

119TH CONGRESS
2D SESSION

S. 5222

To establish the Cleaner Transportation at Recreational Areas to Improve our Landmarks and Sites (Cleaner TRAILS) Initiative to facilitate the installation of zero-emission vehicle fueling infrastructure on National Forest System land, National Park System land, and certain related land, 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, Ms. HIRONO, and Ms. ROSEN) introduced the following bill; which was read twice and referred to the Committee on Energy and Natural Resources

A BILL

To establish the Cleaner Transportation at Recreational Areas to Improve our Landmarks and Sites (Cleaner TRAILS) Initiative to facilitate the installation of zero-emission vehicle fueling infrastructure on National Forest System land, National Park System land, and certain related land, 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 “Deploying Revolu-
5 tionary and Innovative Vehicle Energy-supply Across

1 America Act of 2026” or the “DRIVE Across America
2 Act of 2026”.

3 **SEC. 2. DEFINITIONS.**

4 In this Act:

5 (1) APPROPRIATE AGENCY.—The term “appro-
6 priate agency” means the Forest Service or the Na-
7 tional Park Service, as applicable.

8 (2) APPROPRIATE AGENCY HEAD.—The term
9 “appropriate agency head” means—

10 (A) the Secretary of Agriculture, acting
11 through the Chief of the Forest Service, with
12 respect to—

13 (i) National Forest System land;
14 (ii) a site described in paragraph
15 (4)(A)(iii) relating to the Forest Service;
16 and

17 (iii) land described in paragraph
18 (4)(A)(iv) relating to—

19 (I) National Forest System land;
20 or

21 (II) a site described in clause (ii);
22 and

23 (B) the Secretary of the Interior, acting
24 through the Director of the National Park
25 Service, with respect to—

1 (i) National Park System land;

2 (ii) a site described in paragraph

3 (4)(A)(iii) relating to the National Park

4 Service; and

5 (iii) land described in paragraph

6 (4)(A)(iv) relating to—

7 (I) National Park System land;

8 or

9 (II) a site described in clause (ii).

10 (3) APPROPRIATE COMMITTEES OF CON-

11 GRESS.—The term “appropriate committees of Con-

12 gress” means—

13 (A) the Committee on Energy and Com-

14 merce of the House of Representatives;

15 (B) the Committee on Natural Resources

16 of the House of Representatives;

17 (C) the Committee on Appropriations of

18 the House of Representatives;

19 (D) the Committee on Energy and Natural

20 Resources of the Senate; and

21 (E) the Committee on Appropriations of

22 the Senate.

23 (4) COVERED LAND.—

24 (A) IN GENERAL.—The term “covered

25 land” means—

1 (i) National Forest System land;

2 (ii) National Park System land;

3 (iii) any site—

4 (I) that is affiliated with the For-
5 est Service or the National Park Serv-
6 ice that is not under the immediate
7 control of the Chief of the Forest
8 Service or the Director of the Na-
9 tional Park Service; and

10 (II) with respect to which an ap-
11 propriate agency head has entered
12 into an agreement with the owner or
13 operator of the site for the installation
14 of zero-emission vehicle fueling infra-
15 structure at the site, after making a
16 determination that the infrastructure
17 to be installed under the agreement is
18 related to providing zero-emission ve-
19 hicles with access to the site; and

20 (iv) any land—

21 (I) that is located not more than
22 25 miles from—

23 (aa) land described in clause

24 (i) or (ii); or

1 (bb) a site described in
2 clause (iii); and

3 (II) with respect to which an ap-
4 propriate agency head has entered
5 into an agreement with the owner of
6 the land for the installation of zero-
7 emission vehicle fueling infrastructure
8 on the land, after making a deter-
9 mination that the infrastructure to be
10 installed under the agreement is re-
11 lated to providing zero-emission vehi-
12 cles with access to—

13 (aa) land described in clause

14 (i) or (ii); or

15 (bb) a site described in
16 clause (iii).

17 (B) INCLUSIONS.—The term “covered
18 land” includes land described in clause (iii) or
19 (iv) of subparagraph (A) that is owned by—

20 (i) a unit of local government; or

21 (ii) an Indian Tribe (as defined in sec-
22 tion 4 of the Indian Self-Determination
23 and Education Assistance Act (25 U.S.C.
24 5304)).

