



Bicycling In the FAST Act

Last week, Congress passed the ***Fixing America's Surface Transportation Act***, or FAST Act, a five-year bill that will slightly increase funding and slightly change some policy. The biggest change is that it will create long-term certainty for states, local governments and transportation stakeholders.

Overall the active transportation community did really well. The new bill includes an increase in funding for bicycling and walking and makes nonprofits eligible for that funding. The bill also creates a new safety education program and, for the first time, includes complete streets language.

Transportation Alternatives Program (TAP)

The TAP program is the most prominent funding source for bicycling and walking infrastructure projects, and maintaining this funding was the top priority for the League of American Bicyclists. Despite a change of name and location in the bill, the League was happy to see increased funding and transparency and well as the addition of eligibility for nonprofits.



LOCATION/ PROGRAM NAME

- **MAP-21:** The Transportation Alternatives program is a stand-alone program
- **FAST :** The program is a set-aside under the Surface Transportation Block Grant Program (STBGP)

TAP FUNDING OVERALL

- **MAP-21:** TAP was 2% of all other programs. In 2014, TAP was funded at \$819 million
- **FAST:** Funding Increases to a flat fund of \$835 million for 2016 and 17, and up to \$850 for 2018, 2019 and 2020.

TRANSPARENCY

- **MAP-21:** There were no reporting requirements.
- **FAST:** Requires States and MPOs to report on the number and cost of applications versus funded projects

LOCAL CONTROL OVER SPENDING

- **MAP-21:** 50% of TAP funds go to a state run competitive process, and 50% are distributed to communities based on population. Through the 50% population funds, large Metropolitan Planning Organizations get funding to run their own competitive process.
- **FAST:** Same breakdown, but the large MPOs can flex 50% to their Set-aside funding to any STBGP project.

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BICYCLING In the FAST ACT

Safety

The number of people killed on our nation's roads has fallen dramatically in recent years –37,423 in 2008 to 32,719 in 2013. But this movement Toward Zero Deaths has a significant blind spot: The number of bicyclist and pedestrian deaths is on the rise. Pedestrian and bicyclist fatalities have increased from 12% of all roadway deaths in 2008 to 17% in 2013. Even as the number of fatalities has increased, the attention to bicycle and pedestrian safety has not. Just 0.5% of federal Highway Safety Funds are spent improving bicyclist and pedestrian safety.

The FAST bill creates a new priority safety program under the National Highway Traffic Safety Administration that sets aside roughly \$14 million a year for states to do education and enforcement campaigns around laws effecting bicyclists and pedestrian safety

405 NON MOTORIZED SAFETY PRIORITY

FAST: This program provides funds for states where 15% or more of their overall traffic fatalities are bicyclists and pedestrians. This funding can go to educating law enforcement, motorists, pedestrians and bicyclists on state laws pertaining to bicyclists and pedestrian safety (Vulnerable user laws, safe passing laws, etc.) The funding can also be used for enforcement campaigns.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

MAP-21: 10% of HSIP funds could be used for non-infrastructure safety education

FAST: This bill makes non-infrastructure safety project ineligible for HSIP. MAP-21 disallowed TAP funds from going to non-infrastructure education as well (other than Safe Routes to School projects), again limiting the funds that can go to bicycle and pedestrian funding safety.

COMPLETE STREETS

MAP-21: Did not include safe streets language

FAST: Includes a provision directing the Secretary of Transportation to encourage States and MPOs to develop standards that provide accommodation to all users in all phases of project planning and development.

MAP 21: On the National Highway System non-interstate (so arterials, major roads, etc.) stated a state “may take into account all users”

FAST: States “shall consider adequate accommodation of all users.”

DESIGN STANDARDS

MAP-21: Only included the design standards of the American Association of 10 State Highway and Transportation Officials

FAST: Also includes the NACTO Urban Streets Design Guidelines. Also includes flexibility for a local jurisdiction to use design guidelines not adopted by the state in certain circumstances.

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