

# Summary of Regional Transportation Issues

Date of Event:	Event Host:	Key Issues Identified:
January 5 – 16, 2009	The Florida Legislature	<ul style="list-style-type: none"> <li>• During the Special Session, the House and Senate approved line items in the budget reduction bill, which removed funding for the initiation of the \$300 million 2008-2009 bond series of the "Florida Forever" land acquisition program.</li> <li>• The actual impact to the budget of this item in 2008-2009 was only \$4.2 million in initial debt service. Governor Crist vetoed this line item, in effect restoring the \$4.2 million so that the Department of Environmental Protection could proceed to issue the bonds. A major factor influencing the Governor's action was that existing contracts for purchase of lands had already been signed which would have to be cancelled if the funding were removed.</li> <li>• Some of those contracts relate to land purchases in Central Florida important to the completion of the Wekiva Parkway.</li> <li>• During the Special Session, the Florida House proposed diverting \$200 million in vitally important state transportation funding. These were gas tax dollars – a user fee – that should only be used for transportation purposes. Fortunately, the Florida Senate's position prevailed in conference and no funding was ultimately diverted. However, there is a concern that the House intends to divert \$400 million in the Regular Session beginning in March 2009.</li> <li>• At the same time, the Florida House is contemplating decreasing Florida's level of transportation funding. The U.S. Congress is working on a Federal Economic Stimulus that viewed ADDITIONAL federal transportation dollars as an essential ingredient in "stimulating" our economy.</li> <li>• At the point of this summary the Economic Stimulus bill is pending, but is expected to impact state and regional transportation priorities.</li> </ul>

# Summary of Regional Transportation Issues

<b>January 14, 2009</b>	<b>Central Florida Partnership</b>	<ul style="list-style-type: none"> <li>• Communicate the benefit in Economic terms: (nearly \$2 billion)</li> <li>• Communicate the entire Rail vision, not just the "spine"</li> <li>• Integrate Land Use and Transit decisions</li> <li>• Communicate the long-term impact</li> </ul>
<b>January 16, 2009</b>	<b>Central Florida MPO Alliance</b>	<ul style="list-style-type: none"> <li>• Importance of visualization techniques for effective public involvement</li> <li>• Rail transit is critical for our region's future – starting with SunRail.</li> <li>• Need for careful planning with numerous regional forums</li> <li>• Positioning ourselves to benefit from federal economic stimulus package</li> <li>• Need to monitor developments with important rail study in Polk County</li> <li>• Unified messaging needed for effectiveness with legislative delegations</li> </ul>
<b>January 29, 2009</b>	<b>East Central Florida Regional Planning Council</b>	<ul style="list-style-type: none"> <li>• Opportunities provided in old commercial corridors for redevelopment</li> <li>• Need for transit to serve some of these corridors</li> <li>• Need for mixed use and housing to be integral to these corridors</li> <li>• Design around older buildings and trees.</li> <li>• Need for better regional land-use policies to support the development around transit corridors</li> <li>• Need for a regional vision for transportation</li> <li>• Need for a regional funding mechanism</li> </ul>
<b>January 30, 2009</b>	<b>Florida Department of Transportation (FDOT)</b>	<ul style="list-style-type: none"> <li>• Traffic Safety</li> <li>• Transportation funding</li> <li>• Importance of tolling (today and in the future)</li> <li>• Changes in transportation-related technology</li> <li>• Value of Regional Partnerships</li> <li>• More highway capacity alone is not the answer</li> </ul>

# Summary of Regional Transportation Issues

**February 4, 2009**

**City of Lakeland**

- Super regional collaboration is needed to compare and merge maps and scenarios, and explore the best approaches to multi-modal master planning.
- The Central Florida Congress of Regional Leaders (Facilitated by *myregion.org*) is a promising development and should be considered as a model for super-regional expansion.
- Learn about and take on the challenging aspects and necessities of regional governance models.
- Connectivity is the business of the super region.

**February 5, 2009**

**ULI – Central Florida**

- Need to better educate and communicate to all stakeholders that multiple transportation alternatives will result in greater global competitiveness for the region.
- Transportation priorities need to shift to transit.
- We are overbuilt with drivable communities and underbuilt with walkable, compact communities which reduce traffic.
- Walkable, compact development is illegal in most jurisdictions. This barrier needs to be removed and replaced with "smart" codes.
- As a region, we need to find ways to avoid fragmented decision making about transportation; consideration should be given to creating a single, empowered regional transportation authority to coordinate policy and funding.

**February 6, 2009**

***myregion.org*  
Congress of  
Regional Leaders**

- The Department of Community Affairs' use of BEBR population projections as an allocation tool and indication of need
- The use of maximum intensity analysis and concurrency systems presently used
- The need for a regional dedicated funding source and other revenue streams for mass transit options
- The option of a referendum to raise local taxes by each local community
- The need for unification of services
- The need for an amendment of concurrency standards