

117TH CONGRESS  
1ST SESSION

# S. 3067

To amend titles 23 and 49, United States Code, to provide for new and emerging technologies in transportation, and for other purposes.

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IN THE SENATE OF THE UNITED STATES

OCTOBER 26, 2021

Ms. CORTEZ MASTO introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

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## A BILL

To amend titles 23 and 49, United States Code, to provide for new and emerging technologies in transportation, 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 “New, Emerging, and  
5 Exciting Technologies in Transportation Act” or the  
6 “NEXT in Transportation Act”.

7 **SEC. 2. DEFINITIONS.**

8 In this Act:

9 (1) DEPARTMENT.—The term “Department”  
10 means the Department of Transportation.

1           (2) SECRETARY.—The term “Secretary” means  
2           the Secretary of Transportation.

3 **SEC. 3. INTELLIGENT TRANSPORTATION SYSTEMS PRO-**  
4 **GRAM ADVISORY COMMITTEE.**

5           Section 515(h) of title 23, United States Code, is  
6 amended—

7           (1) in paragraph (1), by inserting “(referred to  
8           in this subsection as the ‘Advisory Committee’)”  
9           after “an Advisory Committee”;

10          (2) in paragraph (2)—

11                (A) in the matter preceding subparagraph  
12                (A), by striking “20 members” and inserting  
13                “25 members”;

14                (B) in subparagraph (L)—

15                    (i) by striking “utilities,”; and

16                    (ii) by striking the period at the end  
17                    and inserting a semicolon;

18                (C) by redesignating subparagraphs (E)  
19                through (L) as subparagraphs (G), (I), (J),  
20                (K), (L), (M), (Q), and (R), respectively;

21                (D) by inserting after subparagraph (D)  
22                the following:

23                    “(E) a representative of a national transit  
24                    association;

1           “(F) a representative of a national, State,  
2 or local transportation agency or association;”;

3           (E) by inserting after subparagraph (G)  
4 (as so redesignated) the following:

5           “(H) a private sector developer of intel-  
6 ligent transportation system technologies, which  
7 may include emerging vehicle technologies;”;

8           (F) by inserting after subparagraph (M)  
9 (as so redesignated) the following:

10           “(N) a representative of a labor organiza-  
11 tion;

12           “(O) a representative of a mobility-pro-  
13 viding entity;

14           “(P) an expert in traffic management;”;  
15 and

16           (G) by adding at the end the following:

17           “(S) an expert in cybersecurity; and

18           “(T) an automobile manufacturer.”;

19 (3) in paragraph (3)—

20           (A) in subparagraph (A), by striking “sec-  
21 tion 508” and inserting “section 6503 of title  
22 49”; and

23           (B) in subparagraph (B)—

1 (i) in the matter preceding clause (i),  
 2 by inserting “programs and” before “re-  
 3 search”; and

4 (ii) in clause (iii), by striking “re-  
 5 search and” and inserting “programs, re-  
 6 search, and”;

7 (4) by redesignating paragraphs (3) through  
 8 (5) as paragraphs (5) through (7); and

9 (5) by inserting after paragraph (2) the fol-  
 10 lowing:

11 “(3) TERM.—

12 “(A) IN GENERAL.—The term of a mem-  
 13 ber of the Advisory Committee shall be 3 years.

14 “(B) RENEWAL.—On expiration of the  
 15 term of a member of the Advisory Committee,  
 16 the member—

17 “(i) may be reappointed; or

18 “(ii) if the member is not reappointed  
 19 under clause (i), may serve until a new  
 20 member is appointed.

21 “(4) MEETINGS.—The Advisory Committee—

22 “(A) shall convene not less frequently than  
 23 twice each year; and

24 “(B) may convene with the use of remote  
 25 video conference technology.”.

1 **SEC. 4. SMART COMMUNITY RESOURCE CENTER.**

2 (a) DEFINITIONS.—In this section:

3 (1) RESOURCE CENTER.—The term “resource  
4 center” means the Smart Community Resource Cen-  
5 ter established under subsection (b).

6 (2) SMART COMMUNITY.—The term “smart  
7 community” means a community that uses innova-  
8 tive technologies, data, analytics, and other means to  
9 improve the community and address local challenges.

10 (b) ESTABLISHMENT.—The Secretary shall work  
11 with the modal administrations of the Department and  
12 with such other Federal agencies and departments as the  
13 Secretary determines to be appropriate to make available  
14 to the public on an Internet website a resource center, to  
15 be known as the “Smart Community Resource Center”,  
16 that includes a compilation of resources or links to re-  
17 sources for States and local communities to use in devel-  
18 oping and implementing—

19 (1) intelligent transportation system programs;

20 or

21 (2) smart community transportation programs.

22 (c) INCLUSIONS.—The resource center shall include  
23 links to—

24 (1) existing programs and resources for intel-  
25 ligent transportation system or smart community  
26 transportation programs, including technical assist-



- 1 (A) a State;
- 2 (B) a political subdivision of a State;
- 3 (C) a Tribal government;
- 4 (D) a public transit agency or authority;
- 5 (E) a public toll authority;
- 6 (F) a metropolitan planning organization;
- 7 and
- 8 (G) a group of 2 or more eligible entities
- 9 described in any of subparagraphs (A) through
- 10 (F) applying through a single lead applicant.

11 (2) ELIGIBLE PROJECT.—The term “eligible

12 project” means a project described in subsection (e).

13 (3) LARGE COMMUNITY.—The term “large com-

14 munity” means a community with a population of

15 not less than 400,000 individuals, as determined

16 under the most recent annual estimate of the Bu-

17 reau of the Census.

18 (4) MIDSIZED COMMUNITY.—The term

19 “midsized community” means any community that

20 is not a large community or a rural community.

21 (5) REGIONAL PARTNERSHIP.—The term “re-

22 gional partnership” means a partnership composed

23 of 2 or more eligible entities located in jurisdictions

24 with a combined population that is equal to or great-

25 er than the population of any midsized community.

1           (6) RURAL COMMUNITY.—The term “rural  
2           community” means a community that is located in  
3           an area that is outside of an urbanized area (as de-  
4           fined in section 5302 of title 49, United States  
5           Code).

6           (7) SMART GRANT.—The term “SMART  
7           grant” means a grant provided to an eligible entity  
8           under the Strengthening Mobility and Revolution-  
9           izing Transportation Grant Program established  
10          under subsection (b).

11          (b) ESTABLISHMENT OF PROGRAM.—The Secretary  
12          shall establish a program, to be known as the “Strengthen-  
13          ing Mobility and Revolutionizing Transportation Grant  
14          Program”, under which the Secretary shall provide grants  
15          to eligible entities to conduct demonstration projects fo-  
16          cused on advanced smart city or community technologies  
17          and systems in a variety of communities to improve trans-  
18          portation efficiency and safety.

