

119TH CONGRESS
1ST SESSION

H. R. 1892

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

IN THE HOUSE OF REPRESENTATIVES

MARCH 5, 2025

Ms. STEVENS (for herself, Ms. BARRAGÁN, Mrs. DINGELL, and Ms. TITUS) 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 Transportation to establish a Wireless Electric Vehicle Charging Grant Program, 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 “Wireless Electric Vehi-
5 cle Charging Grant Program Act of 2025”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

1 (1) Electric vehicles are crucial to cutting
2 greenhouse gas emissions, reducing reliance on fossil
3 fuels, strengthening United States economic and na-
4 tional security, and combating the climate crisis. As
5 of 2019, the transportation sector accounts for 29
6 percent of all greenhouse gas emissions, which is the
7 most of any sector.

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

12 (3) As the automotive industry shifts towards
13 electric vehicles, investing in new electric vehicle
14 technologies will be crucial to enhancing America's
15 competitiveness, creating jobs, and ensuring contin-
16 ued economic growth.

17 (4) Range anxiety is one of the chief barriers
18 to electric vehicle adoption. If deployed strategically,
19 wireless electric vehicle charging could help by pro-
20 viding drivers convenient opportunities to charge and
21 extend the range of electric vehicles.

22 (5) Wireless charging technologies could be in-
23 valuable for electric transit buses, trucking, fleet ve-
24 hicles, and autonomous electric vehicles, allowing for
25 convenient and hands-free charging, while also low-

1 ering costs, as effective wireless charging would re-
2 duce the need for larger and heavier batteries.

3 (6) Wireless and dynamic charging can also re-
4 duce pressure on the grid, allowing vehicles to
5 charge through space and time, shaving peak de-
6 mand and reducing the need to build massive charg-
7 ing capacity at any given location to meet growing
8 electric vehicle charging demand.

9 (7) Wireless can enhance electrification of
10 fleets, including medium and heavy-duty vehicles,
11 helping them meet operational needs that cannot be
12 met solely by traditional charging systems.

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

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

1 **SEC. 3. ESTABLISHMENT OF WIRELESS ELECTRIC VEHICLE**
2 **CHARGING GRANT PROGRAM.**

3 The Secretary of Transportation shall establish a
4 program, in coordination with the Department of Energy,
5 to award grants on a competitive basis to eligible entities
6 for projects to construct, install, or improve existing wire-
7 less charging infrastructure and technology for electric ve-
8 hicles, including performance, safety, electromagnetic
9 compatibility, interoperability, development, and testing of
10 wireless charging. The program shall be known as the
11 Wireless Electric Vehicle Charging Grant Program (in this
12 Act referred to as the “Program”).

13 **SEC. 4. DUTIES OF SECRETARY.**

14 In carrying out the Program, the Secretary—

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

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

21 (A) light-, medium-, and heavy-duty vehi-
22 cles;

23 (B) fleet vehicles, including the Federal ve-
24 hicle fleets; and

25 (C) public transit;

1 (3) shall publish an annual progress report to
2 the relevant committees of the House of Representa-
3 tives and the Senate that includes—

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

7 (B) the progress of each pilot project fund-
8 ed under the Program;

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

11 (D) recommendations for future funding,
12 best practices, and policies relating to wireless
13 electric vehicle charging;

14 (E) workforce impacts of each project;

15 (F) the environmental impact of each
16 project, such as the amount of fuel saved from
17 the project, predicted emissions savings,
18 changes in air quality, and any other environ-
19 mental information deemed necessary by the
20 Secretary; and

21 (G) any other information the Secretary
22 considers necessary; and

23 (4) may provide technical assistance, as deter-
24 mined appropriate by the Secretary to eligible enti-

1 ties with respect to activities described in paragraph
2 (1).

3 **SEC. 5. GRANT RECIPIENTS.**

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

7 (1) A State, local, Tribal, or territorial govern-
8 ment.

9 (2) A Metropolitan Planning Organization.

10 (3) A special purpose district or public author-
11 ity with a transportation function.

12 (4) A transit agency.

13 (b) **GEOGRAPHIC DIVERSITY.**—In selecting eligible
14 entities to receive grants under the Program, the Sec-
15 retary shall prioritize geographical diversity.

