
 THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE BILL

No. 302 Session of
2013

INTRODUCED BY MOUL, AUMENT, BAKER, CAUSER, COHEN, CUTLER,
DENLINGER, EVANKOVICH, GRELL, GROVE, C. HARRIS, HICKERNELL,
KAUFFMAN, F. KELLER, M. K. KELLER, KORTZ, LONGIETTI,
MARSHALL, MATZIE, MICOZZIE, MILLER, PICKETT, QUINN, ROCK,
SAYLOR, SIMMONS, SWANGER, WATSON, GINGRICH, GABLER, PEIFER,
MURT, GIBBONS AND BARBIN, FEBRUARY 5, 2013

AS REPORTED FROM COMMITTEE ON ENVIRONMENTAL RESOURCES AND
ENERGY, HOUSE OF REPRESENTATIVES, AS AMENDED, APRIL 10, 2013

AN ACT

1 Establishing the Keystone Transit Program; and providing a- <--
2 ~~transfer of funds from the Oil and Gas Lease Fund~~ FOR AN <--
3 INTERFUND TRANSFER to the Department of Environmental
4 Protection for a competitive grant program for the transition
5 of small mass transit bus fleets to compressed natural gas. ◀

6 The General Assembly of the Commonwealth of Pennsylvania

7 hereby enacts as follows:

8 Section 1. Short title.

9 This act shall be known and may be cited as the Keystone
10 Transit Act.

11 Section 2. Definitions.

12 The following words and phrases when used in this act shall
13 have the meanings given to them in this section unless the
14 context clearly indicates otherwise:

15 "Department." The Department of Environmental Protection of
16 the Commonwealth. ◀

1 "Mass transit authority." An operator of regularly scheduled
2 transportation that is available to the general public and is
3 provided according to published schedules along designated
4 published routes with specified stopping points for the taking
5 on and discharging of passengers. The term does not include
6 exclusive ride taxi services, charter or sightseeing services,
7 nonpublic transportation or school bus or limousine services.

8 "Program." The Keystone Transit Program.

9 "Small mass transit authority." A mass transit authority
10 located in this Commonwealth that does not exceed 245,000
11 revenue vehicle hours for two consecutive years.

12 Section 3. Keystone Transit Program.

13 (a) Establishment.--The department shall establish and
14 administer the Keystone Transit Program.

15 (b) Purpose.--The program is established in order to
16 decrease emissions from mass transit buses by utilizing natural
17 gas as a vehicle fuel. ◀

18 (c) Transfer of funds.--The State Treasurer shall transfer
19 ~~from the Oil and Gas Lease Fund to the department the sum of~~ ◀--
20 \$5,000,000 \$5,000,000 OF THE UTILITIES' GROSS RECEIPTS TAX ◀--
21 COLLECTED DURING THE 2014-2015 FISCAL YEAR UNDER ARTICLE XI OF
22 THE ACT OF MARCH 4, 1971 (P.L.6, NO.2), KNOWN AS THE TAX REFORM
23 CODE OF 1971, FROM THE GENERAL FUND TO THE DEPARTMENT to fund
24 the program.

25 (d) Use of funds.--The sum of \$5,000,000 shall be used to
26 fund competitive grants available to small mass transit
27 authorities for the conversion of buses to run on solely
28 compressed natural gas as a fuel source or to purchase buses ◀
29 which use solely compressed natural gas as a fuel source. ◀

30 (e) Application process.--

1 (1) A mass transit authority must complete and submit to
2 the department a keystone transit grant application.

3 (2) Approved applications must obligate the mass transit
4 authority to contract with a private company:

5 (i) to build exclusively with private funds; and

6 (ii) to maintain and operate any new compressed ◀
7 natural gas fueling facility necessary to support
8 compressed natural gas buses purchased with funds ◀
9 received under this act.

10 (3) The term "operate" as used in this subsection shall
11 not include the actual act of fueling buses.

12 (f) Eligible costs.--

13 (1) Grant funds received under this act shall be
14 eligible for:

15 (i) Federally assisted bus purchases and CONVERSIONS ◀--
16 AND shall be limited to the total percentage of the State
17 and local match portion applied only to the incremental
18 cost of a new compressed natural gas bus or compressed ◀
19 natural gas bus conversion.

20 (ii) Nonfederally assisted bus purchases and
21 CONVERSIONS AND shall be limited to 50% of the total ◀--
22 incremental cost of a new compressed natural gas bus or ◀
23 compressed natural gas bus conversion. ◀

24 (2) The incremental cost shall be capped at \$50,000 for
25 buses which have a gross vehicle weight rating over 26,000
26 pounds and \$25,000 for buses with a gross vehicle weight
27 rating of 26,000 pounds and under.

28 (3) Buses with a gross vehicle weight rating of 14,000
29 pounds or less shall be ineligible.

30 (4) Priority shall be given to those applications which

1 provide for public access to compressed natural gas vehicle ◀
2 fueling dispensers.

3 (g) Grant program.--The department shall establish a formula
4 and method for awarding of grants under the program consistent
5 with this act.

6 (h) Appeal process.--Applicants that are not awarded grants
7 under this act shall not have the right to a hearing or the
8 issuance of an adjudication under section 4 of the act of July
9 13, 1988 (P.L.530, No.94), known as the Environmental Hearing
10 Board Act, regarding the department's decision.

11 Section 20. Effective date.

12 This act shall take effect in 60 days.