19          (c) DISTRIBUTION.—In determining the projects for  
20          which to provide a SMART grant, the Secretary shall con-  
21          sider contributions to geographical diversity among grant  
22          recipients, including the need for balancing the needs of  
23          rural communities, midsized communities, and large com-  
24          munities, consistent with the requirements of subpara-  
25          graphs (A) through (C) of subsection (g)(1).



1 (d) APPLICATIONS.—

2 (1) IN GENERAL.—An eligible entity may sub-  
3 mit to the Secretary an application for a SMART  
4 grant at such time, in such manner, and containing  
5 such information as the Secretary may require.

6 (2) TRANSPARENCY.—The Secretary shall in-  
7 clude, in any notice of funding availability relating  
8 to SMART grants, a full description of the method  
9 by which applications under paragraph (1) will be  
10 evaluated.

11 (3) SELECTION CRITERIA.—

12 (A) IN GENERAL.—The Secretary shall  
13 evaluate applications for SMART grants based  
14 on—

15 (i) the extent to which the eligible en-  
16 tity or applicable beneficiary community—

17 (I) has a public transportation  
18 system or other transit options capa-  
19 ble of integration with other systems  
20 to improve mobility and efficiency;

21 (II) has a population density and  
22 transportation needs conducive to  
23 demonstrating proposed strategies;

1 (III) has continuity of committed  
2 leadership and the functional capacity  
3 to carry out the proposed project;

4 (IV) is committed to open data  
5 sharing with the public; and

6 (V) is likely to successfully imple-  
7 ment the proposed eligible project, in-  
8 cluding through technical and finan-  
9 cial commitments from the public and  
10 private sectors; and

11 (ii) the extent to which a proposed eli-  
12 gible project will use advanced data, tech-  
13 nology, and applications to provide signifi-  
14 cant benefits to a local area, a State, a re-  
15 gion, or the United States, including the  
16 extent to which the proposed eligible  
17 project will—

18 (I) reduce congestion and delays  
19 for commerce and the traveling public;

20 (II) improve the safety and inte-  
21 gration of transportation facilities and  
22 systems for pedestrians, bicyclists,  
23 and the broader traveling public;

- 1 (III) improve access to jobs, edu-  
2 cation, and essential services, includ-  
3 ing health care;
- 4 (IV) connect or expand access for  
5 underserved or disadvantaged popu-  
6 lations and reduce transportation  
7 costs;
- 8 (V) contribute to medium- and  
9 long-term economic competitiveness;
- 10 (VI) improve the reliability of ex-  
11 isting transportation facilities and sys-  
12 tems;
- 13 (VII) promote connectivity be-  
14 tween and among connected vehicles,  
15 roadway infrastructure, pedestrians,  
16 bicyclists, the public, and transpor-  
17 tation systems;
- 18 (VIII) incentivize private sector  
19 investments or partnerships, including  
20 by working with mobile and fixed tele-  
21 communication service providers, to  
22 the extent practicable;
- 23 (IX) improve energy efficiency or  
24 reduce pollution;

1 (X) increase the resiliency of the  
2 transportation system; and

3 (XI) improve emergency re-  
4 sponse.

5 (B) PRIORITY.—In providing SMART  
6 grants, the Secretary shall give priority to ap-  
7 plications for eligible projects that would—

8 (i) demonstrate smart city or commu-  
9 nity technologies in repeatable ways that  
10 can rapidly be scaled;

11 (ii) encourage public and private shar-  
12 ing of data and best practices;

13 (iii) encourage private-sector innova-  
14 tion by promoting industry-driven tech-  
15 nology standards, open platforms, tech-  
16 nology-neutral requirements, and inter-  
17 operability;

18 (iv) promote a skilled workforce that  
19 is inclusive of minority or disadvantaged  
20 groups;

21 (v) allow for the measurement and  
22 validation of the cost savings and perform-  
23 ance improvements associated with the in-  
24 stallation and use of smart city or commu-  
25 nity technologies and practices;

1 (vi) encourage the adoption of smart  
 2 city or community technologies by commu-  
 3 nities;

4 (vii) promote industry practices re-  
 5 garding cybersecurity; and

6 (viii) safeguard individual privacy.

7 (4) TECHNICAL ASSISTANCE.—On request of an  
 8 eligible entity that submitted an application under  
 9 paragraph (1) with respect to a project that is not  
 10 selected for a SMART grant, the Secretary shall  
 11 provide to the eligible entity technical assistance and  
 12 briefings relating to the project.

13 (e) USE OF GRANT FUNDS.—

14 (1) ELIGIBLE PROJECTS.—

15 (A) IN GENERAL.—A SMART grant may  
 16 be used to carry out a project that dem-  
 17 onstrates at least 1 of the following:

18 (i) COORDINATED AUTOMATION.—The  
 19 use of automated transportation and au-  
 20 tonomous vehicles, while working to mini-  
 21 mize the impact on the accessibility of any  
 22 other user group or mode of travel.

23 (ii) CONNECTED VEHICLES.—Vehicles  
 24 that send and receive information regard-  
 25 ing vehicle movements in the network and

1 use vehicle-to-vehicle and vehicle-to-every-  
2 thing communications to provide advanced  
3 and reliable connectivity.

4 (iii) INTELLIGENT, SENSOR-BASED IN-  
5 FRASTRUCTURE.—The deployment and use  
6 of a collective intelligent infrastructure  
7 that allows sensors to collect and report  
8 real-time data to inform everyday trans-  
9 portation-related operations and perform-  
10 ance.

11 (iv) SYSTEMS INTEGRATION.—The in-  
12 tegration of intelligent transportation sys-  
13 tems with other existing systems and other  
14 advanced transportation technologies.

15 (v) COMMERCE DELIVERY AND LOGIS-  
16 TICS.—Innovative data and technological  
17 solutions supporting efficient goods move-  
18 ment, such as connected vehicle probe  
19 data, road weather data, or global posi-  
20 tioning data to improve on-time pickup  
21 and delivery, improved travel time reli-  
22 ability, reduced fuel consumption and  
23 emissions, and reduced labor and vehicle  
24 maintenance costs.

1 (vi) LEVERAGING USE OF INNOVATIVE  
2 AVIATION TECHNOLOGY.—Leveraging the  
3 use of innovative aviation technologies,  
4 such as unmanned aircraft systems, to  
5 support transportation safety and effi-  
6 ciencies, including traffic monitoring and  
7 infrastructure inspection.

8 (vii) SMART GRID.—Development of a  
9 programmable and efficient energy trans-  
10 mission and distribution system to support  
11 the adoption or expansion of energy cap-  
12 ture, electric vehicle deployment, or freight  
13 or commercial fleet fuel efficiency.