1 (5) COVERED USE CASE.—The term “covered
2 use case” includes—

3 (A) the use of a zero-emission vehicle (in-
4 cluding a zero-emission recreational vehicle),
5 zero-emission vehicle fueling infrastructure, or
6 an emerging mobility option for—

7 (i) an appropriate agency fleet;

8 (ii) law enforcement, fire prevention
9 or response, or first responders;

10 (iii) agency transit vehicles or fleets;

11 or

12 (iv) non-agency transit vehicles or
13 fleets;

14 (B) the use of zero-emission vehicle fueling
15 infrastructure for personal vehicles of members
16 of the public, including on-road zero-emission
17 vehicles and zero-emission recreational vehicles;

18 (C) the use of zero-emission vehicles (in-
19 cluding personal vehicles and zero-emission rec-
20 reational vehicles) by members of the public on
21 covered land; and

22 (D) any additional use case identified by
23 an appropriate agency head, as determined nec-
24 essary by the appropriate agency head.

1 (6) EMERGING MOBILITY OPTION.—The term
2 “emerging mobility option” includes—

3 (A) multiple options of different zero-emis-
4 sion vehicles;

5 (B) micromobility options;

6 (C) ridesharing;

7 (D) traveler information technology;

8 (E) automated vehicle technology; and

9 (F) any additional technology or mobility
10 solution determined appropriate by an appro-
11 priate agency head.

12 (7) ZERO-EMISSION RECREATIONAL VEHICLE.—

13 The term “zero-emission recreational vehicle” means
14 a recreational vehicle, including an off-highway vehi-
15 cle, a boat, a camper, and any other recreational ve-
16 hicle, that is a zero-emission vehicle.

17 (8) ZERO-EMISSION VEHICLE.—The term “zero-
18 emission vehicle” means—

19 (A) a vehicle described in section 88.1(b)
20 of title 40, Code of Federal Regulations (or a
21 successor regulation);

22 (B) a vehicle that produces zero exhaust
23 emissions of any criteria pollutant (or precursor
24 pollutant) or greenhouse gas under any possible
25 operational modes or conditions;

1 (C) a vehicle that—

2 (i) is propelled by both an internal
3 combustion engine and an electric motor;
4 and

5 (ii) produces zero exhaust emissions
6 when running on only electricity; or

7 (D) a vehicle fueled with pure hydrogen
8 gas that produces no tailpipe emissions, only
9 emitting water vapor and warm air.

10 (9) ZERO-EMISSION VEHICLE FUELING INFRA-
11 STRUCTURE.—The term “zero-emission vehicle fuel-
12 ing infrastructure” means infrastructure used to
13 charge or fuel a zero-emission vehicle and the com-
14 ponents supporting that infrastructure, including, at
15 a minimum, transformers, grid improvements, and
16 storage capacity.

17 **SEC. 3. ESTABLISHMENT OF CLEANER TRANSPORTATION**
18 **AT RECREATIONAL AREAS TO IMPROVE OUR**
19 **LANDMARKS AND SITES (CLEANER TRAILS)**
20 **INITIATIVE.**

21 (a) ESTABLISHMENT.—The appropriate agency
22 heads, in consultation with the Joint Office of Energy and
23 Transportation and the General Services Administration,
24 shall collaborate to establish an initiative, to be known as
25 the “Cleaner Transportation at Recreational Areas to Im-

1 prove our Landmarks and Sites Initiative” (or the “Clean-
2 er TRAILS Initiative”), to facilitate the use of zero-emis-
3 sion vehicles and emerging mobility options and the instal-
4 lation of zero-emission vehicle fueling infrastructure on
5 covered land.

