

114TH CONGRESS
1ST SESSION

S. 1813

To establish a bus state of good repair program.

IN THE SENATE OF THE UNITED STATES

JULY 21, 2015

Mr. MORAN (for himself and Mr. DONNELLY) introduced the following bill;
which was read twice and referred to the Committee on Banking, Housing,
and Urban Affairs

A BILL

To establish a bus state of good repair program.

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. BUS AND BUS FACILITIES STATE OF GOOD RE-**
4 **PAIR DISCRETIONARY GRANTS.**

5 (a) IN GENERAL.—Chapter 53 of title 49, United
6 States Code, is amended by adding at the end the fol-
7 lowing:

8 **“§ 5341. Bus and bus facilities state of good repair**
9 **discretionary grants**

10 **“(a) DEFINITIONS.—In this section—**

1 “(1) the term ‘State’ means a State of the
2 United States; and

3 “(2) the term ‘territory’ means the District of
4 Columbia, Puerto Rico, the Northern Mariana Is-
5 lands, Guam, American Samoa, and the United
6 States Virgin Islands.

7 “(b) GENERAL AUTHORITY.—The Secretary shall
8 make grants under this section to assist eligible recipients
9 described in subsection (e)(1) in financing capital projects
10 to maintain bus and bus facilities systems in a state of
11 good repair, including projects—

12 “(1) to replace, rehabilitate, and purchase buses
13 and related equipment; and

14 “(2) to construct bus-related facilities.

15 “(c) GRANT CRITERIA.—In making grants under this
16 section, the Secretary—

17 “(1) with respect to a bus and bus facilities sys-
18 tem, shall consider—

19 “(A) project readiness;

20 “(B) the level of commitment of non-Fed-
21 eral funds and the availability of a local finan-
22 cial commitment that exceeds the required non-
23 Federal share of the cost of the project; and

24 “(C) project justification;

1 “(2) with respect to the replacement, rehabilita-
 2 tion, and purchase of buses and related equipment,
 3 and the construction of bus-related facilities, shall
 4 consider—

5 “(A) condition;

6 “(B) the need to comply with any applica-
 7 ble legal requirements relating to reinvestment;
 8 and

9 “(C) the status of components; and

10 “(3) in considering the factors under para-
 11 graphs (1) and (2), shall give priority consideration
 12 to vehicle age and mileage.

13 “(d) GRANT REQUIREMENTS.—The requirements of
 14 section 5307 apply to recipients of grants made under this
 15 section.

16 “(e) ELIGIBLE RECIPIENTS AND SUBRECIPIENTS.—

17 “(1) RECIPIENTS.—Eligible recipients under
 18 this section are designated recipients that operate
 19 bus service or that allocate funding to bus operators.

20 “(2) SUBRECIPIENTS.—A designated recipient
 21 that receives a grant under this section may allocate
 22 amounts of the grant to subrecipients that are public
 23 agencies or private nonprofit organizations engaged
 24 in public transportation.

25 “(f) GOVERNMENT’S SHARE OF COSTS.—

1 “(1) CAPITAL PROJECTS.—A grant for a capital
 2 project under this section shall be for 80 percent of
 3 the net capital costs of the project. A recipient of a
 4 grant under this section may provide additional local
 5 matching amounts.

6 “(2) REMAINING COSTS.—The remainder of the
 7 net project cost shall be provided—

8 “(A) in cash from non-Government sources
 9 other than revenues from providing public
 10 transportation services;

11 “(B) from revenues derived from the sale
 12 of advertising and concessions;

13 “(C) from an undistributed cash surplus, a
 14 replacement or depreciation cash fund or re-
 15 serve, or new capital; or

16 “(D) from amounts received under a serv-
 17 ice agreement with a State or local social serv-
 18 ice agency or private social service organization.

19 “(g) PERIOD OF AVAILABILITY TO RECIPIENTS.—
 20 Amounts made available to carry out this section may be
 21 obligated by a recipient for 3 fiscal years after the fiscal
 22 year in which the amount is appropriated. Not later than
 23 30 days after the end of the 3-year period described in
 24 the preceding sentence, any amount that is not obligated
 25 on the last day of that period shall be added to the amount

1 that may be appropriated to carry out this section in the
2 next fiscal year.

3 “(h) FUNDING LIMIT.—Not more than 4 percent of
4 the amounts made available under section 5338 to carry
5 out this section for a fiscal year shall be made available
6 to a single recipient.

7 “(i) BUS AND BUS FACILITIES FORMULA GRANTS.—

8 “(1) RULE OF CONSTRUCTION.—Nothing in
9 this section shall be construed to prohibit a recipient
10 from receiving a grant under section 5339 and a
11 grant under this section.

12 “(2) FUNDING FOR FORMULA GRANTS.—Of the
13 amounts made available under section 5338 to carry
14 out this section for a fiscal year, \$62,500,000 shall
15 be available for the bus and bus facilities program
16 under section 5339, of which \$1,250,000 shall be
17 apportioned to each State.”.

18 (b) FUNDING.—Section 5338 of title 49, United
19 States Code, is amended—

20 (1) by redesignating subsections (j) and (k) as
21 subsections (k) and (l), respectively; and

22 (2) by inserting after subsection (i) the fol-
23 lowing:

24 “(j) BUS AND BUS FACILITIES STATE OF GOOD RE-
25 PAIR DISCRETIONARY GRANTS.—There are authorized to

1 be appropriated out of the Mass Transit Account of the
 2 Highway Trust Fund to carry out section 5341—

3 “(1) \$492,000,000 for fiscal year 2016;

4 “(2) \$687,000,000 for fiscal year 2017;

5 “(3) \$777,000,000 for fiscal year 2018;

6 “(4) \$878,000,000 for fiscal year 2019;

7 “(5) \$992,000,000 for fiscal year 2020; and

8 “(6) \$1,389,000,000 fiscal year 2021.”.

9 (c) INITIAL GRANTS.—Not later than 180 days after
 10 the date of enactment of this Act, the Secretary of Trans-
 11 portation shall begin making grants under section 5341
 12 of title 49, United States Code, as added by subsection
 13 (b).

14 (d) TECHNICAL AND CONFORMING AMENDMENT.—
 15 The table of sections for chapter 53 of title 49, United
 16 States Code, is amended by adding at the end the fol-
 17 lowing:

“5341. Bus and bus facilities state of good repair discretionary grants.”.

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