14 (viii) SMART TECHNOLOGY TRAFFIC  
15 SIGNALS.—Improving the active manage-  
16 ment and functioning of traffic signals, in-  
17 cluding through—

18 (I) the use of automated traffic  
19 signal performance measures;

20 (II) implementing strategies, ac-  
21 tivities, and projects that support ac-  
22 tive management of traffic signal op-  
23 erations, including through optimiza-  
24 tion of corridor timing, improved vehi-  
25 cle, pedestrian, and bicycle detection

1 at traffic signals, or the use of con-  
2 nected vehicle technologies;

3 (III) replacing outdated traffic  
4 signals; or

5 (IV) for an eligible entity serving  
6 a population of less than 500,000,  
7 paying the costs of temporary staffing  
8 hours dedicated to updating traffic  
9 signal technology.

10 (2) ELIGIBLE PROJECT COSTS.—A SMART  
11 grant may be used for—

12 (A) development phase activities, includ-  
13 ing—

14 (i) planning;

15 (ii) feasibility analyses;

16 (iii) revenue forecasting;

17 (iv) environmental review;

18 (v) permitting;

19 (vi) preliminary engineering and de-  
20 sign work;

21 (vii) systems development or informa-  
22 tion technology work; and

23 (viii) acquisition of real property (in-  
24 cluding land and improvements to land re-  
25 lating to an eligible project); and



1 (B) construction phase activities, includ-  
2 ing—  
3 (i) construction;  
4 (ii) reconstruction;  
5 (iii) rehabilitation;  
6 (iv) replacement;  
7 (v) environmental mitigation;  
8 (vi) construction contingencies; and  
9 (vii) acquisition of equipment, includ-  
10 ing vehicles.

11 (3) PROHIBITED USES.—A SMART grant shall  
12 not be used—

13 (A) to reimburse any preaward costs or ap-  
14 plication preparation costs of the SMART grant  
15 application;

16 (B) for any traffic or parking enforcement  
17 activity; or

18 (C) to purchase or lease a license plate  
19 reader.

20 (f) REPORTS.—

21 (1) ELIGIBLE ENTITIES.—Not later than 2  
22 years after the date on which an eligible entity re-  
23 ceives a SMART grant, and annually thereafter until  
24 the date on which the SMART grant is expended,

1 the eligible entity shall submit to the Secretary an  
2 implementation report that describes—

3 (A) the deployment and operational costs  
4 of each eligible project carried out by the eligi-  
5 ble entity, as compared to the benefits and sav-  
6 ings from the eligible project; and

7 (B) the means by which each eligible  
8 project carried out by the eligible entity has  
9 met the original expectation, as projected in the  
10 SMART grant application, including—

11 (i) data describing the means by  
12 which the eligible project met the specific  
13 goals for the project, such as—

14 (I) reducing traffic-related fatali-  
15 ties and injuries;

16 (II) reducing traffic congestion  
17 or improving travel-time reliability;

18 (III) providing the public with  
19 access to real-time integrated traffic,  
20 transit, and multimodal transpor-  
21 tation information to make informed  
22 travel decisions; or

23 (IV) reducing barriers or improv-  
24 ing access to jobs, education, or var-  
25 ious essential services;

1 (ii) the effectiveness of providing to  
2 the public real-time integrated traffic,  
3 transit, and multimodal transportation in-  
4 formation to make informed travel deci-  
5 sions; and

6 (iii) lessons learned and recommenda-  
7 tions for future deployment strategies to  
8 optimize transportation efficiency and  
9 multimodal system performance.

10 (2) GAO.—Not later than 4 years after the  
11 date of enactment of this Act, the Comptroller Gen-  
12 eral of the United States shall conduct, and submit  
13 to the Committee on Commerce, Science, and Trans-  
14 portation of the Senate, the Committee on Energy  
15 and Commerce of the House of Representatives, and  
16 the Committee on Transportation and Infrastructure  
17 of the House of Representatives a report describing  
18 the results of, a review of the SMART grant pro-  
19 gram under this section.

20 (3) SECRETARY.—

21 (A) REPORT TO CONGRESS.—Not later  
22 than 2 years after the date on which the initial  
23 SMART grants are provided under this section,  
24 the Secretary shall submit to the Committee on  
25 Commerce, Science, and Transportation of the

1 Senate, the Committee on Energy and Com-  
2 merce of the House of Representatives, and the  
3 Committee on Transportation and Infrastruc-  
4 ture of the House of Representatives a report  
5 that—

6 (i) describes each eligible entity that  
7 received a SMART grant;

8 (ii) identifies the amount of each  
9 SMART grant provided;

10 (iii) summarizes the intended uses of  
11 each SMART grant;

12 (iv) describes the effectiveness of eligi-  
13 ble entities in meeting the goals described  
14 in the SMART grant application of the eli-  
15 gible entity, including an assessment or  
16 measurement of the realized improvements  
17 or benefits resulting from each SMART  
18 grant; and

19 (v) describes lessons learned and rec-  
20 ommendations for future deployment strat-  
21 egies to optimize transportation efficiency  
22 and multimodal system performance.

23 (B) BEST PRACTICES.—The Secretary  
24 shall—

1 (i) develop and regularly update best  
2 practices based on, among other informa-  
3 tion, the data, lessons learned, and feed-  
4 back from eligible entities that received  
5 SMART grants;

6 (ii) publish the best practices under  
7 clause (i) on a publicly available website;  
8 and

9 (iii) update the best practices pub-  
10 lished on the website under clause (ii) reg-  
11 ularly.

12 (g) AUTHORIZATION OF APPROPRIATIONS.—

13 (1) IN GENERAL.—There is authorized to be  
14 appropriated to the Secretary \$100,000,000 for each  
15 of the first 5 fiscal years beginning after the date of  
16 enactment of this Act, of which—

17 (A) not more than 40 percent shall be used  
18 to provide SMART grants for eligible projects  
19 that primarily benefit large communities;

20 (B) not more than 30 percent shall be pro-  
21 vided for eligible projects that primarily benefit  
22 midsized communities; and

23 (C) not more than 30 percent shall be used  
24 to provide SMART grants for eligible projects

1 that primarily benefit rural communities or re-  
2 gional partnerships.

3 (2) ADMINISTRATIVE COSTS.—Of the amounts  
4 made available under paragraph (1) for each fiscal  
5 year, not more than 2 percent shall be used for ad-  
6 ministrative costs of the Secretary in carrying out  
7 this section.

8 (3) LIMITATION.—An eligible entity may not  
9 use more than 3 percent of the amount of a SMART  
10 grant for each fiscal year to achieve compliance with  
11 applicable planning and reporting requirements.

12 (4) AVAILABILITY.—The amounts made avail-  
13 able for a fiscal year pursuant to this subsection  
14 shall be available for obligation during the 2-fiscal-  
15 year period beginning on the first day of the fiscal  
16 year for which the amounts were appropriated.

