates (the new SI standard provides fuel neutrality), and that program emission reduction benefits for PM in this category are very small given the progression of cleaner EPA standards.

Table 9-4. “New vs. New” Baseline Emission Factors for Vehicle Category 4

Fiscal Year of AIP/PFC Funding Request	NOx (g/bhp-hr)	HC (g/bhp-hr)	CO (g/bhp-hr)	PM (g/bhp-hr)
2008	1.61	0.40	3.28	0.01
2009	1.61	0.40	3.28	0.01
2010	1.61	0.40	3.28	0.01

Note: Baseline emission factors for Vehicle Category 4 are based on the EPA Tier 2 emission standards for large (>25 hp) non-road spark ignition engines (40 CFR Parts 89, 1048, et al.).

Based on discussions with EPA, the combined standard of 2.01 g/bhp-hr. for HC+NOx can be assumed to be a 20/80 split respectively. For gasoline engines, HC to NMHC conversion factors are 0.991 for 2-stroke engines and 0.900 for 4-stroke engines (EPA, *Conversion Factors for Hydrocarbon Emission Components*, 420-P-04-001, April 2004).

Table 9-5. “New vs. New” Baseline Emission Factors for Vehicle Category 5

Fiscal Year of AIP/PFC Funding Request	Maximum Engine (Hp)	NOx (g/bhp-hr)	HC (g/bhp-hr)	CO (g/bhp-hr)	PM (g/bhp-hr)
2008	< 11	5.0	0.6	6.0	0.3
	11 to 25	5.0	0.6	4.9	0.3
	26 to 49	5.0	0.6	4.1	0.22
	50 to 99	3.3	0.2	3.7	0.22
	100 to 174	2.8	0.2	3.7	0.22
	175 to 749	2.8	0.2	2.6	0.15
	≥ 750	4.5	0.3	2.6	0.15
2009	< 11	5.0	0.6	6.0	0.3
	11 to 25	5.0	0.6	4.9	0.3
	26 to 49	5.0	0.6	4.1	0.22
	50 to 99	3.3	0.2	3.7	0.22
	100 to 174	2.8	0.2	3.7	0.22
	175 to 749	2.8	0.2	2.6	0.15
	≥ 750	4.5	0.3	2.6	0.15
2010	< 11	5.0	0.6	6.0	0.3
	11 to 25	5.0	0.6	4.9	0.3
	26 to 49	5.0	0.6	4.1	0.22
	50 to 99	3.3	0.2	3.7	0.22
	100 to 174	2.8	0.2	3.7	0.22
	175 to 749	2.8	0.2	2.6	0.15
	≥ 750	4.5	0.3	2.6	0.15

Note: Baseline emission factors for Vehicle Category 5 are based on the EPA Tier Rule emission standards for non-road compression engines (40 CFR Parts 9, 69, 89, et al.).

For diesel engines, HC to NMHC conversion factor is 0.984 (EPA, *Conversion Factors for Hydrocarbon Emission Components*, 420-P-04-001, April 2004).

9.2 EDMS Modeling and Reporting

The EDMS User's Manual and other technical documents are available from the FAA Office of Environment and Energy (AEE) on the internet at:

www.faa.gov/about/office_org/headquarters_offices/aep/models/edms_model/.

EDMS contains many capabilities that contribute to more efficient vehicle and equipment emission calculations for the VALE program. These capabilities include:

- A new stand-alone post-processor called the *Airport Emission Reduction Credit Post Processor* (AERCPP), which combines and displays output results (see below).
- A direct interface to MOBILE, the EPA reference on-road vehicle emissions model for the program. Users will need to select the MOBILE option from the study setup screen in EDMS to take advantage of this feature. Incrementing the study year in EDMS will automatically retrieve the proper emission factors from MOBILE.
- New VOC and NMHC data for mobile and stationary sources.
- Improved emission factor accuracy for individual vehicles characteristics (e.g., horsepower, annual hours of operation, fuel type, etc.).

With regard to EDMS inputs, only information on airport emission sources involving the proposed project should be entered. Users have the option of entering data through the EDMS graphical user interface or by using an external spreadsheet and importing those files into EDMS.

Following project approval and deployment, the sponsor may choose to use the latest new version of EDMS to re-assess project emission reductions if the new version of the model would substantially change these estimates.

9.2.1 Vehicle Emission Factors

For Vehicle Categories 1 and 2, where emission factors are expressed in grams per mile (g/mi.), the user should enter vehicle information into EDMS through a series of "Roadway" segments. For Vehicle Categories 4 and 5, where emission factors are expressed in grams per brake horsepower hour (g/bhp-hr), the user should enter vehicle information into EDMS through a series of "User-Created GSE." For Vehicle Category 3, the user may use either process based on whether mileage or operating hours are better defined.

The baselines should be developed with "user-defined" emission factors that are based on methodology and data presented above in Section 9.1. For a new vehicle baseline, emission factors should be obtained from Table 9-1 through Table 9-5. For an existing or old vehicle baseline, the emission factors should be determined using EPA MOBILE 6, either as implemented directly within EDMS

or on a stand-alone basis in which MOBILE emission factors are entered into EDMS.

Emission factors for project vehicles should be certified levels, which meet or exceed the program low-emission standards (see Chapter 5).

For proposed retrofits, the EDMS methodology should follow the appropriate vehicle category. Retrofit emission savings are generally expressed as a percentage reduction by pollutant. Project emission factors are determined by applying the percentage reduction to the EDMS-generated baseline emission factor.

9.2.2 AERC Reports

The AERCPP functions to retrieve data from the EDMS studies and to reformat the data into a concise summary AERC Report(s) to show the estimated annual emissions reductions of the proposed project. The report function for the AERC Reports is contained in the “View” menu of EDMS.

Sponsor’s proposals must include one or more AERC Reports from EDMS. The number of AERC Reports depends on the number of different source groups in the project (i.e., Aircraft, APU, GSE, Parking Facilities, Roadways, Stationary Sources, Training Fires). VALE project applications must include AERC Reports that are organized by “Group by Source Group”, which show individual source results by the following pollutants: CO, NO_x, PM₁₀, PM_{2.5}, SO_x, and VOCs.⁴¹ Alternative “Group by Pollutant” AERC Reports are not required and are not recommended unless they clearly add value.

Figure 9-1 illustrates how to set up the preferred AERC Report for a “GSE” project in which 10 diesel baggage tugs and 10 diesel belt loaders are replaced with new electric units in 2008. The useful life of baggage tugs is estimated to be 13 years (see Chapter 4).

⁴¹ In addition to VOCs, the criteria pollutant, NMHCs or THC's may be reported as supplemental information. Other criteria pollutants and precursors (i.e., lead, NO₂, and ammonia) are not required.

Figure 9-1. EDMS AERC Report Generation Screen

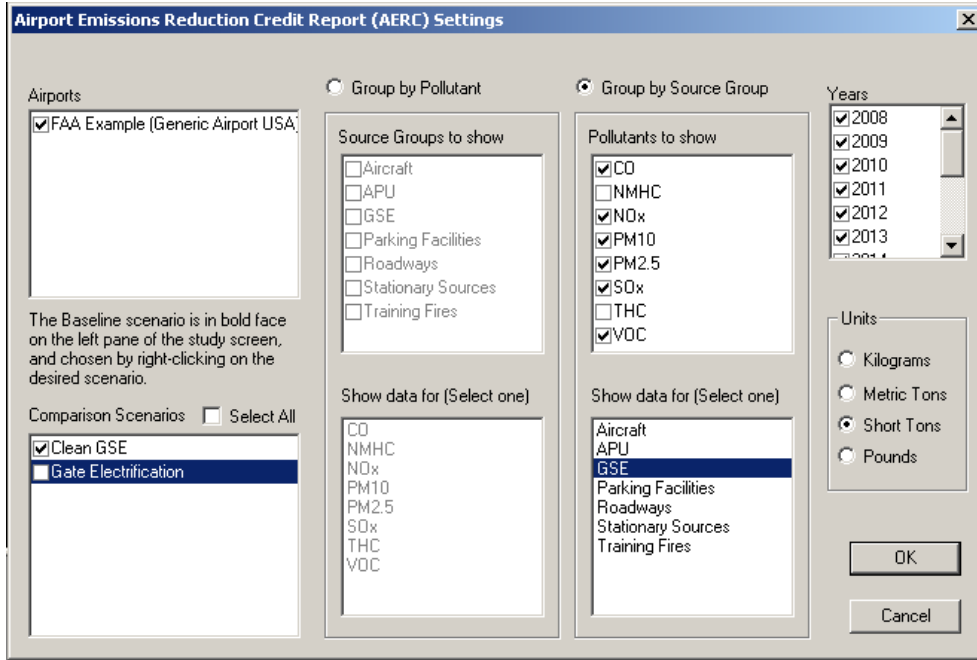


Figure 9.2 below is the resulting AERC Report for the sample case above. The report provides annual emission reduction estimates for each pollutant over the lifetime of the project and total emission reductions over this period.

Figure 9-2. Format of EDMS AERC Report

Report Date: Tue Sep 25 15:05:37 2007

AERC Report

REPORT PROPERTIES:

SOURCE GROUP: GSE (categorized by pollutants)
 UNITS: Short tons per year

FAA Example (Generic Airport USA)

