



MEETING AGENDA

Please be advised that the **VOLUSIA TRANSPORTATION PLANNING ORGANIZATION (VTPO) LEGISLATIVE ISSUES SUBCOMMITTEE** will be meeting on:

DATE: Monday, January 7, 2013
TIME: 3:00 p.m.
PLACE: Volusia TPO Executive Conference Room
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, Florida 32114

AGENDA

I. CALL TO ORDER

II. BUSINESS

A. DISCUSSION OF VOLUSIA TPO LEGISLATIVE ISSUES PLATFORM FOR 2013 LEGISLATIVE SESSION *(Contact: Lois Bollenback) (Enclosures, pages 2-8)*

Each year, the Volusia TPO Board approves a list of priorities that the organization will support during the upcoming legislative session (recommendations are developed by the Legislative Issues Subcommittee). Enclosed are the TPO's 2011 Legislative Priorities; no priorities were adopted in 2012. Also provided are the MPO Advisory Council's (MPOAC) 2012 Legislative Priorities and Policy Positions. Additional information will be provided under separate cover.

III. STAFF COMMENTS

IV. MEMBER COMMENTS

V. ADJOURNMENT

Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 21 at least five (5) working days prior to the meeting date.

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Daytona Beach
Daytona Beach Shores
DeBary

DeLand
Deltona
Edgewater
Flagler Beach

Holly Hill
Lake Helen
New Smyrna Beach
Oak Hill

Orange City
Ormond Beach
Pierson
Ponce Inlet

Port Orange
South Daytona
Volusia County



VTPO LEGISLATIVE PRIORITIES FOR THE 2011 LEGISLATIVE SESSION

Transportation Finance & Funding

The Volusia Transportation Planning Organization supports State Legislation that:

- **Protects the State Transportation Trust Fund**

Millions of dollars are diverted annually from the State Transportation Trust Fund for non-transportation purposes. Other diversions are periodically proposed to address state revenue needs. Such diversions will, in the long term, degrade the state's transportation system.

- **Authorizes a \$2 Local Option Rental Car Surcharge**

A \$2 per day local option rental car surcharge would generate revenue for critical transportation projects in the region and provide a dedicated funding source for transit projects.

- **Restores TRIP and SCOP Funding Levels**

Funding for the Transportation Regional Incentive Program (TRIP) and the Small County Outreach Program (SCOP) have been diverted to other budgetary items not included in the original legislation resulting in a decrease in funds that were available for match by local governments on critical transportation projects.

- **Modifies Eligibility for the Charter County Transportation Surtax**

In order to better address regional transportation issues the Volusia TPO supports legislation that would allow all counties that are members of an MPO/TPO the authority to implement the Charter County and Regional Transportation System Surtax to fund local and regional transportation projects and services.

- **Expands the Transportation Disadvantaged Trust Fund**

A \$1.50 increase in motor vehicle registration fees would assist with rising costs, improve mobility for all Floridians, and to reduce the more 700,000 trips last year which were denied to elderly, disabled and low income individuals.

- **Expansion of Eligibility for Use of Dedicated Strategic Intermodal System (SIS) Funding**

Improvements to roadways and corridors that parallel SIS facilities have the beneficial impact of reducing congestion on the SIS facility itself by diverting local trips to the newly improved (and/or constructed) local facility. Therefore, improvements to local facilities that are parallel to SIS corridors should be eligible for dedicated SIS funding.

Safety

- **Distracted Driver Legislation**

Use of mobile phones – for text messaging and phone conversations – while driving is an increasing problem on our roadways. Proposed federal legislation, Avoiding Life Endangering and Reckless Texting (ALERT) Act, would automatically withhold 25% of federal transportation funding from states lacking laws against texting while driving. However, a recent study by the Automobile Insurance Institute indicates that outlawing texting while driving may actually increase accidents. New technology in communications has led to more and more mobile phones utilizing “hands free” options. Therefore, the Volusia TPO supports legislation that would require “hands free” only devices when using mobile phones while driving.

- **Opposition to Any Repeal of “Red-light Running Cameras” Legislation**

This TPO has supported, over the last five years, legislation that would allow local governments to place red-light running cameras at intersections to enforce and reduce the number of accidents that occur due to drivers running red lights. This legislation was successfully passed during the 2010 Legislative Session. The Volusia TPO Board strongly opposes any effort to repeal the current law.

Policy

- **Opposition to Increases in Vehicle Weight Limits**

During the 2010 legislative session, the maximum vehicle weight limit for state roads was increased from 80,000 lbs. to 88,000 lbs. Currently, the state follows federal vehicle weight restrictions – 80,000 lbs. – when building transportation infrastructure. Moreover, additional

vehicle weight increases wear and tear on the state's existing roadways. In the absence of a funding mechanism to cover increased capital, operations, and maintenance costs, no increase in vehicle weight limits should be pursued at the federal level.

- **Opposition to Proposal to Eliminate the Office of Greenways and Trails**

The Office of Greenways and Trails, within the Florida Department of Environmental Protection, is a transportation resource for metropolitan planning organizations throughout the state. Any effort to eliminate the Office of Greenways and Trails and merge its functions with the State Park System will dilute efforts to promote alternative modes of transportation.

