

January 17, 2017



AGENDA ITEM 6 C

MPOAC LEGISLATIVE PRIORITIES

TYPE OF ITEM: No Action Required

STATEMENT OF ISSUE

Each year, the MPO Advisory Council (MPOAC) develops a series of legislative priorities for submittal to the Florida Legislature highlighting topics important to transportation funding and safety.

HISTORY AND ANALYSIS

The MPOAC has developed a draft set of legislative priorities for the 2017 legislative session. The priorities for this year include:

1. Support implementation of recommendations of the MPOAC Revenue Study and other options to expand transportation revenue sources.
2. Regulate distract driving as a primary driving offense (rather than a secondary offense) by prohibiting the use of wireless communication devices while driving.
3. Restoration of the Transportation Regional Incentive Program (TRIP) to 2007 level.
4. Allow Strategic Intermodal System (SIS) funds to be used on non-SIS facilities that improve mobility on SIS facilities.
5. Remove funding limitations currently applied to transit funds in the State Transportation Trust Fund (STTF)

Complete language and background on each priority can be found on ***Attachment 1***.

The draft priorities were approved by the MPOAC's Policy and Technical Subcommittee at their December 20, 2016 meeting. The draft will be presented to the MPOAC Governing Board for final approval at their January 26, 2017 meeting.

During the review of the MPOAC's priorities at the October 2016 Board retreat, there was discussion about possibly developing localized priorities. In reviewing the MPOAC priorities for the upcoming year, staff feels the proposed priorities sufficiently cover any local issues. When sending the priorities to our local delegation, we may want to emphasize the indexing of local option gas taxes (a key recommendation under Priority 1) and distracted driving as particular areas of interest of to CRTPA.

RECOMMENDED ACTION

Option 1: None required.

ATTACHMENT

Attachment 1: Draft 2017 MPOAC Legislative Priorities

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL
2017 DRAFT LEGISLATIVE POLICY POSITIONS

Priority Policy Positions

The MPOAC supports State Legislation that:

1. 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.
 - Direct the Florida Department of Transportation to develop a plan and conduct one or more pilot tests to move Florida toward a Mileage Based User Fee, which protects individual privacy, in lieu of the traditional fuel tax.
2. 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, and 2016 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.

3. 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.

[Include Updated Chart here](#)

Additional Policy Positions

The MPOAC supports State Legislation that:

4. 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.

5. Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process.

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.