

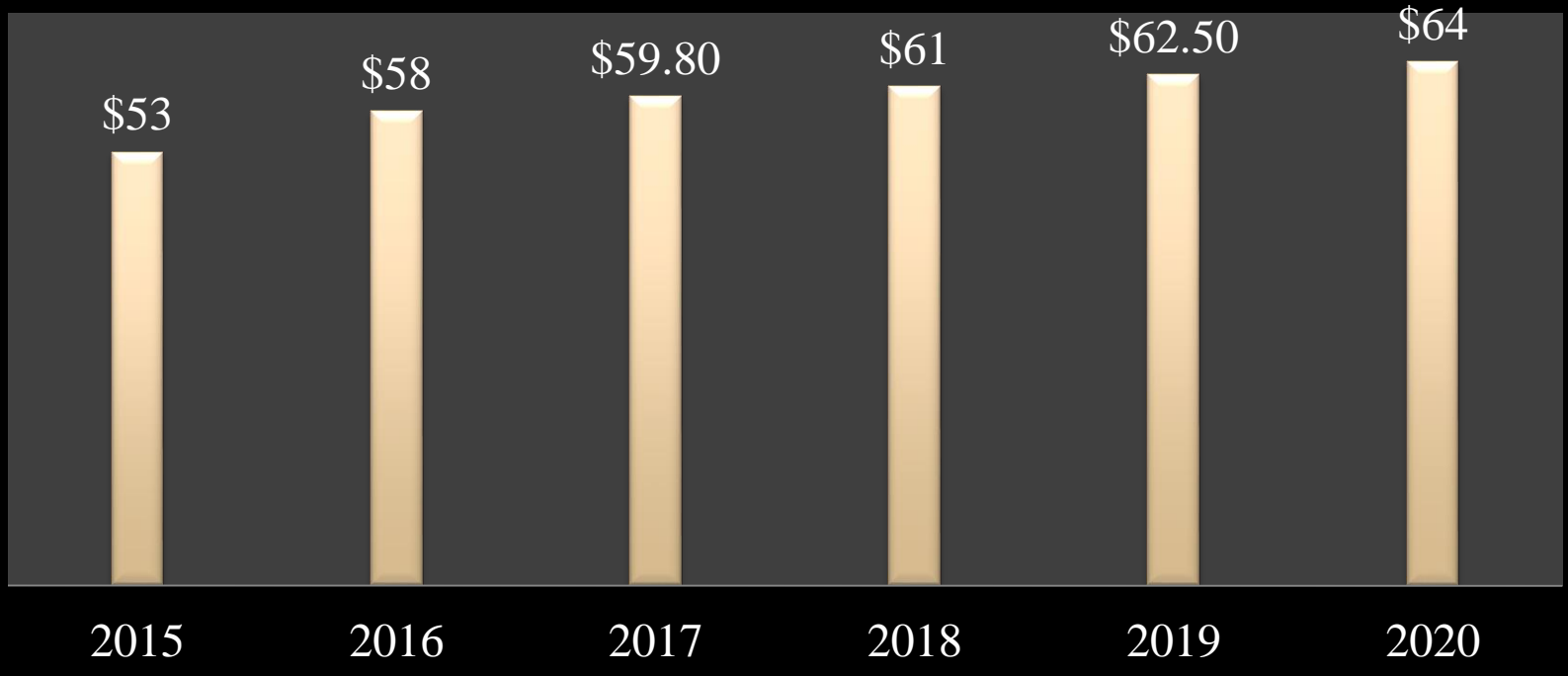


Fixing America's Surface Transportation (FAST Act)



FAST Act

Total Funding Authorizations Under The FAST Act (HTF & Gen Fund in billions)





Modal Funding Authorizations

Highways (HTF)

2015	2016	2017	2018	2019	2020
\$40.995B	\$43.1B	\$44B	\$45B	\$46B	\$47.1B

Transit (HTF)

2015	2016	2017	2018	2019	2020
\$8.595B	\$9.347B	\$9.733B	\$9.733B	\$9.940B	\$10.150B

Transit (General Fund - subject to annual appropriations)

