

119TH CONGRESS
2D SESSION

S. 5215

To amend the Internal Revenue Code of 1986 to extend and enhance certain tax credits for electric vehicles, and for other purposes.

IN THE SENATE OF THE UNITED STATES

AUGUST 3, 2026

Ms. CORTEZ MASTO (for herself, Mr. PADILLA, Mr. VAN HOLLEN, Mr. BENNET, and Ms. ROSEN) introduced the following bill; which was read twice and referred to the Committee on Finance

A BILL

To amend the Internal Revenue Code of 1986 to extend and enhance certain tax credits for electric vehicles, and for other purposes.

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 “Cleaner Transpor-
5 tation Access for All Act”.

1 **SEC. 2. EXTENSION OF CREDIT FOR PREVIOUSLY-OWNED**
 2 **CLEAN VEHICLES.**

3 (a) IN GENERAL.—Section 25E(g) of the Internal
 4 Revenue Code of 1986 is amended by striking “September
 5 30, 2025” and inserting “December 31, 2031”.

6 (b) EFFECTIVE DATE.—The amendments made by
 7 this section shall apply to vehicles acquired after Sep-
 8 tember 30, 2025.

9 **SEC. 3. EXTENSION OF CLEAN VEHICLE CREDIT.**

10 (a) IN GENERAL.—Section 30D of the Internal Rev-
 11 enue Code of 1986 is amended—

12 (1) in subsection (e)—

13 (A) in paragraph (1)(B)(iv), by striking
 14 “during calendar year 2026” and inserting
 15 “after December 31, 2025”, and

16 (B) in paragraph (2)(B)(iii), by striking
 17 “during calendar year 2026” and inserting
 18 “after December 31, 2025”, and

19 (2) in subsection (h), by striking “September
 20 30, 2025” and inserting “December 31, 2031”.

21 (b) EFFECTIVE DATE.—The amendments made by
 22 this section shall apply to vehicles acquired after the date
 23 of enactment of this Act.

1 **SEC. 4. EXTENSION AND ENHANCEMENT OF ALTERNATIVE**
 2 **FUEL VEHICLE REFUELING PROPERTY CRED-**
 3 **IT.**

4 (a) EXTENSION.—Section 30C(i) of the Internal Rev-
 5 enue Code of 1986 is amended by striking “June 30,
 6 2026” and inserting “December 31, 2031”.

7 (b) ENHANCEMENT.—

8 (1) ELIMINATION OF ELIGIBLE CENSUS TRACT
 9 REQUIREMENT.—Section 30C(c) of the Internal Rev-
 10 enue Code of 1986 is amended by striking para-
 11 graph (3).

12 (2) VEHICLE CHARGING EQUIPMENT IN-
 13 STALLED AT A RESIDENCE.—Section 30C(c) of the
 14 Internal Revenue Code of 1986, as amended by
 15 paragraph (1), is amended by adding at the end the
 16 following new paragraph:

17 “(3) VEHICLE CHARGING EQUIPMENT IN-
 18 STALLED AT A RESIDENCE.—In the case of an indi-
 19 vidual, with respect to any qualified alternative fuel
 20 vehicle refueling property which is—

21 “(A) installed on or in connection with a
 22 dwelling unit which is used as a residence by
 23 such individual, and

24 “(B) capable of charging the battery of a
 25 motor vehicle propelled by electricity,

1 subsection (a) shall be applied by substituting ‘50
2 percent’ for ‘30 percent’.”.

3 (c) EFFECTIVE DATE.—The amendments made by
4 this section shall apply to property placed in service after
5 the date of enactment of this Act.

6 **SEC. 5. EXEMPT FACILITY BONDS FOR ZERO-EMISSION VE-**
7 **HICLE INFRASTRUCTURE.**

8 (a) IN GENERAL.—Section 142 of the Internal Rev-
9 enue Code of 1986 is amended—

10 (1) in subsection (a)—

11 (A) in paragraph (16), by striking “or” at
12 the end;

13 (B) in paragraph (17), by striking the pe-
14 riod at the end and inserting “, or”; and

15 (C) by adding at the end the following new
16 paragraph:

17 “(18) zero-emission vehicle infrastructure.”;

18 and

19 (2) by adding at the end the following new sub-
20 section:

21 “(q) ZERO-EMISSION VEHICLE INFRASTRUCTURE.—

22 “(1) IN GENERAL.—For purposes of subsection
23 (a)(18), the term ‘zero-emission vehicle infrastruc-
24 ture’ means any property (not including a building
25 and its structural components) if such property is—

1 “(A) made available for use by—

2 “(i) members of the general public,

3 “(ii) residents of a multi-family resi-
4 dential building, or

5 “(iii) employees of a workplace or cus-
6 tomers at a commercial location, and

7 “(B) used to charge or fuel zero-emissions
8 vehicles, but only if the property is located at
9 the point where the vehicles are charged or
10 fueled.