16 (c) **ADDITIONAL GRANT AMOUNTS.**—An eligible enti-
17 ty may receive a grant from a State, local, Tribal, or terri-
18 torial government to carry out similar activities as the ac-
19 tivities funded under the Program.

20 (d) **WORKFORCE DEVELOPMENT AND TRAINING.**—
21 Eligible entities may use a portion of their grant to cover
22 costs associated with training workers to construct, install,
23 maintain, or operate the projects.

24 (e) **COMMUNITY ENGAGEMENT.**—Eligible entities
25 may use a portion of their grant to cover costs associated

1 with engaging the communities and affected workers, such
2 as drivers, on the planning and design of the project and
3 educating the public on the project.

4 **SEC. 6. COST SHARE.**

5 (a) FEDERAL SHARE.—The Federal share of a grant
6 awarded under the Program may not exceed 80 percent
7 of total cost of the project.

8 (b) MAXIMUM GRANT AMOUNT.—The amount of a
9 grant awarded to an eligible entity under the Program
10 may not exceed \$25,000,000.

11 **SEC. 7. PROGRAM REQUIREMENTS.**

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

14 (1) focus on non-disruptive designs that are
15 compatible with existing infrastructure and bene-
16 ficial to the public, including for low income, under-
17 served, or disadvantaged communities;

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

21 (3) focus on compatibility with the entire range
22 of electric vehicles and with, if determined appro-
23 priate by the Secretary, developing and evolving uni-
24 versal wireless charging standards;

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

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

7 (6) are likely to leverage Federal investment by
8 encouraging non-Federal contributions to the
9 project, including projects from public-private part-
10 nerships;

11 (7) have State, local, Tribal, or territorial gov-
12 ernment support;

13 (8) have an outreach strategy to inform and
14 educate the public on project benefits and uses be-
15 fore, during, and after the construction of the
16 projects;

17 (9) have an inclusive plan to engage and ensure
18 that the surrounding communities and impacted
19 workers, such as the drivers of the vehicles, are in-
20 cluded in the planning and design process;

21 (10) focus on interoperability development and
22 testing;

23 (11) focus on fleets, including medium and
24 heavy-duty vehicles, which through transitioning to

1 electric can have a significant impact on reducing
2 fuel consumption and CO2 emissions; and
3 (12) help improve the life of the vehicle's bat-
4 tery.

5 (b) WAGE RATE REQUIREMENT.—The Secretary
6 shall require that each recipient of a grant under the Pro-
7 gram provides reasonable assurances that all laborers and
8 mechanics employed to carry out the projects for which
9 the assistance is provided, including laborers and mechan-
10 ics employed by contractors or subcontractors, will be paid
11 wages at rates not less than those for similar work in the
12 locality as determined by the Secretary of Labor in accord-
13 ance with subchapter IV of chapter 31 of title 40, United
14 States Code (commonly referred to as the “Davis-Bacon
15 Act”).

16 (c) NEUTRALITY TOWARD ORGANIZED LABOR.—The
17 recipient of grants under the Program shall have, and en-
18 sure that all employed by contractors and subcontractors
19 of the covered entity with respect to the covered activities
20 have—

21 (1) an explicit policy of neutrality with regard
22 to—

23 (A) labor organizing for the employees en-
24 gaged in the covered activities; and

1 (B) such employees' choice to form and
2 join labor organizations; and

3 (2) policies that require—

4 (A) the posting and maintenance of notices
5 in the workplace to such employees of their
6 rights under the National Labor Relations Act
7 (29 U.S.C. 151 et seq.); and

8 (B) that such employees are, at the begin-
9 ning of their employment, provided notice and
10 information regarding the employees' rights
11 under such Act.

12 (d) BUY AMERICA.—

13 (1) IN GENERAL.—Except as provided in para-
14 graph (2), recipients of grants under the Program
15 shall comply with the requirements described in sec-
16 tion 5323(j) of title 49, United States Code.

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

23 **SEC. 8. DEFINITIONS.**

24 In this Act:

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

4 (2) STATE.—The term “State” has the mean-
5 ing given the term in section 101 of title 23, United
6 States Code.

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

12 **SEC. 9. AUTHORIZATION OF APPROPRIATIONS.**

13 There is authorized to be appropriated \$250,000,000
14 to carry out this Act, to remain available until expended.

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