

2010

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Sarasota/Manatee Metropolitan Planning Organization



2010

Legislative Positions

Sarasota/Manatee MPO Positions

1. **Transportation Trust Funds should only be used for transportation. The State Transportation Trust Fund has been raided for non-transportation purposes in the amount of \$200-\$400 million per year**
2. **Follow the statutory commitment directing documentary stamp tax revenues for the Transportation Regional Incentive Program (TRIP) and County Incentive Grant Program (CIGP)**
3. **Establish a stable funding source for regional public transportation programs, such as TBARTA, using an additional \$2.00 rental car surcharge or other funding mechanism**
4. **Support legislation allowing both charter and non charter counties to implement a County Transportation System Surtax if part of a regional system or a regional transportation authority**
5. **Support “Red Light” Camera Legislation**

6. **Establish a Statutory Funding Cap of 65% of any “New Discretionary Highway Capacity Funds” to the SIS**
7. **Allow SIS Designated State Funds to be Used for improvements to Non-SIS Facilities**

FACTS

- **The Sarasota/Manatee MPO area encompasses the entire counties of Sarasota and Manatee, nine (9) cities, the Sarasota-Bradenton International Airport and Port Manatee Seaport; estimated 2009 U.S. Census population Sarasota 389,320 and Manatee 318,404**
- **The Sarasota/Manatee MPO’s Project Priority List will take another 62 years to complete at current funding levels**
- **The Sarasota/Manatee MPO’s 2030 Long Range Transportation Plan (LRTP) projects a funding deficit of \$2.82 billion**

TALKING POINTS FOR THE 2010 LEGISLATIVE POSITIONS

SARASOTA/MANATEE METROPOLITAN PLANNING ORGANIZATION

- 1. Support Preservation and Protection of the State Transportation Trust Fund to Assure Funds are used only for Transportation Purposes.**

Protection of the State Transportation Trust Fund which has been raided for non-transportation purposes in the amount of \$200-\$400 million per year. With so many needs, all transportation funds must be used for transportation.

- 2. Follow the Statutory Commitment Directing Documentary Stamp Tax Revenues for the Transportation Regional Incentive Program (TRIP) and County Incentive Grant Program (CIGP).**

Continued funding for all transportation programs including the Strategic Intermodal System (SIS), Local Other Arterial Program, the Transportation Regional Incentive Program (TRIP) and County Incentive Grant Program (CIGP) are needed. The TRIP and CIGP Programs are good programs shared 50/50 by the State and Local jurisdictions which provide regional and local infrastructure.

- 3. Establish a Stable Funding Source for Regional Public Transportation Programs, Such as TBARTA, Using an Additional \$2.00 Rental Car Surcharge or Other Funding Mechanism.**

4. Support Legislation Allowing Both Charter and Non Charter Counties to Implement a County Transportation System Surtax if Part of a Regional System or a Regional Transportation Authority.

Currently only 24 charter counties have the authority to implement transportation surtax. This prevents non-charter counties which are regional transportation authority members along with the charter counties from having the same funding tool within a regional transportation system.

5. Support “Red Light” Camera Legislation

Every year red light running results in over 1 million automobile crashes, 500,000 injuries and more than 1,000 fatalities. These crashes and injuries cost an estimated \$7 billion per year in lost wages, medical bills and damages. Legislation which enables local jurisdictions to use automated camera technology has been effectively utilized by many local governments in other states for many years. The legislation and technology can be authorized without invading personal privacy. The use of red light cameras has proven to be a strong deterrent to red light running reducing intersection crashes by more than 40%. This enabling legislation is supported by over 100 organizations, governments and associations nationally and in Florida including the Federal Highway Administration, American Institute for Highway Safety, Florida Insurance Council and Florida League of Cities.

6. Establish a Statutory Funding Cap of 65% of any “New Discretionary Highway Capacity Funds” to the SIS.

The Strategic Intermodal System established in 2004 authorizes up to 75% of new discretionary capacity funding to go to the SIS. This has resulted in the reduction of much

needed transportation funding to the other arterial transportation funding program which addresses the regional and local needs of metropolitan planning organization areas.

7. Allow SIS Designated State Funds to be Used for Improvements to Non-SIS Facilities.

Investment in non-SIS transportation roads and facilities can often have a positive impact on not only the SIS system but the entire regional and local transportation system in an area.