11 “(2) INCLUSION OF UTILITY SERVICE CONNEC-
12 TIONS.—The term ‘zero-emission vehicle infrastruc-
13 ture’ shall include any utility service connections,
14 utility panel upgrades, or contributions in aid of con-
15 struction (as described in section 118) which are re-
16 quired for the charging or fueling of zero-emissions
17 vehicles.

18 “(3) ZERO-EMISSIONS VEHICLE.—

19 “(A) IN GENERAL.—The term ‘zero-emis-
20 sions vehicle’ means—

21 “(i) a zero-emission vehicle as defined
22 in section 88.102–94 of title 40, Code of
23 Federal Regulations (as in effect on the
24 date of enactment of this subsection), or

“(ii) a vehicle that, under any possible operational modes and conditions, produces zero exhaust emissions of—

“(I) any criteria pollutant for which there are national ambient air quality standards under section 109 of the Clean Air Act (42 U.S.C. 7409) or precursor pollutant, or

“(II) any greenhouse gas.

“(B) GREENHOUSE GAS.—For purposes of this paragraph, the term ‘greenhouse gas’ means any of the following:

“(i) Carbon dioxide.

“(ii) Methane.

“(iii) Nitrous oxide.

“(iv) Hydrofluorocarbons.

“(v) Perfluorocarbons.

“(vi) Sulfur hexafluoride.

“(4) ZERO-EMISSIONS VEHICLE INFRASTRUCTURE LOCATED WITHIN OTHER FACILITIES OR PROJECTS.—For purposes of subsection (a), any zero-emission vehicle infrastructure located within—

“(A) a facility or project described in subsection (a), or

1 “(B) an area adjacent to a facility or
 2 project described in subsection (a) that pri-
 3 marily serves vehicles traveling to or from such
 4 facility or project,
 5 shall be treated as described in the paragraph in
 6 which such facility or project is described.”.

7 (b) EFFECTIVE DATE.—The amendments made by
 8 this section shall apply to obligations issued after the date
 9 which is 180 days after the date of enactment of this Act.

10 **SEC. 6. JOINT OFFICE OF ENERGY AND TRANSPORTATION.**

11 (a) IN GENERAL.—In addition to existing duties, the
 12 Joint Office of Energy and Transportation shall—

13 (1) support in the administration of grants
 14 under section 151(f) of title 23, United States Code,
 15 and the program described in section 8(a);

16 (2) serve as the Federal coordinating body and
 17 source of information, technical assistance, and co-
 18 ordination with respect to the expansion of the use
 19 of electric vehicles, including by developing a publicly
 20 accessible website with essential information relating
 21 to electric vehicles, such as—

22 (A) a map that depicts the nationwide net-
 23 work of electric vehicle charging infrastructure,
 24 including such publicly accessible infrastructure
 25 available at Federal facilities or sites, such as

1 facilities and land owned or managed by the
2 National Park Service and the Forest Service;

3 (B) a complete listing of Federal incentives
4 and funding opportunities related to electric ve-
5 hicles and electric vehicle charging infrastruc-
6 ture; and

7 (C) a catalog of incentives and funding op-
8 portunities offered by each State related to elec-
9 tric vehicles and electric vehicle charging infra-
10 structure;

11 (3) coordinate with, and provide advice to, other
12 Federal agencies, including the Environmental Pro-
13 tection Agency, the Department of Agriculture, the
14 Department of Commerce, the Department of the
15 Interior, the Department of the Treasury, the De-
16 partment of Defense, the General Services Adminis-
17 tration, the National Science Foundation, and any
18 other relevant Federal agency, as determined by the
19 Secretary of Energy and the Secretary of Transpor-
20 tation, with respect to the electrification of the
21 United States transportation network through vehi-
22 cles, charging infrastructure, and the supply chains
23 of vehicles and charging infrastructure;

24 (4) coordinate within the Department of Trans-
25 portation to ensure minimum standards for electric

1 vehicle charging infrastructure, with the goal of en-
2 suring technological neutrality within in a manner
3 that supports and reflects advancements in tech-
4 nology and changing fleet and consumer needs;

