

## AMPO Side-by-Side

### 23USC – Metropolitan Transportation Planning & Related Provisions

Section 134	MAP-21	FAST Act
(a) Policy	No change	Transportation planning should take into consideration resiliency needs of system
(b) Definitions	Adds new definition of RTPO	No change
(c) General Requirements	Adds that LRTP and TIP will be developed through a performance-driven, outcome based approach	Add that the content of the plan and tips shall provide for the development and integration of intermodal facilities that support intercity bus transportation including vanpools
(d) Designation of MPOs	Adds representatives of public transportation to the board structure  Provides that an MPO does not have to go through redesignation to add the transit provider to the structure of an MPO	Adds that the structure of an MPO shall be determined by the MPO according to bylaws or enabling statutes  Adds that the transit rep may also serve as an elected official of a municipality  Officials of the board shall have powers commensurate with other officials on the board
(e) Metropolitan Planning Area Boundaries	No change	No change
(f) Coordination in Multistate Areas	Strikes the Lake Tahoe Region transportation planning process provision	No change
(g) MPO Consultation in Plan and TIP Coordination	No change	Inserts officials who plan for tourism and natural disaster risk reduction activities that MPOs are encouraged to coordinate with in the planning process
(h) Scope of the Planning Process	Adds new "Performance-Based Approach" to the planning process; requires MPO to establish performance targets that address performance measures; targets shall be selected coordinated with States and transit providers; MPO targets shall be established 180 after States and transit set their targets; MPOs shall integrate into the metro planning process, directly or by reference, the goals, objectives, measures, and targets of the State and	Adds 2 new planning factors – improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts AND enhance travel and tourism

	transit provider plans	
(i) Development of the Transportation Plan	<p>Adds non-motorized transportation facilities to those specifically mentioned as facilities to identify in the plan</p> <p>Adds the description of performance measures and targets in the plan</p> <p>Adds a system performance report (and subsequent updates) to be included in the plan – the report evaluates the condition and performance of the system with respect to the targets; including progress achieved in meeting the targets and for those MPOs who elect to undertake scenario planning how the preferred scenario has improved the conditions and performance</p> <p>Adds a new <b>optional</b> scenario development process</p>	<p>Additional facilities to be identified – strikes “transit” insert “public transportation facilities, intercity bus facilities”</p> <p>Capital investments and other strategies should also reduce the vulnerability of the system to natural disasters</p> <p>Include consideration of the role that intercity buses play in reducing congestion, pollution, energy consumption and strategies and investments to preserve and enhance intercity bus systems, including private operators</p> <p>Adds public ports to the list of interested parties and a parenthetical after private provider of transportation to include – intercity bus operators, employer based commuting programs, vanpools and others</p>
(j) Metropolitan TIP	<p>General components of the TIP should contain project consistent with the plan; reflect investment priorities; once implemented is designed to make progress toward achieving targets</p> <p>The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving targets, linking investment priorities to those targets</p>	No change
(k) Transportation Management Areas	No changes other than some general clean up of the section to reflect the changes in program structure - bridge program was put into the NHPP for example	<p>Amends the congestion management process to further define travel demand reduction to include – intercity bus operators, and employer based commuting programs</p> <p>Add a new OPTIONAL congestion management plan that an MPO may develop</p>
(l) Report on Performance-Based Planning Processes (NEW)	The report was added in MAP-21 – 5 years after the bill is enacted into law the Secretary must submit a report to Congress evaluating the overall effectiveness of	Technical clean that links 200,000 to the population

	performance-based planning; effectiveness of performance based planning for each MPO; extent to which MPOs have achieved or progressing towards targets; if the MPOs are developing meaningful targets; technical capacity of MPOs under 200,000 to carry out the requirement of the entire section 134	
(m) Abbreviated Plans for Certain Areas	No change	No change
(n) Additional Requirements for Certain Nonattainment Areas	No change	No change
(o) Limitation on Statutory Construction	No change	No change
(p) Funding	No change	Makes technical change to reflect the section of law where PL funds are referenced
(q) Continuation of Current Review Practice	No change	No change
(r) Bi-State MPO	NA	New section for the Lake Tahoe Region – defines what the Bi-State MPO Region is; makes clear it is an MPO serving a TMA; and ensure it will receive STBGP sub allocated funds

## Funding

Section 133 Surface Transportation Block Grant Program	MAP-21	FAST Act
133(a) Establishment	No change	Renames the program to the Surface Transportation Block Grant program
133(b) Eligible Projects	Adds preservation of highways; preservation and protection of tunnels; inspection of tunnels and bridges/training for bridge inspectors; electric and natural gas vehicle charging infrastructure; installation of safety barriers and nets on bridges; transportation alternatives;	Retains all eligibilities from MAP 21 and adds the creation and operation of a State office to help design, implement, and oversee public-private partnerships (P3), and to pay a stipend to unsuccessful P3 bidders in certain circumstances; and

	border infrastructure projects; rec trails; ferry boats and terminals; truck parking facilities; and other new eligibilities	At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects; and Installation of vehicle-to-infrastructure communication equipment
133(c) Location of Projects	Adds additional exceptions to when funds can be used on local or rural minor collector roads	Adds transportation alternatives projects
133(d) Allocations of Apportioned Funds	Eliminates the Transportation Enhancements set-aside  Splits STP funds 50/50 between states and areas according to population  Requires States to consult with RTPO if one exists before obligating funds	Increases, by 1% for five years, the amounts suballocated by population – 51% in 2016 to 55% in 2020
133(e) Administration	Strikes Noncompliance provision Strikes Payment provision Strikes Advance Payment Option for TE Activity provision Strikes Population Determination Strike TE Activities provision	Strikes (e)
133(f) Obligation Authority	Changes dates to reflect MAP 21 years	Redesignated as (e)  Make technical changes to link funds to the program and changes dates to reflect the dates of the FAST Act
133(g) Bridges Not on Federal-Aid Highways (NEW)	Defines off-system bridge as a highway bridge located on a public road, other than a bridge on a Federal-Aid highway  States are required to spend STP funds on off-system bridges in a amount that is 15% of what was apportioned to the State in 2009 for the old bridge program – State cannot use suballocated funds to meet his requirement  If the Secretary may reduce the amount if the need is less	Redesignated as (f)

<p>133(h) Special Rule for Areas of Less than 5,000 Population</p>	<p>Up to 15% of the amount of suballocated funds directed for any area of the State may be obligated on minor collector roads</p> <p>The Secretary can suspend this authority if the State is found to be using the authority excessively</p>	<p>Redesignated as (g)</p> <p>Make technical changes and changes dates to reflect the dates of the FAST Act</p>
<p>133(h) STP Set-Aside NEW under FAST Act</p> <p>The set-aside is to carry out the Transportation Alternatives Program (TAP) as in law prior to the FAST Act <i>(FAST Act repealed TAP from the US Code)</i></p>	<p>NA</p>	<p>Set-aside \$835m in 2016 and 2017 Set-aside \$850m in 2018-2020</p> <p>50/50 split between State and by population (suballocation)</p> <p>A State may transfer to the NHPP, National Highway Freight Program, the STBG Program, HSIP, CMAQ up to 50% of TAP funds made available each fiscal year for TAP projects in any area of the State</p> <p>Newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its suballocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects)</p>