17 **SEC. 6. ELECTRIC VEHICLE WORKING GROUP.**

18 (a) DEFINITIONS.—In this section:

19 (1) SECRETARIES.—The term “Secretaries”  
20 means—

21 (A) the Secretary; and

22 (B) the Secretary of Energy.

23 (2) WORKING GROUP.—The term “working  
24 group” means the electric vehicle working group es-  
25 tablished under subsection (b)(1).

1 (b) ESTABLISHMENT.—

2 (1) IN GENERAL.—Not later than 1 year after  
3 the date of enactment of this Act, the Secretaries  
4 shall jointly establish an electric vehicle working  
5 group to make recommendations regarding the de-  
6 velopment, adoption, and integration of light-, me-  
7 dium-, and heavy-duty electric vehicles into the  
8 transportation and energy systems of the United  
9 States.

10 (2) MEMBERSHIP.—

11 (A) IN GENERAL.—The working group  
12 shall be composed of—

13 (i) the Secretaries (or designees), who  
14 shall be co-chairs of the working group;  
15 and

16 (ii) not more than 25 members, to be  
17 appointed by the Secretaries, of whom—

18 (I) not more than 6 shall be Fed-  
19 eral stakeholders as described in sub-  
20 paragraph (B); and

21 (II) not more than 19 shall be  
22 non-Federal stakeholders as described  
23 in subparagraph (C).

24 (B) FEDERAL STAKEHOLDERS.—The  
25 working group—

1 (i) shall include not fewer than 1 rep-  
2 resentative of each of—

- 3 (I) the Department;
- 4 (II) the Department of Energy;
- 5 (III) the Environmental Protec-  
6 tion Agency;
- 7 (IV) the Council on Environ-  
8 mental Quality; and
- 9 (V) the General Services Admin-  
10 istration; and

11 (ii) may include a representative of  
12 any other Federal agency the Secretaries  
13 consider to be appropriate.

14 (C) NON-FEDERAL STAKEHOLDERS.—

15 (i) IN GENERAL.—Subject to clause  
16 (ii), the working group—

17 (I) shall include not fewer than 1  
18 representative of each of—

19 (aa) a manufacturer of  
20 light-duty electric vehicles or the  
21 relevant components of light-duty  
22 electric vehicles;

23 (bb) a manufacturer of  
24 medium- and heavy-duty vehicles  
25 or the relevant components of



- 1 medium- and heavy-duty electric
- 2 vehicles;
- 3 (cc) a manufacturer of elec-
- 4 tric vehicle batteries;
- 5 (dd) an owner, operator, or
- 6 manufacturer of electric vehicle
- 7 charging equipment;
- 8 (ee) the public utility indus-
- 9 try;
- 10 (ff) a public utility regulator
- 11 or association of public utility
- 12 regulators;
- 13 (gg) the transportation fuel-
- 14 ing distribution industry;
- 15 (hh) the energy provider in-
- 16 dustry;
- 17 (ii) the automotive dealing
- 18 industry;
- 19 (jj) the for-hire passenger
- 20 transportation industry;
- 21 (kk) an organization rep-
- 22 resenting units of local govern-
- 23 ment;

- 1 (ll) an organization rep-  
2 resenting regional transportation  
3 or planning agencies;
- 4 (mm) an organization rep-  
5 resenting State departments of  
6 transportation;
- 7 (nn) an organization rep-  
8 resenting State departments of  
9 energy or State energy planners;
- 10 (oo) the intelligent transpor-  
11 tation systems and technologies  
12 industry;
- 13 (pp) labor organizations rep-  
14 resenting workers in transpor-  
15 tation manufacturing, construc-  
16 tion, or operations;
- 17 (qq) the trucking industry;
- 18 (rr) Tribal governments; and
- 19 (ss) the property develop-  
20 ment industry; and
- 21 (II) may include a representative  
22 of any other non-Federal stakeholder  
23 that the Secretaries consider to be ap-  
24 propriate.

1 (ii) REQUIREMENT.—The stake-  
2 holders selected under clause (i) shall, in  
3 the aggregate—

4 (I) consist of individuals with a  
5 balance of backgrounds, experiences,  
6 and viewpoints; and

7 (II) include individuals that rep-  
8 resent geographically diverse regions  
9 of the United States, including indi-  
10 viduals representing the perspectives  
11 of rural, urban, and suburban areas.

12 (D) COMPENSATION.—A member of the  
13 working group shall serve without compensa-  
14 tion.

15 (3) MEETINGS.—

16 (A) IN GENERAL.—The working group  
17 shall meet not less frequently than once every  
18 120 days.

19 (B) REMOTE PARTICIPATION.—A member  
20 of the working group may participate in a meet-  
21 ing of the working group via teleconference or  
22 similar means.

23 (4) COORDINATION.—In carrying out the duties  
24 of the working group, the working group shall co-  
25 ordinate and consult with any existing Federal inter-

1 agency working groups on fleet conversion or other  
2 similar matters relating to electric vehicles.

3 (c) REPORTS AND STRATEGY ON ELECTRIC VEHICLE  
4 ADOPTION.—

5 (1) WORKING GROUP REPORTS.—The working  
6 group shall complete by each of the deadlines de-  
7 scribed in paragraph (2) a report describing the sta-  
8 tus of electric vehicle adoption including—

9 (A) a description of the barriers and op-  
10 portunities to scaling up electric vehicle adop-  
11 tion throughout the United States, including  
12 recommendations for issues relating to—

13 (i) consumer behavior;

14 (ii) charging infrastructure needs, in-  
15 cluding standardization and cybersecurity;

16 (iii) manufacturing and battery costs,  
17 including the raw material shortages for  
18 batteries and electric motor magnets;

19 (iv) the adoption of electric vehicles  
20 for low- and moderate-income individuals  
21 and underserved communities, including  
22 charging infrastructure access and vehicle  
23 purchase financing;

- 1 (v) business models for charging per-  
2 sonal electric vehicles outside the home, in-  
3 cluding wired and wireless charging;
- 4 (vi) charging infrastructure permit-  
5 ting and regulatory issues;
- 6 (vii) the connections between housing  
7 and transportation costs and emissions;
- 8 (viii) freight transportation, including  
9 local, port and drayage, regional, and long-  
10 haul trucking;
- 11 (ix) intercity passenger travel;
- 12 (x) the process by which governments  
13 collect a user fee for the contribution of  
14 electric vehicles to funding roadway im-  
15 provements;
- 16 (xi) State- and local-level policies, in-  
17 centives, and zoning efforts;
- 18 (xii) the installation of highway cor-  
19 ridor signage;
- 20 (xiii) secondary markets and recycling  
21 for batteries;
- 22 (xiv) grid capacity and integration;
- 23 (xv) energy storage; and
- 24 (xvi) specific regional or local issues  
25 that may not appear to apply throughout

1 the United States, but may hamper nation-  
2 wide adoption or coordination of electric  
3 vehicles;

4 (B) examples of successful public and pri-  
5 vate models and demonstration projects that  
6 encourage electric vehicle adoption;

7 (C) an analysis of current efforts to over-  
8 come the barriers described in subparagraph  
9 (A);

10 (D) an analysis of the estimated costs and  
11 benefits of any recommendations of the working  
12 group; and

13 (E) any other topics, as determined by the  
14 working group.

