



MPOAC Governing Board Meeting

Business Items & Presentations

July 19, 2017

Approval of 2045 for LRTP Horizon Year



- Long Range Transportation Plans coming due
 - Starting in October of 2019
 - Work beginning Now
- MPOs use a common Horizon Year
 - Assists in setting common financial assumptions
 - Allows 27 plans to be aggregated and show statewide needs
- Staff Directors selected the year 2045 as the horizon year
- Recommend Approval

2018 Legislative Policy Positions

2018 Florida Legislative Session

Early Session – Starts in January

Committees start before that

Next meeting is November 7th

Same positions as last year

Minor wording change

Included the role of FHWA in policy position #6

Added 2017 TRIP funding amount to policy position #3



2018 Legislative Policy Positions



The MPOAC supports State Legislation that:

Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.



Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.



2018 Legislative Policy Positions



Regulates distracted driving as a *primary* offense by prohibiting the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.



The 2013 Florida legislature enacted the “Florida Ban on Texting While Driving Law.” The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014, 2015, 2016 and 2017 Florida Legislatures underscored the severity of distracted driving by considering bills that would have substantially increased the penalty for distracted driving. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense.



2018 Legislative Policy Positions



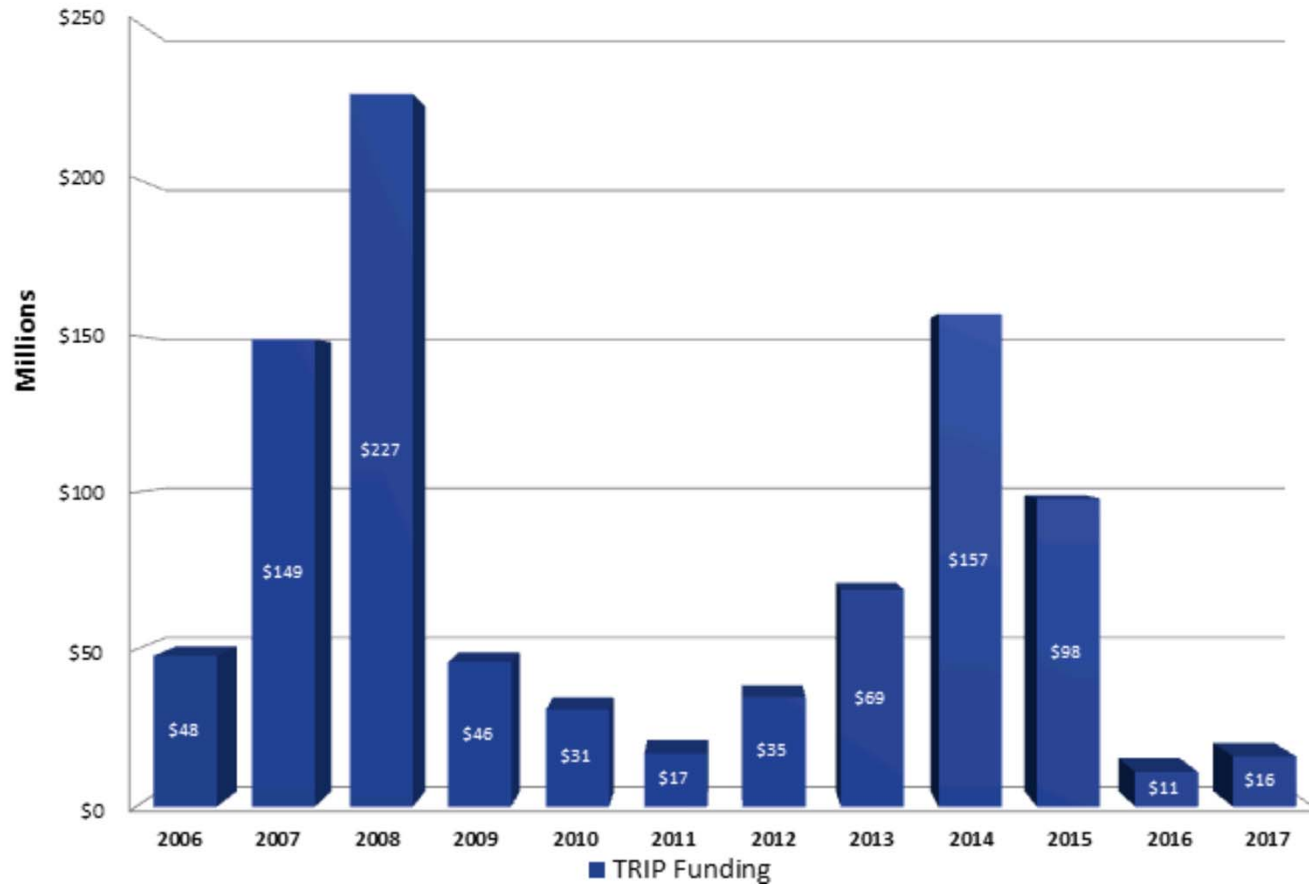
Restores funding to 2007 levels for the Transportation Regional Incentive Program (TRIP). The TRIP leverages state documentary stamp tax proceeds to promote regional planning and project development by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. This proposal seeks to restore TRIP funding by reducing diversions of documentary stamp proceeds for non-transportation purposes.