Year	Scenario	CO	NOx	PM10	PM2.5	SOx	VOC
2008	Baseline	9.028	3.049	0.259	0.25	0.996	0.411
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-9.028</i>	<i>-3.049</i>	<i>-0.259</i>	<i>-0.25</i>	<i>-0.996</i>	<i>-0.411</i>
2009	Baseline	7.941	0.451	0.04	0.036	0.931	0.171
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-7.941</i>	<i>-0.451</i>	<i>-0.04</i>	<i>-0.036</i>	<i>-0.931</i>	<i>-0.171</i>
2010	Baseline	9.471	2.768	0.242	0.233	0.961	0.384
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-9.471</i>	<i>-2.768</i>	<i>-0.242</i>	<i>-0.233</i>	<i>-0.961</i>	<i>-0.384</i>
2011	Baseline	9.698	2.635	0.233	0.224	0.937	0.373
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-9.698</i>	<i>-2.635</i>	<i>-0.233</i>	<i>-0.224</i>	<i>-0.937</i>	<i>-0.373</i>
2012	Baseline	9.795	2.43	0.211	0.202	0.937	0.36
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-9.795</i>	<i>-2.43</i>	<i>-0.211</i>	<i>-0.202</i>	<i>-0.937</i>	<i>-0.36</i>
2013	Baseline	9.898	2.247	0.192	0.184	0.937	0.35
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-9.898</i>	<i>-2.247</i>	<i>-0.192</i>	<i>-0.184</i>	<i>-0.937</i>	<i>-0.35</i>
2014	Baseline	10.009	2.001	0.174	0.167	0.934	0.343
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-10.009</i>	<i>-2.001</i>	<i>-0.174</i>	<i>-0.167</i>	<i>-0.934</i>	<i>-0.343</i>
2015	Baseline	10.124	1.771	0.158	0.151	0.933	0.338
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-10.124</i>	<i>-1.771</i>	<i>-0.158</i>	<i>-0.151</i>	<i>-0.933</i>	<i>-0.338</i>
2016	Baseline	10.223	1.524	0.139	0.133	0.933	0.333
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-10.223</i>	<i>-1.524</i>	<i>-0.139</i>	<i>-0.133</i>	<i>-0.933</i>	<i>-0.333</i>
2017	Baseline	10.335	1.326	0.121	0.115	0.933	0.333
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-10.335</i>	<i>-1.326</i>	<i>-0.121</i>	<i>-0.115</i>	<i>-0.933</i>	<i>-0.333</i>
2018	Baseline	10.461	1.166	0.104	0.099	0.933	0.335
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-10.461</i>	<i>-1.166</i>	<i>-0.104</i>	<i>-0.099</i>	<i>-0.933</i>	<i>-0.335</i>
2019	Baseline	10.599	1.032	0.089	0.084	0.933	0.339
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-10.599</i>	<i>-1.032</i>	<i>-0.089</i>	<i>-0.084</i>	<i>-0.933</i>	<i>-0.339</i>
2020	Baseline	10.749	0.921	0.076	0.072	0.933	0.344
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-10.749</i>	<i>-0.921</i>	<i>-0.076</i>	<i>-0.072</i>	<i>-0.933</i>	<i>-0.344</i>
Cumulative Total	Baseline	128.329	23.323	2.039	1.949	12.229	4.415
	Clean GSE	0	0	0	0	0	0
	<i>Net Change</i>	<i>-128.329</i>	<i>-23.323</i>	<i>-2.039</i>	<i>-1.949</i>	<i>-12.229</i>	<i>-4.415</i>

9.3 Application of AERCs to General Conformity

As described in the AERC Report, sponsors are allowed to apply AERCs as “design measures” against the annual de minimis levels established in the CAA for demonstrating general conformity. For purposes of NSR permit requirements, AERCs are applied as emission “offsets.” AERCs earned by a sponsor in a particular year may be used to meet either general conformity or NSR requirements, despite differences in how AERCs may be allocated and applied for the two regulations. Because yearly available AERCs represent a common “pool,” AERCs used to meet the requirements of one regulation are no longer available for either regulation.

The following example for general conformity illustrates how AERCs might be applied to an airport development project that exceeds the de minimis thresholds. Suppose a sponsor successfully completes two separate projects under VALE and receives AERCs for NO_x emissions. VALE Project 1 is the conversion of employee transport buses to new alternative fuel engines with a total useful life of 12 years. VALE Project 2 is the conversion of aircraft tugs to CNG fuel, with an expected useful life of 13 years. At some future time, an improvement project proposed for that airport is estimated to cause construction emissions above the de minimis levels for NO_x. In this scenario, the 5-year construction period overlaps with year 3 to year 7 of the VALE project. This construction causes annual emissions of NO_x that exceed the *de minimis* threshold by one to five tons each year. The annual assignment of AERCs for NO_x and the use of the credits that will allow the airport project to conform are illustrated in **Table 9-6**.

Table 9-6. Example Application of NO_x AERCs

Grant/Action	Calendar Year of VALE Project Operations (tons per year)								
	1	2	3	4	5	6	7	8	9
CAAA <i>de minimis</i> threshold for NO _x	50	50	50	50	50	50	50	50	50
Direct and indirect NO _x emissions from airport improvement project			53	54	48	51	50		
VALE Project 1 AERCs	1	2	2	2	2	2	2	2	2
VALE Project 2 AERCs	0	0	4	4	4	4	4	4	4
Total AERCs Available	1	2	6	6	6	6	6	6	6
AERCs used for General Conformity			4	5	0	2	1		
Annual balance of available AERCs after General Conformity	1	2	2	1	6	4	5	6	6
Annual NO _x emissions from construction with AERC use			49	49	48	49	49		

In this example, VALE Project 1 starts in the middle of year 1 and initially generates one tpy of (NOx) AERC. The project's full emission reduction potential of two tpy of AERCs is generated for the following years. VALE Project 2 generates four tpy of AERCs each year beginning in year 3. The emissions of NOx resulting from the construction emissions from the proposed improvement project are expected to exceed the de minimis threshold of 50 tpy in four of the construction years, beginning in year 3. In year 3, four tpy of AERCs would be used to bring the construction emissions down to 49 tons, which conforms to the SIP. Similarly, in year 4, five tpy of AERCs would be consumed, in year 5 no AERCs are needed, in year 6 two tpy of AERCs would be consumed, and in year 7 only one tpy of AERC would be required. Each year the balance of AERCs is equal to the total assigned from Project 1 and Project 2, minus the number of AERCs consumed to bring the construction emissions below the de minimis thresholds. After construction, since AERCs are permanent for the lifetime of the VALE project, each year the full value of the Project 1 and Project 2 AERCs return to their full emission reduction potential.

9.4 Project Cost Effectiveness

This Section presents information and methodology that the sponsor must use to calculate cost effectiveness for the project. Cost effectiveness is a parameter that allows the FAA to assess whether the sponsor's proposed use of Federal dollars to reduce airport emissions will be accomplished in a fiscally responsible manner.

In accordance with *Vision 100*, the sponsor evaluates cost effectiveness on the basis of the project's total costs and estimated lifetime emission reductions (see above). Cost effectiveness is defined simply as the total amount of dollars spent on the project divided by its estimated lifetime emission reductions in tons per criteria pollutant (see **Appendix D**, Page 6 of the Project Application Worksheets).

The emphasis of the VALE program is on airport capital improvement projects using proven low-emission technology that is commercially viable. Because of the AIP/PFC program emphasis on construction and deployment, research and development (R&D) activities are not eligible.

Funding emphasis is on deployment – R&D is not eligible.

For proposed airport demonstration projects of commercial-ready technology, sponsors should refer to the AIP Handbook (5100.38C, Chapter 5, Section 504(b)).

9.4.1 Cost Considerations

The sponsor must indicate the requested amount of AIP and/or PFC funding on the project application. If the sponsor is requesting AIP funding, the source of local matching funds must be identified also.

The sponsor is required to show due diligence by competitively assessing low-emissions technology and cost information prior to assembling a project application. Sponsors should support all vehicle values with quotes from potential vehicle OEMs or vendors, and attach this information to the proposal.

Cost information for new vehicles should always distinguish between eligible incremental costs, which are included in the cost effectiveness calculations, and base costs, which are not eligible project costs and should not be included in the cost effectiveness calculations. Cost information for infrastructure should include the capital and construction costs, the labor to install, and the associated architecture, design, and planning fees. Eligible program costs include project formulation and design. Costs that are not allowed include operations and maintenance (O&M), fuel, or separate facilities to store low-emission vehicles or equipment.

While the basis for project cost effectiveness is the initial capital investment, the sponsor is encouraged to develop supplemental life-cycle cost information and to submit this information with the project application. For example, electric vehicles generally cost less to operate and maintain than conventional fuel vehicles, even when accounting for battery replacement costs before the end of the vehicle’s useful life.

9.4.2 Cost Effectiveness Ranges

The FAA will evaluate project cost effectiveness on the basis of lifetime emission reductions and total project costs. The emphasis of this evaluation will be on Level One pollutants. The typical range of lifetime cost effectiveness for each criteria pollutant is provided below.⁴²

Table 9-7. Cost-Effectiveness Ranges

Pollutant	Cost Effectiveness Ranges (\$/ton)
Ozone (NO _x + VOC)	\$5,000 to \$10,000
CO	\$1,000 or less
PM ₁₀	\$25,000 to \$50,000
PM _{2.5}	TBD
SO ₂	TBD

Source: FAA ILEAV pilot program. 2001.

⁴² Based on similar estimates for the ILEAV Pilot Program, Report to Congress, November 2002.

The cost effectiveness ranges provided above are recommended. The FAA is gaining more experience each year in evaluating low-emission projects and recognizes that cost-effectiveness may vary by project type, application, and airport size. For example, a small project involving a refueling station may yield lower cost effectiveness (i.e., showing higher dollar values than the above ranges) because of the greater investment in supporting infrastructure versus vehicle emission savings.⁴³

⁴³ Information on the cost-effectiveness of various emissions reduction programs eligible under the Federal Highways Congestion Mitigation and Air Quality Improvement Program (CMAQ) can be found at the web site: www.dieselforum.org/retrofit-tool-kit-homepage/cost-effectiveness-comparisons.

APPENDIX A

GLOSSARY OF TERMS

Aftertreatment Device	Engine pollutant emissions are generally reduced by engine modifications, fuel specifications or exhaust gas aftertreatment. An aftertreatment device is a component used to reduce engine pollutant emissions downstream of the combustion chamber. Catalytic converters and particulate traps are examples of aftertreatment devices.
Airport-Dedicated	Located or primarily used at the airport.
Airport Owned	Owned directly by the sponsor.
Alternative Fuel	Consistent with the Energy Policy Act (EPA Act), non-conventional fuels including: compressed natural gas (CNG), liquefied petroleum gas (LPG), hydrogen, electricity, and any liquid at least 85 percent of the volume of which consists of methanol (M85) or ethanol (E85).
Alternative Fuel Vehicle (AFV)	A vehicle that is powered by an alternative fuel.
Attainment Area	A geographic area in which levels of a criteria air pollutant meet the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. An area may have an acceptable level for one criteria air pollutant, but may have unacceptable levels for others. Thus, an area could be both attainment and nonattainment at the same time. Attainment areas are defined using federal pollutant limits set by EPA.
Base Cost	The cost of a conventional-fueled vehicle.
Bi-Fuel Vehicle	A vehicle that can operate on either an alternative fuel or conventional fuel, but not both simultaneously. Typically, the operator can manually choose which fuel to operate the vehicle.
Bio Fuel	Fuel that is produced from biomass, including corn, soybeans, and other grains. Bio-fuel is often part of a blend (e.g., “B5” represents 5 percent bio-fuel).
Brake Horsepower (bhp)	This value is determined experimentally with the use of a band brake, as the name implies, or more modernly, with an absorption dynamometer. Horsepower is the rate of doing work, measured in units equal to lifting 33,000 pounds a distance of one foot in one minute (1 hp = 0.746 kwh). As applied to an internal combustion engine, it is the amount of work done per minute by the torque developed by the engine. $\text{BHP} = \text{T} \times \text{RPM} / 5252$ where, T = torque expressed in foot-pounds

