



Candidate Questions (page 1 of 2)

This survey, which has been distributed to all Congressional candidates in your district, is meant to help educate our members and the general public impartially and on a nonpartisan basis about the policy positions of candidates for Congress. All views are welcome. Please fill out this form and return it by August 3 to barb@activetrans.org.

Please note: Each answer field has a limit of 350 characters (approximately 70 words).

Name of Candidate: Danny K. Davis

State and District: IL07

1. The 116th Congress will start work on the next surface transportation reauthorization. What are your transportation priorities?

Transit oriented development creating livable, sustainable communities. Expanded federal investment in New Starts with economical, environmentally sustainable public transit with new rail and high-quality bus rapid transit lines, and TIGER for locally driven projects via Federal - local partnerships while enhancing safety and reducing travel times.

2. The Highway Trust Fund (HTF), which funds highway and transit projects, is funded through excise taxes on transportation related goods, the largest being taxes on gas and diesel. These fuel taxes were last increased in 1993, and have not kept pace with inflation and transportation costs. Under the current FAST Act, Congress moved \$72 billion from the general fund to the HTF for five years. What are your views on the HTF and federal funding of transportation?

Our goal should be to ensure a sustainable, dedicated source of funding indexed to inflation and transportation costs.

3. Right now, 20 percent of Highway Trust Fund (HTF) dollars go to the transit fund, and 80 percent go to Highways fund. One to two percent of funding is devoted to bicycling and walking, which comes out of the Highway fund. What is your position on these funding allocations?

I believe we should be transitioning these ratios toward reducing our carbon emissions, improving safety, and accommodating consumer need/demand for public transit, bicycling and walking.



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4. Last year, over 40,000 people lost their lives on our roadways. Over 16 percent of those fatalities were bicyclists and pedestrians. What role, if any, should the federal government play in roadway safety?

As we do with air travel (and to some, still inadequate, degree rail) the federal government should have the leading role in establishing and monitoring uniform, national safety rules and regulations from system design to implementation to operational management.

5. The Center for Disease Control reports that physical activity maintains health, reduces the risk of developing obesity, diabetes and other chronic diseases, reduces feelings of depression and may also improve academic performance. What, if any, role should the federal government have in encouraging Americans to engage in physical activities?

I support a medicare for all health care system which offers comprehensive, evidence-based care based on science. That includes enabling and encouraging physical activity. Investment in biking and walking infrastructure and improved environmental quality will be recouped in reduced health costs and improved quality of life.

6. Under the Clean Air Act, Congress requires the Environmental Protection agency to set National Ambient Air Quality Standards for contaminates such as carbon monoxide (CO), particulate matter (PM) and ozone (O3). Carbon dioxide (CO2) Is not covered. What, if any, role should the federal government play in regulating carbon dioxide?

We now have a scientific understanding of the role of human sources of carbon dioxide in global climate change and the massive consequences should we fail to limit carbon emissions. The federal government has the primary responsibility to create a regime of carbon (and other pollutants) emissions control and lead a global transition to sustainable

7. What role do bicycling, walking and public transit play in the transportation system in your district?

Public transit has suffered from the elimination of key bus routes. New popularity of cycling with Divvy, but cost remains a barrier in much of the 7th District. Walking remains a mainstay for going to school and along the lakefront, but food deserts, transfer of employment to suburbs, etc. require more comprehensive and accessible public transit.