

AMENDMENT TO COMMITTEE PRINT #5
OFFERED BY MR. ENGEL OF NEW YORK

Page 7, after line 11, insert the following:

1 (5) CERTAIN APPLICANTS.—A battery manufac-
2 turer that proposes to supply to an applicant for a
3 grant under this section a battery with a capacity of
4 greater than 1 kilowatt-hour for use in a plug-in
5 electric drive vehicle shall—

6 (A) ensure that the applicant includes in
7 the application a description of the price of the
8 battery per kilowatt hour;

9 (B) on approval by the Secretary of the
10 application, publish, or permit the Secretary to
11 publish, the price described in subparagraph
12 (A); and

13 (C) for any order received by the battery
14 manufacturer for at least 1,000 batteries, offer
15 batteries at that price.

Page 12, after line 6, insert the following new sec-
tions:

1 **SEC. 6. NEAR-TERM ELECTRIC DRIVE TRANSPORTATION**
2 **DEPLOYMENT PROGRAM.**

3 (a) **REVOLVING LOAN PROGRAM.**—

4 (1) **IN GENERAL.**—The Secretary shall establish
5 a revolving loan program to provide loans to eligible
6 entities for the conduct of qualified electric transpor-
7 tation projects.

8 (2) **CRITERIA.**—The Secretary shall establish
9 criteria for the provision of loans under this sub-
10 section.

11 (b) **MARKET ASSESSMENT AND ELECTRICITY USAGE**
12 **PROGRAM.**—

13 (1) **IN GENERAL.**—The Administrator of the
14 Environmental Protection Agency, in consultation
15 with the Secretary and private industry, shall carry
16 out a program—

17 (A) to inventory and analyze existing elec-
18 tric drive transportation technologies and hy-
19 brid technologies and markets; and

20 (B) to identify and implement methods of
21 removing barriers for existing and emerging ap-
22 plications of electric drive transportation tech-
23 nologies and hybrid transportation technologies.

24 (2) **ELECTRICITY USAGE.**—The Secretary, in
25 consultation with the Administrator of the Environ-

1 mental Protection Agency and private industry, shall
2 carry out a program—

3 (A) to develop systems and processes—

4 (i) to enable plug-in electric vehicles
5 to enhance the availability of emergency
6 back-up power for consumers; and

7 (ii) to study and demonstrate the po-
8 tential value to the electric grid of using
9 the energy stored in the on-board storage
10 systems to improve the efficiency of the
11 grid generation system; and

12 (B) to work with utilities and other inter-
13 ested stakeholders to study and demonstrate
14 the implications of the introduction of plug-in
15 electric vehicles and other types of electric
16 transportation on the production of electricity
17 from renewable resources.

18 (3) OFF-PEAK ELECTRICITY USAGE GRANTS.—

19 In carrying out the program under paragraph (2),
20 the Secretary shall provide grants to assist eligible
21 public and private electric utilities to conduct pro-
22 grams or activities to encourage owners of electric
23 drive transportation technologies—

24 (A) to use off-peak electricity; or

1 (B) to have the load managed by the util-
2 ity.

3 (c) DEFINITION OF QUALIFIED ELECTRIC TRANS-
4 PORTATION PROJECT.—In this section, the term “quali-
5 fied electric transportation project” includes a project re-
6 lating to—

- 7 (1) ship-side or shore-side electrification for
8 vessels;
- 9 (2) truck-stop electrification;
- 10 (3) electric truck refrigeration units;
- 11 (4) battery-powered auxiliary power units for
12 trucks;
- 13 (5) electric airport ground support equipment;
- 14 (6) electric material/cargo handling equipment;
- 15 (7) electric or dual-mode electric freight rail;
- 16 (8) any distribution upgrades needed to supply
17 electricity to the qualified electric transportation
18 projects; and
- 19 (9) any ancillary infrastructure, including panel
20 upgrades, battery chargers, in-situ transformer, and
21 trenching.

22 (d) AUTHORIZATION OF APPROPRIATIONS.—There
23 are authorized to carry this section such sums as may be
24 necessary.

1 **SEC. 7. STUDYING THE BENEFITS OF PLUG-IN HYBRID**
2 **ELECTRIC DRIVE VEHICLES AND ELECTRIC**
3 **DRIVE TRANSPORTATION.**

4 (a) **STUDY.**—

5 (1) **CITY CARS.**—Not later than 1 year after the
6 date of enactment of this section, the Secretary of
7 Transportation in consultation with the Secretary of
8 Energy and appropriate Federal agencies and inter-
9 ested stakeholders in the public, private and non-
10 profit sectors, shall study and report to Congress on
11 the benefits of and barriers to the widespread use of
12 a potentially new class of vehicles known as city cars
13 with performance capability that exceeds that of low
14 speed vehicles but is less than that of passenger ve-
15 hicles, and which may be battery electric, fuel cell
16 electric, or plug-in hybrid electric vehicles. Such
17 study shall examine the benefits and issues associ-
18 ated with limiting city cars to a maximum speed of
19 35 mph, 45 mph, 55 mph, or any other maximum
20 speed, and make a recommendation regarding max-
21 imum speed.

22 (2) **AUTHORIZATION OF APPROPRIATIONS.**—

23 Such sums as may be necessary are authorized to be
24 appropriated to carry out this subsection.

25 (b) **DEFINITIONS.**—In this section—

1 (1) NONROAD VEHICLE.—The term “nonroad
2 vehicle” has the meaning given that term in section
3 216 of the Clean Air Act (42 U.S.C. 7550)), or vehi-
4 cles of the same classification that are fully or par-
5 tially powered by an electric motor powered by a fuel
6 cell, a battery, or an off-board source of electricity.

7 (2) PLUG-IN ELECTRIC DRIVE VEHICLE.—The
8 term “plug-in electric drive vehicle” means a means
9 a light-duty, medium-duty, or heavy-duty on-road or
10 nonroad battery electric, hybrid or fuel cell vehicle
11 that can be recharged from an external electricity
12 source for motive power.

13 (3) PLUG-IN HYBRID ELECTRIC VEHICLE.—The
14 term “plug-in hybrid electric vehicle” means a light-
15 duty, medium-duty, or heavy-duty on-road or
16 nonroad vehicle that is propelled by any combination
17 of—

18 (A) an electric motor and on-board, re-
19 chargeable energy storage system capable of op-
20 erating the vehicle in intermittent or continuous
21 all-electric mode and which is rechargeable
22 using an off-board source of electricity; and

23 (B) an internal combustion engine or heat
24 engine using any combustible fuel.