	RPM = engine revolutions/minute
Carbon Monoxide (CO)	A criteria pollutant that is colorless, odorless, poisonous gas, and is produced by incomplete burning of carbon-based fuels, including gasoline, oil, and wood. Carbon monoxide is also produced from incomplete combustion of many natural and synthetic products (e.g., cigarette smoke). When carbon monoxide gets into the body, it combines with chemicals in the blood and prevents the blood from bringing oxygen to cells, tissues and organs. The body's parts need oxygen for energy, so high-level exposures to carbon monoxide can cause serious health effects, with death possible from massive exposures. Symptoms of exposure to carbon monoxide can include vision problems, reduced alertness, and general reduction in mental and physical functions. Carbon monoxide exposures are especially harmful to people with heart, lung and circulatory system diseases.
Catalytic Converter	A catalytic converter consists of a metal housing filled with a hard material that is covered with a catalytic compound. The presence of the catalytic converter in the engine exhaust system breaks down the chemicals in the exhaust and reduces harmful pollutant emissions.
Certified	Certification means, with respect to new highway and non-road engines, obtaining a certificate of conformity from the EPA for an engine family that complies with the highway or non-road engine emission standards and requirements.
Clean Air Act (CAA)	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 version of the law. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the 1970 law. The 1990 amendments are routinely referred to as the 1990 Clean Air Act.
Clean Diesel (ULSD)	Ultra low-sulfur diesel fuel that has 15 ppm or less of sulfur
Clean Fuels	Low-pollution fuels that can replace ordinary gasoline. These are <i>alternative</i> fuels, such as electricity, gasohol (gasoline-alcohol mixtures), natural gas and LPG (liquefied petroleum gas).
Conventional Fuel	Petroleum-based fuels, primarily gasoline and diesel
Commercial Service Airport	A publicly owned airport in a State that the Secretary determines has at least 2,500 passenger boardings each year and is receiving scheduled passenger aircraft service. The airport must also be listed in the FAA's NPIAS.
Cost Effectiveness	The greatest air quality benefits measured by the amount of emissions reduced per dollar of funds expended.
Criteria Air Pollutants	A group of very common air pollutants regulated by EPA on the basis of health and/or environmental effects of pollution.

	Criteria air pollutants are widely distributed all over the country. They are CO, NO ₂ , SO ₂ , PM ₁₀ , PM _{2.5} , O ₃ , and lead.
Diesel Engine	An engine that operates on diesel fuel and principally relies on compression-ignition for engine operation. The non-use of a throttle during normal operation is indicative of a diesel engine.
Electric Vehicle (EV)	Vehicles that derive 100 percent of their motive energy from the electric grid via batteries.
Engine Family	Each group of engines with similar emission characteristics is defined as a separate engine family. Vehicles or engines in an engine family are expected to have similar emission characteristics. A permanent label is affixed to the engine, which lists the engine family designation as well as other important information.
Flexible-Fuel Vehicles (FFV)	Vehicles that automatically detect the blended fuel composition in the fuel tank, and adjust the combustion parameters accordingly for optimum engine performance. Typically, FFVs operate on an alcohol-gasoline blend such as ethanol/gasoline or methanol/gasoline.
Fuel Cells	Energy released by the oxidation of hydrogen to water is directly converted to an electrical current.
Fuel Cell Vehicle	An electric vehicle powered by a chemical hydrogen fuel cell battery. These vehicles may or may not be capable of capturing regenerative braking energy.
Gross Vehicle Weight Rate (GVWR)	The manufacturer's specified maximum design loaded weight for a single vehicle (40 CFR 86.1803-01).
Ground Access Vehicles (GAV)	Vehicles licensed for on-road use.
Ground Support Equipment (GSE)	Non-road vehicles used on the airport tarmac to service aircraft and other airport-specific duties.
Highway Engine	Any engine which is designed to transport people or property on a street or highway.
Hybrid Vehicle	As defined in Subpart R – General Provisions for the Voluntary National Low-emission Vehicle Program for Light-Duty Vehicles and Light-Duty Trucks (62 FR 31242, June 6, 1997), any vehicle defined as a <i>series hybrid electric vehicle</i> that delivers power to the wheels by battery-powered electric motor, but which also incorporates the use of a combustion engine to provide power to the battery and/or electric motor; a <i>parallel hybrid electric vehicle</i> that delivers power to the wheels by either a combustion engine and/or by a battery-powered electric motor, or a <i>battery assisted combustion engine vehicle</i> that uses stored battery packs to propel the vehicle.
Hydrocarbons (HC)	An exhaust and evaporative pollutant of hydrogen and carbon atoms resulting from unburned fuel. The volatile portion of

	HCs contribute to the formation of ozone which is responsible for the choking, coughing, and stinging eyes associated with ozone smog. Ozone damages lung tissue, aggravates respiratory disease, and makes people more susceptible to respiratory infections.
Incremental Cost	The cost difference between a low-emissions vehicle typically powered by an alternative fuel, and the conventional-fueled equivalent
Large Hub Airport	A <u>commercial service airport</u> that has 1 percent or more of the annual passenger boardings.
Level One Pollutants	The criteria pollutant(s) that is causing the area nonattainment or maintenance status.
Level Two Pollutants	The remaining criteria pollutants that are not Level One Pollutants.
Low-Emission Technology	Technology for vehicles and equipment whose emission performance is the best achievable under emission standards established by the EPA and that relies exclusively on alternative fuels that are substantially non-petroleum based, as defined by the Department of Energy, but not excluding hybrid systems or natural gas powered vehicles.
Low-Emission Vehicle (LEV)	Any vehicle certified to the low-emission vehicle standards specified in this program.
Low Sulfur Diesel Fuel	Current EPA regulations specify that diesel test fuel contain 300-500 ppm sulfur for highway engines and 300-4,000 ppm sulfur for non-road engines. Significant reductions from these current sulfur levels are necessary in order for many retrofit technologies to provide meaningful, lasting emissions reductions. The manufacturers of these retrofit technologies will specify the maximum allowable sulfur level for effective operation of its products. In addition to enabling a wide array of emissions control technologies, the use of low sulfur alone reduces emissions of particulate matter. Sulfate, a major constituent of particulate matter, is produced as a byproduct of burning diesel fuel containing sulfur. Reducing the sulfur content of fuel in turn reduces sulfate byproducts of combustion and therefore particulate matter emissions.
Maintenance Area (MA)	A geographic area that was formerly nonattainment for one or more criteria pollutants, but has experienced three or more years of no violations of the NAAQS. Maintenance status typically lasts for two consecutive decades to ensure air quality has improved adequately.
Medium-Duty Passenger Vehicle (MDPV)	Federal definition for vehicles between 8,501-10,000 GVWR designed primarily for the transport of persons, including conversion vans. Not included are: any vehicle that has a capacity of more than 12 persons total, any vehicle designed to accommodate more than 9 persons in seating rearward of

	the driver's seat, and any vehicles that has a cargo box of six feet or more in interior length.
Medium Hub Airport	A <u>commercial service airport</u> that has at least 0.25 percent but less than 1 percent of the annual passenger boardings.
Model Year (MY)	The manufacturer's annual new model production period which includes January 1 of the calendar year, ends no later than December 31 of the calendar year, and does not begin earlier than January 2 of the previous calendar year. Where a manufacturer has no annual new model production period, model year means calendar year.
National Ambient Air Quality Standards (NAAQS)	<p>The Clean Air Act (amended in 1990), requires EPA to set National Ambient Air Quality Standards for pollutants considered harmful to public health and the environment. The Clean Air Act established two types of national air quality standards. Primary standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.</p> <p>The EPA has set NAAQS for six principal pollutants, which are called "criteria" pollutants. They are O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead.</p>
Natural Gas	Either compressed natural gas (CNG) or liquefied natural gas (LNG).
Neofit	A pre-market modification of a vehicle with control equipment directly from an OEM and before delivering the vehicle to the purchaser.
New Vehicle	Vehicle purchased from an OEM that essentially has no miles on it. This definition does not include reprogrammed or re-engined vehicles.
Nitrogen Oxides (NOx)	Nitrogen oxides are a family of reactive gaseous compounds that contribute to air pollution in both urban and rural environments. NOx emissions are produced during the combustion of fuels at high temperatures. The primary sources of atmospheric NOx include highway sources (such as light-duty and heavy-duty vehicles), non-road sources (such as construction and agricultural equipment, and locomotives) and stationary sources (such as power plants and industrial boilers). NOx can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Nitrogen oxides are an important precursor both to ozone and acid rain, and may affect both terrestrial and aquatic ecosystems.
Nonattainment Area	A locality where air pollution levels persistently exceed

(NA)	National Ambient Air Quality Standards. Designating an area as nonattainment is a formal rulemaking process and EPA normally takes this action only after air quality standards have been exceeded for several consecutive years.
Non Methane Hydrocarbons (NMHC)	Same as the definition of non-methane organic gases (NMOG), but excludes oxygenated hydrocarbons such as alcohols and aldehydes.
Non Methane Organic Gases (NMOG)	Organic compounds in the atmosphere that contain the element carbon (C) and are reactive with nitrogen oxides in the presence of sunlight to produce ozone in the troposphere. This includes oxygenated hydrocarbons such as alcohols and aldehydes, but does not include less reactive hydrocarbons such as methane.
Non-road Engine	Although non-road engines can be self-propelled vehicles that are not licensed to travel on streets and highways, their primary function is to perform a particular task. Examples of non-road engines include ground support equipment, garden tractors, lawnmowers, bulldozers, and cranes.
Oxidation Catalyst	A type of catalyst (e.g., catalytic converter) which chemically converts HC (hydrocarbons) and CO (carbon monoxide) to water vapor and carbon dioxide.
Oxygenated fuel	Special type of gasoline, which burns more completely than regular gasoline in cold start conditions; more complete burning results in reduced production of CO. In some parts of the country, CO release from cars starting up in cold weather makes a major contribution to pollution. In these areas, gasoline refiners must market oxygenated fuels, which contain higher oxygen content than regular unleaded gasoline.
Ozone (O ₃)	<p>Ozone is a photochemical oxidant and the major component of smog. While O₃ in the upper atmosphere shields the earth from harmful ultraviolet radiation that comes from the sun, high concentrations of O₃ at ground level are a major health and environmental concern. O₃ is not emitted directly into the air but is formed through complex chemical reactions between emissions of volatile organic compounds (VOC) and nitrogen oxides (NO_x) in the presence of sunlight. These reactions are stimulated by sunlight and temperature so that peak O₃ levels occur typically during the warmer times of the year. Both VOCs and NO_x are emitted by transportation and industrial sources such as vehicles, chemical manufacturing, dry cleaners and paint shops.</p> <p>O₃ causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O₃ not only affect people with impaired respiratory systems,</p>

