

trucks, most recently through the 21st Century Truck Partnership which conducts research and development through joint public and private efforts. Other federal agencies involved in the 21st Century Truck Partnership include the Department of Defense, the Department of Transportation, and EPA. Because of the highly fragmented nature of the heavy duty vehicle manufacturing industry, there is limited in-house research and testing capabilities for even the largest of firms. The industry often relies on research efforts of unique Federal facilities such as DOE's National Renewable Energy Laboratory and Argonne National Laboratory, the EPA's National Vehicle and Fuel Emissions Laboratory, and the Army's National Automotive Center. Despite the potential economic and environmental benefits of hybrid trucks and the considerable technical hurdles that remain, the 21st Century Truck Partnership is facing decreased funding and an uncertain future as the administration chooses to focus federal research on the passenger vehicle market. DOE does not currently offer any competitive grants that target the development of technologies applicable for use in hybrid trucks.

III. SUMMARY OF MAJOR PROVISIONS OF THE BILL

H.R. 445 directs the Secretary of DOE (Secretary) to establish a grant program for the development of advanced heavy duty hybrid vehicles. The bill gives the Secretary the discretion to award between three and seven grants based on the technical merits of the proposals received. At least half of the awarded grants must be for the development of plug-in hybrid trucks.

Grants are awarded to applicants for two phases of research and development. In phase one, recipients must build at least one advanced heavy duty hybrid vehicle, conduct studies of the vehicle, and report to DOE on the performance, cost, and emissions levels of the vehicle. In phase two, recipients must produce 50 advanced heavy duty hybrid vehicles and report to DOE on the technological challenges and estimated costs involved in wide-scale manufacture.

H.R. 445 also directs the Secretary to conduct a study of alternative power train designs for use in advanced heavy duty hybrid vehicles. The study includes analysis of different designs under conditions of typical use. The bill also directs the Secretary to establish a pilot program through the National Laboratories to research and test the effects on the domestic electric power grid of widespread use of plug-in hybrid vehicles.

Grant applicants may include partnerships between manufacturers, electrical utilities, or other entities to fulfill the program's requirements. Awards under H.R. 445 will be for up to \$3 million per year for three years. The bill also amends the Energy Storage Competitiveness Act of 2007 (enacted as section 641(g)(1) of the Energy Independence and Security Act of 2007 (42 U.S.C. 17231(g)(1)) to include heavy trucks in the Secretary's priorities for applied energy storage research.

IV. SECTION-BY-SECTION ANALYSIS OF THE BILL

Section 1. Short title

H.R. 445 can be cited as the "Heavy Duty Hybrid Vehicle Research, Development, and Demonstration Act of 2009."

Section 2. Advanced Heavy Duty Hybrid Vehicle Technology Research, Development, Demonstration, and Commercial Application Program

Section 2(a) directs the Secretary to establish a program to provide grants to carry out projects to advance research and demonstrate technologies for advanced heavy duty hybrid vehicles.

Section 2(b) requires the Secretary to issue application requirements and to establish

criteria for making grant awards. The Secretary must give priority to applicants who are best able to advance the current state of technology and achieve the greatest reductions in fuel consumption and emissions. To be eligible, recipients must produce trucks with a gross weight between 14,000 and 33,000 pounds (e.g. Class IV through Class VII vehicles). The Secretary is given discretion to award between three and seven grants based on the technical merits of the applications received. At least half of the grants are to be awarded for plug-in hybrid technology. Applicants can partner with other entities to fulfill the obligations of the program.

Section 2(c) defines two phases of research by award recipients. In phase one, each recipient has one year to build or retrofit one or more advanced heavy duty hybrid vehicles. Recipients are required to collect and analyze data on the performance of key vehicle components; the estimated costs of producing, operating, and maintaining the vehicle; the emissions of the vehicle; and on overall vehicle performance according to guidelines established by the Secretary.

If, at the conclusion of phase one, it is clear that a grant recipient will be unable to complete the requirements of phase two, the Secretary has the discretion to waive the requirement for phase two research and terminate the grant to that recipient.

