



Transportation Alternatives in the Infrastructure Investment and Jobs Act

High Level Overview

- FAST Act extended through 10/31/21
- Surface transportation reauthorization included in larger infrastructure bill (Infrastructure Investment and Jobs Act AKA Bipartisan Infrastructure Bill) that creates new discretionary programs as well
- **Not yet law: as of 10/25/21**

What's Changing for State DOTs?

FUNDING

- Funding increased by 60%
- States may use up to 5% of TAP funding for staffing and to offer technical assistance
- State may submit application if invited by local government
- Changes transferability
 - Before transferring funds to other uses, state DOTs will have to certify to FHWA that they held a competition with adequate time for applications, provided technical assistance to applicants, and any remaining unfunded projects are not of a high enough quality to be funded

INCREASE STATE FLEXIBILITY

- Increased flexibility for match
 - Average match at the project or program level
 - HSIP can be used as match – if you're a TAP manager – connect w/ HSIP manager
- States can choose to suballocate up to 100% of TAP. FHWA to set guidance for this.
- Requires states to prioritize high need communities but allows states to define high-need
 - Roughly 20 states do this already so it was left vague to not interfere with those states.

LOCAL CONTROL

- Increases suballocated pot to 59%
- Gives large MPOs obligation authority
- Makes small MPOs eligible to apply
- Eligible entities may ask the state to apply for a project on their behalf

This bill standardizes reporting requirements for more useful interpretation of data.

Keep an eye out for FHWA funding tables for state apportionment totals.

Key Takeaways

- There are many small changes, but they should not interfere with states running competitions next year same as before. All project eligibilities remain the same.
- Continue administering the program even while awaiting guidance from FHWA
 - Consider re-reviewing previously submitted applications
- Changes to HSIP program may require your state to increase funding on vulnerable road user (VRU) safety. One easy way to do that is to use HSIP as a local match for TAP projects that improve safety.
- We are here to help you successfully implement this program
- We track [implementation of the Transportation Alternatives Program on a quarterly basis](#)
- [Bicycle Friendly State Report Cards](#)
- [State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities](#)

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