5 (5) provide technical assistance and advice to
6 the electric vehicle industry and electric vehicle users
7 to support the increased use of electric vehicles, in-
8 cluding—

9 (A) State, Tribal, and local communities,
10 including governmental agencies and depart-
11 ments in those communities responsible for
12 public works and infrastructure, airport au-
13 thorities, local school districts, and other enti-
14 ties as appropriate;

15 (B) the domestic and imported automobile
16 industry;

17 (C) the medium- and heavy-duty truck in-
18 dustry, fleets, ports, and intermodal logistics fa-
19 cilities operators;

20 (D) transit agencies and other public sec-
21 tor fleets;

22 (E) electric utilities and other domestic en-
23 ergy providers, including the transportation
24 fueling industry;

1 (F) the workforce and organized labor in
2 industries associated with transportation elec-
3 trification, including entities that provide edu-
4 cational and workforce training and enhanced
5 worker safety;

6 (G) the battery supply chain, the critical
7 minerals supply chain, and other supply chains
8 for vehicles and charging infrastructure;

9 (H) the travel, tourism, and outdoor recre-
10 ation industries and the communities that sup-
11 port those industries, including high mileage
12 fleets such as taxis and transportation network
13 companies;

14 (I) law enforcement and first responders,
15 including by sharing information to support
16 those entities in engaging with electric vehicle
17 technology, including safety and fire issues,
18 such as new tools and practices to combat and
19 safely control electric vehicle battery fires; and

20 (J) any other sectors, as the Secretary of
21 Energy and the Secretary of Transportation de-
22 termine to be appropriate; and

23 (6) consider increased adoption of electric vehi-
24 cles at locations that support tourism, including
25 around airports, and consideration of ways to sup-

1 port travel, tourism, and outdoor recreation sectors,
 2 including through taking actions described in section
 3 8(d).

4 **SEC. 7. ELECTRIC VEHICLE COMMISSION.**

5 (a) IN GENERAL.—Section 25006 of the Infrastruc-
 6 ture Investment and Jobs Act (23 U.S.C. 151 note; Public
 7 Law 117–58) is amended—

8 (1) in the section heading, by striking “**WORK-**
 9 **ING GROUP**” and inserting “**COMMISSION**”;

10 (2) in subsection (a), by striking paragraphs
 11 (1) and (2) and inserting the following:

12 “(1) COMMISSION.—The term ‘commission’
 13 means the electric vehicle commission established
 14 under subsection (b)(1).

15 “(2) SECRETARIES.—The term ‘Secretaries’
 16 means the Secretary and the Secretary of Energy,
 17 acting through the Joint Office of Energy and
 18 Transportation.”;

19 (3) by striking “working group” each place it
 20 appears and inserting “commission”;

21 (4) in subsection (b)(2)—

22 (A) in subparagraph (A)(ii)—

23 (i) in the matter preceding subclause

24 (I), by striking “25” and inserting “28”;

25 and

- 1 (ii) in subclause (II), by striking “19”
- 2 and inserting “22”; and
- 3 (B) in subparagraph (C)(i)(I)—
- 4 (i) in item (rr), by striking “and” at
- 5 the end;
- 6 (ii) in item (ss), by striking “and” at
- 7 the end; and
- 8 (iii) by adding at the end the fol-
- 9 lowing:
- 10 “(tt) the travel and tourism
- 11 sector, including specific consid-
- 12 eration of the airport and rental
- 13 car sectors;
- 14 “(uu) the public land or out-
- 15 door recreation sectors; and
- 16 “(vv) firefighters, law en-
- 17 forcement, or other first respond-
- 18 ers; and”;
- 19 (5) in subsection (c)—
- 20 (A) in paragraph (1)—
- 21 (i) in the paragraph heading, by strik-
- 22 ing “WORKING GROUP” and inserting
- 23 “COMMISSION”; and
- 24 (ii) in subparagraph (A)—

1 (I) in clause (ix), by striking
2 “travel;” and inserting the following:
3 “travel, including the electrification
4 of—

5 “(I) travel, tourism, and outdoor
6 recreation, such as airports and the
7 ability of long-haul travelers to use
8 electric vehicles, including rental cars,
9 taxis, rideshares, and other similar
10 shuttle services; and

11 “(II) transportation associated
12 with travelers to, from, and within
13 units of the National Park System
14 and other sites managed by Federal
15 land management agencies;”;

16 (II) in clause (xv), by striking
17 “and” at the end;