6 (b) STRATEGY.—

7 (1) IN GENERAL.—The appropriate agency
8 heads, in consultation with the Joint Office of En-
9 ergy and Transportation and the General Services
10 Administration, shall develop and carry out a com-
11 prehensive interagency strategy to enable the estab-
12 lishment and expansion of zero-emission vehicles,
13 zero-emission vehicle fueling infrastructure, and
14 emerging mobility options for covered use cases on
15 covered land, including by—

16 (A) conducting an analysis for a successful
17 phased transition at each relevant park, unit, or
18 site, specifically taking into consideration those
19 areas with the greatest complexity;

20 (B) coordinating and utilizing all appro-
21 priate Federal interagency support (including
22 the Joint Office of Energy and Transportation),
23 including by leveraging the Vehicle Technologies
24 Office of the Department of Energy and rela-
25 tionships with National Laboratories;

1 (C) considering and planning possible in-
2 centives for concessionaires, shuttle service pro-
3 viders, or other transportation services on cov-
4 ered land to utilize zero-emission vehicle tech-
5 nologies and emerging mobility options;

6 (D) developing consistent policies, best
7 practices, and guidance to accomplish the goals
8 of the Cleaner TRAILS Initiative across the ap-
9 propriate agencies;

10 (E) developing a coordinated and con-
11 sistent approach across appropriate agency of-
12 fices, regions, and States;

13 (F) developing successful and sustainable
14 coordination or partnerships with Federal,
15 State, local, and Tribal entities;

16 (G) utilizing additional Federal funding
17 opportunities to accomplish the goals of the
18 strategy;

19 (H) developing the ability to leverage ex-
20 ternal partnerships with a clear division of re-
21 sponsibilities and future expectations regarding
22 ownership, installation, maintenance, and re-
23 porting;

24 (I) providing recommendations to the ap-
25 propriate committees of Congress relating to—

1 (i) any policy changes necessary to ac-
2 complish the strategy; or

3 (ii) any financial needs relevant to ac-
4 complish the strategy and the goals of the
5 Cleaner TRAILS Initiative;

6 (J) providing guidance to appropriate
7 agency regions, offices, parks, units, and sites
8 on appropriate considerations for expansion of
9 zero-emission vehicle technology and emerging
10 mobility options, including—

11 (i) the needs for each transportation
12 function within appropriate agency parks,
13 units, or sites, including a minimum num-
14 ber of parks, units, or sites designated by
15 the appropriate agency heads;

16 (ii) how to choose the appropriate
17 level of charging for each transportation
18 function; and

19 (iii) how to comply with existing poli-
20 cies relating to natural and cultural re-
21 sources;

22 (K) developing policies for entering into
23 agreements with public, private, or nonprofit
24 entities for the acquisition, ownership, installa-
25 tion, maintenance, repair (or, if applicable, re-

1 placement), and operation (including user-fee
2 processing and collection, as needed) of publicly
3 accessible—

4 (i) zero-emission vehicles and emerg-
5 ing mobility options on covered land; and

6 (ii) zero-emission vehicle fueling infra-
7 structure on covered land that is directly
8 related to the charging or fueling of zero-
9 emission vehicles in accordance with this
10 section;

11 (L) acquiring, by purchase or lease, in co-
12 ordination with the Administrator of General
13 Services, zero-emission vehicles, including shut-
14 tle vehicles, for the fleets and emerging mobility
15 options of the Forest Service and the National
16 Park Service;

17 (M) providing information to the public re-
18 garding the availability of local transportation
19 services and existing and planned zero-emission
20 vehicle fueling infrastructure on covered land,
21 including by providing access to any federally
22 managed mapping data for zero-emission vehi-
23 cle fueling infrastructure on any relevant
24 website;

1 (N) allowing for the use of zero-emission
2 vehicle fueling infrastructure by employees of
3 the Forest Service and the National Park Serv-
4 ice to charge or fuel zero-emission vehicles used
5 by the employees in commuting to or from
6 work;

7 (O) allowing user-fee processing and collec-
8 tion, as needed, on covered land for all publicly
9 accessible and agency-accessible zero-emission
10 vehicle fueling infrastructure that is directly re-
11 lated to the charging or fueling of a zero-emis-
12 sion vehicle in accordance with this section;

13 (P) allowing for contractual partnerships
14 with local supporters of covered land;

15 (Q) developing policies to ensure consider-
16 ation of, and planning for, any needed upgrad-
17 ing of utilities at relevant appropriate agency
18 parks, units, or sites, including with respect
19 to—