2018 Legislative Policy Positions



Transportation Regional Incentive Program (TRIP) Funding



2018 Legislative Policy Positions



Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.



Current state law does not permit SIS funds to be spent on roads or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. This legislative proposal would broaden the State's ability to improve passenger and freight mobility on SIS corridors by making eligible the expenditure of SIS funds on non SIS roads and other transportation facilities where the benefit to users of SIS facilities can be demonstrated.



2018 Legislative Policy Positions



Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).



Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida's metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.



2018 Legislative Policy Positions



Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.



The United States Department of Transportation (USDOT) provides funding to metropolitan planning organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.





Recommendations from the MPOAC Policy and Technical Committee

July 13th, 2017 Meeting

Federal Policy Positions

Background

- June 08, 2017 Federal Register Notice
- Possible Infrastructure Bill
- Potential for policy decisions
- Act now, may be fast moving
 - Healthcare Bill, Tax Reform
 - Mid-Term Elections
- Uncertainty – we must try



Federal Policy Positions



MPOAC Policy and Technical Committee

- Met July 13th, 2017
- Looked at policy positions from 2009 & 2012
- 12 Recommended Policies
- Create a brochure

Federal Policy Positions



MPOAC Federal Surface Transportation Authorization Principles

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the twenty-six MPOs in the State of Florida. The principles are intended to serve as policy guidance to members of Congress, the Florida Department of Transportation, and the MPOAC's partner organizations.

MPO Administration and Funding

- The MPOAC supports the designation of Metropolitan Mobility Authorities (MMA) to address issues unique to large urban areas including traffic congestion, public transit, and multimodal freight movement. MMAs would administer all appropriate federal program funds in metropolitan statistical areas larger than 500,000 people. The administrative structure of MMAs should be determined by the existing MPOs or group of MPOs that comprise the MMA area.
- The MPOAC supports raising the MPO designation threshold to 100,000 people and encourages newly designated urbanized areas to join with nearby MPOs.
- Federal planning and transit planning funds should be continued at levels that are no less than the pool derived under the system of take-downs and set-asides established under SAFETEA-LU.
- The MPOAC supports legislative language that shields federal Metropolitan Planning (PL) funds (or any successor program) from rescission budget reductions.

Roles, Responsibilities and Programs

- The MPOAC supports a continued strong Federal role in transportation policy and funding, with an emphasis on system preservation, safety, and metropolitan congestion. States should maintain their historic lead role in planning and programming for inter-regional movement of people and goods, while MPOs continue their traditional role as the primary planning and programming agency in metropolitan areas. Federal program funds should be allocated in a manner that advances the ability of states and MPOs to meet their responsibilities under these traditional roles.
- The '3-C metropolitan transportation planning process,' or any successor, should include a planning factor relating to energy conservation, emissions, and climate change.



Federal Policy Positions



1. The MPOAC supports the continued development of a multi-modal National Freight Network funded, in part, by a dedicated stream of fees and taxes on freight shipments and freight vehicles.



2. The MPOAC believes that toll projects and public/private partnerships shall be consistent with the federally established transportation planning process.



3. The MPOAC supports policies that reward states for attaining federally mandated performance measures and targets, and do not redistribute funding among the states based on poor performance.

Federal Policy Positions



4. The MPOAC supports indexing existing federal transportation revenue streams to the Consumer Price Index (CPI) in order to keep pace with inflation.



5. The MPOAC supports addressing future transportation funding needs through new and innovative mechanisms.



6. The MPOAC supports policies that direct revenues generated from new tolls instituted on federal-aid facilities toward transportation improvements within that metropolitan area.

Federal Policy Positions



7. The MPOAC supports distributing federal planning (PL) funds using the most recently available annual census data.



8. The MPOAC supports maintaining the federal, state and MPO roles in transportation policy and funding, and allocating funding in an amount that supports these roles.



9. The MPOAC supports policies that streamline the federal-aid process by directly allocating and increasing Federal Surface Transportation Block Grant (STBG) Program funds to Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs) for planning, programming and implementation purposes.

Federal Policy Positions



10. The MPOAC supports policies which recognize that federal metropolitan transportation planning funds are not to be regarded as state funds for purposes of expenditure.



11. The MPOAC supports allowing Metropolitan Planning Organizations (MPOs) to express metropolitan transportation plan (MTP) project costs in either current year dollars or year of expenditure dollars.



12. The MPOAC supports maintaining the 5 year update cycle for metropolitan transportation plans (MTPs).