
Summary of Recent Federal Legislation or Policies for the VFS Hydrogen eVTOL Council

Nov. 15, 2021

Infrastructure Investment and Jobs Act HR 3684

Background: The 2,702-page HR 3684 Act provides \$1.2 trillion, including new funding of \$550 billion and funding normally allocated each year for highways and other traditional infrastructure projects. However, the bill opens federal funding to non-traditional infrastructure needs such as hydrogen fuels and vehicle charging.

H2 Highlights:

- Mention of “Hydrogen” (178x), considerably more than topics such as charging stations (118x).
- Clean Hydrogen Strategy and Roadmap – Calls for the development of a sector-by-sector national strategy and roadmap to facilitate a clean hydrogen economy.
- Explicit mention of hydrogen-carrier fuels: methanol and ethanol. R&D set-asides included.
- Includes \$65 billion in funds for grid reliability and resiliency and supply chains for clean energy technology; Key technologies like carbon capture, hydrogen are specifically identified and targeted.
- Bill provides \$9.5 billion for clean hydrogen R&D programs. Re-establishes and expands the scope of DOE’s hydrogen research and development program to advance cross-cutting R&D for purposes of demonstration and commercialization of clean hydrogen production, processing, delivery and end-use application technologies.
- Regional Clean Hydrogen Hubs – This section authorizes \$8 billion for the period of FY22-26. Will support development of at least four regional clean hydrogen hubs to demonstrate the production, processing, delivery, storage, and end-use of clean hydrogen. At least 1 hub will demonstrate hydrogen in transportation.
- Clean Hydrogen Manufacturing and Recycling - authorizes \$500 million for the period of FY22-26. A clean hydrogen manufacturing and recycling program to support a clean hydrogen domestic supply chain.
- Clean Hydrogen Electrolysis Program - the section authorizes \$1 billion for the period of FY22-26A. Demonstration, commercialization and deployment program intended to decrease the cost of clean hydrogen production from electrolyzers.
- Establishes a grant program for Alternative Fuel Corridors. These programs are designed to strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen fueling infrastructure.

Aviation Climate Action Plan

Background: the Biden Administration released its Aviation Climate Action Plan as part of the larger announcement at COP26 of net-zero greenhouse gas emissions from the U.S. aviation sector by 2050.

H2 Highlights:

- Encourages electrification and possibly hydrogen as solutions for short-haul aviation.
- Encourages production of Sustainable Aviation Fuels (SAF) by the energy sector.
- Considers approaches to decarbonization are under consideration to replace petroleum-based fuels including electrification, hydrogen fuel, and sustainable liquid fuels (e.g. methanol).
- International initiatives such as the airplane CO2 standard and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

Advanced Air Mobility (AAM) Coordination and Leadership Act HR 1339

Background: The purpose shall be to plan and coordinate efforts related to the safety, operations, infrastructure, physical security, cybersecurity, and Federal investment necessary for maturation of the AAM ecosystem in the United States. It is critical that Government agencies collaborate in order to.

H2 Highlights:

- Purpose is to heighten collaboration among stakeholders, to enhance United States leadership, develop new transportation options, amplify economic activity and jobs, advance environmental sustainability and new technologies, and support emergency preparedness and competitiveness.
- Singles out manufacturers of aircraft, avionics, propulsion systems, and air traffic management systems, intended operators of AAM aircraft, commercial air carriers, commercial operators, and general aviation operators, including helicopter operators.
- Within one year, will review steps that will mature AAM aircraft operations, concepts, and regulatory frameworks beyond initial operations, including infrastructure.
- CBO estimates that implementing H.R. 1339 would cost \$1 million over the 2022–2026 period; such spending would be subject to the availability of appropriated funds.

Note of Appreciation: This information was compiled with the assistance of the legislative experts of Elevate Government Affairs.