15 (2) DEADLINES.—A report under paragraph  
16 (1) shall be submitted to the Secretaries, the Com-  
17 mittees on Commerce, Science, and Transportation  
18 and Appropriations of the Senate and the Commit-  
19 tees on Transportation and Infrastructure and Ap-  
20 propriations of the House of Representatives—

21 (A) in the case of the first report, by not  
22 later than 18 months after the date on which  
23 the working group is established under sub-  
24 section (b)(1);

1 (B) in the case of the second report, by not  
2 later than 2 years after the date on which the  
3 first report is required to be submitted under  
4 subparagraph (A); and

5 (C) in the case of the third report, by not  
6 later than 2 years after the date on which the  
7 second report is required to be submitted under  
8 subparagraph (B).

9 (3) STRATEGY.—

10 (A) IN GENERAL.—Based on the reports  
11 submitted by the working group under para-  
12 graph (1), the Secretaries shall jointly develop,  
13 maintain, and update a strategy that describes  
14 the means by which the Federal Government,  
15 States, units of local government, and industry  
16 can—

17 (i) establish quantitative targets for  
18 transportation electrification;

19 (ii) overcome the barriers described in  
20 paragraph (1)(A);

21 (iii) identify areas of opportunity in  
22 research and development to improve bat-  
23 tery manufacturing, mineral mining, recy-  
24 cling costs, material recovery, fire risks,

1 and battery performance for electric vehi-  
2 cles;

3 (iv) enhance Federal interagency co-  
4 ordination to promote electric vehicle adop-  
5 tion;

6 (v) prepare the workforce for the  
7 adoption of electric vehicles, including  
8 through collaboration with labor unions,  
9 educational institutions, and relevant man-  
10 ufacturers;

11 (vi) expand electric vehicle and charg-  
12 ing infrastructure;

13 (vii) expand knowledge of the benefits  
14 of electric vehicles among the general pub-  
15 lic;

16 (viii) maintain the global competitive-  
17 ness of the United States in the electric ve-  
18 hicle and charging infrastructure markets;

19 (ix) provide clarity in regulations to  
20 improve national uniformity with respect to  
21 electric vehicles; and

22 (x) ensure the sustainable integration  
23 of electric vehicles into the national electric  
24 grid.



1 (B) NOTICE AND COMMENT.—In carrying  
2 out subparagraph (A), the Secretaries shall pro-  
3 vide public notice and opportunity for comment  
4 on the strategy described in that subparagraph.

5 (4) INFORMATION.—

6 (A) IN GENERAL.—The Secretaries may  
7 enter into an agreement with the Transpor-  
8 tation Research Board of the National Acad-  
9 emies of Sciences, Engineering, and Medicine to  
10 provide, track, or report data, information, or  
11 research to assist the working group in carrying  
12 out paragraph (1).

13 (B) USE OF EXISTING INFORMATION.—In  
14 developing a report under paragraph (1) or a  
15 strategy under paragraph (3), the Secretaries  
16 and the working group shall take into consider-  
17 ation existing Federal, State, local, private sec-  
18 tor, and academic data and information relating  
19 to electric vehicles and, to the maximum extent  
20 practicable, coordinate with the entities that  
21 publish that information—

22 (i) to prevent duplication of efforts by  
23 the Federal Government; and

24 (ii) to leverage existing information  
25 and complementary efforts.

1 (d) COORDINATION.—To the maximum extent prac-  
2 ticable, the Secretaries and the working group shall carry  
3 out this section using all available existing resources,  
4 websites, and databases of Federal agencies, such as—

5 (1) the Alternative Fuels Data Center;

6 (2) the Energy Efficient Mobility Systems pro-  
7 gram; and

8 (3) the Clean Cities Coalition Network.

9 (e) TERMINATION.—The working group shall termi-  
10 nate on submission of the third report required under sub-  
11 section (c)(2)(C).

12 **SEC. 7. NATIONAL ELECTRIC VEHICLE PROGRAM.**

13 In addition to amounts otherwise available, out of any  
14 money in the Treasury not otherwise appropriated, there  
15 is appropriated to the Secretary in equal amounts for each  
16 of fiscal years 2022 through 2026, to remain available  
17 until expended, \$5,000,000,000, to remain available until  
18 expended for amounts made available for each of fiscal  
19 years 2022 through 2026, to carry out a National Electric  
20 Vehicle Formula Program (referred to in this section as  
21 the “Program”) to provide funding to States to strategi-  
22 cally deploy electric vehicle charging infrastructure and to  
23 establish an interconnected network to facilitate data col-  
24 lection, access, and reliability: *Provided*, That funds made  
25 available under this section shall be used for: (1) the ac-

1 quisition and installation of electric vehicle charging infra-  
2 structure to serve as a catalyst for the deployment of such  
3 infrastructure and to connect it to a network to facilitate  
4 data collection, access, and reliability; (2) proper operation  
5 and maintenance of electric vehicle charging infrastruc-  
6 ture; and (3) data sharing about electric vehicle charging  
7 infrastructure to ensure the long-term success of invest-  
8 ments made under this section: *Provided further*, That for  
9 each of fiscal years 2022 through 2026, the Secretary  
10 shall distribute among the States the funds made available  
11 under this section so that each State receives an amount  
12 equal to the proportion that the total base apportionment  
13 or allocation determined for the State under subsection  
14 (c) of section 104 or under section 165 of title 23, United  
15 States Code, bears to the total base apportionments or al-  
16 locations for all States under subsection (c) of section 104  
17 and section 165 of title 23, United States Code: *Provided*  
18 *further*, That the Federal share payable for the cost of  
19 a project funded under this section shall be 80 percent:  
20 *Provided further*, That the Secretary shall establish a  
21 deadline by which a State shall provide a plan to the Sec-  
22 retary, in such form and such manner that the Secretary  
23 requires (to be made available on the Department's  
24 website), describing how such State intends to use funds  
25 distributed to the State under this section to carry out