20 (i) the electric grid (including sub-
21 stations, transformers, distribution lines,
22 and panels);

23 (ii) the potential for bidirectional
24 charging and energy storage opportunities;

1 (iii) communication infrastructure for
 2 networked charging infrastructure (such as
 3 cellular service or Wi-Fi);

4 (iv) distributed energy generation
 5 (such as on-site renewable energy);

6 (v) energy storage;

7 (vi) smart charging;

8 (vii) microgrids;

9 (viii) redundancy;

10 (ix) updating guidance to incorporate
 11 future zero-emission vehicle utility infra-
 12 structure needs into current and future
 13 construction projects; and

14 (x) understanding permitting and
 15 compliance needs and project timelines to
 16 avoid delays;

17 (R) developing training programs, mate-
 18 rials, and workforce development programs to
 19 equip appropriate agency staff to safely and ef-
 20 fectively transition to zero-emission vehicle tech-
 21 nologies and emerging mobility options;

22 (S) developing a plan to increase the num-
 23 ber of zero-emission vehicles in the fleet and
 24 used in shuttle operations of each of the Forest
 25 Service and the National Park Service (other

1 than vehicles used for law enforcement pur-
2 poses)—

3 (i) to, by 2030, the greater of—

4 (I) a number that is equal to or
5 greater than 125 percent of the num-
6 ber of zero-emission vehicles in the
7 fleet and shuttle operations of the ap-
8 plicable agency on the date of enact-
9 ment of this Act; and

10 (II) a number that is equal to or
11 greater than 25 percent of all vehicles
12 in the fleet and shuttle operations of
13 the applicable agency; or

14 (ii) if the appropriate agency heads
15 determine that the goal described in clause
16 (i) cannot be met due to documented bar-
17 riers, including the lack of availability of
18 zero-emission vehicle models suitable for
19 the applicable fleet function, supply chain
20 constraints affecting delivery timelines, or
21 inadequate charging infrastructure on cov-
22 ered land, as certified in writing by the ap-
23 plicable agency head, in a manner con-
24 sistent with the goal of increasing the
25 number of zero-emission vehicles in the

1 fleet and used in the shuttle operations of
2 each of the Forest Service and the Na-
3 tional Park Service to the applicable num-
4 ber described in that clause as soon as
5 practicable; and

6 (T) developing a plan to support current
7 and future users of zero-emission recreational
8 vehicles in accessing and using covered land
9 under the jurisdiction of the appropriate agency
10 heads, including by informing agency staff and
11 visitors of, and directing agency staff and visi-
12 tors to, zero-emission vehicle fueling infrastruc-
13 ture on covered land, including in publicly and
14 privately managed locations.

15 (2) UPDATES.—The strategy developed under
16 paragraph (1) shall be updated not less frequently
17 than once every 2 years.

18 (3) PUBLIC AVAILABILITY.—

19 (A) IN GENERAL.—The strategy developed
20 under paragraph (1) shall be made publicly
21 available, including on the websites of each of
22 the Forest Service and the National Park Serv-
23 ice.

24 (B) DEADLINE FOR INITIAL PUBLICA-
25 TION.—Not later than 90 days after the date

1 on which development of the initial strategy
2 under paragraph (1) is complete, the appro-
3 priate agency heads shall make the strategy de-
4 veloped under paragraph (1) publicly available.

5 (4) SUBMISSION TO CONGRESS.—Not later
6 than 30 days before the strategy developed under
7 paragraph (1) (including any updated strategy) is
8 made publicly available under paragraph (3), the ap-
9 propriate agency heads shall submit the strategy to
10 the appropriate committees of Congress.