	<p>such as asthmatics, but healthy adults and children as well. Exposure to O₃ for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing, and pulmonary congestion.</p>
Particulate Matter (PM)	<p>PM includes dust, dirt, soot, smoke and liquid droplets directly emitted into the air by sources such as factories, power plants, cars, engines, construction activity, fires and natural windblown dust. Particles formed in the atmosphere by condensation or by transformation of emitted gases are also considered particulate matter.</p> <p>Exposure to PM include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, as well as premature death. The major subgroups of the population that appear to be most sensitive to the effects of PM include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children. Particulate matter is a cause of impaired visibility in the United States.</p> <p>The EPA has established NAAQS for PM with aerodynamic diameters less than or equal to 10 micrometers (PM₁₀) and PM with aerodynamic diameters less than or equal to 2.5 micrometers (PM_{2.5}).</p>
Particulate Trap/Filter	<p>An aftertreatment device which filters or traps diesel particulate matter from engine exhaust until the trap becomes loaded to the point that a regeneration cycle is implemented to burn off the trapped particulate matter.</p>
Program Low-Emission Standards	<p>Low-emission EPA standards that are more stringent than existing vehicle emission standards, with the goal of generating early voluntary emission reductions.</p>
Public Access	<p>The use of VALE-funded low-emission technology by persons not affiliated with the airport or related operations.</p>
Retrofit	<p>Refers to aftermarket vehicle improvements that reduce emissions, including vehicle re-engining or repowering, the addition of pollution control aftertreatment equipment to certified engines, and engine conversions to cleaner fuels.</p>
Small Hub Airport	<p>A <u>commercial service airport</u> that has at least 0.05 percent but less than 0.25 percent of the annual passenger boardings.</p>
Sponsor	<p>Also known as "Airport sponsors" that are planning agencies, public agencies, or private airport owners/operators that have</p>

	the legal and financial ability to carry out the requirements of the AIP program. The term is also used in this document to refer to the PFC program, which is restricted to “public agencies.”
State Implementation Plan (SIP)	A State Implementation Plan (SIP) is a written plan that describes a state's strategy for achieving and maintaining the National Ambient Air Quality Standards. Section 110 of the Clean Air Act requires states with areas that do not meet the air standards to develop a written SIP outlining steps they will take to reduce air pollution. The purpose of a SIP is to ensure the implementation of programs that will reduce emissions.
Sulfur Dioxide (SO ₂)	A criteria air pollutant. SO ₂ is a gas produced by burning fuels containing sulfur. Some industrial processes, such as production of paper and smelting of metals, produce sulfur dioxide. SO ₂ is closely related to sulfuric acid, a strong acid. SO ₂ plays an important role in the production of acid rain.
Ultra Low-emission Vehicle (ULEV)	defined in 40 CFR 88.302, either conventionally or alternatively fueled.
Ultra Low Sulfur Diesel (ULSD)	Current EPA regulations specify that ultra low sulfur diesel fuel contain 15 ppm sulfur.
Useful Life	The time a piece of equipment reasonably functions as it was originally manufactured to, without catastrophic breakdown or major repair.
Verified Retrofit Technology List	This is a list that EPA prepares of Heavy Duty Diesel (HDD) emission control technologies that are suitable for use with HDD engines. If a control technology appears on EPA's list, the manufacturer's emission reduction claims have been confirmed through EPA's Environmental Technology Verification Program. For more information see http://www.epa.gov/etv/centers/center5.html .
Volatile Organic Compounds (VOC)	Generally, all organic compounds in the atmosphere that contain the element carbon (C) and that are reactive to drive the formation of ozone in the presence of sunlight. This includes oxygenated compounds such as alcohols and aldehydes. Some hydrocarbons are less ozone-forming than other hydrocarbons, so EPA has officially excluded them from the definition of regulated hydrocarbons or VOCs. These compounds include methane, ethane, and compounds not commonly found in large quantities in engine exhaust like chlorohydrocarbons. Many VOCs are also hazardous air pollutants.

APPENDIX B

VISION 100 – CENTURY OF AVIATION

REAUTHORIZATION ACT

This Appendix provides the applicable Vision 100 Legislative Sections that support the FAA VALE program:

- Section 121 – Low-emission airport vehicles and ground support equipment
- Section 151 – Increase in apportionment for, and flexibility of, noise compatibility planning programs
- Section 158 – Emission credits for air quality projects
- Section 159 – Low-emission airport vehicles and infrastructure

They are as follows:

Subtitle B – Passenger Facility Fees

SEC. 121. LOW-EMISSION AIRPORT VEHICLES AND GROUND SUPPORT EQUIPMENT.

- (a) IN GENERAL. – Section 40117(a)(3) is amended by inserting at the end the following:

“(G) A project for converting vehicles and ground support equipment used at a commercial service airport to low-emission technology (as defined in section 47102) or to use cleaner burning conventional fuels, retrofitting of any such vehicles or equipment that are powered by a diesel or gasoline engine with emission control technologies certified or verified by the Environmental Protection Agency to reduce emissions, or acquiring for use at a commercial service airport vehicles and ground support equipment that include low-emission technology or use cleaner burning fuels if the airport is located in an air quality nonattainment area (as defined in section 171(2) of the Clean Air Act (42 U.S.C. 7501(2))) or a maintenance area referred to in section 175A of such Act (42 U.S.C. 7505a) and if such project will result in an airport receiving appropriate emission credits as described in section 47139.”.

- (b) MAXIMUM COST FOR CERTAIN LOW-EMISSION TECHNOLOGY PROJECTS. – Section 40117(b) is amended by adding at the end the following:

“(5) MAXIMUM COST FOR CERTAIN LOW-EMISSION TECHNOLOGY PROJECTS.
– The maximum cost that may be financed by imposition of a passenger facility fee under this section for a project described in subsection

(a)(3)(G) with respect to a vehicle or ground support equipment may not exceed the incremental amount of the project cost that is greater than the cost of acquiring a vehicle or equipment that is not low-emission and would be used for the same purpose, or the cost of low-emission retrofitting, as determined by the Secretary.”.

- (c) GROUND SUPPORT EQUIPMENT DEFINED. – Section 40117(a) is amended –
- (1) by redesignating paragraphs (4) and (5) as paragraphs (5) and (6), respectively; and
 - (2) by inserting after paragraph (3) the following: “(4) GROUND SUPPORT EQUIPMENT. – The term ‘ground support equipment’ means service and maintenance equipment used at an airport to support aeronautical operations and related activities.”.
- (d) GUIDANCE. – The Secretary, in consultation with the Administrator of the Environmental Protection Agency, shall issue guidance determining eligibility of projects, and how benefits to air quality must be demonstrated, under the amendments made by this section.

Subtitle C – AIP Modifications

SEC. 151. INCREASE IN APPORTIONMENT FOR, AND FLEXIBILITY OF, NOISE COMPATIBILITY PLANNING PROGRAMS.

Section 47117(e)(1)(A) is amended –

- (1) by striking “At least 34 percent” and inserting “At least 35 percent”;
- (2) by striking “of this title and” and inserting a comma;
- (3) by striking “of this title.” And inserting “, for noise mitigation projects approved in an environmental record of decision for an airport development project under this title, for compatible land use planning and projects carried out by State and local governments under section 47141, and for airport development described in section 47102(3)(F), 47102(3)(K), or 47102(3)(L) to comply with the Clean Air Act (42 U.S.C. 7401 et seq.)”; and
- (4) by striking “34 percent requirement” and inserting “35 percent requirement”.

SEC. 158. EMISSION CREDITS FOR AIR QUALITY PROJECTS.

- (a) EMISSIONS CREDIT. – Subchapter I of chapter 471 is further amended by adding at the end the following:

“§ 47139. Emission credits for air quality projects

“(a) IN GENERAL. – The Administrator of the Environmental Protection Agency, in consultation with the Secretary of Transportation, shall issue guidance on how to ensure that airport sponsors receive appropriate emission reduction

credits for carrying out projects described in sections 40117(a)(3)(G), 47102(3)(F), 47102(3)(L). Such guidance shall include, at a minimum, the following conditions:

- “(1) The provision of credits is consistent with the Clean Air Act (42 U.S. C. 7402 et seq.).
- “(2) Credits generated by the emission reductions are kept by the airport sponsor and may only be used for purposes of any current or future general conformity determination under the Clean Air Act or as offsets under the Environmental Protection Agency’s new source review program for projects on the airport or associated with the airport.
- “(3) Credits are calculated and provided to airports on a consistent basis nationwide.
- “(4) Credits are provided to airport sponsors in a timely manner.
- “(5) The establishment of a method to assure the Secretary that, for any specific airport project for which funding is being requested, the appropriate credits will be granted.

“(b) ASSURANCE OF RECEIPT OF CREDITS. – As a condition for making a grant for a project described in section 47102(3)(F), 47102(3)(K), 47102(3)(L), or 47140 or as a condition for granting approval to collect or use a passenger facility fee for a project described in section 40117(a)(3)(G), 47102(3)(K), 47102(3)(L), or 47140, the Secretary must receive assurance from the State in which the project is located, or from the administrator of the Environmental Protection Agency where there is a Federal implementation plan, that the airport sponsor will receive appropriate emission credits in accordance with the conditions of this section.

“(c) PREVIOUSLY APPROVED PROJECTS. – The Administrator of the Environmental Protection Agency, in consultation with the Secretary, shall determine how to provide appropriate emissions credits to airport projects previously approved under section 47136 consistent with the guidance and conditions specified in subsection (a).

“(d) STATE AUTHORITY UNDER CAA. – Nothing in this section shall be construed as overriding existing State law or regulation pursuant to section 116 of the Clean Air Act (42 U.S.C. 7416).”.

- (b) CONFORMING AMENDMENT. – The analysis for chapter 471 is further amended by inserting after the item relating to section 47138 the following: “47139. Emission credits for air quality projects.”.

SEC. 159. LOW-EMISSION AIRPORT VEHICLES AND INFRASTRUCTURE.

(a) AIRPORT GROUND SUPPORT EQUIPMENT EMISSIONS RETROFIT PILOT PROGRAM. –

- (1) **IN GENERAL.** – Subchapter I of chapter 471 is further amended by adding at the end the following:

“§ 47140. Airport ground support equipment emissions retrofit pilot program

“(a) **IN GENERAL.** – The Secretary of Transportation shall carry out a pilot program at not more than 10 commercial service airports under which the sponsors of such airports may use an amount made available under section 48103 to retrofit existing eligible airport ground support equipment that burns conventional fuels to achieve lower emissions utilizing emission control technologies certified or verified by the Environmental Protection Agency.