1 the Program for each fiscal year in which funds are made  
2 available: *Provided further*, That, not later than 120 days  
3 after the deadline established in the preceding proviso, the  
4 Secretary shall make publicly available on the Depart-  
5 ment's website and submit to the House Committee on  
6 Transportation and Infrastructure, the Senate Committee  
7 on Environment and Public Works, and the House and  
8 Senate Committees on Appropriations, a report summa-  
9 rizing each plan submitted by a State to the Department  
10 and an assessment of how such plans make progress to-  
11 wards the establishment of a national network of electric  
12 vehicle charging infrastructure: *Provided further*, That if  
13 a State fails to submit the plan required under the fourth  
14 proviso of this section to the Secretary by the date speci-  
15 fied in such proviso, or if the Secretary determines a State  
16 has not taken action to carry out its plan, the Secretary  
17 may withhold or withdraw, as applicable, funds made  
18 available under this section for the fiscal year from the  
19 State and award such funds on a competitive basis to local  
20 jurisdictions within the State for use on projects that meet  
21 the eligibility requirements under this section: *Provided*  
22 *further*, That, prior to the Secretary making a determina-  
23 tion that a State has not taken actions to carry out its  
24 plan, the Secretary shall notify the State, consult with the  
25 State, and identify actions that can be taken to rectify

1 concerns, and provide at least 90 days for the State to  
2 rectify concerns and take action to carry out its plan: *Pro-*  
3 *vided further*, That the Secretary shall provide notice to  
4 a State on the intent to withhold or withdraw funds not  
5 less than 60 days before withholding or withdrawing any  
6 funds, during which time the States shall have an oppor-  
7 tunity to appeal a decision to withhold or withdraw funds  
8 directly to the Secretary: *Provided further*, That if the Sec-  
9 retary determines that any funds withheld or withdrawn  
10 from a State under the preceding proviso cannot be fully  
11 awarded to local jurisdictions within the State under the  
12 preceding proviso in a manner consistent with the purpose  
13 of this section, any such funds remaining shall be distrib-  
14 uted among other States (except States for which funds  
15 for that fiscal year have been withheld or withdrawn under  
16 the preceding proviso) in the same manner as funds dis-  
17 tributed for that fiscal year under the second proviso  
18 under this section, except that the ratio shall be adjusted  
19 to exclude States for which funds for that fiscal year have  
20 been withheld or withdrawn under the preceding proviso:  
21 *Provided further*, That funds distributed under the pre-  
22 ceding proviso shall only be available to carry out this sec-  
23 tion: *Provided further*, That funds made available under  
24 this section may be used to contract with a private entity  
25 for acquisition and installation of publicly accessible elec-

1 tric vehicle charging infrastructure and the private entity  
2 may pay the non-Federal share of the cost of a project  
3 funded under this section: *Provided further*, That funds  
4 made available under this section shall be for projects di-  
5 rectly related to the charging of a vehicle and only for  
6 electric vehicle charging infrastructure that is open to the  
7 general public or to authorized commercial motor vehicle  
8 operators from more than one company: *Provided further*,  
9 That any electric vehicle charging infrastructure acquired  
10 or installed with funds made available under this section  
11 shall be located along a designated alternative fuel cor-  
12 ridor: *Provided further*, That no later than 90 days after  
13 the date of enactment of this Act, the Secretary, in coordi-  
14 nation with the Secretary of Energy, shall develop guid-  
15 ance for States and localities to strategically deploy elec-  
16 tric vehicle charging infrastructure, consistent with this  
17 section: *Provided further*, That the Secretary, in coordina-  
18 tion with the Secretary of Energy, shall consider the fol-  
19 lowing in developing the guidance described in the pre-  
20 ceding proviso: (1) the distance between publicly available  
21 electric vehicle charging infrastructure; (2) connections to  
22 the electric grid, including electric distribution upgrades;  
23 vehicle-to-grid integration, including smart charge man-  
24 agement or other protocols that can minimize impacts to  
25 the grid; alignment with electric distribution interconnec-

1 tion processes, and plans for the use of renewable energy  
2 sources to power charging and energy storage; (3) the  
3 proximity of existing off-highway travel centers, fuel re-  
4 tailers, and small businesses to electric vehicle charging  
5 infrastructure acquired or funded under this section; (4)  
6 the need for publicly available electric vehicle charging in-  
7 frastructure in rural corridors and underserved or dis-  
8 advantaged communities; (5) the long-term operation and  
9 maintenance of publicly available electric vehicle charging  
10 infrastructure to avoid stranded assets and protect the in-  
11 vestment of public funds in that infrastructure; (6) exist-  
12 ing private, national, State, local, Tribal, and territorial  
13 government electric vehicle charging infrastructure pro-  
14 grams and incentives; (7) fostering enhanced, coordinated,  
15 public-private or private investment in electric vehicle  
16 charging infrastructure; (8) meeting current and antici-  
17 pated market demands for electric vehicle charging infra-  
18 structure, including with regard to power levels and charg-  
19 ing speed, and minimizing the time to charge current and  
20 anticipated vehicles; and (9) any other factors, as deter-  
21 mined by the Secretary: *Provided further*, That if a State  
22 determines, and the Secretary certifies, that the des-  
23 ignated alternative fuel corridors in the States are fully  
24 built out, then the State may use funds provided under  
25 this section for electric vehicle charging infrastructure on

1 any public road or in other publicly accessible locations,  
2 such as parking facilities at public buildings, public  
3 schools, and public parks, or in publicly accessible parking  
4 facilities owned or managed by a private entity: *Provided*  
5 *further*, That subject to the minimum standards and re-  
6 quirements established under the following proviso, funds  
7 made available under this section may be used for: (1)  
8 the acquisition or installation of electric vehicle charging  
9 infrastructure; (2) operating assistance for costs allocable  
10 to operating and maintaining electric vehicle charging in-  
11 frastructure acquired or installed under this section, for  
12 a period not to exceed five years; (3) the acquisition or  
13 installation of traffic control devices located in the right-  
14 of-way to provide directional information to electric vehicle  
15 charging infrastructure acquired, installed, or operated  
16 under this section; (4) on-premises signs to provide infor-  
17 mation about electric vehicle charging infrastructure ac-  
18 quired, installed, or operated under this section; (5) devel-  
19 opment phase activities relating to the acquisition or in-  
20 stallation of electric vehicle charging infrastructure, as de-  
21 termined by the Secretary; or (6) mapping and analysis  
22 activities to evaluate, in an area in the United States des-  
23 igned by the eligible entity, the locations of current and  
24 future electric vehicle owners, to forecast commuting and  
25 travel patterns of electric vehicles and the quantity of elec-



