

108TH CONGRESS
1ST SESSION

H. R. 243

To amend title 23, United States Code, relating to the use of high occupancy vehicle lanes by hybrid vehicles.

IN THE HOUSE OF REPRESENTATIVES

JANUARY 8, 2003

Mr. ISSA (for himself, Mr. BAIRD, Mr. LEWIS of California, Ms. LOFGREN, Mr. McDERMOTT, Mr. ENGLISH, and Mr. INSLEE) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 23, United States Code, relating to the use of high occupancy vehicle lanes by hybrid vehicles.

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 “Hybrid Vehicle Incentive Act”.

6 SEC. 2. HYBRID VEHICLE EXCEPTION.

7 Section 102(a) of title 23, United States Code, is
8 amended by adding at the end the following:

1 “(3) EXCEPTION FOR HYBRID VEHICLES.—Not-
2 withstanding paragraph (1), a State shall permit a
3 vehicle with fewer than 2 occupants to operate in
4 high occupancy vehicle lanes if such vehicle is a hy-
5 brid vehicle.

6 “(4) HYBRID VEHICLE DEFINED.—For pur-
7 poses of this subsection, the term ‘hybrid vehicle’
8 means a motor vehicle (as such term is defined in
9 section 164(a))—

10 “(A) which draws propulsion energy from
11 onboard sources of stored energy which are
12 both—

13 “(i) an internal combustion or heat
14 engine using combustible fuel; and

15 “(ii) a rechargeable energy storage
16 system;

17 “(B) which, in the case of a passenger
18 automobile or light truck—

19 “(i) for 2002 and later model vehicles,
20 has received a certificate of conformity
21 under the Clean Air Act (42 U.S.C. 7401
22 et seq.) and meets or exceeds the equiva-
23 lent qualifying California low emission ve-
24 hicle standard under section 243(e)(2) of

13 SEC. 3. TERMINATION.

14 Effective December 31, 2010, paragraphs (3) and (4)
15 of section 102(a) of title 23, United States, is repealed.