

118TH CONGRESS
1ST SESSION

H. R. 3468

To direct the Secretary of Energy to establish a grant program to facilitate electric vehicle sharing services operated at public housing projects, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 18, 2023

Ms. BARRAGÁN (for herself, Ms. CROCKETT, Ms. TLAIB, Ms. NORTON, Ms. PINGREE, Mrs. WATSON COLEMAN, Ms. CLARKE of New York, Mr. PAYNE, Mr. KHANNA, Ms. JACKSON LEE, Ms. JAYAPAL, Mr. CLEAVER, Mr. LIEU, Mr. GOMEZ, Mr. COSTA, Ms. SCANLON, Ms. MATSUI, Ms. LEE of California, Mr. CARSON, Mr. GARCÍA of Illinois, and Mr. ESPAILLAT) introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To direct the Secretary of Energy to establish a grant program to facilitate electric vehicle sharing services operated at public housing projects, 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 “Electric Vehicles for
5 All Act of 2023” or the “EVs for All Act of 2023”.

1 **SEC. 2. DEPARTMENT OF ENERGY ELECTRIC VEHICLE**
2 **SHARING SERVICE GRANT PROGRAM.**

3 (a) DEFINITIONS.—In this section:

4 (1) CHARGER.—The term “charger” means a
5 device with 1 or more charging ports and connectors
6 for charging electric vehicles.

7 (2) ELECTRIC VEHICLE.—The term “electric
8 vehicle” means a vehicle that derives all of the power
9 of the vehicle from electricity.

10 (3) ELECTRIC VEHICLE SHARING SERVICE.—
11 The term “electric vehicle sharing service” means a
12 service that—

13 (A) allows an individual to apply for a
14 membership that preapproves the individual to
15 rent electric vehicles from the service; and

16 (B) permits preapproved individuals to
17 rent electric vehicles for short periods of time.

18 (4) ELECTRIC VEHICLE SUPPLY EQUIPMENT.—

19 (A) IN GENERAL.—The term “electric ve-
20 hicle supply equipment” means any property,
21 other than a building or a structural component
22 of a building, that is—

23 (i) a charger;

24 (ii) present at the location where elec-
25 tric vehicles are charged; and

1 (iii) available for use by members of
2 the general public.

3 (B) INCLUSION.—The term “electric vehi-
4 cle supply equipment” includes any utility serv-
5 ice connection, or utility panel upgrade, that is
6 required for the charging of electric vehicles.

7 (5) ELIGIBLE ENTITY.—The term “eligible enti-
8 ty” means—

9 (A) a public housing agency;

10 (B) a unit of local government; and

11 (C) a nonprofit organization that has en-
12 tered into an agreement with a public housing
13 agency or unit of local government under which
14 the public housing agency or unit of local gov-
15 ernment agrees to host an electric vehicle shar-
16 ing service on the property of the public hous-
17 ing agency or unit of local government.

18 (6) FAIR LABOR PRACTICES.—The term “fair
19 labor practices” means practices that comply with
20 applicable labor laws and regulations and provide
21 workers with fair wages, safe working conditions,
22 and protections against discrimination, harassment,
23 and exploitation.

24 (7) FINAL ASSEMBLY.—The term “final assem-
25 bly” means the process by which a manufacturer

1 produces a new electric vehicle at, or through the
2 use of, a plant, factory, or other place from which
3 the electric vehicle is delivered to a dealer or im-
4 porter with all component parts necessary for the
5 mechanical operation of the electric vehicle included
6 with the electric vehicle, regardless of whether the
7 component parts are permanently installed in or on
8 the electric vehicle.

9 (8) MAJOR URBAN AREA.—The term “major
10 urban area” means a metropolitan statistical area
11 within the United States with an estimated popu-
12 lation of not less than 1,500,000 residents.

