



# The Transportation Innovation Coordination Act

The transportation sector is responsible for one-third of domestic greenhouse gas emissions. The EPA just released their annual greenhouse gas inventory, showing a 5.2 percent increase in emissions in 2021, including a 11.4 percent year-over-year increase from the transportation sector. It is critical to ensure federal agencies with expertise and jurisdiction over transportation decarbonization are appropriately coordinating to ensure rapid decarbonization across the sector.

In the bipartisan infrastructure law, Congress created the Joint Office of Energy and Transportation. Currently, this office focuses primarily on electrification of light-duty passenger vehicles, such as by administering the Charging and Fueling Infrastructure Discretionary Grant and Formula Funding programs. The cross-agency collaboration between DOE and DOT via this office has been incredibly beneficial for this specific mode of transportation, however this form of agency cooperation is necessary to help innovative decarbonization technologies take off across other modes of transportation as well.

## **The Transportation Innovation Coordination Act would direct DOE and DOT, via the Joint Office, to coordinate on the reduction of emissions across the aviation, maritime, and medium- and heavy-duty vehicle industries through:**

- Research and technical assistance related to the development, certification, operation, and maintenance of aircraft, airport, medium- and heavy-duty transportation vehicle, port equipment such as cargo handling equipment, bus, ride-share vehicle, seaport, and maritime vessel decarbonization.
- Research and technical assistance related to the development, certification, operation, and maintenance of refueling and charging infrastructure, alternative low-carbon fuels including sustainable aviation fuels, biofuels, clean hydrogen, methanol and ammonia, and associated technologies critical to their deployment.
- Data sharing with respect to the installation, maintenance, and utilization of charging and refueling infrastructure at airports, ports, and freight facilities.
- Development and deployment of workforce training programs for the development, construction, and maintenance of aircraft, port equipment, and charging and refueling infrastructure
- Technical assistance, research, workforce development, and funding opportunity coordination for industry education and outreach programs to support the decarbonization of commercial motor vehicles and fleets transitioning to electric vehicles.
- Providing best practices and technical assistance around implementing "dig once" standards for broadband deployment at the same time these projects are being planned or are underway
- Develop pathways, and provide recommendations to Congress as necessary, to ensure availability of low or zero emissions vehicles, vessels, and equipment critical to decarbonizing the transportation sector that are compliant with federal requirements for domestic sourcing.

In addition, the legislation would require the Joint Office to report back to Congress on:

- Barriers to decarbonization of medium and heavy duty road transportation, including fueling availability, technology research and development needs, vehicle availability, and other barriers
- In conjunction with the Department of State, on barriers to decarbonization of maritime vessels, including fueling availability and cost differential, technology research and development needs, vehicle availability, international cooperation, and other barriers

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