

106TH CONGRESS
1ST SESSION

H. R. 1035

To direct the Secretary of Transportation to carry out a pilot program to promote the use of inherently low-emission vehicles at airports and to promote the construction of infrastructure facilities to accommodate such vehicles.

IN THE HOUSE OF REPRESENTATIVES

MARCH 9, 1999

Mr. BOEHLERT (for himself, Mr. BORSKI, Mr. BAKER, Mr. DEFazio, Mr. HORN, Mr. NADLER, Mr. BASS, Mrs. TAUSCHER, Mrs. KELLY, Mr. LATOURETTE, Mr. QUINN, Mr. GILCHREST, Mrs. MORELLA, and Mr. GILMAN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To direct the Secretary of Transportation to carry out a pilot program to promote the use of inherently low-emission vehicles at airports and to promote the construction of infrastructure facilities to accommodate such vehicles.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Airport Air Quality
5 Improvement Act”.

1 **SEC. 2. INHERENTLY LOW-EMISSION AIRPORT VEHICLE**
2 **PILOT PROGRAM.**

3 (a) IN GENERAL.—The Secretary of Transportation
4 shall carry out a pilot program under which the Secretary
5 shall make grants to the sponsors of not more than 10
6 public-use airports eligible for assistance under subchapter
7 I of chapter 471 of title 49, United States Code.

8 (b) LOCATION IN AIR QUALITY NONATTAINMENT
9 AREAS.—A public-use airport shall be eligible for assist-
10 ance under subsection (a) only if the airport is located in
11 an air quality nonattainment area (as defined in section
12 171(2) of the Clean Air Act (42 U.S.C. 7501(d)).

13 (c) SELECTION CRITERIA.—In selecting from among
14 applicants for grants under subsection (a), the Secretary
15 shall give priority consideration to applicants that achieve
16 the greatest air quality benefits measured by the amount
17 of emission reduced per dollar of grant funds.

18 (d) USE OF FUNDS.—Funds received under this sec-
19 tion may be used only for—

20 (1) the acquisition of materials and the con-
21 struction of infrastructure facilities necessary for the
22 use of inherently low-emission vehicles located or pri-
23 marily used at public-use airports;

24 (2) the payment of that portion of the cost of
25 acquiring such vehicles that exceeds the cost of ac-

1 quiring vehicles that are not inherently low-emission
2 vehicles for the same purposes; or

3 (3) the acquisition of technological equipment
4 necessary for the use of such inherently low-emission
5 vehicles.

6 (e) NON-FEDERAL SHARE.—The non-Federal share
7 of a project carried out using funds made available under
8 subsection (a) shall be 50 percent of such cost.

9 (f) MAXIMUM AMOUNT.—A sponsor of a public-use
10 airport may not receive more than a total of \$2,000,000
11 in grants under subsection (a) in a fiscal year.

12 (g) REPORT TO CONGRESS.—Not later than 18
13 months after making the grants under subsection (a), the
14 Secretary shall transmit to the Committee on Transpor-
15 tation and Infrastructure of the House of Representatives
16 and the Committee on Commerce, Science, and Transpor-
17 tation of the Senate a report containing an evaluation of
18 the effectiveness of the pilot program.

19 (h) INHERENTLY LOW-EMISSION VEHICLE DE-
20 FINED.—In this Act, the term “inherently low-emission
21 vehicle” means a vehicle that is certified as such pursuant
22 to title 40, Code of Federal Regulations, and is labeled
23 in accordance with section 88.312–93(c) of such title.

1 **SEC. 3. FUNDING.**

2 (a) AUTHORIZATION OF APPROPRIATIONS.—There
3 shall be available out of the Airport and Airway Trust
4 Fund \$20,000,000 for fiscal year 2000 to carry out this
5 Act.

6 (b) CONTRACT AUTHORITY.—A grant approved by
7 the Secretary under subsection (a) is a contractual obliga-
8 tion of the United States to pay the Federal share of the
9 cost of the project.

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