

system. Short-term extensions hinder transit agencies' ability to plan and execute projects in a timely and fiscally responsible manner that best serves the traveling public. This in turn hurts private-sector job growth, whether it's construction workers, materials suppliers, or engineering firms. A new transit title must provide stability for stakeholders and certainty for workers through a multi-year authorization.

Addressing State of Good Repair



Principle 3: Address state of good repair challenges by growing programs including State of Good Repair and Bus and Bus Facilities.

As a result of sustained underinvestment, U.S. transit systems currently face an \$86 billion state of good repair backlog. These aren't the costs to build a modern, world-class system—but rather the costs of routine maintenance and system preservation needs. According to the Department of Transportation's Conditions and Performance report, if we were to sustain transit investment at recent levels, the state of good repair backlog would only grow larger in the years to come. This backlog hurts transit agencies of all sizes—whether it's the rail systems whose assets account for the biggest challenge within the backlog, or the bus agencies working to replace their fleets or build new maintenance facilities. A new transit title must begin to address this challenge by increasing investment in programs targeted towards achieving a state of good repair. This must include both formula funds, which provide steady resources for transit agencies, and discretionary funds, which help address intermittent but larger-scale capital needs.



Meeting Rising Demand

Principle 4: Meet rising demand through increased investment in formula programs and Capital Investment Grants.

The demand for transit is rising, with 10.8 billion trips taken in 2014—the highest ridership in 58 years, even as gas prices fell 42.9 cents in the final quarter alone. As a result of this, growing and dense communities are working to improve existing networks and add capacity to better serve their residents. Cities and towns are developing high-quality transit in order to attract young people and a robust workforce. Communities are working to establish the reliable and affordable transit service that is essential to helping our growing elderly population age in place. Transit agencies are working to maintain services for persons with disabilities, providing an essential connection to family and access to employment. Meeting the breadth of these demands requires upkeep of current infrastructure, as well as expansion and new capacity in order to keep pace with growing ridership. A transit title must meet the needs of the growing and diverse population of transit riders.

Strengthening America's Workforce



Principle 5: Strengthen America's transit workforce through professional development, training, and robust worker protections.

Our transit systems rely on a professional and dedicated workforce to ensure that passengers have safe and reliable transit service. Any transit reauthorization must include increased and dedicated funding for professional development and training for both management and front-line employees. It must also sustain and strengthen protections for workers to ensure that transit professionals have a secure workplace and can focus on their job—getting the traveling public to their destination safely. It must also increase domestic content requirements for transit projects, to ensure the use of high-quality, American-made goods that support U.S. manufacturing jobs.



Creating Sustainable Communities

Principle 6: Create sustainable communities through increased incentives for transit-oriented development

Transit systems can serve as a catalyst for mixed-use, walkable communities that have diverse transportation choices, new opportunities for business, increased accessibility, and