1 tricity required to serve electric vehicle charging stations,  
2 to estimate the concentrations of electric vehicle charging  
3 stations to meet the needs of current and future electric  
4 vehicle drivers, to estimate future needs for electric vehicle  
5 charging stations to support the adoption and use of elec-  
6 tric vehicles in shared mobility solutions, such as micro-  
7 transit and transportation network companies, and to de-  
8 velop an analytical model to allow a city, county, or other  
9 political subdivision of a State or a local agency to com-  
10 pare and evaluate different adoption and use scenarios for  
11 electric vehicles and electric vehicle charging stations: *Pro-*  
12 *vided further*, That not later than 180 days after the date  
13 of enactment of this Act, the Secretary, in coordination  
14 with the Secretary of Energy and in consultation with rel-  
15 evant stakeholders, shall, as appropriate, develop min-  
16 imum standards and requirements related to: (1) the in-  
17 stallation, operation, or maintenance by qualified techni-  
18 cians of electric vehicle charging infrastructure under this  
19 section; (2) the interoperability of electric vehicle charging  
20 infrastructure under this section; (3) any traffic control  
21 device or on-premises sign acquired, installed, or operated  
22 under this section; (4) any data requested by the Secretary  
23 related to a project funded under this section, including  
24 the format and schedule for the submission of such data;  
25 (5) network connectivity of electric vehicle charging infra-

1 structure; and (6) information on publicly available elec-  
2 tric vehicle charging infrastructure locations, pricing, real-  
3 time availability, and accessibility through mapping appli-  
4 cations: *Provided further*, That not later than 1 year after  
5 the date of enactment of this Act, the Secretary shall des-  
6 ignate national electric vehicle charging corridors that  
7 identify the near- and long-term need for, and the location  
8 of, electric vehicle charging infrastructure to support  
9 freight and goods movement at strategic locations along  
10 major national highways, the National Highway Freight  
11 Network established under section 167 of title 23, United  
12 States Code, and goods movement locations including  
13 ports, intermodal centers, and warehousing locations: *Pro-*  
14 *vided further*, That the report issued under section 151(e)  
15 of title 23, United States Code, shall include a description  
16 of efforts to achieve strategic deployment of electric vehicle  
17 charging infrastructure in electric vehicle charging cor-  
18 ridors, including progress on the implementation of the  
19 Program under this section: *Provided further*, That, for  
20 fiscal year 2022, before distributing funds made available  
21 under this section to States, the Secretary shall set aside  
22 from funds made available under this section to carry out  
23 this section not more than \$300,000,000, which may be  
24 transferred to the Joint Office described in the twenty-  
25 fourth proviso of this section, to establish such Joint Of-

1    fice and carry out its duties under this section: *Provided*  
2    *further*, That, for each of fiscal years 2022 through 2026,  
3    after setting aside funds under the preceding proviso, and  
4    before distributing funds made available under this section  
5    to States, the Secretary shall set aside from funds made  
6    available under this section for such fiscal year to carry  
7    out this section 10 percent should go to States or localities  
8    that require additional assistance to strategically deploy  
9    electric vehicle charging infrastructure: *Provided further*,  
10    That not later than 1 year after the date of enactment  
11    of this Act, the Secretary shall establish a grant program  
12    to administer to States or localities the amounts set aside  
13    under the preceding proviso: *Provided further*, That, ex-  
14    cept as otherwise specified under this section, funds made  
15    available under this section, other than funds transferred  
16    under the nineteenth proviso of this section to the Joint  
17    Office, shall be administered as if apportioned under chap-  
18    ter 1 of title 23, United States Code: *Provided further*,  
19    That funds made available under this section shall not be  
20    transferable under section 126 of title 23, United States  
21    Code: *Provided further*, That there is established a Joint  
22    Office of Energy and Transportation (referred to in this  
23    section as the “Joint Office”) in the Department and the  
24    Department of Energy to study, plan, coordinate, and im-  
25    plement issues of joint concern between the two agencies,

1 which shall include: (1) technical assistance related to the  
2 deployment, operation, and maintenance of zero emission  
3 vehicle charging and refueling infrastructure, renewable  
4 energy generation, vehicle-to-grid integration, including  
5 microgrids, and related programs and policies; (2) data  
6 sharing of installation, maintenance, and utilization in  
7 order to continue to inform the network build out of zero  
8 emission vehicle charging and refueling infrastructure; (3)  
9 performance of a national and regionalized study of zero  
10 emission vehicle charging and refueling infrastructure  
11 needs and deployment factors, to support grants for com-  
12 munity resilience and electric vehicle integration; (4) de-  
13 velopment and deployment of training and certification  
14 programs; (5) establishment and implementation of a pro-  
15 gram to promote renewable energy generation, storage,  
16 and grid integration, including microgrids, in transpor-  
17 tation rights-of-way; (6) studying, planning, and funding  
18 for high-voltage distributed current infrastructure in the  
19 rights-of-way of the Interstate System and for con-  
20 structing high-voltage and or medium-voltage trans-  
21 mission pilots in the rights-of-way of the Interstate Sys-  
22 tem; (7) research, strategies, and actions under the De-  
23 partments' statutory authorities to reduce transportation-  
24 related emissions and mitigate the effects of climate  
25 change; (8) development of a streamlined utility accom-

1 modations policy for high-voltage and medium-voltage  
2 transmission in the transportation right-of-way; and (9)  
3 any other issues that the Secretary and the Secretary of  
4 Energy identify as issues of joint interest: *Provided fur-*  
5 *ther*, That the Joint Office of Energy and Transportation  
6 shall establish and maintain a public database, accessible  
7 on both Department and Department of Energy websites,  
8 that includes: (1) information maintained on the Alter-  
9 native Fuel Data Center by the Office of Energy Effi-  
10 ciency and Renewable Energy of the Department of En-  
11 ergy with respect to the locations of electric vehicle charg-  
12 ing stations; (2) potential locations for electric vehicle  
13 charging stations identified by eligible entities through the  
14 program; and (3) the ability to sort generated results by  
15 various characteristics with respect to electric vehicle  
16 charging stations, including location, in terms of the  
17 State, city, or county; status (operational, under construc-  
18 tion, or planned); and charging type, in terms of Level  
19 2 charging equipment or Direct Current Fast Charging  
20 Equipment: *Provided further*, That the Secretary and the  
21 Secretary of Energy shall cooperatively administer the  
22 Joint Office consistent with this section: *Provided further*,  
23 That the Secretary and the Secretary of Energy may  
24 transfer funds between the Department and the Depart-  
25 ment of Energy from funds provided under this section

1 to establish the Joint Office and to carry out its duties  
2 under this section and any such funds or portions thereof  
3 transferred to the Joint Office may be transferred back  
4 to and merged with this account: *Provided further*, That  
5 the Secretary and the Secretary of Energy shall notify the  
6 House and Senate Committees on Appropriations not less  
7 than 15 days prior to transferring any funds under the  
8 previous proviso: *Provided further*, That for the purposes  
9 of funds made available under this section: (1) the term  
10 “State” has the meaning given such term in section 101  
11 of title 23, United States Code; and (2) the term “Fed-  
12 eral-aid highway” means a public highway eligible for as-  
13 sistance under chapter 1 of title 23, United States Code,  
14 other than a highway functionally classified as a local road  
15 or rural minor collector.

