

or other property donated, bequeathed, or devised to the Center, except for such money and other property which includes a condition that the Center use other funds of the Center for the purpose of the gift, in which case two-thirds of the members of the Board of the Center must approve such donations;

(4) appoint and fix the compensation of such personnel as may be necessary to carry out the provisions of this chapter in accordance with the provisions of title 5, governing appointments in the competitive service, and the provisions of chapter 51 and subchapter III of chapter 53 of such title relating to classification and General Schedule pay rates;

(5) obtain the services of experts and consultants in accordance with the provisions of section 3109 of title 5, at rates for individuals not to exceed the maximum daily rate prescribed for GS-18 under section 5332 of title 5;

(6) accept and utilize the services of voluntary and noncompensated personnel and reimburse them for travel expenses, including per diem as authorized by section 5703 of title 5;

(7) utilize, on a reimbursable or nonreimbursable basis the services, equipment, personnel, and facilities of any other department or agency of the United States;

(8) establish one or more task forces to assist and advise the Center, composed of individuals who, by reason of experience, are qualified for such service. Each member of any such task force who is not an officer or employee of the Federal Government may receive an amount not to exceed the maximum daily rate prescribed for GS-18 under section 5332 of title 5 for each day such individual is engaged in the actual performance of duties (including traveltime) as a member of such a task force. Members may be reimbursed for travel, subsistence, and necessary expenses incurred in the performance of their duties; and

(9) make advances, progress, and other payments deemed necessary under this chapter without regard to the provisions of section 3324(a) and (b) of title 31.

(Pub. L. 94-136, title IV, § 401, Nov. 28, 1975, 89 Stat. 741.)

REFERENCES IN TEXT

The provisions of title 5 governing appointments in the competitive service, referred to in par. (4), are classified to section 3301 et seq. of Title 5, Government Organization and Employees.

CODIFICATION

In par. (9), "section 3324(a) and (b) of title 31" substituted for "section 3648 of the Revised Statutes, as amended (21 [31] U.S.C. 529)" on authority of Pub. L. 97-258, § 4(b), Sept. 13, 1982, 96 Stat. 1067, the first section of which enacted Title 31, Money and Finance.

REFERENCES IN OTHER LAWS TO GS-16, 17, OR 18 PAY RATES

References in laws to the rates of pay for GS-16, 17, or 18, or to maximum rates of pay under the General Schedule, to be considered references to rates payable under specified sections of Title 5, Government Organization and Employees, see section 529 [title I, § 101(c)(1)] of Pub. L. 101-509, set out in a note under section 5376 of Title 5.

SUBCHAPTER V—EVALUATION BY COMPTROLLER GENERAL

§ 2461. Audit, review, and evaluation

(a) Audit, etc., by Comptroller General

The Comptroller General of the United States shall audit, review, and evaluate the implementation of the provisions of this chapter by the Center.

(b) Report to Congress; contents

Not less than thirty months nor more than thirty-six months after November 28, 1975, the Comptroller General shall prepare and submit to the Congress a report on his audit conducted pursuant to subsection (a) of this section, which shall contain, but not be limited to, the following:

(1) an evaluation of the effectiveness of the Center's activities;

(2) an evaluation of the effect of the activities of the Center on the efficiency, and effectiveness, of affected Federal agencies in carrying out their assigned functions and duties under this chapter; and

(3) recommendations concerning any legislation he deems necessary, and the reasons therefor, for improving the implementation of the objectives of this chapter as set forth in section 2402 of this title.

(Pub. L. 94-136, title V, § 501, Nov. 28, 1975, 89 Stat. 742.)

SUBCHAPTER VI—AUTHORIZATION OF APPROPRIATIONS

§ 2471. Authorization of appropriations

There are authorized to be appropriated to carry out the purposes of this chapter, not to exceed \$6,250,000 for the fiscal year ending June 30, 1976, and the subsequent transition period ending September 30, 1976; not to exceed \$5,000,000 for the fiscal year ending September 30, 1977; and not to exceed \$5,000,000 for the fiscal year ending September 30, 1978. Funds appropriated for any fiscal year shall remain available for obligation until expended.

(Pub. L. 94-136, title VII, § 701, Nov. 28, 1975, 89 Stat. 743.)

CHAPTER 52—ELECTRIC AND HYBRID VEHICLE RESEARCH, DEVELOPMENT, AND DEMONSTRATION

Sec.	
2501.	Congressional findings and policy.
2502.	Definitions.
2503.	Duties of Secretary of Energy. <ul style="list-style-type: none"> (a) Establishment of project. (b) Management of project; arrangements with competent agencies. (c) Promotion of research and development; demonstration projects; consumer needs; resulting changes.
2504.	Coordination between Secretary of Energy and other agencies. <ul style="list-style-type: none"> (a) Consultation with Secretary of Transportation. (b) Assistance from other agencies.
2505.	Research and development.
2506.	Demonstrations. <ul style="list-style-type: none"> (a) Data development; baseline data; acquisition of vehicles.

