

FAST Act is the current authorizing legislation for federal surface transportation programs and expires September 30, 2020. Below is a summary of how ITE believes federal policy governing transportation safety should be structured in the next transportation authorization.

## CONSIDERATIONS

- Today in the United States **more than 100 lives per day are lost as a result of traffic crashes.**
- **The only acceptable number for the loss of life in the transportation system is zero.**
- **Transportation safety is a public health issue.** Emissions from the transportation sector impacts public health and is an ever-increasing contributing factor to climate change.
- **Transportation safety is a social equity issue.** A child is twice as likely to be killed walking along our nation’s roadways if they are black instead of white. **Safe mobility is a fundamental human right.**
- **Transportation safety is an economic issue.** The burden on taxpayers to address increased emergency response and long-term healthcare costs resulting from roadway crashes is immense.
- **Transportation safety is a livability issue.** The fear for personal safety leads many to choose motorized mobility options, or not leave home at all. This contributes to the rise of sedentary diseases and a reduction in cognitive capacity.

### NEW POLICY INITIATIVES OR MODIFICATIONS RECOMMENDATIONS

	<p><b>Establish a new federal initiative dedicated to significantly reducing the number of surface transportation fatalities and injuries consistent with the philosophy of Vision Zero.</b></p> <ul style="list-style-type: none"> <li>• ITE joins a growing movement calling for the Safe System approach to transportation safety with an increased focus towards the safety of vulnerable users.</li> <li>• A Safe Systems approach recognizes transportation systems need to be resilient so that inevitable human failure does not result in a loss of life or severe injury.</li> </ul>
	<p><b>Establish a new strategic highway research program that focuses on surface transportation safety issues.</b></p> <ul style="list-style-type: none"> <li>• This program should provide evidence-based research to enable the most effective deployment of measures to protect the most vulnerable road users.</li> </ul>
	<p><b>Restore the flexibility to use Highway Safety Improvement Program funds</b> on any safety project (infrastructure-related or non-infrastructure) that meets the overarching requirement of the program.</p> <ul style="list-style-type: none"> <li>• Historically HSIP has led transportation safety practitioners to focus on locations with a history of fatal crashes and to develop reactive safety countermeasure projects.</li> <li>• A Safe System approach should re-envision the HSIP program to support a broader variety of safety projects, including implementation of projects focused on safe road user (e.g. behavioral and education-focused), as a multi-pronged approach towards on mitigating the same high-risk factors systemically across the roadway network.</li> </ul>
	<p><b>Establish a new strategic research program on transformational technologies in surface transportation.</b></p> <ul style="list-style-type: none"> <li>• New technologies hold the potential to significantly reduce the number of deaths &amp; injuries on our roadways.</li> <li>• The strategic research program should conduct fact-based, accelerated research to inform policy in order to deploy these fast-developing technologies. Chief among these goals should be increasing safety.</li> </ul>

### RETAIN THESE FAST ACT POLICIES

- Improvements that provide separation between pedestrians, bicyclists and vehicles on roadways should continue to be included in the list of projects that could be funded by the Highway Safety Improvement Program (HSIP).
- Maintain as a portion of the HSIP program a focus on locations with a history of fatal crashes but restore flexibility to a broader variety of projects.

*The Advocacy Committee is your resource for educational materials, the importance of the reauthorization process, key talking points, and identifying local Advocacy Committee members to connect with. This page is a summary of ITE's White Paper on Planning and Sustainability hosted in addition to periodic updates and additional materials at <https://ite.org/membership/advocacy-committee/>*

## WHAT ITE MEMBERS CAN DO:

The outcomes of the FAST Act Reauthorization process have the potential to greatly impact our country's ability to meet the transportation needs of our states, cities, and local communities. ITE members need to rally together to support thoughtful, federal Reauthorization approaches so we can collectively shape the future of transportation. It is critically important that ITE members take an active role in the Reauthorization process. We are proud of the great work that ITE members are doing and want to make sure that we are able to continue doing this important work with the right federal support system.

*We are ITE. We help to shape the future of transportation.*

### WHY IS THIS IMPORTANT

- Safe & resilient mobility infrastructure requires a predictable, dependable, and adequate source of funding.
- The FAST Act supplemented Highway Trust Fund revenue with general funds. If not renewed, funding levels would substantially drop to what the Highway Trust Fund alone could sustain.
- This is the opportunity to advocate for new approaches to transportation policy and funding

### GET ENGAGED

	<p>Educate Yourself:</p> <ul style="list-style-type: none"> <li>• Read the <a href="#">ITE Reauthorization Principles</a>, white papers, and one-pagers</li> <li>• Read the FHWA's Resources on the FAST Act               <ul style="list-style-type: none"> <li>• <a href="https://www.fhwa.dot.gov/fastact/">https://www.fhwa.dot.gov/fastact/</a></li> <li>• <a href="https://www.fhwa.dot.gov/fastact/legislation.cfm">https://www.fhwa.dot.gov/fastact/legislation.cfm</a></li> </ul> </li> <li>• Track the news around this topic</li> </ul>
	<p>Talk to your colleagues, family, and friends about why dependable transportation funding matters</p>
	<p>Share a personal testimonial on <b>#FASTAct</b></p>
	<p>Build an "Advocacy Minute" into the beginning of your meetings (your team/organizations and ITE working groups):</p> <ul style="list-style-type: none"> <li>• Talk with your local ITE District/Section/Chapter about holding discussions/workshops/events/luncheons/dinners around these issues (or volunteer to help them organize this)</li> <li>• Educate key decision makers in your region to the importance of dependable transportation funding</li> <li>• Identify your federal <a href="#">Senate</a> and <a href="#">House</a> representatives and the schedule for their home visits</li> <li>• Encourage your local ITE D/S/C leadership to hold educational dinners with representatives (or volunteer to help them organize this)</li> </ul>