

S 1579

MORE DOT Grants Act

Congress: 118 (2023–2025, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: May 11, 2023

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (May 11, 2023)

Official Text: <https://www.congress.gov/bill/118th-congress/senate-bill/1579>

Sponsor

Name: Sen. Cortez Masto, Catherine [D-NV]

Party: Democratic • State: NV • Chamber: Senate

Cosponsors (1 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Daines, Steve [R-MT]	R · MT		May 11, 2023

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	May 11, 2023

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
118 HR 6890	Related bill	Jan 19, 2024: Referred to the Subcommittee on Highways and Transit.
118 HR 3594	Related bill	May 23, 2023: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

More Opportunities for Rural Economies from DOT Grants Act or the MORE DOT Grants Act

This bill revises the process for awarding grants to high-density public land counties and any units of tribal or local governments within such counties under certain Department of Transportation (DOT) programs. Examples of qualifying grant programs include the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, the Infrastructure for Rebuilding America (INFRA) grant program, and the Airport Improvement Program (AIP). A *high-density public land county* is a county that has a population of not more than 100,000 people and in which the federal government owns or manages more than 50% of the land.

For these jurisdictions, any requirement for local matching funds under a qualifying grant program must be reduced by 50%.

On request, DOT must provide additional technical assistance to such jurisdictions before and during the annual application period for each qualifying grant program.

DOT must also prioritize grant applications from such jurisdictions that have not received support under the qualifying grant program during the 10-year period preceding the date of the application.

In approving applications for a qualifying grant program, DOT must give special consideration to an application from a high-density public land county or unit of local government within such a county with respect to any rural-set aside designated for the program. DOT may give special consideration to an application from a tribal government within such a county.

Actions Timeline

- **May 11, 2023:** Introduced in Senate
- **May 11, 2023:** Read twice and referred to the Committee on Commerce, Science, and Transportation.