



# Airport Zero Emission Vehicle (ZEV) and Infrastructure Pilot Program

## SUPPORTING AIRPORTS' EFFORTS TO IMPROVE LOCAL AIR QUALITY

**In 2012, Congress created a program allowing FAA to issue Airport Improvement Program (AIP) grants for airport-owned zero emission vehicles. The FAA's Airport Zero Emission Vehicle (ZEV) and Infrastructure Pilot Program allows airports that are eligible for AIP grants to purchase zero-emissions airport vehicles and the infrastructure required to operate them.**

The Airport ZEV Program is available to any public-use airport eligible to receive AIP grants in the National Plan of Integrated Airport Systems (NPIAS). Airports in Environmental Protection Agency (EPA)-designated nonattainment areas are given first priority for consideration. Airports in EPA-designated maintenance areas and in attainment will only be considered after all proposals from nonattainment areas are considered for funding. The FAA also prioritizes the most cost effective projects that provide the greatest air quality benefits.



The Airport ZEV Program provides grant funds for up to 50% of the cost of zero emissions vehicles and associated infrastructure. Fees associated with preparing an Airport ZEV program application, and project engineering and design costs, are reimbursable if a grant is awarded.

While the Airport ZEV Program is closely aligned with the FAA's Voluntary Airport Low Emissions Program (VALE), ZEV projects do not generate Airport Emission Reduction Credits (AERCs) that are recognized by the EPA and State Air Quality Agencies.

In addition to standard FAA AIP grant assurances and Buy American requirements, airport sponsors agree to the following special conditions when receiving a ZEV project:

1. All ZEV-funded equipment must remain at the airport for its useful life (and be used exclusively on-airport for airport purposes);
2. The airport sponsor must track and maintain records of ZEV-funded equipment use; and
3. The airport sponsor must maintain ZEV-funded equipment in use during the equipment's useful life. This includes replacing damaged or inoperable equipment.

### ELIGIBLE PROJECT TYPES

#### ■ Zero Emission Airport Vehicles

Airport-owned on-road zero emission vehicles. These vehicles must not produce exhaust emissions of any criteria pollutant. These are often vehicles with all-electric or hydrogen-powered drive trains. When hydrogen fuel cells become commercially available, they may also be eligible for ZEV funding.

Vehicles that transport airport passenger and employees are the most common vehicle type. Certain light and heavy duty trucks may also be eligible for funding, provided Buy American and other requirements are met.

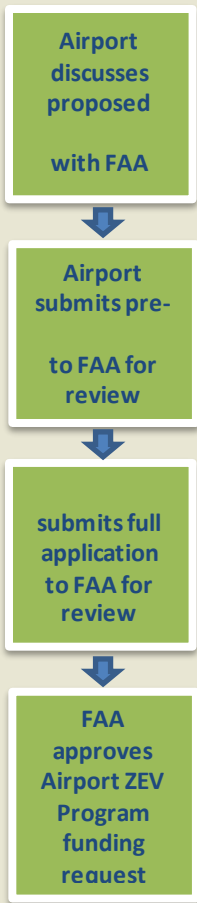
#### ■ ZEV Infrastructure

Construction or modification of infrastructure to facilitate fuel delivery to funded ZEVs. This includes refueling stations, rechargers, on-site fuel storage tanks, and other equipment needed for station operation. Airports must limit the capacity of refueling and recharging stations to the number of project vehicles and their fueling requirements.

#### ■ Additional Information

More information on eligible projects is available at [https://www.faa.gov/airports/environmental/zero\\_emissions\\_vehicles/](https://www.faa.gov/airports/environmental/zero_emissions_vehicles/).

# Overview of the ZEV Application Process



An airport sponsor must prepare an Airport ZEV application in accordance with FAA's ZEV Program guidance, available at [www.faa.gov/airports/environmental/zero\\_emissions\\_vehicles](http://www.faa.gov/airports/environmental/zero_emissions_vehicles).

The FAA must approve all ZEV Program applications before the airport sponsor receives an AIP grant for a project.

The following outlines key steps in the process to implement an Airport ZEV Program project:

## STEP 1— Early Coordination with FAA

Airport sponsors should discuss their proposed project with the FAA Office of Airports Regional Office (RO) or Airports District Office (ADO) prior to submitting a pre application or full application. Early coordination allows the airport sponsor and FAA to determine the scope of the project, discuss the review process, and review project eligibility prior to the airport sponsor's commitment of financial resources for application preparation.

Airports are encouraged to include proposed ZEV projects in their Capital Improvement Program (CIP) submittals to FAA.

## STEP 2— Pre-Application

Airport sponsors submit a 2-3 page pre-application that describes the project proposal, emissions reduction benefits, and the funding request to FAA. After review, FAA will tell the airport sponsor if they should prepare a full application.

## STEP 3— Full ZEV Application

The airport must submit a complete ZEV application to the FAA RO or ADO. The FAA must concur with the scope of the project and the emissions reductions estimates and methodology.

## STEP 4— Project Approval

FAA approval follows receipt of a complete application including bids, FAA concurrence with the project scope, and sponsor concurrence with grant assurances and program requirements.

## APPLICATION TIMELINES

- Pre-Applications: **Now due November of the Fiscal Year of funding.**
- FAA Decision on Pre-Applications: Between late-March and early-May.
- Full Applications: Typically due between early-May and late-June.
- Grant issued: Before the end of the Federal Fiscal Year.

Contact your local Airports District Office (ADO) or Regional Office (RO) for specific deadlines during the Fiscal Year you plan to apply for an Airport ZEV grant.



*For more information please contact:*

### Airport ZEV Program Manager

Federal Aviation Administration  
Office of Airports  
Airport Planning and Environmental  
Division (APP-400)

800 Independence Avenue, SW  
Washington, D.C. 20591

**Phone:** (202) 267-3263

### Airport ZEV Website:

Includes program guidance and forms, and information on previous projects:

[http://www.faa.gov/airports/environmental/zero\\_emissions\\_vehicles/](http://www.faa.gov/airports/environmental/zero_emissions_vehicles/)