

FAST Act

Funding

- First multi-year federal transportation bill passed since 2005.
- 5 year bill with \$281 billion in total funding
 - \$225 billion for highways
 - \$49 billion for mass transit
 - Large growth in bus and bus facilities grant program (89%)- will provide more money to BCT to upgrade their bus fleet
 - \$7 billion for highway and motor carrier safety
 - Highway funding is increased by 5% over current levels in 2016 (\$2.1 billion extra), followed by growth between 2.1-2.4% to 2020. Transit funding is increased by 8% over current levels in 2016 (\$753 million extra), followed by growth at 2.1% per year to 2020.
- Overall, Broward MPO PL and FTA funding will increase, around 3% per year.
- STP funding suballocation to MPOs increases 1% each year to 55% in 2020 (resulting in an additional \$2 billion dollars available to MPOs across the country).
- TAP funded at \$835 million per year for FY 2016 and 2017 and \$850 million per year for FY 2018, 2019, and 2020. Up from current levels of \$819 million.
 - However, state DOTs can still flex up to 50% away from local governments.
- Expanded TIFIA project eligibility. Project requirement lowered to \$10 million, and can include Complete Streets projects. However, total TIFIA funding per year goes down from \$1 billion to \$275 million for FY 2016-FY 2017; \$285 million for FY 2018; and \$300 million for FY 2019-FY 20220.

Transit

- New Starts projects now receive only 60% match using federal funds (down from 80%). However, Small Starts and Core Capacity projects can still receive 80% federal match.
- Transit representation on MPO Boards provision was retained meaning that a representative of a transit provider can also serve as the representative of a local municipality on an MPO Board.

Tolling

- The tolling facility authority (FDOT, Turnpike) now must consult with the MPO concerning the placement and amount of tolls on a facility in Broward County (however, this does not include where to spend tolled revenues).

Freight

- Created a new discretionary grant program called the Nationally Significant Freight and Highway Projects Program. MPOs, along with states and local governments are eligible to apply.
- Created a Freight Formula Program in which freight money will flow to MPOs through state DOTs.
- An MPO, in consultation with the state DOT, may designate a road within its border as a “critical urban freight corridor,” which would allow for additional funding allocations to the MPO through the FHWA’s National Highway Freight Network.

Project Streamlining/Environmental Review

- FAST Act encourages project streamlining to ensure projects are built in a timely manner and stay within budget. Requires the USDOT Secretary to select 5 states to participate in an “alternative environmental review and approval procedure.” Allows the USDOT Secretary (under certain circumstances) to allow States to select certain projects to bypass the National Environmental Policy Act (NEPA).
- Requires USDOT to align environmental reviews and eliminate duplicate permitting requirements.
- MPOs are encouraged to “reduce the vulnerability of the existing transportation infrastructure to natural disasters.”

Complete Streets

- USDOT Secretary encourages MPOs to adopt standards that provide for the safe accommodation of all users of the surface transportation network (Complete Streets).
- NACTO design standards can now be used by USDOT and state DOTs when planning Complete Streets type projects (previously only AASHTO standards allowed).

Misc.

- MPOs are encouraged to develop a plan to include in the TIP to reduce vehicle miles traveled during peak commuting hours, improve connections between people and jobs, and identify projects that can reduce congestion.