

# *The Future Clean Transportation Jobs and Development Act*

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## **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 will support investments in the **entirety** of the clean energy and transportation technology supply chain by –

- Strengthening domestic critical mineral and battery [supply chains](#) needed to move away from our reliance on China;
- Investing in research and development of new clean transportation technology that is [less costly](#) for consumers; and
- Preparing the nation's workforce for the [good paying jobs](#) this industry has and can create.

## **Overview and Section by Section:**

The *Future Clean Transportation Jobs and Development Act* will extend and secure multiple clean energy and transportation supply chain funding opportunities, while also focusing on investments in the electric vehicle battery lifecycle – from accessing the critical minerals needed for batteries to the recycling of them. This legislation will also encourage continued coordinated research and development efforts by the Department of Energy into clean transportation technologies.

- **Section. 3 Battery Processing and Manufacturing** – reauthorizes the battery manufacturing and recycling program passed in the IIJA, authorizes \$6 billion in grant funding from FY27-31;
- **Section. 4 Office of Critical Mineral and Energy Innovation** – codifies the existing DOE office charged with strengthening the U.S. competitiveness on emerging energy technologies and supply chains;
- **Section. 5 Grant Program for Processing Critical Minerals and Development of Critical Minerals and Metals** – reauthorizes the IIJA-passed critical minerals program and provides \$100 million annually from FY27-31.
- **Section. 6 Reporting on the Development of Certain Technologies** – requires the DOE to provide overall reports on the investments and accomplishments of the vehicle R&D programs outline below;
- **Section. 7 Advanced Vehicle Research and Development** – establishes a DOE research, development and demonstration program for more efficient, sustainable, resilient, safe, and domestically available technologies, materials, and manufacturing processes for advanced vehicle technologies that can help reduce costs for manufacturers and consumers;

- **Section. 8 Advanced On-Road Vehicle Security Program** – establishes a DOE research and development program focused on cyber and physical security of vehicles utilizing new and innovation technologies;
- **Section. 9 Vehicle Energy Storage System Safety Program** – establishes a DOE research, development, and demonstration program of vehicle energy storage safety and reliability;
- **Section. 10 Advanced Vehicle Technologies Advisory Committee** – establishes the DOE Advanced Vehicle Technologies Advisory Committee (referred to in this section as the “advisory committee”) to advise the Secretary on vehicle technology and mobility system research advancements;
- **Section. 11 Medium-Duty and Heavy-Duty Commercial and Transit Vehicle Program** – establishes a DOE research, development, and demonstration program for activities of advanced energy technologies for medium-duty and heavy-duty commercial, vocational, recreational, and transit vehicles, on-road and nonroad;
- **Section. 12 Energy-Efficient Mobility Systems Program** – establishes a DOE research, development, and demonstration program of advanced energy-efficient mobility solutions that will address the potential energy impacts of advanced vehicle technologies throughout the transportation sector;
- **Section. 13 Inter-, Intra-agency, and Intergovernmental Coordination** – Coordination requirement across the DOE, as well as with other agencies on the R&D of emerging vehicle technologies and their supply chains;
- **Section. 14 Authorization of Appropriations** – Increasing sliding scale of between \$530-644 million a year in funding for research, development, and demonstration of alternative fuels, vehicle propulsion systems, vehicle components, and other related technologies.