18 (III) by redesignating clause
19 (xvi) as clause (xviii); and

20 (IV) by inserting after clause
21 (xv) the following:

22 “(xvi) bidirectional charging capabili-
23 ties and opportunities;

24 “(xvii) electric vehicle charger reli-
25 ability challenges and solutions; and”;

1 (B) in paragraph (2)—

2 (i) in subparagraph (B), by striking
3 “and” at the end;

4 (ii) in subparagraph (C), by striking
5 the period at the end and inserting “;
6 and”; and

7 (iii) by adding at the end the fol-
8 lowing:

9 “(D) in the case of the fourth report, by
10 not later than 2 years after the date on which
11 the third report is required to be submitted
12 under subparagraph (C).”; and

13 (C) in paragraph (3)(A)—

14 (i) by striking clause (vii) and insert-
15 ing the following:

16 “(vii) expand knowledge of the bene-
17 fits of electric vehicles among consumers
18 and the general public, including—

19 “(I) through the development of
20 consumer-facing labels on electric ve-
21 hicles and charging infrastructure to
22 better inform safe and efficient public
23 use of the technology, including stand-
24 ardized and reliable information on

1 equivalent metrics to miles per gallon
2 and battery life and maintenance; and
3 “(II) through trainings and the
4 dissemination of information, devel-
5 oped in consultation with domestic
6 auto recyclers, to help inform stake-
7 holders, including States and units of
8 local government, on the most effec-
9 tive process of safe disposal, reuse,
10 and recycling of electric vehicle parts,
11 including batteries, to avoid environ-
12 mental concerns and community im-
13 pacts and to ensure the efficient use
14 of those parts;”;
15 (ii) in clause (ix), by striking “and”
16 at the end;
17 (iii) in clause (x), by striking the pe-
18 riod at the end and inserting “; and”; and
19 (iv) by adding at the end the fol-
20 lowing:
21 “(xi) enhance coordination and infor-
22 mation sharing—
23 “(I) with the Federal Emergency
24 Management Agency and the Depart-
25 ment of Homeland Security with re-

1 spect to fire and other safety risks
 2 from electric vehicles and batteries,
 3 including for first responders, such as
 4 new tools and best practices to com-
 5 bat and safely control electric vehicle
 6 battery fires; and

7 “(II) the Occupational Safety
 8 and Health Administration with re-
 9 spect to ensuring the safety of work-
 10 ers from fire and other safety risks
 11 from electric vehicles and batteries.”;

12 (6) by redesignating subsection (e) as sub-
 13 section (f);

14 (7) by inserting after subsection (d) the fol-
 15 lowing:

16 “(e) FACA.—Chapter 10 of title 5, United States
 17 Code (commonly known as the ‘Federal Advisory Com-
 18 mittee Act’), shall not apply to the commission.”; and

19 (8) in subsection (f) (as so redesignated), by
 20 striking “third report required under subsection
 21 (c)(2)(C)” and inserting “fourth report required
 22 under subsection (c)(2)(D)”.

23 (b) CLERICAL AMENDMENT.—The table of contents
 24 in section 1(b) of the Infrastructure Investment and Jobs
 25 Act (Public Law 117–58; 135 Stat. 434) is amended by

1 striking the item relating to section 25006 and inserting
 2 the following:

“Sec. 25006. Electric vehicle commission.”.

3 **SEC. 8. NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE**
 4 **PROGRAM.**

5 (a) IN GENERAL.—There is authorized to be appro-
 6 priated \$5,000,000,000 for the period of fiscal years 2027
 7 through 2031, to remain available until expended, for the
 8 National Electric Vehicle Formula Program described in
 9 paragraph (2) of the matter under the heading “HIGHWAY
 10 INFRASTRUCTURE PROGRAM” under the heading “FED-
 11 ERAL HIGHWAY ADMINISTRATION” under the heading
 12 “DEPARTMENT OF TRANSPORTATION” in title
 13 VIII of division J of the Infrastructure Investment and
 14 Jobs Act (Public Law 117–58; 135 Stat. 1421) (com-
 15 monly known as the “National Electric Vehicle Infrastruc-
 16 ture Formula Program”) (referred to in this section as
 17 the “program”), of which—

18 (1) \$3,000,000 for each of fiscal years 2027
 19 through 2031 shall be used to carry out section
 20 25006 of that Act (23 U.S.C. 151 note; Public Law
 21 117–58); and

22 (2) \$150,000,000 for each of fiscal years 2027
 23 through 2031 shall be for administration of the
 24 Joint Office of Energy and Transportation.

