

What Recent Congressional Action Means for Clean Transportation

November 19, 2021



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Today's Speakers

- Genevieve Cullen, President, Electric Drive Transportation Association
- David Cobb, Federal Affairs Director, National Biodiesel Board
- Jeffrey Clarke, General Counsel, NGV America
- Michael Baker, Senior Director Legislative Affairs, National Propane Gas Association
- Frank Wolak, President & CEO, Fuel Cell & Hydrogen Association
- Ken Brown, Executive Director, Transportation Energy Partners



Transportation Energy Partners

- **Provides policy support** to the nation's Clean Cities Coalitions & our 18,000 stakeholders.
- **Keeps coalitions & stakeholders informed** of key policies, programs, & funding opportunities.
- **Educates key decision makers** about the importance of advancing markets for clean vehicles and fuels.





- ✓ **WEBINAR SERIES** featuring the nation's top clean transportation experts: **November–June**
- ✓ **VIRTUAL SUMMIT ROUNDTABLES** with leaders of the Administration, key Congressional committees, federal agencies, and the electric vehicle, natural gas, propane, biofuels, and hydrogen industries: **February 9–11**
- ✓ **CAPITOL HILL WEEK.** 300+ virtual meetings with House and Senate offices. **February 14–18**
- ✓ **IN-PERSON 2022 SUMMIT MEETINGS** in Washington, D.C. with key administration and Congressional leaders: **June 2022**

Today's Focus

- **Infrastructure Investment and Jobs Act – Signed into law on 11/15/21**
- **Build Back Better Act–**
 - Passed by House Today
 - Action shifts to the Senate



\$72.8B Surface Transportation Block Grant Includes EVSE and V-2-G infrastructure	\$13B Congestion Mitigation & Air Quality (CMAQ) Expands medium and heavy-duty vehicle and infrastructure eligibility	MUTCD Standards Update	\$2.5B Grants for charging and fueling infrastructure	\$5B National Electric Vehicle Formula Program	\$250M Reduction of Truck Emissions at Port Facilities	\$355M Energy Storage Demonstration Projects	\$10M Best Practices for Battery Recycling and Labeling Guidelines
Carbon Reduction Program	\$15M Annually Strategic Innovation for Revenue Collection	\$50M National Motor Vehicle Per-Mile User Fee Pilot	\$5M Annually Emerging Technology Research Pilot Program	\$3B Deployment of Technologies to Enhance Grid Flexibility	\$500M State Energy Program	\$6.135B Battery processing and manufacturing	\$200M Electric drive vehicle battery recycling and second-life applications program
Clean Hydrogen Research and Development Program	\$8B Additional Clean Hydrogen Programs	Expanded Eligibility in Department Of Energy Loan Programs	Data Collection on Electric Vehicle Integration with the Electricity Grids	11(d) Consideration to Promote Greater Electrification of the Transportation Sector	Study on Impact of EVs	Study on impact of forced labor in China on the EV supply chain	Electric Vehicle Working Group
		\$2.25B Port Infrastructure Development Program	~\$3.75B over 5 years Grants for buses and bus facilities	\$5B Clean School Bus Program	\$250M Electric or Low Emitting Ferry Pilot Program		

IIJA and BBB ELECTRIFICATION PROVISIONS

\$5B Clean Heavy-Duty Vehicles	\$3.525B Grants to Reduce Air Pollution at Ports	\$28.9B Greenhouse Gas Reduction Fund	\$60M Diesel Emissions Reductions	\$1B Zero Emissions Vehicle Infrastructure Buildout	\$3.6B DOE Loan and Grant Programs	\$3B Advanced Technology Vehicles Manufacturing Program (ATVM)	\$3.5B Grants Related to Domestic Production of PHEV, BEV and FCEVs
\$5B Energy Community Reinvestment Financing Program	\$9.75B Affordable Housing Access Program	\$150M Research, Technical Assistance, and Training	\$7B Community Climate Grants	\$2.9B GSA Clean Fleets	\$2.5B Electric Vehicles for USPS	\$3.4B EV Infrastructure for USPS	\$975M GSA – Emerging Technologies
\$3.125B GSA – Procurement and Technology	\$1B DOE EERE RD&E Projects	Refundable New Qualified Plug-In Electric Drive Motor Vehicle Credit	Alternative Fuel Refueling Property Credit	Previously-Owned Qualified Plug-In Electric Drive Motor Vehicles Credit	2&3 Wheeled Vehicles Credit	Qualified Fuel Cell Vehicles Credit	Extension of the Advanced Energy Project Credit
							Qualified Commercial Electric Vehicles Credit

Infrastructure Investment & Jobs Act

\$9.5 Billion for Clean Hydrogen Programs

Regional Clean Hydrogen Hubs provides \$8 billion to develop at least four large-scale hydrogen production and utilization projects across the country.

Clean Hydrogen Electrolysis Program provides \$1 billion for demonstration, commercialization, and deployment of electrolyzer systems.

Clean Hydrogen Manufacturing and Recycling provides \$500,000,000 to support a clean hydrogen domestic supply chain.

Clean Hydrogen Strategy and Roadmap directs the development of the first U.S. national strategy to facilitate a clean hydrogen economy.

Build Back Better Act

Hydrogen and Fuel Cell Tax Credits

- **Clean Hydrogen Production Credit**
- **Fuel Cell and Energy Storage Investment Tax Credit**
- **Carbon Oxide Sequestration Credit**
- **Advanced Manufacturing Investment Credit**
- **Qualified Fuel Cell Motor Vehicles Credit**
- **Qualified Commercial Electric Vehicles Credit**
- **Alternative Fuel Refueling Property Credit**
- **Advanced Energy Project Credit**

NGVAMERICA

Natural Gas Vehicles for America

Natural Gas Vehicle Priorities in BIF/IIJA PL 117-58

- Low/No Bus Funding; CNG/LNG eligibility; 25% set-aside for Low Emission buses
- NG Inclusion in Alternative Fuel Corridors Grant Program
- Clean School Bus Program
- Natural gas infrastructure safety and modernization funding
- Hydrogen funding
- Other Programs: CMAQ, transit buses, port facilities

NGV Priorities in BBB/Budget Reconciliation

- \$0.50/gallon Alternative Fuels Tax Credit: proposed 5- year extension
- Requesting inclusion of \$1.00/gallon RNG credit
- Parity for NGVs and hybrids in commercial vehicle credits



NPGA'S TOP INFRASTRUCTURE PRIORITIES

- **H.R. 3684 – Infrastructure Investment and Jobs Act**
 - \$2.5 Billion – Grants for Charging and Fueling Infrastructure
 - \$1.6 Billion – Grants Low Emission Bus and Bus Facilities
 - \$2.5 Billion – Grants for Clean School Buses
 - Pilot Apprenticeship Program for Interstate CDLs (DRIVE-Safe Act)
- **H.R. 5376 – Build Back Better Act (as of 11/19)**
 - Five-year extension of the Alternative Fuel Tax Credit
 - Clean Fuel Production Credit & Advanced Energy Project Credit

BUILD BACK BETTER ACT

Tax Incentives

- \$1 per gallon biodiesel blenders' tax credit extended four years through 2026.
- Clean Fuel Production Tax Credit beginning 2027.
 - Based on GHG intensity of fuel.

Biofuels Infrastructure Funding

- Extends USDA HBIP Program through 2031
- \$1 billion available over 10 years.
- No biodiesel/ethanol project funding ratio specified.
- Up to 75% federal share for all projects.

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For More Information

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