

## **Section 1. – Short Title**

**The Act may be cited as the “Fueling America Act of 2009”**

## **Title I – Increase Production of Natural Gas and Liquefied Petroleum Gas Vehicles**

### Section 101. –Definitions.

- Defines the Administrator to mean the Administrator of the EPA.
- Defines Natural Gas to mean compressed or liquefied natural gas, biomethane, and mixtures of hydrogen with compressed or liquefied natural gas, methane, or biomethane.
- Defines the Secretary to mean the Secretary of Energy.

### Section 102. – Natural Gas and Liquefied Petroleum Gas Vehicle Research, Development and Demonstration Projects

Requires the Secretary, in coordination with the Administrator, to establish a Natural Gas and Liquefied Petroleum Gas Vehicle RD&D program authorized at \$30 million for each of fiscal years 2010 through 2014.

Requires the Secretary, in coordination with the Administrator, to streamline the certification of natural gas and liquefied petroleum gas aftermarket conversion systems that comply with Federal requirements and emission standards.

### Section 103. – Study of Increasing Natural Gas and Liquefied Petroleum Gas Vehicles in Federal Fleets

Requires the Administrator of GSA, in consultation with the Administrator, to conduct a study on whether or not the Federal fleet should increase the number of light-duty, medium-duty and heavy-duty natural gas and liquefied petroleum gas vehicles. Requires that a report be submitted to appropriate committees of Congress within 180 days after the date of enactment.

### Section 104. – Clean School Bus Program

Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETELU) to increase the amount the EPA can pay for a diesel powered school bus from 25% to 50% and for a compressed natural gas, liquefied natural gas, or liquefied petroleum gas school bus from 50% to 65%.

Reauthorizes the Clean School Bus Program at \$75 million for each of fiscal years 2010 through 2014.

## **Title II – Tax Incentives**

### Section 201. – Credit for Natural Gas and Liquefied Petroleum Gas Refueling Property

Extends the current section 30C tax credit for compressed natural gas, liquefied natural gas, or liquefied petroleum gas refueling property of up to \$50,000 through 2014.

Extends the current \$2,000 tax credit for home refueling property through 2014.

### Section 202. – Credit for Purchase of or Aftermarket Conversion to Vehicles Fueled by Natural Gas or Liquefied Petroleum Gas

Increases the section 30B incremental cost limit for the purchase of eligible natural gas or liquefied petroleum gas vehicles to -

- \$10,000 for vehicles with a GVW rating less than 8,500 pounds
- \$20,000 for vehicles with a GVW rating greater than 8,500 pounds and less than 14,000 pounds
- \$50,000 for vehicles with a GVW rating greater than 14,000 pounds and less than 26,000 pounds
- \$80,000 for vehicles with a GVW rating greater than 26,000 pounds.

Currently under section 30B most dedicated CNG vehicles are eligible for an 80 percent tax credit against these incremental costs.

Expands the current section 30B alternative fueled vehicle tax credit to also include bi-fueled vehicles (those that can run both on natural gas or liquefied petroleum gas and gasoline or diesel fuel) and aftermarket conversions of vehicles to bi-fuel. These bi-fueled vehicles would be eligible for a 50 percent tax credit against the above cited incremental costs.

Expands and extends these provisions through 2014.