25 (b) REQUIREMENTS.—

1 (1) IN GENERAL.—For the period of fiscal
2 years 2027 through 2031, as part of the plan sub-
3 mitted by each State in carrying out the program,
4 each State shall include the strategy of the State—

5 (A) to have completed any applicable infra-
6 structure investments for the alternative fueling
7 corridors in the State, which may include pub-
8 licly available charging infrastructure not fund-
9 ed under the program or otherwise operated by
10 a private entity;

11 (B) to review and report existing charging
12 infrastructure to best understand any needed
13 maintenance, repairs, or upgrades to ensure the
14 infrastructure is in working order and can sup-
15 port the traveling public;

16 (C) to review and report on efforts to en-
17 sure signage, mapping, and consumer education
18 to ensure the awareness of charging infrastruc-
19 ture by road users;

20 (D) after completing investments under
21 subparagraph (A)—

22 (i) to use not less than 20 percent of
23 the amounts allocated to the State during
24 the period to address the remaining needs

1 of the underserved in urban and other non-
2 rural communities;

3 (ii) to use not less than 20 percent of
4 the amounts allocated to the State during
5 the period to address the remaining needs
6 of underserved rural communities;

7 (iii) to use not less than 20 percent of
8 the amounts allocated to the State during
9 the period for planning and support for the
10 development and deployment of charging
11 infrastructure for medium and heavy-duty
12 electric vehicles; and

13 (iv) to use not more than 10 percent
14 of the amounts allocated to the State dur-
15 ing the period for issues relating to work-
16 force and safety of electric vehicles, such
17 as workforce training, recruitment, plan-
18 ning with local governments, and safety
19 planning and preparations with law en-
20 forcement and first responders; and

21 (E) in carrying out subparagraph (D), to
22 create opportunities for individual communities,
23 nonprofits, or private sector applicants to apply
24 for individual subgrants to address public-fac-

1 ing charging needs for the residents, customers,
2 or workers of those entities.

3 (2) WAIVER.—The Secretary of Transportation,
4 in consultation with the Joint Office of Energy and
5 Transportation, may waive 1 or more requirements
6 under paragraph (1) with respect to 1 or more
7 States if the Joint Office determines that there
8 would be significant challenges or if a requirement
9 would not be feasible.

10 (3) USE OF FUNDS FOR GRID UPGRADES.—In
11 carrying out the program, a State may use not more
12 than 20 percent of the amounts apportioned to the
13 State for energy grid upgrades to support electric
14 vehicle charging infrastructure.

15 (4) UPDATES.—In carrying out the program,
16 the Secretary of Transportation shall review, and
17 update as appropriate, regulations to carry out the
18 program to include updated standards, including
19 standards to support charging for medium- and
20 heavy-duty vehicles and that recognize the distinct
21 business case of fleet charging.

22 (c) ANNUAL REPORTS.—

23 (1) IN GENERAL.—Not later than June 1 of
24 each year, the Joint Office of Energy and Transpor-
25 tation shall submit to the Committee on Environ-

ment and Public Works of the Senate, the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Transportation and Infrastructure of the House of Representatives a report on the implementation of the program, including, for the applicable period—

(A) a description of the status of the plan of each State submitted in carrying out the program and whether the plan has been approved;

(B) a description of the funds provided to each State under the program;

(C) an identification of, for each State, charging infrastructure installed or repaired using funds under the program; and

(D) the extent to which States have complied with subsections (b) and (d) and the status of implementation of those subsections.

(2) PUBLICATION.—Not later than 30 days after the date on which a report is submitted under paragraph (1), the Joint Office of Energy and Transportation shall make the report publicly available on the website of the Joint Office.

(d) INCREASED ADOPTION OF ELECTRIC VEHICLES AT LOCATIONS THAT SUPPORT TOURISM, INCLUDING AROUND AIRPORTS.—

1 (1) IN GENERAL.—The Joint Office of Energy
2 and Transportation and the Federal Highway Ad-
3 ministration shall, in carrying out the program, in-
4 clude consideration of increased adoption of electric
5 vehicles at locations that support travel, tourism,
6 and outdoor recreation sectors, including around air-
7 ports, including by—

8 (A) requiring States and other recipients
9 of funding under the program to provide plan-
10 ning for charging infrastructure that sup-
11 ports—

12 (i) popular corridors for long-haul
13 travel;

14 (ii) popular destinations and attrac-
15 tions for tourists;