- Sec.
 - (b) Performance standards; factors considered; vehicle uses; revision; transmission of standards to Congress.
 - (c) Contracts for vehicle purchase or lease; delivery requirements; demonstration criteria and duration; availability of information for leasing and procurements.
 - (d) Arrangements for the demonstration of vehicles.
 - (e) Displacement of private procurement; reports to congressional committees; reduction of number purchased.
- 2507. Contracts.
 - (a) Research, development, and demonstration.
 - (b) Consultation.
 - (c) Rules of Secretary of Energy; funding applications; required advertising.
 - (d) Purchase or lease of demonstration vehicles pursuant to agreements and utilization of Federal forms of assistance and participation authorized under other statutory provisions.
 - (e) Cost-sharing and use of American materials for demonstrations.
- 2508. Encouragement and protection of small business.
 - (a) Opportunity to participate.
 - (b) Reservation of funds.
 - (c) Contract terms and conditions; planning grants.
- 2509. Loan guarantees.
 - (a) Congressional policy.
 - (b) Encouragement of commercial production; purpose of loans.
 - (c) Maximum amount of loan guarantee.
 - (d) Terms and conditions of guarantee.
 - (e) Maximum guarantee per loan; maximum of aggregate guarantees; Electric and Hybrid Vehicle Development Fund; establishment, funding, etc.
 - (f) Qualified borrower.
 - (g) Payment of principal and interest; default; recovery of losses.
 - (h) Seven year limitation.
 - (i) Citizenship of applicant; corporations; waiver.
 - (j) Pledge of full faith and credit of United States.
- 2510. Use of electric and hybrid vehicles by Federal agencies.
- 2511. Patents.
- 2512. Studies.
 - (a) Bias of surface transportation systems; submission of report.
 - (b) Material demand and pollution effect; impact statement.
 - (c) Incentives to encourage utilization; inclusion of electric vehicles in calculation of average fuel economy; evaluation program; annual report; final report and recommendations to Congress on January 1, 1987.
 - (d) Safety standards and regulations.
 - (e) Regenerative braking systems.
- 2513. Repealed.
- 2514. Authorization for appropriations.

CHAPTER REFERRED TO IN OTHER SECTIONS

This chapter is referred to in title 42 section 7153a.

§ 2501. Congressional findings and policy

- (a) The Congress finds and declares that—

(1) the Nation's dependence on foreign sources of petroleum must be reduced, as such dependence jeopardizes national security, inhibits foreign policy, and undermines economic well-being;

(2) the Nation's balance of payments is threatened by the need to import oil for the production of liquid fuel for gasoline-powered vehicles;

(3) the single largest use of petroleum supplies is in the field of transportation, for gasoline- and diesel-powered motor vehicles;

(4) the expeditious introduction of electric and hybrid vehicles into the Nation's transportation fleet would substantially reduce such use and dependence;

(5) such introduction is practicable and would be advantageous because—

(A) most urban driving consists of short trips, which are within the capability of electric and hybrid vehicles;

(B) much rural and agricultural driving of automobiles, tractors, and trucks is within the capability of such vehicles;

(C) electric and hybrid vehicles are more reliable and practical now than in the past because propulsion, control, and battery technologies have improved, and further significant improvements in such technologies are possible in the near term;

(D) electric and hybrid vehicles use little or no energy when stopped in traffic, in contrast to conventional automobiles and trucks;

(E) the power requirements of such vehicles could be satisfied by charging them during off-peak periods when existing electric generating plants are underutilized, thereby permitting more efficient use of existing generating capacity;

(F) such vehicles do not emit any significant pollutants or noise; and

(G) it is environmentally desirable for transportation systems to be powered from central sources, because pollutants emitted from stationary sources (such as electric generating plants) are potentially easier to control than pollutants emitted from moving vehicles; and

(6) the introduction of electric and hybrid vehicles would be facilitated by the establishment of a Federal program of research, development, and demonstration to explore electric and hybrid vehicle technologies.

(b) It is therefore declared to be the policy of the Congress in this chapter to—

(1) encourage and support accelerated research into, and development of, electric and hybrid vehicle technologies;

(2) demonstrate the economic and technological practicability of electric and hybrid vehicles for personal and commercial use in urban areas and for agricultural and personal use in rural areas;

(3) facilitate, and remove barriers to, the use of electric and hybrid vehicles in lieu of gasoline- and diesel-powered motor vehicles, where practicable; and

(4) promote the substitution of electric and hybrid vehicles for many gasoline- and diesel-