13 (9) NETWORKED DIRECT CURRENT FAST
14 CHARGING EQUIPMENT.—

15 (A) IN GENERAL.—The term “networked
16 direct current fast charging equipment” means
17 electric vehicle charging equipment that—

18 (i) provides a direct current power
19 source at a minimum of 50 kilowatts; and

20 (ii) is enabled to connect to a network
21 to facilitate data collection and access.

22 (B) INCLUSION.—The term “networked di-
23 rect current fast charging equipment” includes
24 a Direct Current Fast Charger.

1 (10) REGISTERED APPRENTICE.—The term
2 “registered apprentice” means a person partici-
3 pating in a program registered pursuant to the Act
4 of August 16, 1937 (commonly known as the “Na-
5 tional Apprenticeship Act”) (50 Stat. 664, chapter
6 663; 29 U.S.C. 50 et seq.).

7 (11) SECRETARY.—The term “Secretary”
8 means the Secretary of Energy.

9 (b) ESTABLISHMENT.—Not later than 1 year after
10 the date of enactment of this Act, the Secretary, in coordi-
11 nation with the Secretary of Transportation and the Sec-
12 retary of Housing and Urban Development, shall carry out
13 a program to award grants, on a competitive basis, to fa-
14 cilitate electric vehicle sharing services operated at public
15 housing projects.

16 (c) APPLICATIONS.—An eligible entity seeking a
17 grant under this section shall submit to the Secretary an
18 application in such form, in such manner, and containing
19 such information as the Secretary determines appropriate.

20 (d) CRITERIA FOR GRANT AWARDS.—In awarding
21 grants under this section, the Secretary shall consider the
22 following criteria:

23 (1) The capacity of an eligible entity to operate
24 a proposed electric vehicle sharing service.

1 (2) Whether a proposed electric vehicle sharing
2 service would address—

3 (A) the infrastructure needs of the public
4 housing project where that electric vehicle shar-
5 ing service will be operated; and

6 (B) the transportation needs of the com-
7 munity surrounding the public housing project.

8 (3) Whether the eligible entity has developed a
9 culturally competent community engagement and
10 education plan for outreach regarding the proposed
11 electric vehicle sharing service.

12 (4) The economic and operational sustainability
13 of the proposed electric vehicle sharing service.

14 (5) Whether the eligible entity proposes to in-
15 stall networked direct current fast charging equip-
16 ment in connection with the proposed electric vehicle
17 sharing service.

18 (6) Whether the eligible entity proposes to pur-
19 chase electric vehicles with respect to which final as-
20 sembly occurred at a location operating under a col-
21 lective bargaining agreement.

22 (7) Whether the eligible entity proposes to pur-
23 chase electric vehicles that—

1 (A) with respect to final assembly, are as-
2 sembled using component parts that are at least
3 50 percent domestic content; and

4 (B) are powered by battery cells manufac-
5 tured in the United States.

6 (8) Whether the eligible entity proposes to pur-
7 chase electric vehicles from manufacturers that
8 prioritize fair labor practices and worker protections,
9 as demonstrated through certification programs or
10 publicly available reports on the supply chain prac-
11 tices of the manufacturer.

12 (9) Other criteria as determined appropriate by
13 the Secretary.

14 (e) PRIORITIZATION OF GRANT AWARDS TO
15 MARGINALIZED COMMUNITIES.—

16 (1) IN GENERAL.—In awarding grants under
17 this section, the Secretary shall give priority to eligi-
18 ble entities that serve communities that have been
19 historically marginalized or disproportionately im-
20 pacted by environmental injustice.

21 (2) CRITERIA FOR PRIORITIZATION.—In car-
22 rying out paragraph (1), the Secretary shall consider
23 the extent to which the proposed public housing
24 project—

25 (A) is located in a community that has—

1 (i) disproportionately high rates of
2 pollution and poor air quality; or

3 (ii) limited access to affordable trans-
4 portation options; and

5 (B) will benefit from an electric vehicle
6 sharing service, especially with respect to ad-
7 dressing transportation needs and reducing
8 greenhouse gas emissions and criteria air pol-
9 lutants.