“(b) **LOCATION IN AIR QUALITY NONATTAINMENT OR MAINTENANCE AREAS.** – A commercial service airport shall be eligible for participation in the pilot program only if the airport is located in an air quality nonattainment area (as defined in section 171(2) of the Clean Air Act (42 U.S.C. 7501(2))) or a maintenance area referred to in section 175A of such Act (42 U.S.C. 7505a).

“(c) **SELECTION CRITERIA.** – In selecting from among applicants for participation in the pilot program, the Secretary shall give priority consideration to applicants that will achieve the greatest air quality benefits measured by the amount of emissions reduced per dollar of funds expended under the pilot program.

“(d) **MAXIMUM AMOUNT.** – Not more than \$500,000 may be expended under the pilot program at any single commercial service airport.

“(e) **GUIDELINES.** – The Secretary, in consultation with the Administrator of the Environmental Protection Agency, shall establish guidelines regarding the types of retrofit projects eligible under the pilot program by considering remaining equipment useful life, amount of emission reduction in relation to the cost of projects, and other factors necessary to carry out this section. The Secretary may give priority to ground support equipment owned by the airport and used for airport purposes.

“(f) **ELIGIBLE EQUIPMENT DEFINED.** – In this section, the term ‘eligible equipment’ means ground service or maintenance equipment that is located at the airport, is used to support aeronautical and related activities at the airport, and will remain in operation at the airport for the life or useful life of the equipment, whichever is earlier.”.

- (2) **CONFORMING AMENDMENT.** – The analysis for chapter 471 is further amended by inserting after the item relating to section 47139 the following:

“47140. Airport ground support equipment emissions retrofit pilot program.”.

(b) ACTIVITIES ADDED TO DEFINITION OF AIRPORT DEVELOPMENT. –

(1) IN GENERAL. – Section 47102(3) is amended –

(A) by striking subparagraphs (J), (K), and (L) and redesignating subparagraph (M) as subparagraph (J); and

(B) by adding at the end the following:

“(K) work necessary to construct or modify airport facilities to provide low-emission fuel systems, gate electrification, and other related air quality improvements at a commercial service airport if the airport is located in an air quality nonattainment or maintenance area (as defined in sections 171(2) and 175A of the Clean Air Act (42 U.S.C. 7501(2); 7505a) and if such project will result in an airport receiving appropriate emission credits, as described in section 47139.

“(L) a project for the acquisition or conversion of vehicles and ground support equipment, owned by a commercial service airport, to low-emission technology, if the airport is located in a air quality nonattainment or maintenance area (as defined in sections 171(2) and 175A of the Clean Air Act (42 U.S.C. 7501(2) ; 7505a) and if such project will result in an airport receiving appropriate emission credits as described in section 47139.”.

(2) GUIDANCE. –

(A) ELIGIBLE LOW-EMISSION MODIFICATIONS AND IMPROVEMENTS. – The Secretary of Transportation, in consultation with the Administrator of the Environmental Protection Agency, shall issue guidance describing eligible low-emission modifications and improvements, and stating how airport sponsors will demonstrate benefits, under section 47102(3)(K) of title 49, United States Code, as added by this subsection.

(B) ELIGIBLE LOW-EMISSION VEHICLE TECHNOLOGY. – The Secretary, in consultation with the Administrator, shall issue guidance describing eligible low-emission vehicle technology, and stating how airport sponsors will demonstrate benefits, under section 47102(3)(L) of title 49, United States Code, as added by this subsection.

(c) ALLOWABLE PROJECT COST. – Section 47110(b) is amended –

- (1) by striking “and” at the end of paragraph (4);
- (2) by striking the period at the end of paragraph (5) and inserting “; and”; and
- (3) by adding at the end the following:

“(6) if the cost is for a project not described in section 47102(3) for acquiring for use at a commercial service airport vehicles and ground support equipment owned by an airport that include low-emission technology, but only to the extent of the incremental cost of equipping such vehicles or equipment with low-emission technology, as determined by the Secretary.”.

(d) LOW-EMISSION TECHNOLOGY EQUIPMENT. – Section 47102 (as amended by section 801 of this Act) is further amended by inserting after paragraph (10) the following:

“(11) ‘low-emission technology’ means technology for vehicles and equipment whose emission performance is the best achievable under emission standards established by the Environmental Protection Agency and that relies exclusively on alternative fuels that are substantially nonpetroleum based, as defined by the Department of Energy, but not excluding hybrid systems or natural gas powered vehicles.”.

APPENDIX C

SPECIAL CONDITIONS FOR AIP GRANTS AND PFC APPROVALS

The following language should be inserted as “special conditions” in all AIP grant agreements and as a part of the determination paragraph or acknowledgement letter in PFC approvals for this program.

1. “Vehicles and equipment purchased with assistance from this [grant/approval] shall be maintained and used for their useful life at the airport for which they were purchased. Moreover, any vehicles or equipment replaced under this program shall not be transferred to another airport or location within the same or any other nonattainment or maintenance area. No airport-owned vehicles or equipment may be transferred to, taken to, or used at another airport without the consent of the Federal Aviation Administration, in consultation with the U.S. Environmental Protection Agency and State air quality agency.”

“In the event that funds from this approval are used to assist parties other than the [airport sponsor /public agency], the [airport sponsor/public agency] shall establish enforceable agreements with the purchasing or leasing party. These signed agreements, provided to the Federal Aviation Administration prior to project approval, shall require all vehicles and equipment to remain at the airport for their useful life in accordance with the program and leasing requirements specified in the VALE Technical Report.”

2. “All vehicles and equipment purchased with assistance from this action shall be clearly labeled using the VALE program emblem designed and specified by the Federal Aviation Administration.”
3. “The [airport sponsor/public agency] shall maintain annual reporting records of all vehicles and equipment purchased with assistance from this action. These public records shall contain detailed information involving individual vehicles and equipment, project expenditures, cost effectiveness, and emission reductions.”
4. “The [airport sponsor/public agency] certifies that it shall replace any disabled or seriously damaged vehicle or equipment purchased with assistance from this action, at any time during its useful life, with an equivalent vehicle or unit that produces an equal or lower level of emissions. The [airport sponsor/public agency] assumes all financial responsibility for replacement costs.

The [airport sponsor/public agency] also certifies that it shall fulfill this replacement obligation, beyond the useful life of the affected vehicle or

equipment, if the [airport sponsor/public agency] has opted for an extended period of AERCs in its project application or subsequently.”

APPENDIX D

PROJECT APPLICATION WORKSHEETS

For use in project applications, the application workbook contains six worksheets (spreadsheets) that are intended to standardize project applications, to automate the process for more convenience and quality control, and to simplify the process for sponsors and reviewing agencies alike. The worksheets are required with the submittal of each VALE project application to the FAA and State air quality agency. The most current version of the worksheets must be used.

The FAA prefers the electronic use of the program application worksheets. Electronic versions of these worksheets can be downloaded at: http://www.faa.gov/airports_airtraffic/airports/environmental/vale. Sponsors should copy worksheets for vehicles (Page 2) and infrastructure (Page 3) as many times as needed to represent the total number of project vehicles and all elements of the project infrastructure.

Below are page-by-page instructions for completing the worksheets as part of the overall project application. CAUTION: The workbook contains equations embedded into some cells of the worksheets. These equations automatically calculate parameters and determine the distribution of requested funds from available sources. The workbook, which may not be changed or modified, requires careful use because it is not locked or secure.

Page 1 – General Information

The sponsor fills out this general information page with contact information, airport characteristics, the status of air quality at the airport, and the timeframe for emission reduction calculations and AERCs. The *Air Quality Proposal Date* should be entered into cell L7, and it will automatically repeat at the top of each subsequent page in the workbook.

Page 2 and Page 3 – Individual Vehicle Information

Sponsors seeking to purchase low-emission vehicles should complete the Page 2 worksheet(s) for AIP funding and the Page 3 worksheet(s) for PFC funding. Both AIP and PFC vehicle worksheets are designed to accommodate only one vehicle type per page. Therefore, additional copies of Page 2 and Page 3 are required for applications that involve the purchase of multiple vehicle types. For instance, a VALE program that is seeking AIP funds to purchase 20 identical CNG-powered buses, 30 identical hybrid

LDVs, and 10 identical electric fork lifts would need to complete Page 2 three separate times.

Completion of all eight sections on Page 2 and/or Page 3 is mandatory.

Vehicle Identification – Provide the anticipated date (mm-yyyy) of deployment for new vehicles, which should coincide with schedule information provided in the air quality proposal. In addition, the vehicle owner, model, model year, and manufacturer are required.

Vehicle Class – Check boxes to indicate if the new vehicle(s) is GSE or GAV. This information determines the technique used for emissions quantification. In general, any vehicle with a registered license plate to travel on-road is GAV. For instance, a catering truck typically found on the airfield supplying aircraft with provisions is usually GSE. However, many catering trucks travel on public roadways to get to/from the flight kitchen. This requires license plates and, in turn, an on-road engine. In this case, the catering truck would be considered an on-road vehicle and the GAV box should be checked. Other possible transitional vehicles are fuel trucks and deicer trucks.

Alternative Fuel Type – Place an “X” next to the alternative fuel that is being used for the proposed vehicle type.

Replacement Conventional Fuel Type – Place an “X” next to the conventional fuel that is being replaced or displaced, and used for the quantification of baseline emissions.

Unit Cost Per Vehicle – Provide the unit cost and useful life information for the proposed low-emission vehicle(s). Vehicle useful life estimates are provided in Chapter 4 of this Technical Report. If Chapter 4 does not provide an estimate for a particular project vehicle type, and no documentation is available from the manufacturer, then use a default value of 10 years. The vehicle base cost is the purchase price of the same or equivalent new conventional fuel vehicle. The incremental cost is the difference in total purchase price between the proposed VALE low-emission vehicle and the same or equivalent new conventional fuel vehicle. Finally, on Page 2 only, place a “Y” in the box if PFCs will be used as the required local match for AIP funding, or place an “N” in the box if other local revenue sources are used as the AIP match.

Airport Vehicle Type – Place the number of proposed VALE vehicles in the appropriate box next to the listed vehicle type. If a particular vehicle type is not available, use the “Other” line (Page 2 cell Q26; Page 3 cell Q27) to provide a descriptive label of the proposed vehicle type. As a reminder, there should be only one proposed VALE vehicle type identified in this section. For projects that propose multiple vehicle types, Page 2 (AIP) and Page 3 (PFC) must be repeated for each unique vehicle type.

Replacement of Old Vehicles – If funds are being used to purchase new vehicles that will replace/retire existing old vehicles, then supply information about the existing older vehicle(s) in this section. Such information should include: make, model, unique airport vehicle identification number, model year, horsepower size of the engine, average miles per year or hours per year vehicle usage, the method of disposal of the old vehicle, and the remaining useful life (RUL) of the vehicle at the time of anticipated retirement.

