To direct the Secretary of Transportation to establish a Wireless Electric Vehicle Charging Grant Program, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mrs. LAWRENCE introduced the following bill; which was referred to the Committee on ____________________________

A BILL

To direct the Secretary of Transportation to establish a Wireless Electric Vehicle Charging Grant Program, and for other purposes.

Be it enacted by the Senate and House of Representa-
tives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Wireless Electric Vehi-

SEC. 2. FINDINGS.

Congress finds the following:

(Original Signature of Member)
(1) Electric vehicles are crucial to cutting greenhouse gas emissions, reducing reliance on fossil fuels, and combating the climate crisis. As of 2019, the transportation sector accounts for 29 percent of all greenhouse gas emissions, which is the most of any sector.

(2) Increasing the adoption of electric vehicles will reduce pollution and increase air quality for communities located near roads with high traffic density or high-volume routes.

(3) As the automotive industry shifts towards electric vehicles, investing in new electric vehicle technologies will be crucial to enhancing America’s competitiveness, creating jobs, and ensuring continued economic growth.

(4) Range anxiety is one of the chief barriers to electric vehicle adoption. If deployed strategically, wireless electric vehicle charging could help by providing drivers convenient opportunities to charge and extend the range of electric vehicles.

(5) Wireless charging technologies could be invaluable for electric transit buses, trucking, fleet vehicles, and autonomous electric vehicles, allowing for convenient and hands-free charging, while also low-
ering costs, as effective wireless charging would re-
duce the need for larger and heavier batteries.

(6) Wireless electric vehicle charging has the
potential to make electric vehicles more accessible
and allow all people of the United States, regardless
of physical ability, to enjoy the benefits of electric
vehicles.

(7) It is critical to establish a resilient and ro-
bust domestic supply chain for all electric vehicle
charging infrastructure. With strong Buy America
requirements, federally-funded programs can
incentivize companies to build facilities in the United
States, creating good paying jobs and economic
growth for communities.

SEC. 3. ESTABLISHMENT OF WIRELESS ELECTRIC VEHICLE
CHARGING GRANT PROGRAM.

The Secretary of Transportation shall establish a
program, in coordination with the Department of Energy,
to award grants on a competitive basis to eligible entities
for projects to construct, install, or improve existing wire-
less charging infrastructure and technology for electric ve-
hicles. The program shall be known as the Wireless Elec-
tric Vehicle Charging Grant Program (in this Act referred
to as the “Program”).
SEC. 4. DUTIES OF SECRETARY.

In carrying out the Program, the Secretary—

(1) may award grants for projects described in section 3, including for wireless charging located along roads, in parking lots, airports, and at coastal and inland ports;

(2) shall ensure that recipients of the grants focus on the wireless charging of 1 or more of—

(A) light-, medium-, and heavy-duty vehicles;

(B) fleet vehicles, including the Federal vehicle fleets; and

(C) public transit;

(3) shall publish an annual progress report to the relevant committees of the House of Representatives and the Senate that includes—

(A) a description of recipients of grants, amount disbursed, and reasons for the selection of projects;

(B) the progress of each pilot project funded under the Program;

(C) successes, failures, and safety of the technologies funded under the Program;

(D) recommendations for future funding, best practices, and policies relating to wireless electric vehicle charging;
(E) workforce impacts of each project;
(F) the environmental impact of each project, such as the amount of fuel saved from the project, predicted emissions savings, changes in air quality, and any other environmental information deemed necessary by the Secretary; and
(G) any other information the Secretary considers necessary; and

(4) may provide technical assistance, as determined appropriate by the Secretary to eligible entities with respect to activities described in paragraph (1).

SEC. 5. GRANT RECIPIENTS.

(a) ELIGIBLE ENTITIES.—To be eligible for a grant or technical assistance under the Program, an entity shall be, or be partnered with, any of the following:

(1) A State, local, Tribal, or territorial government.

(2) A Metropolitan Planning Organization.

(3) A special purpose district or public authority with a transportation function.

