




2022 Legislative & Policy Positions

TPA Governing Board
May 19, 2022

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Strategic Plan Item



GOAL
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PRIORITIZE FUNDING

Action	Outcome(s)
A Create State Road Modifications (SRM) scoring system	New scoring system
B Support applications for discretionary grants	3 applications
C Establish application process for safety projects	New application process
D Advocate for TPA adopted legislative and policy positions	Amended laws and policies

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Background

- TPA Strategic Plan Initiative
- 2021 TPA Governing Board adopted legislative policy positions and priorities
- Contract with Holland & Knight for Federal Legislation
- Utilize Florida Metropolitan Planning Council Advisory Committee (MPOAC) for State Legislation – annual technical workshop (summer) & adoption (fall)
- TPA staff advocates for positions when opportunities arise
 - Provides feedback to federal/state/regional policies and standards
 - Provides input during creation and adoption of MPOAC positions

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Adopt TPA Initiatives or Endorse MPOAC?



- Localized to Palm Beach TPA
- Requires more staff resources
- More costs if utilizing consultants to advocate (TPA can't advocate)



- Statewide MPOs issues
- Less staff commitment
- Save money on consultants

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Executive Committee Recommendation

1. TPA provide input in the creation of MPOAC Policy Positions
2. TPA Governing Board Endorse MPOAC Policy Positions
3. TPA stay engaged in status of policy positions
4. TPA assign staff tasks to support specific policy positions



2022

LEGISLATIVE PRIORITIES AND POLICY POSITIONS

The MPOAC supports State Legislation that:

- Supports an increase in transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects.
- Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.
- Allows provisions for Florida's business law to allow all government entities to hold virtual meetings during a declared emergency plus a period of 90 days past the declared emergency dates.
- Allows Strategic Intermodal System (SIS) funds to be used on non-SIS and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.
- Establishes feasible 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 (STF).
- Recognizes that federal metropolitan transportation planning funds that are not categorized as title funds for purposes of expenditures.
- Supports the advancement of innovative transportation mobility solutions and policies that promote greater responsiveness to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies, by making tampering a punishable offense.

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2022 Legislative Priorities & Positions

1. Support an **increase in transportation investment** through dedicated and sustainable funding; including innovative financing options; public/private partnerships; and expedited delivery of projects.
2. **Regulate distracted driving** by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.
3. Allow government entities to **hold virtual meetings during declared emergencies plus a period of 90 days** past declared emergency dates.
4. Allow **Strategic Intermodal System (SIS) funds to be used on non-SIS designated facilities** if the improvement enhances the SIS.

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2022 Legislative Priorities & Positions

5. Establish **flexible and predictable funding for transit** projects by removing funding limitations for the State Transportation Trust Fund (STTF).
6. Recognize that federal **MPO transportation planning funds shall not be regarded as state funds** for purposes of expenditure.
7. **Support innovative mobility solutions and policies** to address transportation needs, while protecting citizens from malicious tampering with such technologies by **making tampering a punishable offense**.

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Motion to Endorse
MPOAC Legislative Priorities
and Policy Positions

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 A blue header bar with a white stylized logo on the left side, identical to the one in the previous image. To the right of the logo, the text "MPOAC Legislative Priorities & Policy Positions" is written in white.

THE MPOAC SUPPORTS STATE LEGISLATION THAT:

1. Supports an **increase in transportation investment through dedicated and sustainable funding**, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects.
2. **Regulates distracted driving** by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.
3. Adds provisions to Florida's Sunshine Law to **allow all government entities to hold virtual meetings during a declared emergency plus a period of 90 days** past the declared emergency dates.
4. **Allows Strategic Intermodal System (SIS) funds to be used on roads, transit, and other transportation facilities not designated on the SIS** if the improvement will enhance mobility or support freight transportation on the SIS.
5. Establishes **flexible & 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).
6. Recognizes that **federal metropolitan transportation planning funds shall not be regarded as state funds** for purposes of expenditure.
7. Supports the **advancement of innovative transportation mobility solutions and policies** that promote creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.

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Draft TPA 2022 Legislative Priorities and Policy Positions

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MISSION

To **collaboratively** plan,
prioritize and fund transportation

VISION

A safe, efficient and connected
multimodal transportation system

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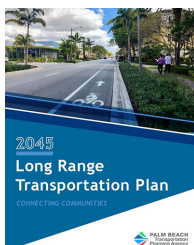
Why Legislative & Policy Positions?

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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TPA positions come from a combination of Policies/Visions



- 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

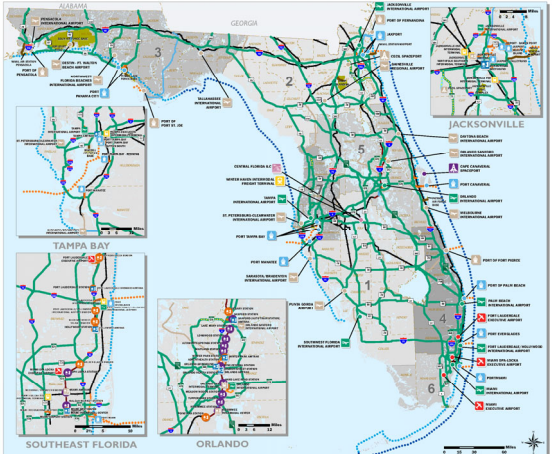


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Multimodal

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

