

119TH CONGRESS  
1ST SESSION

# H. R. 4447

To require the Comptroller General of the United States to conduct a review of the efficient use of funds in procuring new buses for transit service, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

JULY 16, 2025

Mr. FROST (for himself and Mr. TURNER of Ohio) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## A BILL

To require the Comptroller General of the United States to conduct a review of the efficient use of funds in procuring new buses for transit service, 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 “Transit Bus Afford-  
5 ability Act”.

1 **SEC. 2. REPORT ON OPTIONS FOR PROCURING BUSES FOR**  
2 **TRANSIT SERVICE.**

3 (a) IN GENERAL.—The Comptroller General of the  
4 United States shall conduct a review of the factors respon-  
5 sible for the high and rising costs of transit bus manufac-  
6 turing and procurement in the United States in order to  
7 recommend ways to mitigate those costs and promote the  
8 efficient use of Federal, State, and local funds in pro-  
9 curing new buses for transit service.

10 (b) REQUIREMENTS.—In conducting the review  
11 under subsection (a), the Comptroller General shall ana-  
12 lyze the following:

13 (1) The primary cost drivers in the design and  
14 procurement process for transit buses in the United  
15 States.

16 (2) A comparison of—

17 (A) the costs to design, manufacture, and  
18 procure transit buses in the United States with  
19 the costs to design, manufacture, and procure  
20 such buses in other countries; and

21 (B) in the most recent 10-year period for  
22 which data is available, the increase in price of  
23 transit buses with increases in the prices of me-  
24 dium-duty vehicles, school buses, and other  
25 commercial vehicles.

1           (3) The effects of bus manufacturing and sup-  
2           plier challenges on bus procurements funded by the  
3           Federal Transit Administration, such as buses pro-  
4           cured pursuant to the low or no emission grant pro-  
5           gram and the buses and bus facilities competitive  
6           grant program under section 5339 of title 49,  
7           United States Code.

8           (4) The steps taken by the Administrator of the  
9           Federal Transit Administration, States, transit  
10          agencies, manufacturers, and industry stakeholders  
11          to reduce bus costs and accelerate delivery time-  
12          frames, including a description of—

13                 (A) what is known about how likely such  
14                 steps are to affect the costs and manufacturing  
15                 timeframes for new transit bus orders;

16                 (B) the effect of the use of State contracts  
17                 and joint procurement on vehicle costs; and

18                 (C) any additional authorities identified by  
19                 stakeholders that the Administrator or transit  
20                 agencies may need to help minimize bus costs  
21                 and delivery delays.

22          (c) REPORT.—Not later than 18 months after the  
23          date of enactment of this Act, the Comptroller General  
24          shall submit to the Committee on Transportation and In-  
25          frastructure of the House of Representatives and the Com-

- 1 mittee on Commerce, Science, and Transportation of the
- 2 Senate a report on the review conducted under this sec-
- 3 tion.