2015	2016	2017	2018	2019	2020
\$2.094B	\$2.442B	\$2.442B	\$2.442B	\$2.442B	\$2.442B





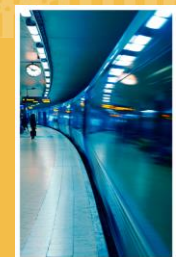
MPO Planning Funds

PL Funds (highway)

2015	2016	2017	2018	2019	2020
\$313M	\$329M	\$337M	\$343M	\$350M	\$359M

PL Funds (transit)

2015	2016	2017	2018	2019	2020
\$128M	\$131M	\$133M	\$136M	\$139M	\$142M



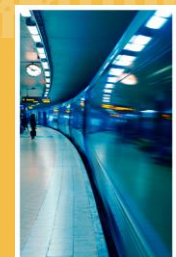


Metropolitan Transportation Planning Policy

When developing Plans and TIPs “intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter vanpool providers” are facilities that should be included as part of the transportation system

MPOs boards shall be determined by the MPO bylaws or enabling statutes

- Representative of transit may also serve as a representative of a local municipality



Metropolitan Transportation Planning Policy

MPOs are encouraged to consult with State agencies that plan tourism and, natural disaster risk reduction

New Planning Factors to consider – projects and strategies that - improve resiliency & reliability of the system; reduce or mitigate storm-water impacts on surface transportation; enhance travel and tourism

The transportation plan shall also identify public transportation facilities and intercity bus facilities

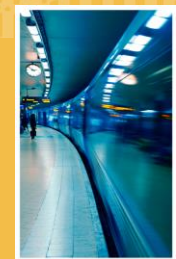




Metropolitan Transportation Planning Policy

Capital investments under the plan should include strategies to reduce vulnerability due to natural disasters

Transportation and Transit enhancements include –
consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated



Metropolitan Transportation Planning Policy

Public ports are added to the list of interested parties who are to be given reasonable opportunity to comment on the transportation plan

Interested parties who are private providers of transportation include intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program

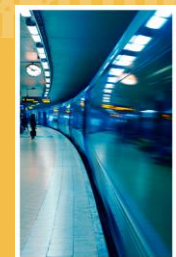


Metropolitan Transportation Planning Policy

Defines travel demand reduction as also - *including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program* for TMAs that carry out a congestion management process

Adds job access projects to the Congestion Management Process

Adds an optional Congestion Management Plan for TMAs





Other Transportation Policy

Renames STP as Surface Transportation Block Grant Program

Increase STBGP sub-allocation amounts 1% each year up to 55%

Repeals the Transportation Alternatives Programs **BUT recreates TAP in STBGP** and reserves \$835M in 2016, 2017 and \$850M in 2018, 2019, and 2020 to carry out TAP; remains a 50%/50% split with State; retains the competitive process for applicants

50% of the reserves TAP funds may be used for any STBGP eligible project



Other Transportation Policy

CMAQ may be used to fund diesel retrofits for port related freight operations

CMAQ may be used to fund the installation of vehicle-to-infrastructure communication equipment

Provides an exception to the requirement to prioritize funds to project for PM 2.5 in States with low population

Specifies that the CMAQ performance plans for MPOs over 1 million in population must include a description of progress made in achieving the “air quality and traffic congestion” performance targets described in law





Other Transportation Policy

Establishes a **new Nationally Significant Freight and Highway Projects** competitive grant program – MPOs are eligible applicants and grants must be at least \$25M

Establishes a **new 5-year, \$6.3B National Highway Freight Program** – funds are apportioned to States; MPOs in areas over 500,000 in population may designate urban corridors in consultation with the state; States designate urban corridors in areas under 500,000 in consultation with MPOs





Other Transportation Policy

Builds upon the MAP-21 provisions to accelerate project delivery through the Federal environmental review process

MPOs must be consulted if tolls are placed on HOV lanes on an Interstate in its planning area

Provides an exception to the special rule permitting transit operating assistance in areas over 200,000 in population to allow two or more systems to allocate funds for operations, under a written agreement





Other Transportation Policy

Reinstates the competitive bus and bus facilities grant program at USDOT - \$268M in 2016 growing to \$344M in 2020

Creates a pilot program for cost-effective capital investment to allows recipients in a specific state to pool their formula funds to allow for the accommodation of larger scale procurements