10 (f) PERMITTED GRANT USES.—

11 (1) IN GENERAL.—An eligible entity awarded a
12 grant under this section may only use grant funds
13 for the following activities to facilitate an electric ve-
14 hicle sharing service operated at a public housing
15 project:

16 (A) The purchase of light-duty electric ve-
17 hicles that are not more than 5 years old.

18 (B) The purchase, installation, and main-
19 tenance of electric vehicle supply equipment.

20 (C) Conducting community education and
21 outreach with respect to the electric vehicle
22 sharing service.

23 (D) Providing incentives for residents of
24 the public housing project to use the electric ve-
25 hicle sharing service, including subsidized fares.

1 (E) Maintenance, repairs, and other costs
2 associated with operating the electric vehicle
3 sharing service, including towing, impound, and
4 driving infraction fines.

5 (F) Monitoring, data collection, and eval-
6 uation with respect to the electric vehicle shar-
7 ing service.

8 (G) Obtaining technical assistance relating
9 to the establishment, operation, and evaluation
10 of the electric vehicle sharing service.

11 (2) MINIMUM STANDARDS FOR PURCHASED
12 ELECTRIC VEHICLES.—The Secretary shall establish
13 minimum standards relating to functionality and
14 range for electric vehicles eligible to be purchased
15 under paragraph (1)(A).

16 (g) GRANT LIMITATIONS.—

17 (1) AVAILABILITY.—Grant funds awarded
18 under this section to an eligible entity shall be avail-
19 able for obligation or expenditure during the 5-year
20 period beginning on the date on which the grant
21 funds are awarded.

22 (2) MAXIMUM AMOUNT.—

23 (A) IN GENERAL.—Subject to subpara-
24 graph (B), the amount of a grant under this
25 section shall not be more than \$1,000,000 for

1 each public housing project at which the eligible
2 entity receiving the grant will operate an elec-
3 tric vehicle sharing service.

4 (B) NETWORKED DIRECT CURRENT FAST
5 CHARGING EQUIPMENT.—In the case of a public
6 housing project that includes the installation of
7 networked direct current fast charging equip-
8 ment, the maximum amount of a grant under
9 subparagraph (A) may be increased by \$50,000
10 per unit of networked direct current fast charg-
11 ing equipment, for not more than 2 units of
12 networked direct current fast charging equip-
13 ment.

14 (h) REPORTS.—As a condition of receiving a grant
15 under this section, an eligible entity shall submit to the
16 Secretary, before the end of each year during which the
17 eligible entity receives grant amounts, a report that—

18 (1) describes the activities carried out with the
19 grant amounts; and

20 (2) includes data on—

21 (A) the operating and capital costs for the
22 electric vehicle sharing service facilitated with
23 those grant amounts;

24 (B) the revenue generated by the electric
25 vehicle sharing service;

1 (C) the daily averages of individual book-
2 ings and hours of electric vehicle use for the
3 electric vehicle sharing service;

4 (D) the number of active users of the elec-
5 tric vehicle sharing service;

6 (E) the distance traveled by the electric ve-
7 hicles of the electric vehicle sharing service;

8 (F) the estimated reduction in greenhouse
9 gas emissions and criteria air pollutants associ-
10 ated with the electric vehicle sharing service;
11 and

12 (G) the results of a survey of customers of
13 the electric vehicle sharing service that provides
14 information on customer preferences, destina-
15 tions, and other information the Secretary de-
16 termines appropriate.

