# Supporting Art in Public Transportation Projects

Presented by:

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## Public Art in Transit: Funding Prohibited

- Starting in 1977, the federal government supported and encouraged the inclusion of art on transit projects
- Over the past three decades, transit art has evolved into a distinct field
- Transit agencies have worked with artists, design teams and communities to enhance public transit systems for the last 40 years
- As of December 2015, the use of federal funds for art on new transit projects is prohibited per the Fixing America's Transportation (FAST) Act



## **FAST Act: Impacts**

- Transit agencies receiving federal funding to design and build bus, subway, light rail, commuter rail, trolley or ferry projects, are PROHIBITED from using those federal dollars – or any local funds – to incorporate art into the project
- The restriction dates to December 4, 2015 and impacts all grants or loans entered into with the Federal Transit Administration from that date forward
- This current law affects both transit agencies and communities in <u>significant</u> and <u>numerous</u> ways





## **FAQs**

#### What FTA programs are now prohibited from funding art?

 This prohibition applies to all FTA programs for which FTA serves as the grant making agency

Can local funds spent on art be used to match the federal grant?

 NO. Local funds used to match FTA funds may be spent only on "eligible expenses", which do not include art







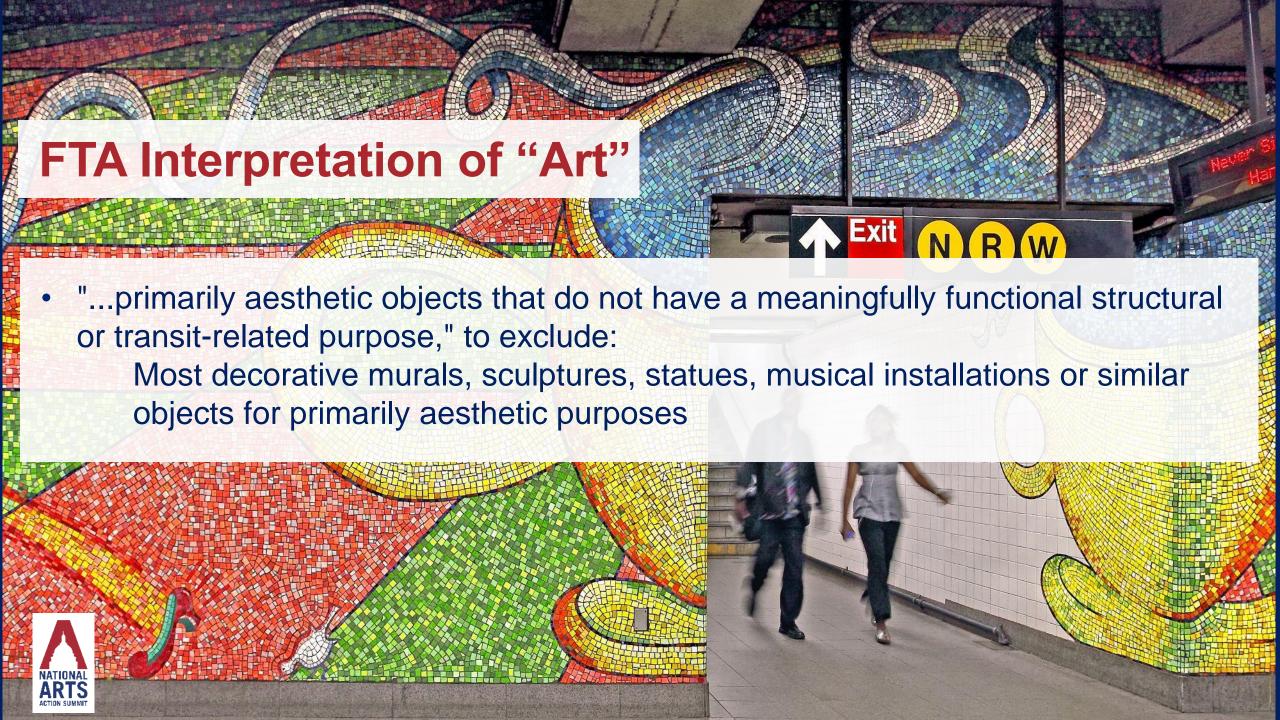


## Can you provide some examples of project costs that would <u>not</u> be allowed?

- Hiring an artist to develop the design or arrange tiles in such a way as to serve a primarily aesthetic purpose
- Murals, paintings, or other visual installations that are primarily intended to provide visual appeal
- A stone or steel sculpture within a waiting area drawing visitor's attention to the history of local industry
- Commissioning an original musical composition to be played through speakers in the facility







### **Inherent Contradictions**

- The FAST Act allows for "commercially available" tiles that showcase a city's history and beauty" but will not reimburse funding for the project if an artist creates a work of art from such material
- The notion of widely available commercial tiles that reflect the hyper-locality of specific projects is nonsensical; these tiles do not exist
- An example of an allowable expense within the FAST Act are tiles with "a southwestern" pattern
  - This example links a city's particular "history and beauty" to its much larger geographical region. Such an example insinuates that this tile pattern could easily apply to cities as diverse as Phoenix, Santa Fe, Salt Lake City and Las Vegas





# **Benefits of Art in Transit**

As excerpted from American Public Transportation Association's (APTA)

Best Practices for Integrating Art into Capital Projects

- Encourages ridership
- Improves customer experience
- Improves perception of transit
- Improves organizational identity
- Conveys customer care
- Deters vandalism
- Enhances community livability
- Increases safety and security