Summary – The worksheet will automatically summarize the financial project costs and grant cost share for the unique VALE vehicle type. Failure to provide complete information in the prior sections will result in an inaccurate automated summary.

Page 4 – VALE Infrastructure Summary Sheet

Sponsors should complete this worksheet if the project proposal involves low-emission infrastructure. There are three options for funding infrastructure,

- 1) AIP cost share with PFC matching funds [code = AIPRFC],
- 2) AIP cost share with matching funds from other sources [code = AIPOTH], and
- 3) PFC funding [code = PFC].

The appropriate code should be entered into the *Infrastructure Funding Options Box* (cell I3) to represent the sponsor's approach to funding low-emissions infrastructure. Each code will automatically distribute the infrastructure costs into the appropriate columns.

Description – Provide a brief description of the individual low-emission infrastructure projects. If possible, provide important size parameters, major components, fuel types, and other information that matches the description in the air quality proposal.

Start-up Date – Provide the anticipated time for the infrastructure project to become fully functional. The dates should be in the format of (mm-yyyy) and coincide with the project schedule provided in the air quality proposal.

Estimated Operating Life – Provide the estimate operating (useful) life in years for each low-emission infrastructure project proposed.

Number of Units – Provide the number of identical or similar equipment.

Total Cost – Provide the total costs associated with each low-emission infrastructure project, including all eligible costs such as design, equipment, and installation.

Page 5 – Project Funding Summary Sheet

This worksheet summarizes the total low-emissions project costs by AIP, PFC, and other airport funds. Each cell in this worksheet is automatically populated per the entries of Pages 1 through 4.

AIP Requested Funding for Vehicles should be the sum of cell Q35 for each Page 2 worksheet used in the project application.

AIP Requested Funding for Infrastructure should be the sum of cell G18 for each Page 4 worksheet used in the project application.

PFC Requested Funding for Vehicles should be the sum of cell Q36 for each Page 2 worksheet and cell Q39 for each Page 3 worksheet used in the project application.

PFC Requested Funding for Infrastructure should be the sum of cell H18 for each Page 4 worksheet used in the project application.

Other Local Funds for Vehicles should be the sum of cell Q37 for each Page 2 worksheet used in the project application.

Other Local Funds for Infrastructure should be the sum of cell I18 for each Page 4 worksheet used in the project application.

Page 6 – Project Cost Effectiveness Summary Sheet

This worksheet summarizes the total cost effectiveness of the proposed VALE project. The sponsor should enter the cumulative emission reductions for the total project lifetime indicated on Page 1, as calculated in the EDMS analysis. The cost effectiveness will automatically appear per pollutant.



FAA Voluntary Airport Low Emission Program PAGE 1. GENERAL INFORMATION

Airport Name: _____	3-Letter Airport ID: _____
Contact Person: _____	Air Quality Proposal Date: _____
Mailing Address: _____	Phone: _____
Email Address: _____	Fax: _____

What is the air quality status of the airport? (Place an "X" for all designations that apply)	
<input type="checkbox"/> Ozone (O ₃) 8-hour standard	<input type="checkbox"/> Nonattainment <input type="checkbox"/> Maintenance
Particulate Matter (PM) <input type="checkbox"/> PM ₁₀	<input type="checkbox"/> Nonattainment <input type="checkbox"/> Maintenance
<input type="checkbox"/> PM _{2.5}	<input type="checkbox"/> Nonattainment <input type="checkbox"/> Maintenance
<input type="checkbox"/> Carbon Monoxide (CO)	<input type="checkbox"/> Nonattainment <input type="checkbox"/> Maintenance
<input type="checkbox"/> Nitrogen Dioxide (NO ₂)	<input type="checkbox"/> Nonattainment <input type="checkbox"/> Maintenance
<input type="checkbox"/> Sulfur Dioxide (SO ₂)	<input type="checkbox"/> Nonattainment <input type="checkbox"/> Maintenance

Hub Designation (place "X" in one)			
Large	Medium	Small	Non-hub

^{1/} Per the criteria in FAA Order 5100.38B and subsequent updates.

Timeframe for Project Emission Reduction Estimates
<p>The sponsor has two options (see below) regarding the length of emission reduction estimates and AERCs. This timeframe depends on whether the sponsor agrees to equivalent replacement of VALE vehicles and equipment for their useful life or for a longer period up to the typical 20-year life of AERCs (see Special Condition #4, Appendix C of the Technical Report).</p> <p>(check one box)</p> <p><input type="checkbox"/> Option 1: The useful life of VALE-funded vehicles and equipment.</p> <p><input type="checkbox"/> Option 2: A longer period up to the 20-year life of AERCs. (certain stationary equipment for up to 40-years if agreed.)</p> <p><input type="checkbox"/> If Option 2 is selected, please provided the number of years for which the sponsor agrees to equivalent replacement of VALE vehicles and equipment.</p>



PAGE 2. AIP-funded - INDIVIDUAL VEHICLE INFORMATION

(Repeat the completion of this sheet for each VALE vehicle type to be acquired using AIP funds) ¹

Air Quality Proposal Date: _____

Vehicle Identification	Vehicle Class (check one)	Alternative Fuel Type (check one)	Replacement Conventional Fuel Type (check one)
Anticipated Vehicle(s) Deployment Date: _____	<input type="checkbox"/> Ground Support Equipment (GSE) (nonroad & unlicensed)	<input type="checkbox"/> Electric	<input type="checkbox"/> Diesel
Owner: _____	<input type="checkbox"/> Ground Access Vehicle (GAV) (licensed for onroad use)	<input type="checkbox"/> CNG (compressed natural gas)	<input type="checkbox"/> Gasoline
Model and Model Year: _____		<input type="checkbox"/> LNG (liquefied natural gas)	<input type="checkbox"/> Other _____
Manufacturer: _____		<input type="checkbox"/> LPG (liquefied petroleum gas/propane)	
		<input type="checkbox"/> Hybrid Technology	
		<input type="checkbox"/> Hydrogen (Fuel Cell)	
		<input type="checkbox"/> Ethanol 85	
		<input type="checkbox"/> Methanol 85	
		<input type="checkbox"/> Coal-derived liquid fuels	
		<input type="checkbox"/> Biodiesel (100%)	
		<input type="checkbox"/> Other _____	

Unit Cost Per Vehicle	Airport Vehicle Type (place number of proposed vehicles in box next to type - choose only one vehicle type per worksheet)		
Avg. Useful Life (years ²): _____	<input type="checkbox"/> Air Conditioning Unit	<input type="checkbox"/> Fuel Truck	<input type="checkbox"/> Passenger Car
Vehicle Base Cost (\$): _____	<input type="checkbox"/> Baggage Tug	<input type="checkbox"/> Generator	<input type="checkbox"/> Passenger Van
Incremental Cost (\$): _____	<input type="checkbox"/> Belt Loader	<input type="checkbox"/> Ground Power Unit	<input type="checkbox"/> Service Van
AIP Funding Share per Vehicle/Incremental Cost: \$0.00	<input type="checkbox"/> Cargo Loader	<input type="checkbox"/> Fire Truck	<input type="checkbox"/> Pickup Truck
Matching Funds Required: \$0.00	<input type="checkbox"/> Cargo Tractor	<input type="checkbox"/> Lavatory Truck	<input type="checkbox"/> 22' Shuttle
Use PFCs for matching funds (Y/N)? <input type="checkbox"/>	<input type="checkbox"/> Catering Truck	<input type="checkbox"/> Pushback Tractor	<input type="checkbox"/> 30-35' Bus
	<input type="checkbox"/> Deicer Truck	<input type="checkbox"/> Sweeper	<input type="checkbox"/> 40' Bus
	<input type="checkbox"/> Fork Lift	<input type="checkbox"/> Sport Utility Vehicle (SUV)	<input type="checkbox"/> Other _____

If proposed VALE program includes the replacement of old vehicles, provide old vehicle info below:						Summary	
Make/Model/Vehicle ID	Model Year	Hp	Avg. miles/year or hours/year	Method of Disposal of old vehicle	RUL ⁵ (yr)		
1						Total Number of Proposed Vehicles: 0	
2							
3							
4							
5							
6							
7						Total Request for AIP Funding Share: \$0.00	
8						Total PFC Matching Funds Requested: + \$0.00	
9						Total Other Matching Funds: + \$0.00	
						Total Incremental Cost: = \$0.00	

Repeat this page as needed for each proposed vehicle type.

1/ Multiple vehicles can be listed only if they're IDENTICAL vehicle types (i.e., same model, year etc.) Otherwise, a separate vehicle information sheet (this page) must be prepared.
 2/ Refer to Table 8-1 in the VALE program Technical Report.
 3/ "Vehicle Base Cost" is the purchase price of the same or equivalent new conventional-fuel (gas/diesel) vehicle. This is not eligible for AIP funding, except for emergency and safety vehicles (FAA Order 5100.38B).
 4/ The "Incremental Cost" is the difference in total purchase price between the proposed VALE vehicle and the same, or closely similar, new conventionally fueled (gas/diesel) vehicle (Base Cost).
 5/ RUL = Remaining Useful Life (see Chapter 7 in the Technical Report).



PAGE 3. PFC-funded - INDIVIDUAL VEHICLE INFORMATION
 (Repeat the completion of this sheet for each VALE vehicle type to be acquired using PFC funds)¹

Air Quality Proposal Date: _____

Vehicle Identification	Vehicle Class (check one)	Alternative Fuel Type (check one)	Replacement Conventional Fuel Type (check one)
Anticipated Vehicle(s) Deployment Date: _____ Owner: _____ Model and Model Year: _____ Manufacturer: _____	<input type="checkbox"/> Ground Support Equipment (GSE) nonroad, unlicensed <input type="checkbox"/> Ground Access Vehicle (GAV) licensed for onroad use	<input type="checkbox"/> Electric <input type="checkbox"/> CNG (compressed natural gas) <input type="checkbox"/> LNG (liquefied natural gas) <input type="checkbox"/> LPG (liquefied petroleum gas/propane) <input type="checkbox"/> Hybrid Technology <input type="checkbox"/> Hydrogen (Fuel Cell) <input type="checkbox"/> Ethanol 85 <input type="checkbox"/> Methanol 85 <input type="checkbox"/> Coal-derived liquid fuels <input type="checkbox"/> Biodiesel (100%) <input type="checkbox"/> Retrofit/Rebuild <input type="checkbox"/> Other _____	<input type="checkbox"/> Diesel <input type="checkbox"/> Gasoline <input type="checkbox"/> Other _____

Unit Cost Per Vehicle	Airport Vehicle Type (place number of proposed vehicles in box next to type - choose only one vehicle type per worksheet)		
Avg. Useful Life (years): ² _____ Vehicle Base Cost (\$): ³ _____ Incremental Cost (\$): ⁴ _____ Incremental Funding/Vehicle: \$0.00	<input type="checkbox"/> Air Conditioning Unit <input type="checkbox"/> Baggage Tug <input type="checkbox"/> Belt Loader <input type="checkbox"/> Cargo Loader <input type="checkbox"/> Cargo Tractor <input type="checkbox"/> Catering Truck <input type="checkbox"/> Deicer Truck <input type="checkbox"/> Fork Lift	<input type="checkbox"/> Fuel Truck <input type="checkbox"/> Generator <input type="checkbox"/> Ground Power Unit <input type="checkbox"/> Fire Truck <input type="checkbox"/> Lavatory Truck <input type="checkbox"/> Pushback Tractor <input type="checkbox"/> Sweeper <input type="checkbox"/> Sport Utility Vehicle (SUV)	<input type="checkbox"/> Passenger Car <input type="checkbox"/> Passenger Van <input type="checkbox"/> Service Van <input type="checkbox"/> Pickup Truck <input type="checkbox"/> 22' Shuttle <input type="checkbox"/> 30-35' Bus <input type="checkbox"/> 40' Bus <input type="checkbox"/> Other _____

If proposed VALE program includes the replacement of old vehicles, provide old vehicle info below:						Summary	
Make/Model/Vehicle ID	Model Year	Hp	Avg. miles/year or hours/year	Method of Disposal of old vehicle	RUL ⁵ (yr)		
1						Total Number of Proposed Vehicles: 0	
2							
3							
4							
5							
6							
7							
8							
9						Total Requested PFC Funding for Incremental Cost: \$0.00	

Repeat this page as needed for each proposed vehicle type.

