

114TH CONGRESS
1ST SESSION

S. _____

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

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

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”.