11 (c) REQUIREMENT.—In carrying out this section, the
12 appropriate agency heads, in consultation with the Joint
13 Office of Energy and Transportation and any agency the
14 appropriate agency heads determine necessary, shall en-
15 sure that the installation and use of zero-emission vehicles
16 and zero-emission vehicle fueling infrastructure on covered
17 land—

18 (1) is consistent with—

19 (A) all rules established for the covered
20 land on which the zero-emission vehicle fueling
21 infrastructure is installed;

22 (B) any applicable general management
23 plan prepared under section 100502 of title 54,
24 United States Code, for that covered land;

1 (C) any applicable land and resource man-
 2 agement plan developed under section 6 of the
 3 Forest and Rangeland Renewable Resources
 4 Planning Act of 1974 (16 U.S.C. 1604) for
 5 that covered land; and

6 (D) any other organizing or other docu-
 7 ment relating to the management of that cov-
 8 ered land; and

9 (2) complies with all applicable laws relating to
 10 the management of the covered land.

11 (d) ZERO-EMISSION VEHICLE FUELING INFRA-
 12 STRUCTURE.—

13 (1) CONSIDERATIONS.—In determining the lo-
 14 cation for zero-emission vehicle fueling infrastruc-
 15 ture acquired and installed on covered land under
 16 subsection (b), the appropriate agency heads, in con-
 17 sultation with any agency the appropriate agency
 18 heads determine necessary, shall consider how a pro-
 19 posed location would—

20 (A) support the use of zero-emission vehi-
 21 cles by Federal fleets and visitors to Federal fa-
 22 cilities;

23 (B) support the users of zero-emission rec-
 24 reational vehicles with respect to accessing and

1 using covered land under the jurisdiction of the
2 appropriate agency head;

3 (C) complement, to the extent feasible, al-
4 ternative fueling corridor networks established
5 under section 151(a) of title 23, United States
6 Code;

7 (D) be consistent with minimum Federal
8 Government standards for charging equipment;

9 (E) meet current or anticipated market de-
10 mands for charging or fueling infrastructure;

11 (F) impact utility capacity and any nec-
12 essary utility infrastructure buildout; and

13 (G) enable or accelerate the construction of
14 charging or fueling infrastructure that would be
15 unlikely to be completed without Federal assist-
16 ance.

17 (2) LOCATION OF INFRASTRUCTURE.—Any
18 zero-emission vehicles or zero-emission vehicle fuel-
19 ing infrastructure acquired, installed, or operated
20 under subsection (b) shall be located on covered
21 land.

22 (3) REQUIREMENT.—The locations of all new
23 publicly available zero-emission vehicle fueling infra-
24 structure acquired, installed, or operated under sub-
25 section (b) shall be—

1 (A) shared with the Joint Office of Energy
2 and Transportation for inclusion on any appli-
3 cable registries or maps of fueling infrastruc-
4 ture locations;

5 (B) provided via a cumulative national
6 map accessible on the website for each appro-
7 priate land management agency; and

8 (C) provided to the public on the website
9 for each impacted or appropriate covered land.

10 (e) INCREASING ZERO-EMISSION VEHICLES IN
11 FLEETS AND SHUTTLE OPERATIONS.—In acquiring zero-
12 emission vehicles for use by the Forest Service or the Na-
13 tional Park Service under this section, the appropriate
14 agency head, in consultation with the Joint Office of En-
15 ergy and Transportation and any agency the appropriate
16 agency head determines necessary, shall take into consid-
17 eration—

18 (1) the availability on relevant covered land of
19 zero-emission vehicle fueling infrastructure acquired
20 and installed under this section;

21 (2) the strategy developed under subsection (b);
22 and

23 (3) current and future uses of zero-emission
24 recreational vehicles to carry out the mission of the

1 Forest Service or the National Park Service, as ap-
 2 plicable, including—

3 (A) in the fleet and shuttle operations of
 4 the applicable agency; and

5 (B) to support current and future users of
 6 zero-emission recreational vehicles in accessing
 7 and using covered land pursuant to the plan de-
 8 veloped under subsection (b)(1)(T).

9 (f) RELATIONSHIP TO EXISTING PROGRAM.—Not-
 10 withstanding any other provision of law, with respect to
 11 the program described subsection (a) of section 400AA of
 12 the Energy Policy and Conservation Act (42 U.S.C.
 13 6374), the acquisition of zero-emission vehicles for use by
 14 the Forest Service or the National Park Service under this
 15 section shall be—

16 (1) considered to be an acquisition of an alter-
 17 native fueled vehicle (as defined in subsection (g) of
 18 that section) for purposes of that program; and

19 (2) counted toward any requirement under that
 20 program relating to the acquisition of alternative
 21 fueled vehicles (as so defined).

