S 536

Fair SHARE Act of 2025

Congress: 119 (2025–2027, Current)
Chamber: Senate
Policy Area: Taxation
Introduced: Feb 12, 2025
Current Status: Read twice and referred to the Committee on Finance.
Latest Action: Read twice and referred to the Committee on Finance. (Feb 12, 2025)
Official Text: https://www.congress.gov/bill/119th-congress/senate-bill/536

Sponsor

Name: Sen. Fischer, Deb [R-NE]
Party: Republican • **State:** NE • **Chamber:** Senate

Cosponsors (2 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Lummis, Cynthia M. [R-WY]	R · WY		Feb 12, 2025
Sen. Ricketts, Pete [R-NE]	R · NE		Feb 12, 2025

Committee Activity

Committee	Chamber	Activity	Date
Finance Committee	Senate	Referred To	Feb 12, 2025

Subjects & Policy Tags

Policy Area:

Taxation

Related Bills

Bill	Relationship	Last Action
119 HR 1253	Identical bill	**Feb 12, 2025:** Referred to the House Committee on Ways and Means.

Summary (as of Feb 12, 2025)

Fair Sharing of Highways and Roads for Electric Vehicles Act of 2025

This bill imposes a new excise tax in the amount of $1,000 on the sale of an electric vehicle and a new excise tax in the amount of $550 on the sale of a battery module weighing over 1,000 pounds for use in an electric vehicle. The bill also requires the Department of the Treasury to transfer amounts collected from the new excise taxes to the Highway Trust Fund. (The Highway Trust Fund, which supports surface transportation programs and projects, is funded by transportation-related excise taxes.)

The bill defines *electric vehicle* as a light-duty vehicle (a motor vehicle weighing less than 8,500 pounds that is manufactured for use on public roads) that is powered by a battery with a capacity of at least seven kilowatt hours and is recharged through an external source of electricity. Under the bill, the excise tax does not apply to hybrid vehicles, which are powered by a combination of fuel and a rechargeable energy storage system.

The bill defines *battery module* as a module with two or more battery cells configured to create voltage or current (or no battery cells) and with an aggregate capacity of at least seven kilowatt hours (or one kilowatt hour for a hydrogen fuel cell vehicle).

Actions Timeline

- **Feb 12, 2025:** Introduced in Senate
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