In phase two, recipients are required to demonstrate the advanced manufacturing processes of heavy duty plug-in vehicles by producing or retrofitting 50 advanced heavy duty hybrid vehicles within two years. Recipients must also report on the major technological obstacles they encounter in developing and producing the vehicles and on the projected costs of each vehicle.

Award recipients are eligible to receive three million dollars per year for three years to complete both phases of the development program.

Section 2(d) directs the Secretary to conduct a study of alternative power train designs for use in advanced heavy duty hybrid vehicles. The study would analyze these different designs under conditions which they are typically used, including the average number of miles driven, the time spent with the engine at idle, horsepower requirements, the length of time the maximum power is required, and other factors the Secretary determines to be appropriate.

Section 2(e) requires the Secretary to report to Congress within 60 days on the findings of the reports submitted by grant recipients.

Section 2(f) and 2(g) require the Secretary to coordinate the research conducted under this program with other research conducted by the Department. The cost sharing provisions of section 988 of the Energy Policy Act of 2005 (42 U.S.C. 16352) apply to the program.

Section 2(h) directs the Secretary to establish a pilot program through DOE's National Laboratories to research and test the effects on the domestic electric power grid of the widespread use of plug-in hybrid vehicles, including heavy duty plug-in hybrid trucks.

Section 2(i) defines the terms: advanced heavy duty hybrid vehicle, greenhouse gas, plug-in hybrid, retrofit, and Secretary for the purposes of this section.

Section 2(j) authorizes appropriations of \$16 million per year for fiscal years 2010 through 2012.

Section 3. Expanding research in hybrid technology for large vehicles

This section amends the United States Energy Storage Competitiveness Act of 2007 (enacted as section Sec. 641(g)(1) of the Energy Independence and Security Act of 2007 (42 U.S.C. 17231(g)(1)) to include vehicles with a gross weight over 8501 pounds in the Sec-

retary's priorities for advanced energy storage.

V. VIEWS

The hybridization of heavy duty trucks is an important goal that has been largely overlooked by the Federal government. While numerous federal grants are available for the production of hybrid and plug-in hybrid passenger vehicles, there are no grants available that specifically target the development of heavy duty hybrid vehicles. This is an unfortunate oversight. Federal investment in this research will result in improvements in the fuel efficiency and emission profiles of heavy duty vehicles and is likely to provide significant economic benefits as well as benefits in energy efficiency and air quality.

The Secretary is encouraged to award the maximum number of grants if sufficient meritorious applications are received. Research applicable to heavy duty vehicles that make frequent stops such as delivery trucks, buses, and refuse collection vehicles and vehicles that idle on job sites for extensive periods to operate auxiliary functions such as utility 'bucket' trucks should receive the highest priority for funding under this program. This research and development program is not intended to provide support for research and development on large, Class IV, passenger trucks. The definition of Advanced Heavy Duty Hybrid Vehicle included in the legislation specifically excludes Class VIII heavy duty vehicles (e.g. long-haul tractor trailer trucks). Significantly different technical requirements of those platforms merits funding under separate programs.

It is important to provide funding to applicants best able to provide the greatest potential advancement over current technologies and for research that is most likely to lead to reduced fuel consumption and reduced emissions. In many cases, this will mean awarding applicants who propose hybrid designs that rely on multiple sources of energy for propulsion, and integration of propulsion and auxiliary power systems as this approach entails a greater technical challenge.

Intellectual property rights and ownership of actual vehicles built under this program are intended to benefit the grant recipients who develop them. The Department of Energy is encouraged to grant waivers of such rights.

RECOGNIZING ROMULO CAMARGO OF CRYSTAL RIVER, FLORIDA

HON. GINNY BROWN-WAITE

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 10, 2009

Ms. GINNY BROWN-WAITE of Florida. Madam Speaker, I rise today to honor an American soldier who was wounded in service to our Nation during the conflict in Afghanistan. Army Ranger Romulo "Romy" Camargo is a member of the United States Army who served with honor and distinction on the battlefield.