22 (g) USE OF FEES.—

23 (1) IN GENERAL.—The appropriate agency
 24 heads shall use any fees collected pursuant to sub-
 25 paragraphs (K) or (O) of subsection (b)(1) for the

1 staffing, operations, and maintenance of the Cleaner
 2 TRAILS Initiative.

3 (2) FUNDS AND ACCOUNTS.—The appropriate
 4 agency heads may establish funds and accounts to
 5 manage and handle any fees collected as described
 6 in paragraph (1).

7 (h) FUNDING.—

8 (1) AUTHORIZATION OF APPROPRIATIONS.—
 9 There are authorized to be appropriated to carry out
 10 this section for each of fiscal years 2027 through
 11 2031—

12 (A) \$100,000,000 to the Secretary of the
 13 Interior, acting through the Director of the Na-
 14 tional Park Service; and

15 (B) \$100,000,000 to the Secretary of Agri-
 16 culture, acting through the Chief of the Forest
 17 Service.

18 (2) LIMITATIONS ON USE OF FUNDS.—

19 (A) FEDERAL FLEETS.—Not more than 20
 20 percent of any funds appropriated to carry out
 21 this section for a fiscal year may be used to ac-
 22 quire zero-emission vehicles under subsection
 23 (b)(1)(L).

24 (B) URBANIZED AREAS.—Not more than
 25 30 percent of any funds appropriated to carry

out this section for a fiscal year may be used to acquire, install, or operate zero-emission vehicle fueling infrastructure in an urbanized area (as designated by the Bureau of the Census).

(C) ADMINISTRATIVE COSTS.—Not more than 4 percent of any funds appropriated to carry out this section for a fiscal year may be used for administrative costs.

SEC. 4. AGREEMENTS FOR SHUTTLE OR OTHER TRANSPORTATION SERVICES ON NATIONAL FOREST SYSTEM LAND AND NATIONAL PARK SYSTEM LAND.

In entering into an agreement with an entity to provide shuttle or other transportation services on or to covered land, an appropriate agency head shall give priority consideration to an entity that would provide the applicable services using zero-emission vehicles.

SEC. 5. REPORT.

Not later than 120 days after the Cleaner TRAILS Initiative is established under section 3(a), and annually thereafter, the appropriate agency heads shall coordinate to submit to the appropriate committees of Congress a report that describes—

(1) the location of—

1 (A) any zero-emission vehicles or zero-
2 emission vehicle fueling infrastructure acquired,
3 installed, or operated, or planned to be ac-
4 quired, installed, or operated, under section
5 3(b)(1)(K);

6 (B) any zero-emission vehicles acquired for
7 the fleet of the Forest Service or the National
8 Park Service under section 3(b)(1)(L); and

9 (C) any shuttle or other transportation
10 services on or to covered land that are newly es-
11 tablished or converted to clean technology pur-
12 suant to an agreement entered into by an ap-
13 propriate agency head during the period covered
14 by the report;

15 (2) with respect to any agreement described in
16 paragraph (1)(C), how the appropriate agency head
17 complied with the requirements of section 4;

18 (3) the amount of Federal funds expended to
19 carry out the strategy under section 3(b);

20 (4) any allocation of costs or benefits between
21 the Federal Government and private or nonprofit en-
22 tities under an agreement entered into by the appro-
23 priate agency heads under section 3(b)(1)(K);

24 (5) the justifications for the expenditure of
25 funds to carry out section 3 during the period cov-

1 ered by the report, including, with respect to any
2 zero-emission vehicle fueling infrastructure installed
3 during the period covered by the report, an analysis
4 of each of the considerations under section 3(d)(1);

5 (6) if applicable, any challenges in procuring or
6 utilizing zero-emission vehicles or zero-emission vehi-
7 cle fueling infrastructure;

8 (7) if applicable, any challenges in acquiring the
9 necessary workforce to install, operate, or main-
10 tain—

11 (A) any zero-emission vehicles or zero-
12 emission vehicle fueling infrastructure acquired,
13 installed, or operated, or planned to be ac-
14 quired, installed, or operated, under section
15 3(b)(1)(K); and

16 (B) any zero-emission vehicles acquired for
17 the fleet of the Forest Service or the National
18 Park Service under section 3(b)(1)(L);

19 (8) the financial or funding implications for the
20 strategy developed under section 3(b), including cur-
21 rent or future cost savings to the appropriate agen-
22 cies or appropriate agency parks, units, or sites; and

23 (9) the plans developed under subparagraphs
24 (S) and (T) of section 3(b)(1) (including any up-
25 dates to those plans).