(4) A transit agency.
(b) **Geographic Diversity.**—In selecting eligible entities to receive grants under the Program, the Secretary shall prioritize geographical diversity.

(c) **Additional Grant Amounts.**—An eligible entity may receive a grant from a State, local, Tribal, or territorial government to carry out similar activities as the activities funded under the Program.

(d) **Workforce Development and Training.**—Eligible entities may use a portion of their grant to cover costs associated with training workers to construct, install, maintain, or operate the projects.

(e) **Community Engagement.**—Eligible entities may use a portion of their grant to cover costs associated with engaging the communities and affected workers, such as drivers, on the planning and design of the project and educating the public on the project.

**SEC. 6. Cost Share.**

(a) **Federal Share.**—The Federal share of a grant awarded under the Program may not exceed 80 percent of total cost of the project.

(b) **Maximum Grant Amount.**—The amount of a grant awarded to an eligible entity under the Program may not exceed $5,000,000.
SEC. 7. PROGRAM REQUIREMENTS.

(a) PRIORITY.—In awarding the grants under the Program, the Secretary shall prioritize projects that—

(1) focus on non-disruptive designs that are compatible with existing infrastructure and beneficial to the public, including for low income, underserved, or disadvantaged communities;

(2) focus on cost-effective, energy-efficient, and environmentally sustainable technologies for public use;

(3) focus on compatibility with the entire range of electric vehicles and with, if determined appropriate by the Secretary, developing and evolving universal wireless charging standards;

(4) focus on safe designs that are compatible with frequent use in a variety of weather conditions and road maintenance activities;

(5) are carried out by entities that emphasize diversity, equity, and inclusion in the eligible entity’s workforce and business practices;

(6) are likely to leverage Federal investment by encouraging non-Federal contributions to the project, including projects from public-private partnerships;

(7) have State, local, Tribal, or territorial government support;
(8) have an outreach strategy to inform and educate the public on project benefits and uses before, during, and after the construction of the projects; and

(9) have an inclusive plan to engage and ensure that the surrounding communities and impacted workers, such as the drivers of the vehicles, are included in the planning and design process.

(b) Wage Rate Requirement.—The Secretary shall require that each recipient of a grant under the Program provides reasonable assurances that all laborers and mechanics employed to carry out the projects for which the assistance is provided, including laborers and mechanics employed by contractors or subcontractors, will be paid wages at rates not less than those for similar work in the locality as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code (commonly referred to as the “Davis-Bacon Act”).

(e) Neutrality Toward Organized Labor.—The recipient of grants under the Program shall have, and ensure that all employed by contractors and subcontractors of the covered entity with respect to the covered activities have—
(1) an explicit policy of neutrality with regard to—

(A) labor organizing for the employees engaged in the covered activities; and

(B) such employees’ choice to form and join labor organizations; and

(2) policies that require—

(A) the posting and maintenance of notices in the workplace to such employees of their rights under the National Labor Relations Act (29 U.S.C. 151 et seq.); and

(B) that such employees are, at the beginning of their employment, provided notice and information regarding the employees’ rights under such Act.

(d) **Buy America.**—

(1) **In general.**—Except as provided in paragraph (2), recipients of grants under the Program shall comply with the requirements described in section 5323(j) of title 49, United States Code.

(2) **Waiver.**—The Secretary may provide any waiver to the requirements described in paragraph (1) in the same manner and to the same extent as the Secretary of Transportation may provide a waiv-
er under section 5323(j)(2) of title 49, United States Code.

SEC. 8. DEFINITIONS.

In this Act:

(1) ELECTRIC VEHICLE.—The term “electric vehicle” means a zero-emission vehicle powered by an electric battery and train.

(2) STATE.—The term “State” has the meaning given the term in section 101 of title 23, United States Code.

(3) WIRELESS CHARGING.—The term “wireless charging” means the charging of a battery by inductive charging or by any means in which a battery is charged without a wire, or plug-in wire, connecting the power source and battery.

SEC. 9. AUTHORIZATION OF APPROPRIATIONS.

There is authorized to be appropriated $50,000,000 to carry out this Act, to remain available until expended.