Moving to Citrus County as a third-grader, Romy spent the majority of his adolescence in Crystal River. He graduated from Crystal River High in 1993, where he captained his swim and wrestling teams.

He spent the past 14 years in the Army, eight of which with the Special Forces, and served three tours in Afghanistan. Last year while serving second in command of his team, Operational Detachment Alpha 7115, his squad was ambushed. Chief Camargo sustained a gunshot wound in the back of his

neck. He was treated for his injury at Walter Reed Hospital and later transferred to Haley Veterans' Hospital in Tampa. This Saturday I, along with his family, friends, and neighbors have the great honor of welcoming him home.

Madam Speaker, on behalf of a grateful Nation, I thank Romulo Camargo for honorably defending the freedoms that all Americans hold dear. While Chief Camargo was fighting for freedom and liberty, his family, friends and loved ones were praying for him back home. They and this Congress will not soon forget his bravery and commitment to our Country.

IN HONOR AND REMEMBRANCE OF
LINDA TRIVISONNO

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 10, 2009

Mr. KUCINICH. Madam Speaker, I rise today in honor and remembrance of Linda Trivisonno, devoted wife, mother, grandmother and friend—beloved and cherished by her family and many friends.

Born Linda Conforto, she met her best friend and love of her life—her husband Mike Trivisonno—at Mayfield Heights High School. From young adulthood, to marriage, to becoming parents then grandparents—their mutual devotion to their family and to each other never wavered. Linda was a talented, caring and kind individual, and she never hesitated to reach out to help someone in need. Her beautiful smile, genuine grace, quick wit, and warm demeanor perfectly complemented Mike's outspoken and larger-than-life personality.

Linda coveted the role of wife, mother and grandmother. Her family was the center of her world and this was evident within everything she did with them and for them—from never missing special events in the lives of her children and grandchildren, to preparing wonderful meals for family gatherings. Linda's great sense of humor and wit was known to her family and friends and was also shared with Mike's radio audience. Radio listeners felt as though they knew Linda, cheering her on whenever she sparred with Mike on the air.

Madam Speaker and colleagues, please join me in honor of Linda Trivisonno, whose joyous spirit and love for others will exist forever within the hearts and memories of those who loved and knew her best—her family and friends. I extend my condolences to her husband, Mike; to her children, Michelle, Michael Jr. and Anthony; to her son-in-law, Ted; to her grandchildren, T.J. and Miranda; to her brother James; to her mother-in-law, Elvera; and to her extended family members and many friends.

Linda Trivisonno's generous and kind heart and energy for life, transcends time and distance, and her beautiful spirit will live forever in the hearts and memories of those who knew and loved her most—especially her husband, children, and grandchildren—and she will be remembered always.

TRIBUTE TO JUDGE RICHARD S.
BRAY

HON. J. RANDY FORBES

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 10, 2009

Mr. FORBES. Madam Speaker, I rise today to pay tribute to Judge Richard S. Bray, who has received the distinct honor of being named Chesapeake's First Citizen for 2009.

Judge Bray has tirelessly championed a myriad of charitable causes in Chesapeake, throughout Hampton Roads, and all of Virginia. His exemplary service to his community has contributed greatly to the lives of those living and working in Chesapeake.

Born and raised in Portsmouth, Virginia, Judge Bray is a 1964 graduate of Woodrow Wilson High School, a 1968 graduate of Randolph-Macon College, and a 1971 graduate of the Marshall-Wythe School of Law at the College of William and Mary. After serving as a law clerk to Virginia Supreme Court Chief Justice Lawrence W. l'Anson, Judge Bray founded his own law firm in 1975, which became Bray and Whitehurst. Judge Bray practiced law in Chesapeake until 1989. He was then selected by the General Assembly as a judge of the Court of Virginia's Third Judicial Circuit, where he served with distinction for two years before being elected as a Judge of the Court of Appeals of Virginia. Judge Bray's exemplary judicial service to the Court of Appeals lasted over a decade until his retirement in 2002.