1 **SEC. 6. CLEANER TRANSPORTATION FOR TRAVELERS.**

2 (a) JOINT OFFICE OF ENERGY AND TRANSPOR-
3 TATION.—The Joint Office of Energy and Transportation
4 shall, in carrying out the duties of the office, include con-
5 sideration of increased adoption of electric vehicles sup-
6 porting travel and tourism, including at and around me-
7 dium hub airports and large hub airports (as those terms
8 are defined in section 47102 of title 49, United States
9 Code) and at and around Federal land, and consideration
10 of ways to support travel and tourism sectors, including
11 by—

12 (1) coordinating with the Federal Highway Ad-
13 ministration and the Forest Service and National
14 Park Service with respect to—

15 (A) alternative fueling corridors designated
16 under section 151(a) of title 23, United States
17 Code, including current and future designa-
18 tions; and

19 (B) the consideration of Department of
20 Transportation funding to applicants for
21 projects that serve—

22 (i) appropriate units of the National
23 Park System or other sites managed by a
24 Federal land management agency; or

25 (ii) locations not more than 25 miles
26 from the areas described in clause (i);

(2) encouraging States and other recipients of funding under the National Electric Vehicle Formula Program described in paragraph (2) of the matter under the heading “HIGHWAY INFRASTRUCTURE PROGRAM” under the heading “FEDERAL HIGHWAY ADMINISTRATION” under the heading “DEPARTMENT OF TRANSPORTATION” in title VIII of division J of the Infrastructure Investment and Jobs Act (Public Law 117–58; 135 Stat. 1421) (commonly known as the “National Electric Vehicle Infrastructure Formula Program”) to consider increased adoption of electric vehicles at and around airports and consideration of ways to support travel, tourism, and outdoor recreation sectors, including by—

(A) adopting electrification strategies for increased adoption of electric vehicles and charging infrastructure at and around airports;

(B) supporting travel and tourism sectors, including rental cars, taxis, rideshares, and other similar shuttle services to expand the adoption of electric vehicles;

(C) supporting the outdoor recreation industry through use of electric vehicles and charging infrastructure including at and around

1 Federal sites and land managed by a Federal
2 agency, including the National Park Service,
3 the Forest Service, and other Federal land
4 management agencies; and

5 (D) emphasizing the importance of driver
6 education on where and how to charge and elec-
7 tric vehicle when traveling within the State or
8 locality;

9 (3) providing technical assistance and advice to
10 the electric vehicle industry and electric vehicle users
11 to support the increased use of electric vehicles, in-
12 cluding—

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

19 (B) the domestic and imported automobile
20 industry;

21 (C) the medium- and heavy-duty truck in-
22 dustry, fleets, ports, and intermodal logistics fa-
23 cilities operators;

24 (D) transit agencies and other public sec-
25 tor fleets;

1 (E) electric utilities and other domestic en-
2 ergy providers, including the transportation
3 fueling industry;

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

9 (G) the battery supply chain, the critical
10 minerals supply chain, and other supply chains
11 for vehicles and charging infrastructure;

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

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

23 (J) any other sectors, as the Secretary of
24 Energy and the Secretary of Transportation de-
25 termine to be appropriate; and

1 (4) consider increased adoption of electric vehi-
 2 cles at locations that support tourism, including
 3 around airports, and consideration of ways to sup-
 4 port travel, tourism, and outdoor recreation sectors,
 5 including through taking actions described in sub-
 6 section (d).

