

Alternative Fueled Vehicles Competitiveness and Energy Security Act of 2013

(S. ____) – Section-By-Section Analysis

SECTION-BY-SECTION ANALYSIS

Section 1 contains the short title.

Section 2 defines terms used in the bill.

Section 3 adds infrastructure for provision and distribution of alternative fuels as a new category of project that may receive loan guarantees under title 17 of the Energy Policy Act of 2005.

Section 4 expands the Department of Energy's existing Advanced Technology Vehicle Manufacturing (ATVM) loan program so that efficient medium and heavy trucks, buses, and rail transit vehicles are eligible (currently, only light duty vehicles are eligible) and allows the Secretary of Energy to reduce the efficiency gains required for each selected project below 25 percent upon a determination it is not achievable. The section further strikes the existing \$25 billion cap on loan volume, adds production of alternative fuel vehicles as another category of manufacturing eligible for loans, and clarifies the availability of loans to component manufacturers. Finally, it extends the appropriations authorization by 4 years (from 2012 to 2018).

Section 5 directs the Secretary to develop a methodology to quantify the amount of oil displaced by alternative fuels, and within 3 years report to Congress with an assessment of alternative fuel deployment, deployment potential, and barriers to market entry.

Section 6 directs the Secretary to provide technical assistance to state, local, tribal governments, and public-private partnerships with those governments to assist with deployment of alternative fuels, vehicles, and infrastructure, with costs shared. It also authorizes \$50 million per year for 5 years for this activity.

Section 7 directs the Secretary, in consultation with the Secretary of Labor, to provide grants for workforce training to community colleges and other institutions of higher education to develop training programs for manufacturing, maintaining, and installing alternative fuel vehicles and refueling infrastructure. It also authorizes \$50 million per year for 5 years for this activity.

Section 8 addresses using an alternative fuel to reduce consumption of conventional fuel and environmental emissions to definition of idle reduction technology in section 756(a)(5) of the Energy Policy Act of 2005. It also reauthorizes the program at the 2008 level (\$45 million and \$20 million for clauses (i) and (ii), respectively) through 2018.

Section 9 directs the Secretary to work with the Federal Energy Regulatory Commission, utilities, state utility commissions, and other stakeholders to identify barriers to alternative fuel deployment in existing electric, hydrogen, natural gas, and oil transmission and distribution systems, and report back to Congress within 2 years.

Section 10 calls for the establishment of an interagency coordination council (bringing together the Secretary of Energy, the Administrator of General Services, the Secretary of Defense, the Postmaster General, and the Director of the Office of Management and Budget) to examine use of electricity and natural gas in federal vehicle fleets.

Section 11 extends state authority to allow energy-efficient vehicles in HOV lanes by deleting the existing 2017 deadline for state action.