

# The Fixing America's Surface Transportation (FAST) Act Planning Overview

AMPO

February 12, 2016

# Today's Discussion

- FAST Act
- TMA MPO Structure
- Metropolitan Transportation Plan
- TMA Certification Reviews

# FAST Act

- Signed into Law Dec. 4, 2015
- P.L.114-94
- Five year legislation
- Minor changes to transportation planning process

# Two New Planning Factors

- ***Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation***
- ***Enhance travel and tourism***

# Congestion Management Process(CMP)

- Requirement for the CMP for TMA's is retained and largely unchanged
- Requirement for CMP analysis of new SOV capacity in non-attainment areas in TMA's is retained
- An MPO serving a TMA ***may develop a congestion management plan.***
- Provides examples of travel demand reduction strategies: ***intercity bus, employer based programs - carpool, vanpool, transit benefits, parking cash-out, telework***
- Adds ***job access projects*** as a CMP strategy

# TMA MPO Structure (MAP-21)

- Local Elected Officials;
  - officials of public agencies that administer or operate major modes of transportation of in the metropolitan area, ***including representation by providers of public transportation***; and
  - appropriate State officials.
- 
- An MPO may restructure to meet these requirements without re-designation.

# TMA MPO Redesignation (MAP-21)

- An MPO may be redesignated by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the existing planning area population (including the largest incorporated city).
- Redesignation is required when:
- A substantial change in the proportion of voting members on the existing MPO involving the largest city, other local governments served by the MPO, and the States.
- A substantial change in the decision making authority or responsibility of the MPO or the decision making procedures established under MPO bylaws.

# TMA MPO Structure (FAST Act)

- ***Designation or selection of officials or representatives shall be determined by the MPO according to the bylaws or enabling statute of the organization.***
- ***Subject to the bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality.***
- ***An official shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials.***



# Other Changes

- Adds **public ports** and **intercity bus operators** to the list of interested parties that States and MPOs shall provide early and continuous public involvement opportunities as part of the transportation planning process (including during STIP/TIP and plan development).
- MPOs should consult with agencies and officials responsible for **tourism** and **natural disaster risk reduction** in developing plans and TIPs.
- Metro and Statewide Plans – shall include consideration of **intercity buses**

# Other Changes

- Metro plan shall include and assessment of capital investment and other strategies to preserve the existing and future transportation system and ***reduce the vulnerability of the existing transportation infrastructure to natural disasters***
- Statewide plan ***shall*** include – A description of the performance measures and targets and a systems performance report assessing the performance of the transportation system (previously ***should***)
- Adds “***takes into consideration resiliency needs***” to the purposes of statewide and metropolitan planning.

# Planning and Environmental Linkages

- Adds ***purpose and need*** and ***preliminary screening of alternatives and elimination of unreasonable alternatives*** to the list of planning decisions that can be used in the environmental review process.
- Eliminates the requirement for concurrence of other participating agencies with relevant expertise. Replaces it with concurrence of cooperating agencies with responsibility for permitting, review, or approval of the project.
- Eliminates the requirement for approval by the State, all local and tribal governments where the project is located, and by any relevant MPO and replaces it with the planning product was developed through a planning process conducted pursuant to Federal law.

# Metropolitan Transportation Plan (MTP)

- 20-year planning horizon
- Leads to the development of an integrated multi-modal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.
- Includes existing and proposed facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways, bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system.
- Each project in the TIP shall be consistent with the MTP

# TMA Certification Review

- In TMAs, the FHWA and FTA jointly shall review and evaluate the transportation planning process for each TMA no less than once every four years to determine if the process meets the requirements of Federal law.
- If the process substantially meets the requirements of Federal law, the FHWA and FTA shall jointly certify the process subject to certain corrective actions.



Questions?