16 (iii) electrification strategies for in-
17 creased adoption of electric vehicles and
18 charging infrastructure at and around me-
19 dium hub airports and large hub airports
20 (as those terms are defined in section
21 47102 of title 49, United States Code);

22 (iv) the travel and tourism sectors, in-
23 cluding rental cars, taxis, rideshares, and
24 other similar shuttle services to expand the
25 adoption of electric vehicles;

1 (v) the outdoor recreation industry
 2 through the use of electric vehicles and
 3 charging infrastructure, including at and
 4 around Federal sites and land managed by
 5 a Federal agency, including the National
 6 Park Service, the Forest Service, and other
 7 Federal land management agencies; and

8 (vi) locations not more than 25 miles
 9 from Federal sites and land described in
 10 clause (v); and

11 (B) emphasizing the importance of driver
 12 education on where and how to charge an elec-
 13 tric vehicle when traveling within the State or
 14 locality.

15 (2) CONSULTATION.—In carrying out para-
 16 graph (1), the Joint Office of Energy and Transpor-
 17 tation and the Federal Highway Administration
 18 shall consult with travel and tourism industry stake-
 19 holders, including the private sector, State tourism
 20 offices, and destination marketing organizations.

21 (3) GUIDANCE.—The Joint Office of Energy
 22 and Transportation and the Federal Highway Ad-
 23 ministration shall issue guidance to clarify that
 24 funding under the program may be used to support
 25 highway and Interstate access and units of the Na-

1 tional Park System, national forests, and other land
 2 and sites managed by a Federal land management
 3 agency.

4 **SEC. 9. GRANTS FOR CHARGING AND FUELING INFRA-**
 5 **STRUCTURE.**

6 (a) IN GENERAL.—There are authorized to be appro-
 7 priated out of the Highway Trust Fund (other than the
 8 Mass Transit Account) to carry out section 151(f) of title
 9 23, United States Code—

10 (1) \$400,000,000 for fiscal year 2027;

11 (2) \$450,000,000 for fiscal year 2028;

12 (3) \$500,000,000 for fiscal year 2029;

13 (4) \$550,000,000 for fiscal year 2030; and

14 (5) \$600,000,000 for fiscal year 2031.

15 (b) PROGRAM IMPROVEMENTS.—Section 151(f) of
 16 title 23, United States Code, is amended—

17 (1) in paragraph (3)—

18 (A) in subparagraph (G), by striking “or”
 19 at the end;

20 (B) by redesignating subparagraph (H) as
 21 subparagraph (I);

22 (C) by inserting after subparagraph (G)
 23 the following:

24 “(H) a private entity; or”; and

1 (D) in subparagraph (I) (as so redesignated), by striking “through (G)” and inserting
 2 “through (H)”;
 3

4 (2) in paragraph (5)—

5 (A) in subparagraph (C), in the matter
 6 preceding clause (i), by inserting “, or in the
 7 case of an eligible entity described in paragraph
 8 (3)(H), consider whether the private entity”
 9 after “paragraph (6)”; and

10 (B) in subparagraph (D), in the matter
 11 preceding clause (i), by inserting “, or in the
 12 case of an eligible entity described in paragraph
 13 (3)(H), consider whether the eligible entity has
 14 a plan” after “agreement”;

15 (3) in paragraph (6)—

16 (A) in subparagraph (A), by inserting “, or
 17 in the case of an eligible entity described in
 18 paragraph (3)(H), for acquisition or installa-
 19 tion,” after “acquisition or installation”;

20 (B) by striking subparagraph (B);

21 (C) by redesignating subparagraphs (C)
 22 through (E) as subparagraphs (D) through (F),
 23 respectively; and

24 (D) by inserting after subparagraph (A)
 25 the following:

“(B) USE OF PARTNERSHIPS.—

“(i) IN GENERAL.—An eligible entity that receives a grant under this subsection may submit an application in partnership with any other entity, including a private entity, that intends to participate in the implementation of an eligible project under this subsection and is integral to the success of the project.

“(ii) COMPETITIVE PROCUREMENT.—An eligible project carried out under this subsection for which the application was submitted by a partnership described in clause (i) shall be considered to satisfy section 200.319 of title 2, Code of Federal Regulations (or successor regulations).

“(iii) TREATMENT.—For purposes of part 200 of title 2, Code of Federal Regulations (or successor regulations)—

“(I) an eligible entity described in paragraph (3)(H) shall be considered to be a non-Federal entity as defined in section 200.1 of that title (or a successor regulation) with respect to

1 a receipt of a grant under this sub-
2 section; and

3 “(II) a grant provided under this
4 subsection to such an eligible entity
5 shall be administered in accordance
6 with guidance issued by the Secretary
7 applicable to non-Federal entities (as
8 so defined).

