CTAA Statement on Amendments Submitted to House Appropriations Bill H.R. 3055

June 2019

The House of Representatives have begun debate on H.R. 3055: Commerce, Justice, Science, Agriculture, Rural Development, Food and Drug Administration, Interior, Environment, Military Construction, Veterans Affairs, Transportation, and Housing and Urban Development Appropriations Act, for FY2020. There are more than 200 amendments submitted for this bill; 121 alone directed at the Transportation and Housing portion of the bill (Division E).

Below is a breakdown of amendments that CTAA supports and opposes. We urge you to contact your representative and alert them of how the following amendments would affect your operation. To find your representative, visit: https://ziplook.house.gov/htbin/findrep_house?ZIP or contact Taylor McGinley: mcginley@ctaa.org.

All amendment numbers listed are the original submission numbers.

CTAA Strongly Supports the Following Amendments:

#21, Submitted by Rep. Garcia, Jesús (IL): Extends existing prohibition from the FY19 omnibus to provide more certainty for transit agencies utilizing Capital Investment Grants.

#41, Submitted by Rep. Bera (CA): Increases funding for DoT Low or No Emission Vehicle Program by $2 million.

#99, Submitted by Rep. Sewell (AL): Supports the Office of the Secretary of Transportation to instruct the Department to prioritize funding and resources for the modernization and expansion of non-emergency medical transportation programs. The Secretary should submit to Congress an analysis on how the Department can better address transportation barriers, which is a critical social determinant of health.

#112, Submitted by Rep. Finkenauer (IA): Increases funding for the National Surface Transportation and Innovative Finance Bureau (Build America Bureau) to ensure rural communities can get technical assistance when seeking federal transportation infrastructure financing opportunities.

CTAA Strongly Opposes the Following Amendments:

#26, Submitted by Rep. Mitchell (MI): Creates a 3% across the board spending reduction to Division E.

CTAA strongly opposes efforts to decrease funding to the Department of Transportation and transportation programs.
#37, Submitted by Rep. Grothman (WI): Reduces funds made available to division E by 4.6 percent.

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#51, Submitted by Rep. Perry (PA): Strikes the bill’s prohibition on the FTA requirement that applicants for the Capital Investment Grant provide a reasonable cost estimate that exceeds a 50 percent probability of on-budget completion.

*CTAA strongly opposes this effort that would dramatically reduce funding for transportation programs.

This amendment would reduce transit funding across the board by 12 percent; affecting every transit operation in the country.*

#73, Submitted by Rep. Malinowski (NJ): Increases funding for the Low or No Emission Grant Program by $6 million to promote state emission responsibility. Reduces funding for Buses and Bus Facilities Competitive Grants by $6 million.

*CTAA strongly opposes this effort to direct funds away from the Buses and Bus Facilities Competitive Grant program. This program is currently underfunded and provides critical support to small-urban and rural systems. The lack of small and mid-size electric buses options, currently, influenced our opposition.*

#93, Submitted by Rep. Arrington (TX): Provides for a one percent across the board cut to the discretionary spending levels in Division E of the bill.

*CTAA strongly opposes efforts to decrease funding to the Department of Transportation and transportation programs.*


*CTAA strongly opposes this effort that would strike the current language allowing Transportation Infrastructure Finance and Innovation Act loans to be repaid with local funds, which in turn are considered part of the non-Federal share of the project cost. Striking this language would make funds used to repay the loan now be classified as federal funds, as opposed to local funds.*