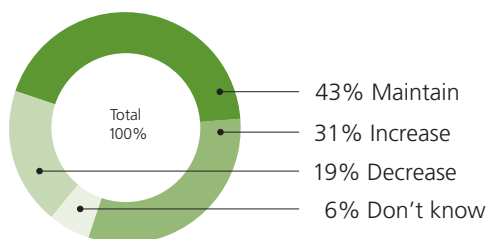


NEW NATIONAL POLL

American Voters Expect Federal Investment in Walking and Bicycling

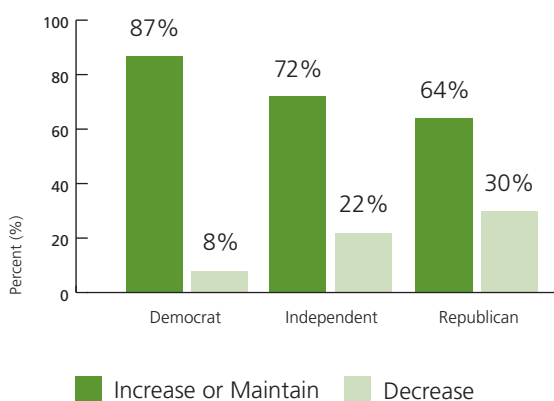
I. Voters oppose decreasing federal investment.

Though some in Congress have argued that the federal government should not support walking and biking, this sentiment is out of step with American voters. **Almost four times** as many likely 2016 voters favor increasing or maintaining current levels of federal investment in walking and biking paths as decreasing them (74 percent to 19 percent). When told 1.5 percent of federal transportation funds support walking and biking, voters prefer to:



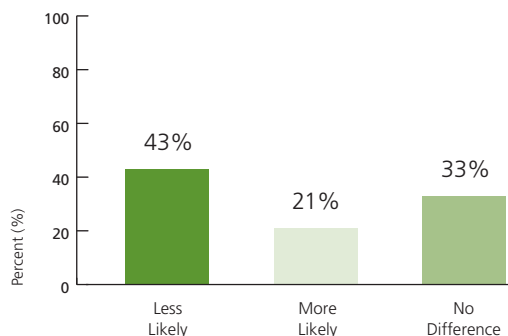
Want to increase or maintain federal funding

Strong majorities support this funding, regardless of party affiliation.



II. Opposing federal funding alienates voters across the political spectrum.

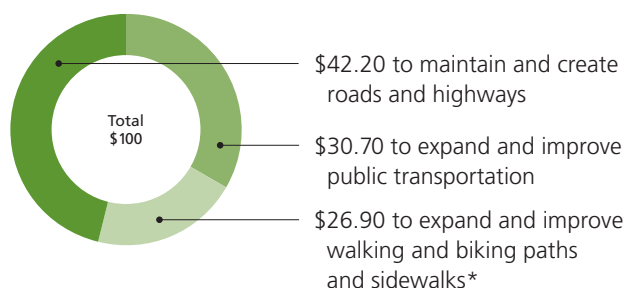
Likelihood to vote for a candidate who would fund only roads, eliminate federal funds for walking and biking:



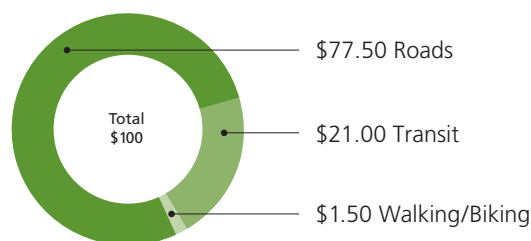
Republicans agree (36 percent to 29 percent), as do Independents (40 percent to 17 percent) and Democrats (54 percent to 16 percent).

III. Americans support a balance of transportation modes, with robust investment in walking and biking.

When asked to distribute \$100 of taxes on transportation, voters on average allocated:



Current federal allocation of transportation funding:



*This is a remarkable 18 times the current share, and every demographic and political subgroup supports at least 10 times the current share of funding for walking and biking paths and sidewalks.



COMMIT TO ACTIVE TRANSPORTATION: THE AMERICAN PEOPLE ARE BEHIND YOU

Maximize Return on Federal Investment, Address Transportation Demand

Polling results show that the American public wants the federal government to invest more transportation dollars in walking and bicycling. Enabling people to safely walk or bike to the places they need to go is an extremely cost-effective way to reduce traffic, spur the economy and help mitigate critical national issues such as oil dependence and chronic disease.

Half of all car trips are within a 20-minute bike ride, and a **quarter** of all car trips are within a 20-minute walk. Incorporating walking and biking into everyday travel—commuting to work, running errands or visiting friends—allows people to get regular exercise, reducing rates of chronic disease. Reductions in premature death due to walking and bicycling are worth an estimated \$235 billion a year. Chronic diseases are also largely responsible for spiraling health-care costs in America, and since state and federal governments pay 44 percent of health-care costs, the additional potential taxpayer savings are huge.

In addition, federal investment ensures that all communities have the funding they need. Smaller towns, where rates of biking and walking are comparable to urban areas, are particularly dependent on federal resources to make necessary connections and safety improvements. With the growing number of Americans who cannot or choose not to drive for some or all of their trips—including seniors, children and people with disabilities—today's transportation options must include safe routes to walk and roll.

Today, Americans need a system that provides more options for travel. By investing federal dollars in walking and biking as part of a balanced transportation system, we can give the American public the choices they want and expect, while also extracting the best return on federal transportation spending.

Policy Solutions

Congress should reaffirm core federal programs that invest in walking and bicycling, and provide focused strategic investment for connected networks that enable Americans to safely and conveniently walk or bike to where they need to go. We call upon Congress to:

1. Increase federal investment dedicated to providing safe and healthy routes to walk and bicycle;
2. Prioritize the creation of safe walking and bicycling networks by creating an Active Transportation Networks Investment Fund and enacting a Safe Streets policy;
3. Solidify the Transportation Alternatives Program (TAP) as core active-transportation funding available in all states and eliminate loopholes that can divert critical TAP funds to unrelated activities; and
4. Expand innovative financing strategies, such as public-private partnerships to create revolving federal loans or loan guarantees that stretch federal dollars to build safe bicycling and pedestrian networks.

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