Quick highlights of the Democratic House Transportation Committee's the "Moving Forward Act" important to fuel marketers:

- **Provides $494 billion over five years for surface and rail transportation.** Provides $411 billion over five years out of the Highway Trust Fund (HTF) for highway, transit, safety, and research programs, a 46 percent increase over current investment levels. Provides $319 billion for the Federal-aid highway program under the Federal Highway Administration, $105 billion for transit programs under the Federal Transit Administration, $5.3 billion for highway safety programs under the National Highway Traffic Safety Administration, $4.6 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration, and $60 billion for rail programs.
- **Electric Vehicle Charging and Hydrogen Fueling Infrastructure Grants:** Creates a $1.4 billion grant program for states and localities to deploy electric vehicle, hydrogen and natural gas vehicle charging stations along alternative fuel corridors designated by the Federal Highway Administration. PMAA has several concerns with this provision. The language could allow for EV charging stations at rest areas and permit electric utilities to double dip, meaning that they could charge their rate paying customers to expand EV infrastructure while also taking grant money to subsidize the same project. PMAA is also concerned that the bill does not provide for the equitable distribution of funds or account for other investment required for infrastructure changes that may be needed to accommodate EV and alternative fueling equipment such as upgrades to site utilities, adding land, and expanding paved areas and operating costs. In addition, the focus on alternative fuel corridors will result in a preference for grants to companies that have multiple sites distributed along major transportation routes. As with other grants for alternative fuels, small to medium c-stores will be placed at a competitive disadvantage.
- **Rest Area Commercialization**: The bill would lift the longtime ban on the commercialization of Interstate rest areas by allowing electric vehicle (EV) charging stations to be built at them. PMAA, along with NATSO, SIGMA and NACS, has been fighting attempts to lift the ban on the commercialization of rest areas because the ban has been essential in protecting the significant investments fuel marketers have made in communities and real estate directly off the U.S. Interstate System.
- **Drivers Hours of Service –** The bill seeks to delay the effective date of the recent driver hours of service rule (HOS) that includes short haul exception amendments won by PMAA. The bill would require delay of the rule until FMCSA conducts a comprehensive review of hours of service regulations and report its findings to Congress. The bill would require the review to focus on the impact on safety and driver health from waivers and exceptions that extend maximum daily driving time and on- duty time, as well exemptions from recording daily HOS on electronic recording devices. This section would not only delay the HOS rule but could also lead to the elimination of short haul exception, as well as the exception for short haul drivers from recording daily hours of service on electronic recording devices.
- **Vehicle Miles Traveled (VMT) Pilot:** Nearly doubles funding for (VMT) pilots across the country, encouraging States to begin implementing successful VMT programs. It also establishes a

national VMT pilot program, including both passenger and commercial vehicles in all 50 states to invest in developing a sustainable funding mechanism for the highway trust fund (HFT). A VMT is a user fee based on miles traveled that can possibly be tracked by phone apps, in-car diagnostic systems or by other means.

- **Commercial Motor Vehicles:** Mandates Automatic Emergency Braking systems in newly manufactured commercial motor vehicles and mandates rear underride guard standards in newly manufactured trailers and semi-trailers capable of preventing passenger compartment underride at speeds up to 35 mph. The bill would require periodic inspection of rear underride equipment as well as daily pre-trip inspections by drivers. It also calls for a study on installing side underride guards on newly manufactured trailers and semitrailers and creates an Advisory Committee on Underride Protection.
- **Hazardous Material Transportation:** Requires PHMSA to study and report to Congress the safety impact of the current requirement for all commercial vehicles hauling hazardous materials stop at railroad crossings; the frequency of rear impact to HAZMAT vehicles as a result of the requirement; and whether the requirement should be removed altogether.
- **Delays the implementation of new highway and transit policies** until after the first year of the bill to reflect the challenges states and localities face due to COVID-19 and the economic downturn.
- **Doubles Current Minimum Insurance Requirements for CMVs:** The bill would more than double the current minimum insurance requirement for commercial motor vehicles from $750,000 to $2 million. The amendment was heavily criticized by many Republicans at the markup. Committee Ranking Member Sam Graves (R-MO) called Rep. Garcia's amendment "nothing more than a handout to the trial attorneys." Rep. Garrett Graves (R-LA) expressed his opposition to the amendment, saying that raising the minimum insurance requirement on truckers would inevitably drive up the cost of shipping goods across the country leading to higher food prices, which will "have a disproportionate impact on the poor."
- **Expands the controversial $7,500 federal electric vehicle (EV) tax credit.** The current $7,500 EV tax credit allows taxpayers to deduct part of the cost of buying an EV and phases out once an automaker hits 200,000 cumulative EV sales which both Tesla and GM have hit. H.R. 2 would expand the 200,000 cumulative EV sales to 600,000 and reduce the credit by $500 to $7,000. The bill would also create a new "used EV tax credit" through 2025 for individuals with adjusted gross incomes of $30,000, or $60,000 for joint filers of $1,250.
- **Phases out the biodiesel blender's tax credit (BBTC).** Current law has the BBTC expiring on December 31, 2022. The bill would add an additional two years to the BBTC through December 31, 2025 but reduce the $1 per gallon credit each year. It would also extend credits for alternative fuels and alternative fuel mixtures at a rate of 50 cents per gallon through 2022, and subsequently phase them down through 2025.
- **Reauthorizes and expands two grant programs promoting electrification of the transportation sector** by providing $2 billion per year through 2025 for competitive grants related to EV infrastructure.
- **Extends and increases the authorization for the EPA's diesel emission reduction program by providing $500 million per year through 2025.** It would expand the EPA grant program to replace or retrofit school buses to be powered with alternative fuels or ULSD to allow for rebates and revolving loans.
- **Authorizes $1 billion annually through 2025 for a Home Energy Savings Retrofit Rebate Program which would provide rebates of as much as $800 for insulation and air sealing and as much as $1,500 if the installation is accompanied with a total or partial replacement of the HVAC system.** Rebates would be capped at 30 percent of the actual cost of each installation and replacement. The Energy Department could pay contractors an additional $250 for each eligible project in exchange for information sharing on the performance of the retrofit. H.R. 2 would make grants under the program for states to administer their own rebates for retrofits that reduce home

energy use by at least 20 percent. Additional rebates would be allowed for retrofits achieving a 40 percent reduction. The bill would also authorize $350 million in fiscal 2021, increasing each year to $1 billion in fiscal 2025 for the Weatherization Assistance Program and would establish a new weatherization grant program to support retrofitting low-income housing.

- **Extends the credit for nonbusiness energy property placed in service by the end of 2025.** It would make several changes for property placed in service starting in 2021, including: increasing the credit to 15 percent, from 10 percent, of energy efficiency improvement expenses, increasing the lifetime cap to $1,200, from $500.
- **Authorizes $20 billion over five years through three existing Energy Department programs** to fund upgrades to public buildings like schools, hospitals and libraries.
- **Authorizes $4.5 billion annually for 5 years for comprehensive lead service line replacement projects.**