9 “(C) WORKFORCE AND SAFETY.—An eligi-
10 ble entity that receives a grant under this sub-
11 section may use not more than 10 percent of
12 the funds from the grant for activities relating
13 to workforce and safety of electric vehicles, such
14 as workforce training through registered ap-
15 prenticeships, workforce recruitment, planning
16 with local governments, and safety planning
17 and preparations with law enforcement and
18 first responders.”;

19 (4) by redesignating paragraphs (9) through
20 (11) as paragraphs (10) through (12), respectively;
21 and

22 (5) by inserting after paragraph (8) the fol-
23 lowing:

24 “(9) SET-ASIDES.—

1 “(A) TRAVELER ELECTRIFICATION SET-
2 ASIDE.—Of the amounts made available for
3 each fiscal year to carry out this subsection, the
4 Secretary shall use an amount equal to 10 per-
5 cent to provide grants under this subsection for
6 projects eligible under this subsection—

7 “(i) for charging infrastructure that
8 helps increase adoption and mobility of
9 electric vehicles at and around airports; or

10 “(ii) that support long-haul travel,
11 and the travel, tourism, and outdoor recre-
12 ation sectors, including in support of travel
13 to and from Federal sites and land man-
14 aged by a Federal agency, including the
15 National Park Service, the Forest Service,
16 and other Federal land management agen-
17 cies.

18 “(B) MEDIUM- AND HEAVY-DUTY CHARG-
19 ING AND FUELING INFRASTRUCTURE.—Of the
20 amounts made available for each fiscal year to
21 carry out this subsection, the Secretary shall
22 use an amount equal to 10 percent to provide
23 grants under this subsection for projects eligible
24 under this subsection for charging and fueling
25 infrastructure for medium- and heavy-duty ve-

1 hicles, such as port and intermodal depot
2 projects.

3 “(C) INSUFFICIENT APPLICATIONS.—If
4 there are insufficient satisfactory applications
5 for a fiscal year to carry out subparagraph (A)
6 or (B), the Secretary shall use any unused
7 amounts for other grants under this sub-
8 section.”.

9 **SEC. 10. COMMUNITY FLEXIBILITY FOR ELECTRIC VEHICLE**
10 **CHARGING INFRASTRUCTURE.**

11 Section 109(s) of title 23, United States Code, is
12 amended—

13 (1) by redesignating paragraph (2) as para-
14 graph (3); and

15 (2) by inserting after paragraph (1) the fol-
16 lowing:

17 “(2) COMMUNITY FLEXIBILITY.—Notwith-
18 standing any other provision of law, including sec-
19 tion 680.106(b)(2) of title 23, Code of Federal Reg-
20 ulations (or a successor regulation), electric vehicle
21 charging infrastructure funded under this title or by
22 any other Federal program may be installed using
23 curbside designs to support community charging,
24 which may consist of 1 or more charging ports that
25 are co-located or distributed across separate ped-

1 estals, curbside installations, or nearby sites, and
 2 such ports shall be treated collectively as a single
 3 station for purposes of Federal law.”.

4 **SEC. 11. LOW OR NO EMISSION GRANTS.**

5 There is authorized to be appropriated out of the
 6 Mass Transit Account of the Highway Trust Fund to
 7 carry out section 5339(c) of title 49, United States Code,
 8 \$1,150,000,000 for each of fiscal years 2027 through
 9 2031.

10 **SEC. 12. EXTENDING CLEAN TRANSPORTATION ACCESS TO**
 11 **HOV FACILITIES.**

12 Section 166(b)(5)(A) of title 23, United States Code,
 13 is amended, in the matter preceding clause (i), by striking
 14 “Before September 30, 2025, if” and inserting “If”.

15 **SEC. 13. WORKFORCE.**

16 Section 5507 of title 49, United States Code, is
 17 amended—

18 (1) in subsection (b)—

19 (A) in paragraph (1), by striking “and”
 20 after the semicolon at the end;

21 (B) in paragraph (2), by striking the pe-
 22 riod at the end and inserting “; and”; and

23 (C) by adding at the end the following:

24 “(3) to target awareness of emerging tech-
 25 nologies in transportation, including intelligent or

1 smart transportation, cleaner transportation (such
 2 as zero-emission vehicles and fueling infrastructure,
 3 including electrification and hydrogen), and autono-
 4 mous mobility (including unmanned aircraft sys-
 5 tems).”; and

6 (2) in subsection (d)—

7 (A) by striking “The Secretary” and in-
 8 serting the following:

9 “(1) FISCAL YEARS 2022 THROUGH 2026.—The
 10 Secretary”; and

11 (B) by adding at the end the following:

12 “(2) FISCAL YEARS 2027 THROUGH 2031.—
 13 There is authorized to be appropriated to carry out
 14 this section \$6,000,000 for each of fiscal years 2027
 15 through 2031.”.

