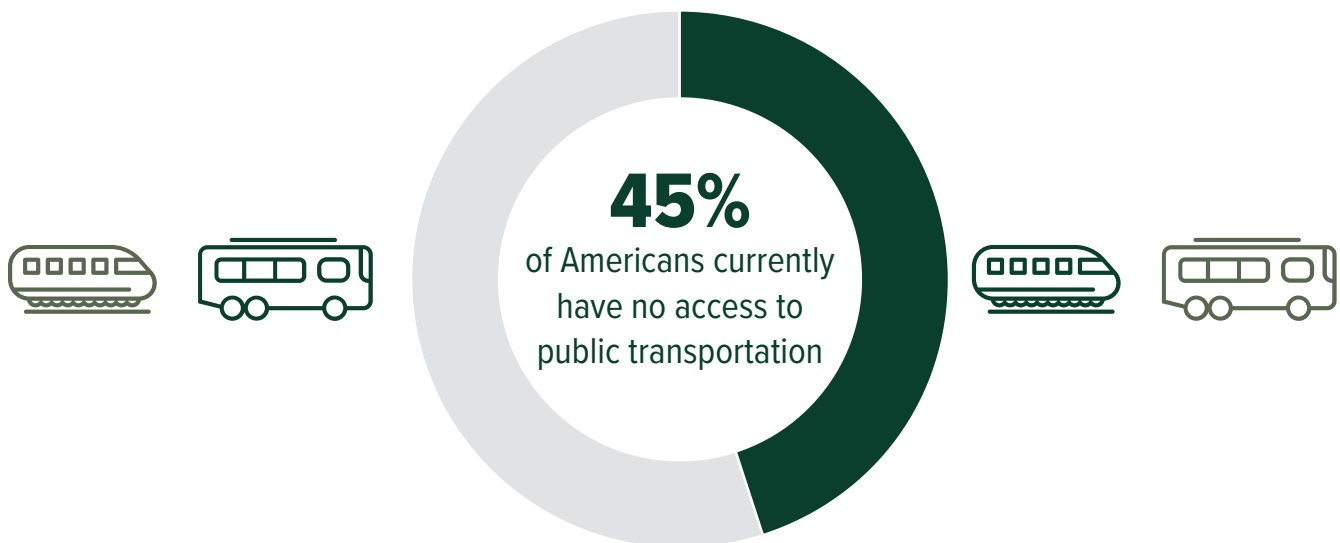


Expanding Public Transportation

JUNE 2021



As a result of plummeting ridership and fare revenue, many mass transit agencies are implementing or considering significant service cuts and fare increases.

Furthermore, we face the urgent imperative of getting riders back on mass transit as we emerge from the pandemic. Mass transit is a public good and is key to tackling climate change, enhancing economic opportunity, alleviating traffic congestion, and combating inequities in our transportation system.

The White House recognizes the importance of improving public transit systems, and the American Jobs Plan (AJP) allocates \$85 billion to modernize public transit systems, doubling the current level of federal support for mass transit. Additionally, the proposal includes \$80 billion to accelerate repairs and expansion plans at [Amtrak](#). While this proposal for a historic investment in Amtrak is exciting, it is important that it is paired with recurring federal operating support to ensure long-term viability.

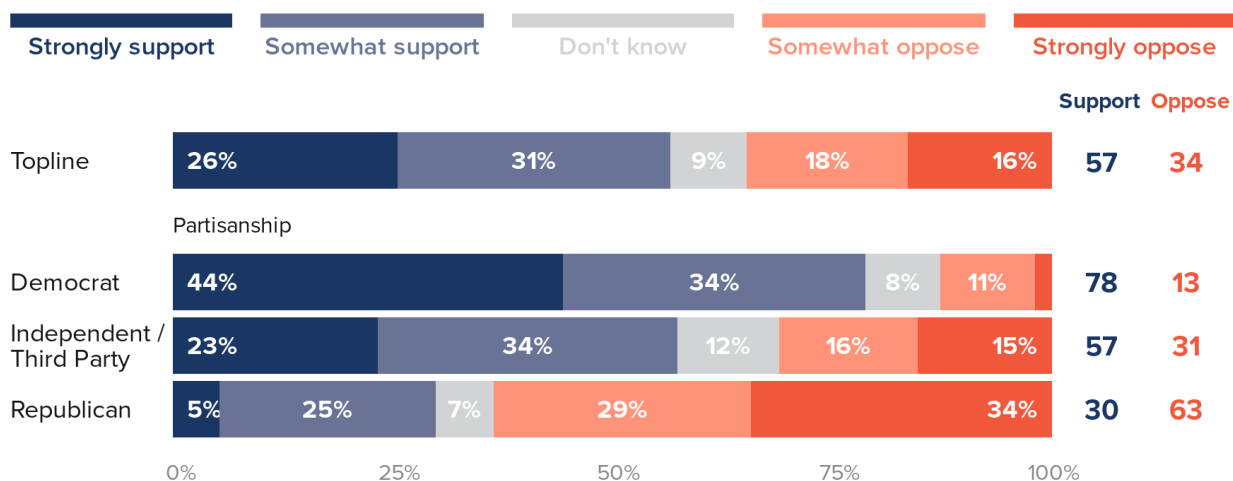
There are various transit bills in Congress that lawmakers should look toward to inform the AJP and the infrastructure package. Senator Markey and Congresswoman Ayanna Pressley recently reintroduced the Freedom to Move Act, which would establish a \$5 billion competitive grant program to fund reduced fare and fare-free pilot programs at transit agencies across the country. Additionally, Senator Warren (D-MA), Senator Markey (D-MA), Representative Levin (D-MI) and Representative Ocasio-Cortez (D-NY) recently proposed the BUILD GREEN Infrastructure and Jobs Act which would rapidly accelerate the electrification of the nation’s public transportation assets via an investment of \$500 billion over ten years.

Data for Progress analysis finds that these investments would create an estimated 1 million new jobs with strong labor protections, save an estimated \$100 billion per year in avoided health damages, and reduce enough ambient air pollution to prevent 4,200 deaths per year. Given these benefits, we encourage the Biden Administration and Congress to incorporate these bills into the AJP as it advances through the legislative process. For far too many Americans, car ownership is treated as a necessity owing to a lack of viable alternatives. As such, the AJP should pursue an ambitious effort to make public transportation options available to everyone in the United States.

The BUILD GREEN Act enjoys a 23-point margin of support among all likely voters (57 percent support, 34 percent oppose). The proposal is especially popular among Democrats and Independents, who support the proposal by 65-point and 26-point margins of support, respectively. Decarbonizing the transportation sector is critical for reducing our nation’s emissions, and Democratic lawmakers should advocate for popular job-creating proposals such as the BUILD GREEN Act in addition to the already-proposed transportation investments in the AJP.

Voters Support the BUILD GREEN Act

Would you support or oppose the government investing \$500 billion over ten years in projects to electrify public transportation (like commuter trains and buses), install electric vehicle (EV) charging infrastructure nationwide, and expand clean energy production to power these new electric trains and vehicles?



Mar 12 to Mar 14, 2021 survey of 1199 likely voters

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