

**AMENDMENT TO THE RULES COMMITTEE PRINT  
OF H.R. 7  
OFFERED BY MS. MOORE OF WISCONSIN**

After section 2024 of the bill, insert the following  
(and conform the table of contents of the bill accordingly):

**1 SEC. 2025. SENSE OF CONGRESS ON BENEFITS OF FEDERAL  
2 INVESTMENT IN PUBLIC TRANSPORTATION.**

3 (a) FINDINGS.—Congress finds the following:

4 (1) A strong surface transportation system re-  
5 quires multi-modal mobility solutions, including pub-  
6 lic transportation.

7 (2) Public transportation exists to provide serv-  
8 ices that efficiently and effectively meet the varied  
9 travel needs of a community and contribute to the  
10 quality of life of a community.

11 (3) According to a University of Wisconsin–Mil-  
12 waukee report, “There is a growing consensus that  
13 strong, healthy public transit systems are essential  
14 to the economic well-being of metropolitan regions.  
15 In making decisions about where to locate corporate  
16 headquarters or new production facilities, businesses

1 routinely include a region's public transit system  
2 among the factors to be evaluated.”.

3 (4) Support for public transportation services  
4 has long been a Federal, State, and local funding  
5 partnership, which has helped to improve and ex-  
6 pand access to vital services and has served as an  
7 economic engine throughout the United States.

8 (5) Congress began dedicating funding for pub-  
9 lic transportation in 1983, dedicating one cent per  
10 gallon of the Federal tax imposed on gasoline to  
11 public transportation funding, which has prompted  
12 State and local governments to dedicate similar  
13 funding streams.

14 (6) One report found that since 1983, Federal  
15 funding for public transportation increased 336 per-  
16 cent and that State and local funding for public  
17 transportation increased at twice such rate.

18 (7) Final decisions on how much public trans-  
19 portation service to provide are made at the State  
20 and local levels despite the funding of new systems,  
21 extensions, capital expenses, and maintenance by the  
22 Federal Government.

23 (8) Despite the investments at the Federal,  
24 State, and local levels made in public transportation  
25 systems, the systems continue to struggle with fi-

1 financing needs, including a significant backlog of  
2 capital needs, estimated at \$78,000,000,000 by the  
3 Federal Transit Administration.

4 (9) According to a 2011 survey conducted by  
5 the American Public Transportation Association, 71  
6 percent of public transportation agencies experienced  
7 flat or decreased local funding and 83 percent expe-  
8 rienced flat or decreased State funding due to the  
9 recession.

10 (10) Public transportation supports job creation  
11 and healthy economies in communities throughout  
12 the United States.

13 (11) One of the greatest demands of business  
14 is for investment in public transportation that effi-  
15 ciently and effectively connects workers with jobs.

16 (12) Nearly 30,000,000 trips are made every  
17 day using public transportation.

18 (13) Nearly 60 percent of the trips on public  
19 transportation are taken for commuting to work.

20 (14) According to the Brookings Institute, re-  
21 cent statistics show that the share of individuals  
22 commuting to work in the United States via public  
23 transportation grew during the 2000s.

24 (15) A 2004 study by the Center for Economic  
25 Development at the University of Wisconsin–Mil-

1 waukee found that because low-income individuals  
2 frequently do not have access to an automobile, ef-  
3 fective public transportation is often crucial in bridg-  
4 ing the gap between the inner-city locations of low-  
5 income populations and the increasingly suburban  
6 locations of job opportunities.

7 (16) According to experts, funding to help sus-  
8 tain the operations and maintenance of public trans-  
9 portation systems could do more to create jobs in  
10 the short term than expenditures for capital invest-  
11 ments.

12 (17) According to a report issued by the Brook-  
13 ings Institute, “[T]ransportation matters for estab-  
14 lishing a broad-based economic recovery. Improving  
15 transportation connections to jobs enhances the effi-  
16 ciency of labor markets for both workers and em-  
17 ployers.”.

18 (18) In 2011, 79 percent of public transpor-  
19 tation ballot initiatives passed and since 2000, 73  
20 percent of transportation-oriented ballot measures  
21 have passed.

22 (19) Demand for public transportation will con-  
23 tinue to increase as roads in the United States grow  
24 more congested due to population growth.

1           (20) By 2050, it is estimated that the United  
2 States population will grow by 100,000,000.

3           (21) Because public transportation ridership  
4 continues to increase and new technological ad-  
5 vances, such as real-time arrival data make public  
6 transportation more user-friendly, the role of the  
7 Federal Government as a dependable partner in  
8 funding public transportation is crucial.

9           (22) The Alternative Transportation Account of  
10 the Highway Trust Fund (formerly the Mass Tran-  
11 sit Account), created during the administration of  
12 President Ronald Reagan, to provide dedicated,  
13 multiyear funding for public transportation invest-  
14 ments has provided a reliable and effective source of  
15 Federal investment in public transportation.

16           (23) Without a continued, dedicated source of  
17 funding at the Federal, State, and local levels, public  
18 transportation systems are likely to continue to face  
19 rising fares and service cuts.

20           (b) SENSE OF CONGRESS.—It is the sense of Con-  
21 gress that—

22           (1) Federal investment in public transportation  
23 benefits the public transportation system in the  
24 United States and all users of such system; and

- 1 (2) revenues for the Alternative Transportation
- 2 Account should continue to be dedicated to Federal
- 3 investment in public transportation.

