Cleaner Transportation Access for All Act
Sen. Cortez Masto (D-NV)

Background:

Transportation accounts for nearly 30% of all greenhouse gas emissions and is the largest single contributor to the climate change crisis in the United States. Offering drivers more zero and low-emissions options will decrease our reliance on foreign oil markets, create jobs, combat pollution and climate change, and help us compete with our global rivals, like China, which has invested $420 billion in the deploying electric vehicles.

Zero emissions vehicles, and specifically electric vehicles, offer an off ramp to reduce our dependence on combustion vehicles. However, U.S. adoption of clean transportation has its barriers including lack of fueling infrastructure, consumer hesitation, high costs, technological and supply chain challenges.

This legislation supports incentives to purchase and invest in clean transportation and clean transportation infrastructure that would –

- Meet the demands of all Americans and expand the incentives for cleaner transportation technology to all sides of the market;
- Diversify the fuel economy with hydrogen, biofuel, electric and other alternative fuel vehicles, while reducing reliance on volatile middle east oil and gas markets;
- Strengthen domestic clean transportation supply chains needed to move away from our reliance on China and make us competitive with other Asian and European companies adopting this technology; and
- Support and create millions of good paying jobs in manufacturing, infrastructure development and maintenance.

Overview:

The *Cleaner Transportation Access for All Act* supports incentives for cleaner transportation access for everyone by addressing barriers for zero-emission vehicle adoption:

- Restores and extends various IRA and IIJA tax credits and federal funding opportunities for zero-emission vehicle infrastructure:
    - 25E Used EV tax credit for consumers;
    - 30D New EV tax credit for consumers;
    - 30C fueling tax credit for charging infrastructure, both public and private;
    - Tax-exempt bonding for cleaner fueling infrastructure;
    - USDOT National EV Infrastructure (NEVI) state formula funding program; and
    - USDOT Charging and Fueling Infrastructure (CFI) grant program
- Extends the Joint Office of Energy and Transportation and USDOT EV Commission;
- Reauthorizes USDOT policies on emission reducing buses, workforce & HOV access
- Requires a federal strategy to reduce the cost of transportation fuels for consumers in the United States through conservation within federal fleets/transportation.

For more information contact Trevor_Dean@cortezmasto.senate.gov or 202-224-5930

Cleaner Transportation Access for All Act
Sen. Cortez Masto (D-NV)

Cleaner Transportation Access for All Act
Section by Section:

- **Section 1. Short Title** – “Cleaner Transportation Access for All Act.”
- **Section 2. Extension of Credit for Previously Owned Clean Vehicles** – Restore the *Inflation Reduction Act* (IRA) used EV 25E tax credit through 2031.
- **Section 3. Extension of the Clean Vehicle Credit** – Restore the 30D tax credit for obtaining a new EV through 2031.
- **Section 4. Extension and Enhancement of Alternative Fuel Vehicle Refueling Property Credit** – Restore and enhance the IRA 30C fueling credit through 2031:
  - Removes the census tract limitations;
  - Increases the percentage of price the credit covers to 50% for residential installations (up to $1,000);
- **Section 5. Exempt Facility Bonds for Zero-Emission Vehicle Infrastructure** – Permits the use of tax-exempt facility bonds to fund zero-emission vehicle infrastructure both within a large project, but also as an individual fueling project.
- **Section 6. Joint Office of Energy and Transportation** – underscores Congress’ intent to maintain the interagency office and collaboration, including with specific duties related to collaboration and technical assistance.
  - Authorizes appropriation of $150 million each year for JOET operations. (sourced from NEVI funding)
- **Section 7. Electric Vehicle Commission** – Extends and expands the Bipartisan Infrastructure Act’s EV Commission and its duties for five additional years, including:
  - Adding travel and tourism section, and first responders to the Commission;
  - Requests recommendations on consumer labels on EVs, disposal and recycling of batteries, and any fire and safety risks;
  - Authorizes appropriation of $3 million each year for the EV Commission. (sourced from NEVI funding)
- **Section 8. National Electric Vehicle Infrastructure Program** – Reauthorizes and extends the Bipartisan Infrastructure Act’s Joint Office of Energy and Transportation and the National EV Infrastructure (NEVI) charging formula program with $5 billion over 5 years, with:
  - Additional set-asides to reach underserved rural and urban areas, as well as preparing investments to support medium and heavy-duty vehicles and to incorporate EV access for tourists, including at airports and for outdoor recreation. And adding authority to allow for investments in the electrical grid and workforce, as well as the ability to install chargers in/around National Parks, if necessary.
- **Section 9. Grants for Charging and Fueling Infrastructure** – Extends the Bipartisan Infrastructure Act’s EV Charging and Fueling Infrastructure discretionary grant program (CFI) with $2.5 billion over 5 years, setting aside 10% of the funding to target support to the travel, tourism and outdoor recreation sectors, and 10% to expand medium and heavy-duty vehicles charging infrastructure.

For more information contact Trevor_Dean@cortezmasto.senate.gov or 202-224-5930

- **Section 10. Community Flexibility for EV Charging** – provides flexibility for the citing of public EV charging for curbside and other innovative locations.
- **Section 11. FTA Low-No Emissions Gran Program** – reauthorizes the USDOT-FTA grant program that supports cleaner transit buses at $1.15 billion per year, FY27-31.
- **Section. 12. Reauthorization of priority access for EVs and others through HOV Lanes** – permanently extends the FAST Act provision
- **Section 13. Workforce** – amends a USDOT public awareness campaign for careers in transportation, including specifically to emerging technologies in smarter and cleaner transportation.
    - Authorizes $6 million annually from FY27-31
- **Section 14. Strategies to Reduce the Cost of Transportation Fuels in the United States** – Requires the General Services, the Council on Environmental Quality, and the Office of Management and Budget to coordinate a short-term and long-term strategy to reduce the cost of transportation fuels for consumers in the United States through Federal conservation through its fleets/transportation. (Exempting defense, law enforcement, & USPS)