16 **SEC. 14. STRATEGIES TO REDUCE THE COST OF TRANSPOR-**
 17 **TATION FUELS IN THE UNITED STATES.**

18 (a) DEFINITIONS.—In this section:

19 (1) ADMINISTRATOR.—The term “Adminis-
 20 trator” means the Administrator of General Serv-
 21 ices.

22 (2) CHAIR.—The term “Chair” means the
 23 Chair of the Council on Environmental Quality.

1 (3) DIRECTOR.—The term “Director” means
2 the Director of the Office of Management and Budg-
3 et.

4 (4) STRATEGIES.—The term “strategies”
5 means the short-term and long-term strategies to re-
6 duce the cost of transportation fuels for consumers
7 in the United States through Federal conservation
8 developed under subsection (b).

9 (5) TRANSPORTATION FUEL.—The term “trans-
10 portation fuel” has the meaning given the term in
11 section 211(o)(1) of the Clean Air Act (42 U.S.C.
12 7545(o)(1)).

13 (b) DEVELOPMENT OF STRATEGIES.—

14 (1) IN GENERAL.—Not later than 120 days
15 after the date of enactment of this Act, the Director,
16 the Administrator, and the Chair, in coordination
17 with the heads of other relevant Federal agencies,
18 shall develop and publicly release short-term and
19 long-term coordinated strategies to reduce the cost
20 of transportation fuels for consumers in the United
21 States through Federal conservation.

22 (2) INCLUSIONS.—The strategies shall in-
23 clude—

24 (A) a plan on how the General Services
25 Administration can immediately reduce fuel

1 consumption by the Federal Government in the
2 period during which the increase in the cost of
3 transportation fuel per gallon in the United
4 States as compared to the previous year is 33
5 percent or more;

6 (B) a plan to reduce the usage of transpor-
7 tation fuels by vehicles in the Federal fleet by
8 10 percent below the average amount of trans-
9 portation fuels used by those vehicles year over
10 year, subject to the condition that the plan shall
11 not apply to transportation fuels needed for na-
12 tional defense, homeland security, or law en-
13 forcement purposes of the United States;

14 (C) an assessment of and report on the
15 availability of alternative transportation fueling
16 options, such as electrification, through Federal
17 fleets and personal vehicles used by Federal em-
18 ployees, for each Federal agency; and

19 (D) recommendations to Congress on any
20 legislation, authorities, or administrative actions
21 necessary to reduce the cost of transportation
22 fuels for consumers in the United States.

23 (c) IMPLEMENTATION OF STRATEGIES.—The Direc-
24 tor, the Administrator, and the Chair, in coordination with
25 the heads of other relevant Federal agencies, shall imple-

1 ment the strategies developed under subsection (b) as
2 quickly as practicable after those individuals determine
3 that the increase in the cost of transportation fuel per gal-
4 lon in the United States as compared to the previous year
5 is 33 percent or more.

6 (d) TERMINATION OF STRATEGIES.—The Director,
7 the Administrator, and the Chair, in coordination with the
8 heads of other relevant Federal agencies, shall cease im-
9 plementing the strategies developed under subsection (b)
10 on the date on which the increase in the cost of transpor-
11 tation fuel per gallon in the United States as compared
12 to the previous year is less than 33 percent for a consecu-
13 tive period of 180 days beginning after the implementation
14 of those strategies.

15 (e) MEASUREMENT.—In measuring the increase in
16 the cost of transportation fuel per gallon in the United
17 States under this section, the Director, the Administrator,
18 and the Chair, in coordination with the heads of other rel-
19 evant Federal agencies, shall use data from the Motor
20 Gasoline Price Survey of the Energy Information Adminis-
21 tration.

22 (f) SAVINGS PROVISION.—The strategies developed
23 under subsection (b) shall not apply to—

24 (1) vehicles in the Federal fleet that are not
25 under the management of the Administrator; or

- 1 (2) vehicles under the management of the
- 2 United States Postal Service.

