

2020 Federal Legislative Priorities

Transportation Bill Reauthorization/Infrastructure Legislation

- Increase overall funding of the Surface Transportation Block Grant Program (STBGP) and increase the percentage of sub-allocation to urbanized areas
- Create a pilot program to allow metropolitan planning organizations (MPOs) within urbanized areas, with population of at least five million, to directly receive 50 percent of the Surface Transportation Block Grant (STBG) apportionment. The urbanized area will designate one MPO to distribute the funds to the other MPOs in the area.
- Increase Transportation Alternatives Program (TAP) funding and reduce restrictions on using this program
- Increase the federal gas tax and/or index it to inflation
- Incorporate project streamlining ideas such as those identified by the Broward MPO:
 1. Parallel phases- Allowing for phases to proceed simultaneously, such as allowing design and engineering to move forward while right-of-way (ROW) acquisition is taking place.
 2. Reduce the Federal requirements for the acquisition of right-of-way when there is a willing seller. ROW acquisition can take two years or more, even with willing sellers. This would reduce ROW acquisition costs to current year values, versus the higher cost over outer years.
 3. Expand eligibility for federal funding to projects regardless of how or when the member government acquired ROW.
 4. Allow MPOs to directly receive funding from federal grants to which they have been awarded as the main applicant.
 5. Incentivize State DOTs and MPOs to have three-year work programs (instead of five year) to reduce project delay and speed up project delivery. Approved projects should be designed, engineered, and under construction within a three-year period.
 6. Ease restrictions and duplicative documentation on LAP certified agencies, allowing them to build projects more quickly and efficiently.
 7. Allow state DOTs to take no more than 10% for administrative fees when serving as a pass-through for MPO attributable funds from FHWA (currently at 50%).

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- Increase funding for Transit Oriented Development (TOD) opportunities
- Provide additional funding for multimodal projects that promote economic development and safety

Other Federal Legislative Priorities

- Ensure long term sustainability of DOT discretionary grant programs such as BUILD, Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD), INFRA, and Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Create a new grant program focused on ITS and autonomous vehicle (AV) deployment in authorization and annual appropriations bills
- Unbundle Highway Safety Improvement Program (HSIP) to allow MPOs to directly receive a portion of the funding.
- Continue to provide opportunities for investment in freight and freight related programs in authorization and annual appropriations bills

2020 State Legislative Priorities

- Give MPOs greater flexibility by expanding Board voting membership beyond 25 members and oppose any efforts to reduce voting membership below 25 members
- Promote flexibility and transparency for the TRIP program and ensure access to TRIP funding for MPOs
- Index the state imposed fuel taxes that are distributed to county and local governments to inflation. Currently, the state imposed fuel tax that goes to FDOT is indexed to inflation, but the fuel taxes that go to county and municipal governments is not.
- Allow for freight movement on the managed lane system.
- Regulate distracted driving as a primary offense.