

## S 3067

NEXT in Transportation Act

**Congress:** 117 (2021–2023, Ended)

**Chamber:** Senate

**Policy Area:** Transportation and Public Works

**Introduced:** Oct 26, 2021

**Current Status:** Read twice and referred to the Committee on Commerce, Science, and Transportation.

**Latest Action:** Read twice and referred to the Committee on Commerce, Science, and Transportation. (Oct 26, 2021)

**Official Text:** <https://www.congress.gov/bill/117th-congress/senate-bill/3067>

### Sponsor

**Name:** Sen. Cortez Masto, Catherine [D-NV]

**Party:** Democratic • **State:** NV • **Chamber:** Senate

### Cosponsors

*No cosponsors are listed for this bill.*

### Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Oct 26, 2021

### Subjects & Policy Tags

**Policy Area:**

Transportation and Public Works

### Related Bills

Bill	Relationship	Last Action
117 HR 3684	Related bill	<b>Aug 4, 2022:</b> Committee on Banking, Housing, and Urban Affairs. Hearings held.
117 S 2016	Related bill	<b>Dec 17, 2021:</b> Placed on Senate Legislative Calendar under General Orders. Calendar No. 227.
117 HR 3310	Related bill	<b>May 19, 2021:</b> Referred to the Subcommittee on Highways and Transit.
117 S 1681	Related bill	<b>May 18, 2021:</b> Read twice and referred to the Committee on Commerce, Science, and Transportation.

## **New, Emerging, and Exciting Technologies in Transportation Act or the NEXT in Transportation Act**

This bill establishes and expands activities concerning electrification of transportation systems and intelligent transportation systems and technology.

Regarding transportation electrification, the Department of Transportation (DOT) and the Department of Energy must (1) establish a temporary working group to make recommendations about incorporating electric vehicles into U.S. transportation and energy systems, and (2) develop a transportation electrification strategy based on those recommendations.

The bill also

- provides funding for states to develop electric vehicle charging infrastructure;
- includes programs to increase transportation energy efficiency and the use of alternative fuels or electric vehicles in state energy conservation plans; and
- allows the use, subject to limits, of public transportation funds to install charging equipment for privately owned vehicles.

Regarding intelligent transportation systems and technology, DOT must establish an internet-based resource for states and localities to use when developing intelligent transportation and related programs.

DOT must also award grants to improve transportation efficiency and safety through advanced smart city or community technologies and systems. Eligible recipients include states, Indian tribes, localities, public transit agencies, and groups of such entities.

Additionally, DOT must support workforce development in the intelligent transportation technologies and systems industry. This includes (1) contracting with the National Academies of Sciences to assess workforce needs, (2) establishing a working group to implement a workforce development plan, and (3) increasing public awareness of career opportunities in the transportation sector.

### **Actions Timeline**

---

- **Oct 26, 2021:** Introduced in Senate
- **Oct 26, 2021:** Read twice and referred to the Committee on Commerce, Science, and Transportation.