- **Supports Legislation that would Mandate and Fund Driver Education in High Schools State-wide**

With the growing distractions presented to younger drivers – cell phones, email, texting, – as well as an ever-growing vehicle fleet, it becomes imperative that education and experience in basic driving skills would help create a safer driver environment. Therefore, the Volusia TPO supports legislation that would mandate driver education programs in high schools and provide a funding source to implement the program.



2012

**Florida
Metropolitan Planning
Organization
Advisory Council**

**Legislative Priorities and
Policy Positions**



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THE MPOAC

The Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida's 26 MPOs, and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process.

LEGISLATIVE PRIORITIES

The MPOAC supports State Legislation that:

1. Preserves the State Transportation Trust Fund by preventing the diversion of dedicated transportation funds that exceeded \$363 million used for non-transportation purposes in 2011.
2. Restores funding for the Transportation Regional Incentive Program, the Strategic Intermodal System, the New Starts Transit Program, the Small County Outreach Program as well as the County Incentive Grant Program in order to off-set the future transfer of documentary stamp tax proceeds to the State Economic Enhancement and Development Trust Fund.
3. Provides all counties that are members of an MPO the authority to implement the Charter County and Regional Transportation System Surtax for transportation projects approved by the MPO and expands the eligible uses of the Surtax to include traffic operation improvements, bicycle and pedestrian facilities and other enhancement type projects.

TRANSPORTATION FINANCE & FUNDING POLICY POSITIONS

The MPOAC supports State Legislation that:

- Redirects to the State Transportation Trust Fund \$363.1 million that last year was diverted for other non-transportation purposes; along with the additional motor vehicle tag and title fees that were enacted by the 2009 Legislature and used for general revenue purposes.
- Implements the initial findings and recommendations from the MPOAC transportation revenue study on new and innovative funding options.
- Restores funding for the Transportation Regional Incentive Program, the Strategic Intermodal System, the New Starts Transit Program and the Small County Outreach Program in order to off-set the transfer of documentary stamp tax proceeds to the State Economic Enhancement and Development Trust Fund.
- Provides all counties that are members of an MPO the authority to implement the Charter County and Regional Transportation System Surtax for transportation projects approved by the MPO and expands the eligible uses of the Surtax to include traffic operation improvements, bicycle and pedestrian facilities and other enhancement type projects.
- Authorizes the Florida Department of Transportation to investigate the policy and technical issues related to the implementation of a vehicle miles traveled (VMT) user fee in lieu of current motor fuels taxes and other forms of transportation revenue. This effort may include one or more pilot programs to assess the feasibility of statewide implementation of a VMT user fee with legislative approval.
- Authorizes any county to impose a local option surcharge on the lease or rental of motor vehicles within a county to fund transportation projects.
- Indexes local option gas taxes to the consumer price index in a manner similar to the current indexing of state gas taxes.
- Allows counties to impose all local option gas taxes by a simple-majority vote of the county

commission or by referendum and repeals the current requirement for a super-majority vote (majority plus one). In those counties presently having the gas tax its repeal should be by a super-majority vote.

- Revises the counties adoption date of local option gas taxes to coincide with the local government budgeting cycle by shifting the deadline to October 1.
- Preserves the transportation disadvantaged coordinated system and provides additional

dedicated funding to the Transportation Disadvantaged Trust Fund for paratransit services from existing and nontraditional sources.

- Allows tolls, upon MPO concurrence, to be charged for new capacity improvements on new and existing interstate highways and other appropriate highways for the purpose of financing capacity, lane management, and other operational improvements consistent with tolling provisions established in federal law.

TRANSPORTATION PLANNING & PROGRAMMING POLICY POSITIONS

The MPOAC supports State Legislation that:

- Updates MPO provisions to conform to federal law and regulations related to the membership, roles and responsibilities of MPOs.
- Strengthens the role of MPOs in growth management, mobility planning and visioning activities in order to promote a stronger linkage between transportation, land use and economic development including an emphasis on transit oriented development.
- Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will relieve congestion on the SIS; and allows state funds to be used for improve-

ments to county or local service, collector and distributor roads that provide alternative access to controlled access state facilities.

- Increases the percentage of the state's transportation capacity program allocated to non-SIS highways and transit programs in order to improve mobility on regional and metropolitan area transportation facilities.
- Requires MPO concurrence for public-private partnership agreements related to the lease or sale of transportation facilities that are publicly owned and operated within metropolitan areas and any subsequent modifications to such agreements.

TRANSPORTATION SAFETY & EFFICIENCY POLICY POSITIONS

The MPOAC supports State Legislation that:

- Reduces distracted driving by regulating the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.
- Promotes interoperable and multi-modal smartcard technology that must be compatible, universal and accessible for use by all other smartcard technology systems.
- Maintains gross vehicle weight limitations and restrictions by not raising the maximum weight limit above 80,000 pounds. Exceptions to the weight restriction should only be granted when it is authorized by state and local governments and adequate compensation is paid by the applicant to mitigate the impacts upon state, county and local transportation systems.

- Requires the use of child restraint devices in motor vehicles for children four to seven years of age.
- Establishes reasonable limits on the amount of business damages awardable in an eminent domain action, authorizes an optional appraisal process using an impartial court-appointed panel of experts, and allows eminent domain actions to be tried by a three member commission in lieu of a jury.
- Provides mandatory funding for driver education programs in high schools.

Florida Metropolitan Planning Organization Advisory Council

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