

114TH CONGRESS
1ST SESSION

S. 1449

To amend the Energy Independence and Security Act of 2007 to add certain medium-duty and heavy-duty vehicles to the advanced technology vehicles manufacturing incentive program.

IN THE SENATE OF THE UNITED STATES

MAY 21, 2015

Ms. STABENOW (for herself and Mr. PETERS) introduced the following bill; which was read twice and referred to the Committee on Energy and Natural Resources

A BILL

To amend the Energy Independence and Security Act of 2007 to add certain medium-duty and heavy-duty vehicles to the advanced technology vehicles manufacturing incentive program.

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 “Building Better Trucks
5 Act”.

1 **SEC. 2. ADVANCED TECHNOLOGY VEHICLES MANUFAC-**
2 **TURING INCENTIVE PROGRAM.**

3 Section 136 of the Energy Independence and Security
4 Act of 2007 (42 U.S.C. 17013) is amended—

5 (1) in subsection (a)—

6 (A) in paragraph (1)—

7 (i) by redesignating subparagraphs
8 (A) through (C) as clauses (i) through
9 (iii), respectively, and indenting appro-
10 priately;

11 (ii) by striking “(1) ADVANCED TECH-
12 NOLOGY VEHICLE.—” and all that follows
13 through “meets—” and inserting the fol-
14 lowing:

15 “(1) ADVANCED TECHNOLOGY VEHICLE.—The
16 term ‘advanced technology vehicle’ means—

17 “(A) an ultra efficient vehicle;

18 “(B) a light duty vehicle that meets—”;

19 (iii) in subparagraph (B)(iii) (as so
20 redesignated), by striking the period at the
21 end and inserting “; or”; and

22 (iv) by adding at the end the fol-
23 lowing:

24 “(C) a medium-duty or heavy-duty vehicle
25 that—

1 “(i)(I) is subject to regulations estab-
2 lished by the Secretary of Transportation
3 under parts 523, 534, and 535 of title 49,
4 Code of Federal Regulations (or successor
5 regulations); or

6 “(II) is included in a vehicle type or
7 class that offers opportunities to substan-
8 tially reduce consumption of conventional
9 motor fuel, as determined by the Secretary
10 by rule; and

11 “(ii) reduces consumption of conven-
12 tional motor fuel by 10 percent or greater
13 as compared to model year 2010 medium-
14 and heavy-duty vehicles of a similar vehicle
15 type or class, unless the Secretary deter-
16 mines by rule that—

17 “(I) the percentage is not achiev-
18 able for a specific vehicle type or
19 class; and

20 “(II) an alternative percentage
21 for that vehicle type or class will re-
22 sult in substantial reductions in motor
23 fuel consumption within the United
24 States.”; and

1 (B) by striking paragraph (4) and insert-
2 ing the following:

3 “(4) QUALIFYING COMPONENTS.—The term
4 ‘qualifying components’ means components, systems,
5 or groups of subsystems that the Secretary deter-
6 mines—

7 “(A) to be designed to improve fuel econ-
8 omy or otherwise substantially reduce consump-
9 tion of conventional motor fuel; or

10 “(B) to contribute measurably to the over-
11 all improved fuel use of an advanced technology
12 vehicle.”;

13 (2) in subsection (b), in the matter preceding
14 paragraph (1), by inserting “or other vehicle” after
15 “ultra efficient vehicle”;

16 (3) by striking subsection (f) and inserting the
17 following:

18 “(f) FEES.—

19 “(1) IN GENERAL.—The Secretary shall charge
20 a closing fee of 50 basis points of the loan to cover
21 applicable administrative expenses.

22 “(2) USE OF FEES.—Fees collected under para-
23 graph (1) shall—

24 “(A) be deposited by the Secretary into the
25 general fund of the Treasury; and

1 “(B) remain available until expended, sub-
2 ject to such other conditions as are contained in
3 annual appropriations Acts.”; and

4 (4) in subsection (h)(1)(B), by striking “auto-
5 mobiles, or components of automobiles” and insert-
6 ing “automobiles or other vehicles, or components of
7 automobiles or other vehicles”.

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