16 **SEC. 8. PUBLIC TRANSPORTATION.**

17 (a) IN GENERAL.—Section 5302(3)(G) of title 49,  
18 United States Code, is amended—

19 (1) by redesignating clauses (iv) and (v) as  
20 clauses (v) and (vi), respectively;

21 (2) by inserting after clause (iii) the following:

22 “(iv) provides that if equipment to  
23 fuel privately owned zero-emission pas-  
24 senger vehicles is installed, the recipient of  
25 assistance under this chapter shall collect

1 fees from users of the equipment in order  
2 to recover the costs of construction, main-  
3 tenance, and operation of the equipment;”;

4 (3) in clause (vi) (as so redesignated)—

5 (A) in subclause (XIII), by striking “and”  
6 at the end;

7 (B) in subclause (XIV), by adding “and”  
8 after the semicolon; and

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

10 “(XV) technology to fuel a zero-  
11 emission vehicle;”.

12 (b) CONFORMING AMENDMENTS.—

13 (1) Section 5336(e) of title 49, United States  
14 Code, is amended by striking “, as defined in section  
15 5302(4)”.

16 (2) Section 28501(4) of title 49, United States  
17 Code, is amended by striking “section 5302(a)(6)”  
18 and inserting “section 5302”.

19 **SEC. 9. STATE ENERGY CONSERVATION PLANS.**

20 Section 362(d) of the Energy Policy and Conserva-  
21 tion Act (42 U.S.C. 6322(d)) is amended by striking para-  
22 graph (3) and inserting the following:

23 “(3) programs to increase transportation energy  
24 efficiency, including programs to help reduce carbon  
25 emissions in the transportation sector by 2050 and

1 accelerate the use of alternative transportation fuels  
2 for, and the electrification of, State government ve-  
3 hicles, fleet vehicles, taxis and ridesharing services,  
4 mass transit, school buses, ferries, and privately  
5 owned passenger and medium- and heavy-duty vehi-  
6 cles;”.

7 **SEC. 10. TRANSPORTATION WORKFORCE DEVELOPMENT.**

8 (a) ASSESSMENT.—The Secretary shall enter into an  
9 arrangement with the National Academy of Sciences  
10 under which the National Academy shall develop and sub-  
11 mit to the Secretary a workforce needs assessment that—

12 (1) addresses—

13 (A) the education and recruitment of tech-  
14 nical workers for the intelligent transportation  
15 technologies and systems industry;

16 (B) the development of a workforce skilled  
17 in various types of intelligent transportation  
18 technologies, components, infrastructure, and  
19 equipment, including with respect to—

20 (i) installation;

21 (ii) maintenance;

22 (iii) manufacturing;

23 (iv) operations, including data anal-  
24 ysis and review; and

25 (v) cybersecurity; and



1 (C) barriers to employment in the intel-  
2 ligent transportation technologies and systems  
3 industry for—

4 (i) individuals who are former offend-  
5 ers (as defined in section 3 of the Work-  
6 force Innovation and Opportunity Act (29  
7 U.S.C. 3102));

8 (ii) individuals with a disability (as  
9 defined in section 3 of the Americans with  
10 Disabilities Act of 1990 (42 U.S.C.  
11 12102)); and

12 (iii) individuals that represent popu-  
13 lations that are traditionally underrep-  
14 resented in the workforce; and

15 (2) includes recommendations relating to the  
16 issues described in paragraph (1).

17 (b) WORKING GROUP.—

18 (1) ESTABLISHMENT.—The Secretary shall es-  
19 tablish a working group, to be composed of—

20 (A) the Secretary of Energy;

21 (B) the Secretary of Labor; and

22 (C) the heads of such other Federal agen-  
23 cies as the Secretary determines to be nec-  
24 essary.

25 (2) IMPLEMENTATION PLAN.—

1 (A) IN GENERAL.—The working group es-  
2 tablished under paragraph (1) shall develop an  
3 intelligent transportation technologies and sys-  
4 tems industry workforce development implanta-  
5 tion plan.

6 (B) REQUIREMENTS.—The implementation  
7 plan under subparagraph (A) shall address any  
8 issues and recommendations included in the  
9 needs assessment under subsection (a), taking  
10 into consideration a whole-of-government ap-  
11 proach with respect to—

12 (i) using registered apprenticeship and  
13 preapprenticeship programs; and

14 (ii) re-skilling workers who may be in-  
15 terested in working within the intelligent  
16 transportation technologies and systems in-  
17 dustry.

18 (3) SUBMISSION TO CONGRESS.—Not later than  
19 1 year after the date of receipt of the needs assess-  
20 ment under subsection (a), the Secretary shall sub-  
21 mit to Congress the implementation plan developed  
22 under paragraph (2).

23 (4) TERMINATION.—The working group estab-  
24 lished under paragraph (1) shall terminate on the  
25 date on which the implementation plan developed

1 under paragraph (2) is submitted to Congress under  
2 paragraph (3).

3 (c) TRANSPORTATION WORKFORCE OUTREACH PRO-  
4 GRAM.—

5 (1) IN GENERAL.—Subchapter I of chapter 55  
6 of title 49, United States Code, is amended by add-  
7 ing at the end the following:

8 **“§ 5506. Transportation workforce outreach program**

9 “(a) IN GENERAL.—The Secretary of Transportation  
10 (referred to in this section as the ‘Secretary’) shall estab-  
11 lish and administer a transportation workforce outreach  
12 program, under which the Secretary shall carry out a se-  
13 ries of public service announcement campaigns during  
14 each of fiscal years 2022 through 2026.

15 “(b) PURPOSES.—The purpose of the campaigns car-  
16 ried out under the program under this section shall be—

17 “(1) to increase awareness of career opportuni-  
18 ties in the transportation sector, including aviation  
19 pilots, safety inspectors, mechanics and technicians,  
20 air traffic controllers, flight attendants, truck and  
21 bus drivers, engineers, transit workers, railroad  
22 workers, and other transportation professionals; and

23 “(2) to target awareness of professional oppor-  
24 tunities in the transportation sector to diverse seg-  
25 ments of the population, including with respect to

1 race, sex, ethnicity, ability (including physical and  
2 mental ability), veteran status, and socioeconomic  
3 status.

4 “(c) ADVERTISING.—The Secretary may use, or au-  
5 thorize the use of, amounts made available to carry out  
6 the program under this section for the development, pro-  
7 duction, and use of broadcast, digital, and print media ad-  
8 vertising and outreach in carrying out a campaign under  
9 this section.

10 “(d) FUNDING.—The Secretary may use to carry out  
11 this section any amounts otherwise made available to the  
12 Secretary, not to exceed \$5,000,000, for each of fiscal  
13 years 2022 through 2026.”.

14 (2) CLERICAL AMENDMENT.—The analysis for  
15 subchapter I of chapter 55 of title 49, United States  
16 Code, is amended by adding at the end the fol-  
17 lowing:

“5506. Transportation workforce outreach program.”.

○