

Too many Americans must drive because they either are not served by transit or only have access to infrequent, unreliable, and inconvenient service. Transit has been underfunded for decades at the federal level despite the significant benefits it provides to communities: reduced emissions, improved economic opportunity, a way out of congestion, cleaner air, mobility choice, better health outcomes, and improved quality of life. Our failure to invest sufficiently in transit has disproportionately impacted low-income people and people of color, who are more likely to rely on transit to access jobs and services.

The House bill gives transit a big increase in overall funding: 47 percent. Equally importantly, however, it changes some policies that have long obstructed transit as a truly viable option in communities. For years, federal transit funding has incentivized lowering operating costs (usually accomplished by offering less or infrequent service) at the expense of building transit that best serves people's needs. The new bill includes policies that shift those incentives, focusing instead on frequency of service. This will make transit a real option for more people in more communities.

Supports biking and walking with a comprehensive approach to improving safety

Dangerous road conditions pose one of the biggest barriers to taking short trips by walking or biking in many communities, leading to unnecessary driving trips that increase traffic and emissions. Between 2008 and 2017, drivers struck and killed 49,340 people walking on streets nationwide, and pedestrian fatalities have risen by 35 percent over the past decade. People of color, older adults and people walking in low-income communities are disproportionately represented in these fatal crashes.

The House proposal takes a comprehensive approach to make walking and biking safer through a combination of increased funding, policy reform, and better provisions to hold states accountable. For example:

- The bill requires Complete Street design principles and makes \$250 million available for active transportation projects including Complete Streets.
- It proposes changes to how speed limits are set to prioritize safety results over a faster auto trip.
- It requires states with the highest levels of pedestrian and bicyclist fatalities to set aside funds to address those needs.

proposal from Congress and fight to protect those changes in the bill. Advocates for preserving the status quo are preparing to fight these important changes. We need climate advocates to do the same to defend them.

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