7 (b) GRANTS FOR CHARGING AND FUELING INFRA-
 8 STRUCTURE.—Section 151(f) of title 23, United States
 9 Code, is amended—

10 (1) by redesignating paragraphs (9) through
 11 (11) as paragraphs (10) through (12), respectively;
 12 and

13 (2) by inserting after paragraph (8) the fol-
 14 lowing:

15 “(9) TRAVELER ELECTRIFICATION SET-
 16 ASIDE.—Of the amounts made available for each fis-
 17 cal year to carry out this subsection, the Secretary
 18 shall use an amount equal to 10 percent to provide
 19 grants under this subsection for projects eligible
 20 under this subsection—

21 “(A) for charging infrastructure that helps
 22 increase adoption and mobility of electric vehi-
 23 cles at and around airports; or

24 “(B) that support long-haul travel, and the
 25 travel, tourism, and outdoor recreation sectors,

including in support of travel to and from Federal sites and land managed by a Federal agency, including the National Park Service, the Forest Service, and other Federal land management agencies.”.

(c) ELECTRIC VEHICLE WORKING GROUP.—

(1) IN GENERAL.—Section 25006 of the Infrastructure Investment and Jobs Act (23 U.S.C. 151 note; Public Law 117–58) is amended—

(A) in the section heading, by striking “**WORKING GROUP**” and inserting “**COMMISSION**”;

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

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

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

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

(D) in subsection (b)(2)—

(i) in subparagraph (A)(ii)—

1 (I) in the matter preceding sub-
 2 clause (I), by striking “25” and in-
 3 serting “28”; and

4 (II) in subclause (II), by striking
 5 “19” and inserting “22”; and

6 (ii) in subparagraph (C)(i)(I)—

7 (I) in item (rr), by striking
 8 “and” at the end;

9 (II) in item (ss), by striking
 10 “and” at the end; and

11 (III) by adding at the end the
 12 following:

13 “(tt) the travel and tourism
 14 sector, including specific consid-
 15 eration of the airport and rental
 16 car sectors;

17 “(uu) the public land or out-
 18 door recreation sectors; and

19 “(vv) firefighters, law en-
 20 forcement, or other first respond-
 21 ers; and”; and

22 (E) in subsection (c)(1)—

23 (i) in the paragraph heading, by strik-
 24 ing “WORKING GROUP” and inserting
 25 “COMMISSION”; and

(ii) in subparagraph (A)(ix), by striking “travel;” and inserting the following: “travel, including the electrification of—

“(I) travel, tourism, and outdoor recreation, such as airports and the ability of travelers to use electric vehicles, including rental cars, taxis, rideshares, and other similar shuttle services; and

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

(2) CLERICAL AMENDMENT.—The table of contents in section 1(b) of the Infrastructure Investment and Jobs Act (Public Law 117–58; 135 Stat. 434) is amended by striking the item relating to section 25006 and inserting the following:

“Sec. 25006. Electric vehicle commission.”.

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

(1) IN GENERAL.—The Joint Office of Energy and Transportation and the Federal Highway Administration shall, in carrying out the program de-

1 scribed in subsection (a)(2), include consideration of
2 increased adoption of electric vehicles at locations
3 that support travel, tourism, and outdoor recreation
4 sectors, including around airports, including by—

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

9 (i) popular corridors for long-haul
10 travel;

11 (ii) popular destinations and attrac-
12 tions for tourists;

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

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

23 (v) the outdoor recreation industry
24 through the use of electric vehicles and
25 charging infrastructure, including at and

1 around Federal sites and land managed by
2 a Federal agency, including the National
3 Park Service, the Forest Service, and other
4 Federal land management agencies; and

5 (vi) locations not more than 25 miles
6 from Federal sites and land described in
7 clause (v); and

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

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

18 (3) GUIDANCE.—The Joint Office of Energy
19 and Transportation and the Federal Highway Ad-
20 ministration shall issue guidance to clarify that
21 funding under the program described in subsection
22 (a)(2) may be used to support highway and Inter-
23 state access and units of the National Park System,
24 national forests, and other land and sites managed
25 by a Federal land management agency.

1 **SEC. 7. EXTENDING CLEAN TRANSPORTATION ACCESS TO**
2 **HOV FACILITIES.**

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

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