17 (i) LABOR.—

18 (1) CONTRACTS FOR INSTALLATION OF ELEC-
19 TRIC VEHICLE SUPPLY EQUIPMENT.—As a condition
20 of receiving a grant under this section, an eligible
21 entity shall ensure, to the maximum extent prac-
22 ticable, that—

23 (A) not less than 40 percent of the employ-
24 ees of any nongovernmental entity that enters
25 into a contract with the eligible entity, or a sub-

1 contract thereof, for the installation of electric
2 vehicle supply equipment are—

3 (i) domiciled—

4 (I) if the installation is carried
5 out at a location in a major urban
6 area, not farther than 15 miles from
7 the location of the installation; or

8 (II) if the installation is not car-
9 ried out at a location in a major
10 urban area, not farther than 50 miles
11 from the location of the installation;

12 (ii) members or veterans of the Armed
13 Forces;

14 (iii) displaced and unemployed energy
15 workers;

16 (iv) registered apprentices who have
17 completed less than 15 percent of the re-
18 quired hours for the apprenticeship pro-
19 gram in which the registered apprentices
20 are enrolled; or

21 (v) persons who—

22 (I) were formerly—

23 (aa) incarcerated in a juve-
24 nile or adult detention or correc-
25 tional facility; or

1 (bb) placed on probation,
2 community supervision, or in a
3 diversion program;

4 (II) are emancipated from the
5 foster care system;

6 (III) have a disability;

7 (IV) are experiencing homeless-
8 ness;

9 (V) receive public assistance; or

10 (VI) lack a general education or
11 high school diploma; and

12 (B) all electricians installing, maintaining,
13 and operating electric vehicle supply equipment
14 (including chargers) shall be—

15 (i) certified through the Electric Vehi-
16 cle Infrastructure Training Program (as
17 defined in section 680.104 of title 23, Code
18 of Federal Regulations (or successor regu-
19 lations)); or

20 (ii) graduates of or in possession of a
21 continuing education certificate from a
22 registered apprenticeship program for elec-
23 tricians that—

24 (I) includes charger-specific
25 training; and

1 (II) complies with the standards
2 and requirements of the National
3 Electric Vehicle Infrastructure For-
4 mula Program.

5 (2) WAGES.—

6 (A) IN GENERAL.—As a condition of re-
7 ceiving a grant under this section, an eligible
8 entity shall ensure that all laborers and me-
9 chanics employed by a nongovernmental entity
10 that enters into a contract for the performance
11 of construction, alteration, or repair work that
12 is facilitated, in whole or in part, by the grant,
13 or a subcontract thereof, are paid wages at
14 rates not less than those prevailing on similar
15 construction, alteration, or repair work in the
16 locality as determined by the Secretary of
17 Labor in accordance with subchapter IV of
18 chapter 31 of title 40, United States Code
19 (commonly referred to as the “Davis-Bacon
20 Act”).

21 (B) LABOR STANDARDS.—With respect to
22 the labor standards described in subparagraph
23 (A), the Secretary of Labor shall have the au-
24 thority and functions set forth in Reorganiza-
25 tion Plan Numbered 14 of 1950 (64 Stat.

1 1267; 5 U.S.C. App.) and section 3145 of title
2 40, United States Code.

3 (j) LIMITS ON CHARGING FEES.—

4 (1) IN GENERAL.—An eligible entity that in-
5 stalls an electric vehicle charging station using a
6 grant received under this section—

7 (A) shall implement pricing policies for
8 that electric vehicle charging station that are
9 affordable and equitable for all users; and

10 (B) shall not impose fees for that electric
11 vehicle charging station that are excessive, in
12 accordance with paragraph (2).

13 (2) EXCESSIVE FEES.—A fee shall be consid-
14 ered excessive for purposes of paragraph (1)(B) if
15 the fee is—

16 (A) higher than the average market rate
17 for charging services in the same geographic
18 area;

19 (B) not proportional to the cost of pro-
20 viding the charging service;

21 (C) designed to discourage or prevent use
22 of the charging station; or

23 (D) designed to generate revenue for the
24 entity operating the charging station beyond the

1 reasonable costs of providing the charging serv-
2 ice.

3 (k) AUTHORIZATION OF APPROPRIATIONS.—There is
4 authorized to be appropriated to carry out this section
5 \$50,000,000 for each of fiscal years 2024 through 2033.

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