1/ Multiple vehicles can be listed only if they're IDENTICAL vehicle types (i.e., same model, year etc.) Otherwise, a separate vehicle information sheet (this page) must be
 2/ Refer to Table 9-1 in the VALE program Technical Report.
 3/ "Vehicle Base Cost" is the purchase price of the same or equivalent new conventional-fuel (gas/diesel) vehicle. This is not eligible for AIP funding, except for emergency and safety vehicles (FAA Order
 4/ The "Incremental Cost" is the difference in total purchase price between the proposed VALE vehicle and the same, or closely similar, new conventionally fueled (gas/diesel) vehicle (Base
 5/ RUL = Remaining Useful Life (see Chapter 8 in the Technical Report).



PAGE 4. VALE INFRASTRUCTURE

Air Quality Proposal Date:

Infrastructure Funding Options Box: ¹							AIPFC	
Low Emissions Infrastructure Technology or Equipment Units								
	Description (including fuel type, size)	Start-up Date	Estimated Operating Life (years)	No. of Units	Total Cost ²	AIP Eligible Cost Share	PFC Funds Required	Other Matching Funds Required
1						\$0.00	\$0.00	NA
2						\$0.00	\$0.00	NA
3						\$0.00	\$0.00	NA
4						\$0.00	\$0.00	NA
5						\$0.00	\$0.00	NA
6						\$0.00	\$0.00	NA
7						\$0.00	\$0.00	NA
8						\$0.00	\$0.00	NA
9						\$0.00	\$0.00	NA
10						\$0.00	\$0.00	NA
11						\$0.00	\$0.00	NA
12						\$0.00	\$0.00	NA
Totals:					\$0.00	\$0.00	\$0.00	\$0.00

^{1/} Chose one of the following for funding low emissions infrastructure:

AIPFC = To designate the use of AIP funds for low emissions infrastructure with matching funds from PFCs.

AIPOTH = To designate the use of AIP funds for low emissions infrastructure with matching funds from another funding source.

PFC = To designate the use of PFC funds for low emissions infrastructure.

^{2/} Include all eligible costs such as design, equipment, and installation.



PAGE 5.
PROJECT FUNDING SUMMARY SHEET
 Air Quality Proposal Date:

VALE Capital Purchases	AIP Requested Funds	PFC Requested Funds	AIP Matching Funds	Other Local Funds*	Total Project Funds
Vehicles	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Infrastructure	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Eligible Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

* Supplemental voluntary contributions.



PAGE 6.
PROJECT COST EFFECTIVENESS SUMMARY SHEET

Air Quality Proposal Date:

Pollutant	Projected Emission Reductions over Project Lifetime (tons)	Cost Effectiveness over Project Lifetime (\$/ton)
NO _x		
HC		
Ozone (NO _x + HC)		
CO		
PM _{2.5}		
PM ₁₀		
SO ₂		

APPENDIX E

PROJECT TRACKING WORKSHEETS

The FAA prefers the electronic use of the program tracking worksheets.
Electronic versions of these worksheets can be downloaded at:
http://www.faa.gov/airports_airtraffic/airports/environmental/vale.



FAA Voluntary Airport Low Emission PAGE 1. TRACKING FORMS - GENERAL

Airport Name: _____ 3-Letter Airport ID: _____
Contact Person: _____ Calendar Year: _____
Mailing Address: _____ Phone: _____
Email Address: _____ Fax: _____

DESCRIPTION OF TRACKING WORKSHEETS

The FAA provides these VALE project tracking worksheets to help sponsors monitor the emissions performance and cost effectiveness of VALE projects. Following a calendar year of operations, the sponsor should complete these forms and keep them on file for purposes of updating reports to the State air quality agency for AERCs, facilitating FAA review, and providing information to the public upon request.

PAGE 1 - General Information

This sheet should be updated as needed to reflect changes in contact information.

PAGE 2 - Vehicle Tracking

Annual operational data and maintenance costs should be kept for each VALE-funded vehicle. Copies of PAGE 2 should be made as necessary. The annual emissions should be calculated for each VALE-funded vehicle and recorded in the lower right corner. This information, as well as supporting EDMS documentation, will need to be communicated to the State air quality agency for AERC issuance and use.

PAGE 3 - Infrastructure Tracking

Annual operating data and maintenance costs should be kept for VALE-funded infrastructure.

PAGE 4 - Emissions Tracking Worksheet

Total project emissions (vehicles + infrastructure use) should be calculated on an annual basis. Total emissions should be entered into the "project" columns. The baseline emissions should be identical or consistent with what was calculated in the initial project application. Emission reductions (ERs) for each project year are automatically calculated as the difference between "baseline" and "project." A running cumulative emissions reduction will automatically appear at the top of the page.

The total number of years for the project is equal to the useful life for individual VALE vehicles and equipment or to a longer period up to the typical 20-year life of AERCs.

PAGE 5 - Cost Effectiveness

For each respective "Calendar Year," sponsors must record the operational & maintenance (O&M) costs for VALE-funded vehicles and infrastructure. These costs should be summed and divided by the total annual emission reductions per pollutant in the appropriate cells to the right of the cost information. This provides annual cost effectiveness for each project year.

At the bottom of page 5, the sponsor should enter in the total sum of AIP requested, PFC requested, AIP matching, and other local funds from the original project application. The worksheet will automatically calculate the overall project cost effectiveness.



PAGE 2. INDIVIDUAL VEHICLE INFORMATION

(Repeat the completion of this sheet for each VALE vehicle)

Calendar Year: _____

Vehicle Identification	
Vehicle Airport Deployment Date: _____	
Make, Model, & Model Year: _____	
Vehicle Owner: _____	Hp: _____
VIN or Serial Number: _____	

Vehicle Class Information
<input type="checkbox"/> Ground Support Equipment (GSE) nonroad, unlicensed <OR>
<input type="checkbox"/> Ground Access Vehicle (GAV) licensed for onroad use
<input type="checkbox"/> Vehicle leased to a Tenant (Y/N)? If yes, to whom? _____

Alternative Fuel Type (check one)
<input type="checkbox"/> Electric
<input type="checkbox"/> CNG (compressed natural gas)
<input type="checkbox"/> LNG (liquefied natural gas)
<input type="checkbox"/> LPG (liquefied petroleum gas/propane)
<input type="checkbox"/> Hybrid Technology
<input type="checkbox"/> Hydrogen (Fuel Cell)
<input type="checkbox"/> Ethanol 85
<input type="checkbox"/> Methanol 85
<input type="checkbox"/> Coal-derived liquid fuels
<input type="checkbox"/> Biodiesel (85-100%)
<input type="checkbox"/> Retrofit/Rebuild
<input type="checkbox"/> Other _____

Program ID Information
Unique Airport Vehicle ID: _____
License Plate (if applicable): _____
<input type="checkbox"/> Does vehicle have required VALE Program label affixed (Y/N)?

Annual Vehicle Usage	
Avg. Useful Life (years) ¹ : _____	
Original Vehicle Purchase Price: _____	
For this calendar year, complete all that apply:	
Miles traveled: _____	
Hours operated: _____	
Annual Fuel Use: _____	
Fuel use units: _____	

Airport Vehicle Type (choose only one vehicle type per worksheet)		
<input type="checkbox"/> Air Conditioning Unit	<input type="checkbox"/> Fuel Truck	<input type="checkbox"/> Passenger Car
<input type="checkbox"/> Baggage Tug	<input type="checkbox"/> Generator	<input type="checkbox"/> Passenger Van
<input type="checkbox"/> Belt Loader	<input type="checkbox"/> Ground Power Unit	<input type="checkbox"/> Service Van
<input type="checkbox"/> Cargo Loader	<input type="checkbox"/> Fire Truck	<input type="checkbox"/> Pickup Truck
<input type="checkbox"/> Cargo Tractor	<input type="checkbox"/> Lavatory Truck	<input type="checkbox"/> 22' Shuttle
<input type="checkbox"/> Catering Truck	<input type="checkbox"/> Pushback Tractor	<input type="checkbox"/> 30-35' Bus
<input type="checkbox"/> Deicer Truck	<input type="checkbox"/> Sweeper	<input type="checkbox"/> 40' Bus
<input type="checkbox"/> Fork Lift	<input type="checkbox"/> Sport Utility Vehicle (SUV)	<input type="checkbox"/> Other _____

Maintenance Records		
Description of Maintenance	Service Date	Maintenance Cost (\$)
1		
2		
3		
4		
5		
6		
7		
8		
		\$ _____

Repeat this page as needed for each VALE vehicle type.
 1/ Refer to Tables 7-1 and 8-1 in the VALE program Technical Report.

Annual Emissions Summary	
Calculate annual emission based on the operating parameters of the vehicle(s) listed on this worksheet.	
Pollutant	Annual Emissions (tons per year)
NOx	
VOC	
CO	
PM10	
PM2.5	
SOx	



PAGE 3. VALE INFRASTRUCTURE TRACKING SHEET

Calendar Year

Low Emissions Infrastructure Technology or Equipment Units

	Description of Low Emission Infrastructure	Start-up Date	Estimated Operating Life (years)	No. of Units	Original Purchase Price	Does equipment have required VALE label affixed ? (Y/N)	Fuel Throughput (if applicable)	Maintenance Description	Maintenance Cost (\$)
1									
2									
3									
4									
5									
6									
7									
8									
9									
#									
#									
#									
	Totals:				\$0.00		0.00		\$0.00

Repeat this page as needed.