Since 2002, Judge Bray has served as the President and CEO of the Beazley Foundation, Inc. The Beazley Foundation is a philanthropic beacon that champions educational, charitable, and religious causes in the Hampton Roads area and beyond. In 2008 alone, the Beazley Foundation provided \$3.7 million in grants for scholarships and other charitable community services. Through the Foundation, Judge Bray has touched the lives of countless Virginians, such as the thousands who have received health care through the Chesapeake Care Free Clinic, which offers health care services to those who cannot afford care on their own.

In addition to his leadership on the Beazley Foundation, Judge Bray also presently serves as a Director of Towne Bank, the Chesapeake Alliance, and the Virginia State Fair. He has also served on the Virginia Marine Resources Commission, as Director of the People's Bank of Chesapeake, and as the founding Chairman of the Board of Directors for Greenbriar Country Club.

Judge Bray embodies the noble ideals of volunteerism, community spirit, and local investment. His efforts have done much to improve Chesapeake and the lives of the people within it. Please join me in heartfelt congratulations to Judge Bray for the well-deserved honor of being named Chesapeake's First Citizen.

TRIBUTE TO SUSIE HUDSON

HON. PARKER GRIFFITH

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 10, 2009

Mr. GRIFFITH. Madam Speaker, I rise today to honor the memory of someone who has

played a large role in the development of north Alabama, Susie Hudson of Huntsville.

Mrs. Hudson was known as a visionary and a brilliant businesswoman, but first and foremost she was known as a fighter. She fought for the well-being of her friends and family and for the revitalization of Huntsville, but her strongest battle was her fight with cancer. Susie died Tuesday, September 1, and she will be sorely missed.

Mrs. Hudson was described as "the jewel of Huntsville," but she was so much more than that. Her tireless work to create a more fluid learning environment at the University of Alabama-Huntsville has allowed the brightest minds our region has to offer to excel and give back to their community and their country.

Mrs. Hudson moved to Huntsville in 1974 and honored her community with 35 dedicated years of commitment and service. She was the epitome of devotion to the people of North Alabama. On behalf of the Tennessee Valley, I respectfully rise in honor to pay tribute to Susie Hudson's life and her entire family.

IN HONOR AND REMEMBRANCE OF
EDWARD J. CAMPBELL

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 10, 2009

Mr. KUCINICH. Madam Speaker, I rise today in honor and remembrance of Edward J. "Sonny" Campbell, devoted husband, father, grandfather and friend, whose commitment to family, to his Irish heritage and to Cleveland has left a positive impact throughout our community.

Formerly of County Mayo, Ireland, Mr. Campbell travelled often from Cleveland to the Emerald Isle, where he still has extended family members and many friends. He settled in the Cleveland area, where he married the late Maeve McNeeley. Together they raised Thomas and Mary and were the proud grandparents of Sean, Brian, Christine, Maura and Neal.

Armed with a kind heart, great sense of humor and unwavering work ethic, Mr. Campbell mastered the plumbing trade and was an active leader and member of the Pipefitters Local 210. Mr. Campbell's love for his Irish heritage was reflected throughout his life—and the custom and traditions of his beloved Irish homeland was handed down to his children and grandchildren. His involvement in the Irish-American community extended from his role as Grand Marshall of Cleveland's Annual St. Patrick's Day parade, to his volunteer service as past president of the West Side Irish American Club.

Madam Speaker and colleagues, please join me in honor and remembrance of Edward J. "Sonny" Campbell, whose joy for life, kind heart and quick smile will forever reflect within the hearts and memories of those who loved and knew him best—especially his children and grandchildren. I extend my condolences to Mr. Campbell's children, Thomas and Mary; to his grandchildren, Sean, Brian, Christine, Maura and Neal; to his brothers, sisters, nieces and nephews. From Cleveland to County Mayo, Mr. Campbell's beautiful spirit and joyous life will continue to touch the hearts of many, and he will never be forgotten.