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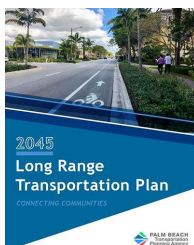
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Why Legislative & Policy Positions?

1. Grow local consensus on future Mobility Vision
 - Balance projects and land development patterns
 - Consider timely pursuit of additional revenue sources
 2. Advance TPA and Southeast Florida Vision in State Legislature
 3. Influence Federal transportation funding or policies
- New \$1.2 trillion infrastructure bill includes over \$550 billion in new spending

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Adopted Documents



- Goals, Objectives and Targets
- High-Capacity Transit Network



- Vision Zero Safety Targets
- Legislative, Educational and Road Design Actions



- Sustainable Revenue
- Flexible Funds
- Technology & Innovation




- Regional Mobility Vision
- Consensus Regional Policies

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Safe


- 1. Change State and/or Federal Law:**
 - Expand distracted driving law
 - Obey crossing guards
 - Automate speed enforcement
 - Require helmets
 - Include safety tech on new vehicles
- 2. Enhance Education:**
 - Annual safe walk & bicycle safety curriculum
 - Driver's education in High School
 - Pass test of pedestrian, bicycle, motorcycle laws to obtain or renew driver's license
 - Roadway safety info distributed to rental car companies



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Safe

- 3. Revise Roadway Design Standards:**
 - Base on context classification
 - Use target speed not existing speed
 - Allow installation of safe pedestrian crossings treatments at mid-block and unsignalized locations



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Efficient

- 4. Advance autonomous, connected, and electric vehicles and infrastructure funding
- 5. Allow MPO funding flexibility to maximize efficient delivery of transportation projects on local facilities



Autonomous





Electric






Connected



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Connected

- 6. Promote complementary land use patterns around existing and future high-capacity transit routes
- 7. Use existing maintenance funding and pursue additional funding to reconstruct roadways with enhanced pedestrian, bicycle and transit facilities, especially near high-capacity transit hubs




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Multimodal

8. Advance a regionally connected, high-capacity and efficient transit system to support anticipated growth and mobility
9. Increase flexibility within existing state transportation programs to allow the funding of high-capacity transit investments and supporting infrastructure


Light Rail Transit (LRT)

Primarily operates in dedicated rail lanes




Bus Rapid Transit (BRT)


Primarily operates in dedicated bus lanes



BRT Lite

Primarily operates in mixed traffic

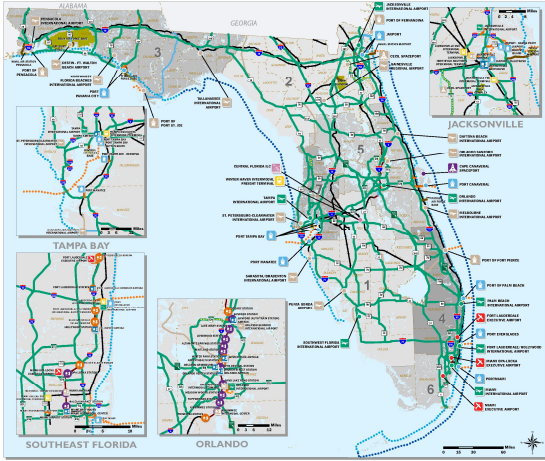




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Multimodal



10. Allow flexibility with Strategic Intermodal System (SIS) funds for facilities not designated on the SIS if the improvement will enhance mobility or freight on the SIS
11. Seek additional funding sources at all levels to build, operate, and maintain high-capacity transit



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Next Steps

- Collaborate with partners to unify priorities
 - Southeast Florida Transportation Council (SEFTC)
 - Florida Metropolitan Planning Council Advisory Committee (MPOAC)
- Be proactive in providing feedback when Federal Government and State update policies
- Educate community and elected officials

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Motion to Recommend Adoption 2022 Legislative and Policy Positions

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