PAGE 4. VALE EMISSION REDUCTIONS (ER) TRACKING

Project Cumulative Emission Reductions Summary					
NOx	VOC	CO	PM10	PM2.5	SOx
0.0	0.0	0.0	0.0	0.0	0.0

All values are in tons per year

	Project Year #1			Project Year #2			Project Year #3			Project Year #4			Project Year #5		
	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER
NOx			0.0			0.0			0.0			0.0			0.0
VOC			0.0			0.0			0.0			0.0			0.0
CO			0.0			0.0			0.0			0.0			0.0
PM10			0.0			0.0			0.0			0.0			0.0
PM2.5			0.0			0.0			0.0			0.0			0.0
SOx			0.0			0.0			0.0			0.0			0.0

	Project Year #6			Project Year #7			Project Year #8			Project Year #9			Project Year #10		
	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER
NOx			0.0			0.0			0.0			0.0			0.0
VOC			0.0			0.0			0.0			0.0			0.0
CO			0.0			0.0			0.0			0.0			0.0
PM10			0.0			0.0			0.0			0.0			0.0
PM2.5			0.0			0.0			0.0			0.0			0.0
SOx			0.0			0.0			0.0			0.0			0.0

	Project Year #11			Project Year #12			Project Year #13			Project Year #14			Project Year #15		
	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER
NOx			0.0			0.0			0.0			0.0			0.0
VOC			0.0			0.0			0.0			0.0			0.0
CO			0.0			0.0			0.0			0.0			0.0
PM10			0.0			0.0			0.0			0.0			0.0
PM2.5			0.0			0.0			0.0			0.0			0.0
SOx			0.0			0.0			0.0			0.0			0.0

	Project Year #16			Project Year #17			Project Year #18			Project Year #19			Project Year #20		
	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER	Baseline	Project	ER
NOx			0.0			0.0			0.0			0.0			0.0
VOC			0.0			0.0			0.0			0.0			0.0
CO			0.0			0.0			0.0			0.0			0.0
PM10			0.0			0.0			0.0			0.0			0.0
PM2.5			0.0			0.0			0.0			0.0			0.0
SOx			0.0			0.0			0.0			0.0			0.0



PAGE 5. PROJECT COST EFFECTIVENESS TRACKING

Calendar Year	Annual Vehicle O&M Costs (\$)	Annual Infrastructure O&M Costs (\$)	Annual Project Cost Effectiveness (\$/ton of emissions saved)					
			NOx	VOC	CO	PM10	PM2.5	SOx
Project Year #1								
Project Year #2								
Project Year #3								
Project Year #4								
Project Year #5								
Project Year #6								
Project Year #7								
Project Year #8								
Project Year #9								
Project Year #10								
Project Year #11								
Project Year #12								
Project Year #13								
Project Year #14								
Project Year #15								
Project Year #16								
Project Year #17								
Project Year #18								
Project Year #19								
Project Year #20								
Totals:	\$ -	\$ -						

Initial Total Project Funds:

Cumulative Project Cost Effectiveness (\$/ton of emissions saved)					
NOx	VOC	CO	PM10	PM2.5	SOx
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

^{1/} Enter in the total sum of AIP requested, PFC requested, AIP matching, and other local funds from the original project application.

APPENDIX F

FAA VALE APPLICATION CHECKLIST

FAA staff in the Regions or Airport District Offices (ADO) will use the following checklist to evaluate and review VALE applications for completeness. This checklist should be used prior to the FAA receiving the AERC Letter of Assurance from the State air quality agency.

The goal is to have each element of the checklist answered in the affirmative. A complete checklist with all positive responses does not guarantee funding approval for the VALE application.

VALE Program Checklist for FAA Airports Environmental Specialists

Airport Name:		3-Letter Airport ID:	
Contact Person:		VALE Proposal Date:	
Mailing Address:		Phone:	
Email Address:		Fax:	

All checklist answers should be “Yes”

Determine Airport Eligibility	Circle One
1. Is the airport a commercial service airport in the National Plan of Integrated Airport Systems (NPIAS)?	Yes No
2. Is the airport located in an EPA-designated nonattainment or maintenance area for any criteria pollutant? (see airports list on VALE website)	Yes No
3. Is the State air quality agency willing to issue airport emission reduction credits (AERCs) to the airport for a qualified project in accordance with FAA and EPA national program guidance?	Yes No

Coordinate with Airport Sponsor on Project Planning	Circle One
1. Is the sponsor informed about low-emission technology options? Sources of information include other airports with VALE projects or experience, local chapters of the DOE Clean Cities Program, and vehicle and engine manufacturers.	Yes No
2. Does the proposed project focus on the “Level 1” criteria pollutant(s) causing nonattainment or maintenance status?	Yes No
3. Is the FAA participating in early meetings between the sponsor, the State air quality agency, and the regional EPA to discuss project ideas and the use of national AERC guidance?	Yes No
4. Is the sponsor aware of program application procedures for AIP and PFC funding? For instance, a PFC proposal is only an “information copy” pending receipt of the State’s AERC “Letter of Assurance” to the FAA.	Yes No

Review the Sponsor's Project Application	Circle One
1. Did the sponsor simultaneously submit 2 copies of the application each to the FAA, State air quality agency, and the EPA?	Yes No
2. Is the project application complete, with the following elements detailed in the VALE Technical Report (TR)? <input type="checkbox"/> Main narrative (Sections 1-9) <input type="checkbox"/> Appendix 1: project application worksheets <input type="checkbox"/> Appendix 2: EDMS emission reduction outputs <input type="checkbox"/> Appendix 3: Prepared AERC "Letter of Assurance" for State air quality agency to sign (see Appendix G) <input type="checkbox"/> Appendix 4: (If applicable) Signed enforceable agreements for leased (AIP or PFC) or tenant-owned vehicles and equipment (PFC only)	Yes No
3. Is the latest version of EDMS used in this application to estimate emission reductions?	Yes No
4. Does the sponsor agree to the "special conditions" of the program? (see Chapter 8)	Yes No

Verify General Project Requirements	Circle One
1. Does the proposed use of low-emission technology seem to be reasonable technically?	Yes No
2. Are proposed infrastructure improvements located within the airport boundary?	Yes No
3. Are proposed vehicles airport-dedicated?	Yes No
4. Are requests for vehicle funding limited to the eligible portion of vehicle <u>incremental</u> costs?	Yes No
5. Do estimated levels of vehicle usage seem reasonable?	Yes No
6. Are new (basically zero mile) project vehicles EPA-certified to program low-emission standards or, if retrofits, EPA-verified?	Yes No
7. Is the project cost effective for "Level 1" pollutants? (see Chapter 9)	Yes No
8. Has the FAA received an acceptable AERC "Letter of Assurance" from the State air quality agency prior to project approval?	Yes No
9. Has the project been assessed under NEPA and General Conformity? (see Section 1.5).	Yes No
10. Has the sponsor included an acceptable signed enforceable agreement for any VALE-purchased vehicles and equipment that are leased?	Yes No

Verify Additional AIP Requirements	Circle One
1. Do all project vehicles and systems operate using eligible alternative fuels? (see TR)	Yes No
2. Are all project vehicles and equipment airport-owned?	Yes No

Verify Additional PFC Requirements	Circle One
1. Has the sponsor included acceptable signed enforceable agreements covering tenant-owned project vehicles and equipment?	Yes No

Monitor Project Implementation	Circle One
1. Confirm that AIP grant agreements and/or PFC approvals contain the following “special conditions” for the VALE program (per Appendix C): <ul style="list-style-type: none"> <input type="checkbox"/> All vehicles and equipment remain at the airport for their useful life. <input type="checkbox"/> All vehicles and equipment are clearly labeled with the VALE logo (sponsor produces labels). <input type="checkbox"/> An annual record-keeping system is established to track all project vehicles and equipment (see Appendix E, tracking worksheets). <input type="checkbox"/> All vehicles and equipment are replaced during their useful life with equivalent low-emission systems. 	Yes No
2. Is the sponsor meeting their schedule of vehicle/equipment acquisition and deployment?	Yes No
3. Has the FAA received a copy of the sponsor’s updated emission reduction estimates when they are submitted to the State air quality agency for issuance of AERCs?	Yes No
4. Has the FAA received a copy of the “Airport Credit Statement” issued by the State air quality agency to the sponsor?	Yes No
5. Has the sponsor identified airport development projects for which it will apply its documented AERCs?	Yes No
6. Has the FAA received a copy of the sponsor’s updated project emission reduction estimates at the time of AERC use?	Yes No

APPENDIX G

STATE AIR QUALITY AGENCY AERC

LETTER OF ASSURANCE TO THE FAA

The following example Letter of Assurance is required by the FAA

Name
Manager, Airports Division
Regional Airports Division and Airport District Office, Federal Aviation Administration
Local Address

To [Manager Name]:

The _____ (Name of State Air Quality Agency hereafter “Agency”) has reviewed the application for airport emission reduction credits (AERCs) received from the _____ (Name of Airport Sponsor hereafter “Sponsor”) on _____ (date by month, day, year). The [Agency] has determined that the proposed low-emission project described in the [Sponsor’s] application meets the requirements of the Clean Air Act and is consistent with *Vision 100* (P.L. 108-176) as implemented by the Federal Aviation Administration (FAA) Voluntary Airport Low Emission (VALE) “*Technical Report*” and associated U.S. Environmental Protection Agency (EPA) “*Guidance on Airport Emission Reduction Credits for Early Measures through Voluntary Airport Low Emission Programs.*”

The preliminary review of the [Sponsor’s] VALE project application indicates that the emission reduction estimates are reasonable and accurate. Based on this review, the [Agency] accepts [Sponsor’s] application and will make a timely future determination of AERCs based solely on VALE and AERC program guidance in relation to general conformity and new source review (NSR) regulations. Approved AERCs for general conformity will be granted by the [Agency] on a one-to-one basis (project emission reductions to AERCs by pollutant), while AERCs for NSR will be granted, if eligible, on a similar basis or according to [Agency] NSR regulations and procedures.

The [Agency] will grant AERCs to the [Sponsor] following FAA project funding and its receipt of updated [Sponsor] emission reduction estimates. The AERCs for this project may only be used at [Airport Name]. The [Sponsor] is responsible for project tracking and record-keeping and for making this information available to the [Agency] and public as requested.

Sincerely,

Director of the State Air Quality Agency

cc: VALE Program, Office of Airports, Planning and Environmental Division, APP-400, 800 Independence Ave., SW, Washington, DC 20591

EPA Region

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