

Tab 2 SB 94 by Stewart (CO-INTRODUCERS) Torres; (Identical to H 00069) Child Care Facilities

Tab 3 SB 100 by Book; (Similar to CS/H 00295) Transportation Facility Designations

226920	A	S	RCS	IS, Book	Delete L.19 - 92:	03/07 01:09 PM
753752	AA	S	RCS	IS, Book	Delete L.81:	03/07 01:09 PM
503604	AA	S	RCS	IS, Book	Delete L.91 - 92:	03/07 01:09 PM
682340	A	S	WD	IS, Hutson	btw L.91 - 92:	03/05 12:48 PM

Tab 5 SPB 7068 by IS; Transportation

The Florida Senate
COMMITTEE MEETING EXPANDED AGENDA

INFRASTRUCTURE AND SECURITY

Senator Lee, Chair
Senator Perry, Vice Chair

MEETING DATE: Tuesday, March 5, 2019
TIME: 2:30—4:30 p.m.
PLACE: *Toni Jennings Committee Room*, 110 Senate Building

MEMBERS: Senator Lee, Chair; Senator Perry, Vice Chair; Senators Bean, Cruz, Hooper, Hutson, Stewart, and Taddeo

TAB	BILL NO. and INTRODUCER	BILL DESCRIPTION and SENATE COMMITTEE ACTIONS	COMMITTEE ACTION
1	Opening Comments		Discussed
2	SB 94 Stewart (Identical H 69)	Child Care Facilities; Citing this act as the "Child Safety Alarm Act"; requiring that, by a specified date, vehicles used by child care facilities and large family child care homes to transport children be equipped with a reliable alarm system that prompts the driver to inspect the vehicle for children before exiting the vehicle; requiring the Department of Children and Families to adopt by rule minimum safety standards and to maintain a list of approved alarm manufacturers and alarm systems, etc. CF 01/22/2019 Favorable IS 03/05/2019 Favorable RC	Favorable Yeas 7 Nays 0
3	SB 100 Book (Similar CS/H 295)	Transportation Facility Designations; Providing honorary designations of certain transportation facilities in specified counties; directing the Department of Transportation to erect suitable markers, etc. IS 03/05/2019 Fav/CS ATD AP	Fav/CS Yeas 7 Nays 0
4	Consideration of proposed bill:		
5	SPB 7068	Transportation; Creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or co-locate multiple types of infrastructure-addressing issues during the project development phase, etc.	Submitted and Reported Favorably as Committee Bill Yeas 7 Nays 0

Other Related Meeting Documents

COMMITTEE MEETING EXPANDED AGENDA

Infrastructure and Security

Tuesday, March 5, 2019, 2:30—4:30 p.m.

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Committee on Children, Families, and Elder Affairs

BILL: SB 94

INTRODUCER: Senator Stewart

SUBJECT: Child Care Facilities

DATE: March 5, 2019

REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	<u>Delia</u>	<u>Hendon</u>	<u>CF</u>	Favorable
2.	<u>Proctor</u>	<u>Miller</u>	<u>IS</u>	Favorable
3.	<u> </u>	<u> </u>	<u>RC</u>	<u> </u>

I. Summary:

SB 94 creates the “Child Safety Alarm Act” and requires that after January 1, 2020, vehicles used by child care facilities to transport children must be equipped with an approved alarm system that prompts the driver to inspect the vehicle for the presence of children before leaving the area. This change is in response to reported deaths of small children who are left in vehicles.

The bill requires the Department of Children and Families (the Department or DCF) to adopt by rule minimum safety standards for reliable alarm systems and maintain a list of alarm manufacturers and alarm systems that are approved to be installed in vehicles.

The bill is expected to have a significant fiscal impact on private entities and has an effective date of July 1, 2019.

II. Present Situation:

Death by hyperthermia or vehicular heat stroke deaths have become more prevalent since federal law required that children ride in the backseat due to the danger of front passenger seat airbags.¹ The national average number of these deaths is 38 per year.² Fifty-four percent of hyperthermia

¹ See Gene Weingarten, *Fatal Distraction: Forgetting a Child in the Backseat of a Car is a Horrifying Mistake. Is it a Crime?*, THE WASHINGTON POST, Mar. 8, 2009, available at: <http://www.washingtonpost.com/wp-dyn/content/article/2009/02/27/AR2009022701549.html> (last visited January 11, 2019).
² See Kids and Cars.org, Children Vehicular Heatstroke Deaths by Year, available at: <https://www.kidsandcars.org/how-kids-get-hurt/heat-stroke/> (last visited February 25, 2019).

deaths involve children under the age of one.³ Between 1998 and 2018, Florida has the second highest number of child deaths from vehicular heat stroke.⁴

Technology Based Prevention

Automobile Manufacturers

The auto industry has been aware of the problem for years. General Motors (GM) tried over ten years ago to find a solution, but found the results were unreliable. At the 2002 New York Auto Show, GM unveiled a system that would be able to detect the heartbeat of a child left in a car and then measure the vehicle's temperature. If it was becoming dangerously hot, it would sound the horn to alert a parent or passersby. GM later reported that the system was abandoned after it was found "not reliable enough to put into production."⁵

Ford was among the other automakers who also expressed interest in developing such a system, but a decade later, the technology isn't available on any automobile as a factory standard feature or option. Auto safety groups have called for manufacturers to do more, but for several reasons including cost, technology, liability and privacy issues, there is still no foolproof way of preventing overheating deaths or warning of the possibility before they happen.⁶

In 2016, GM announced it would introduce a new safety system to remind drivers to check for children in the rear seats, and that it could eventually develop features to detect forgotten children.⁷ The National Highway Traffic Safety Administration (NHTSA) said it has no plans to require automakers to add in-vehicle technology that would alert those who leave young children behind in hot cars.⁸

Aftermarket Systems

There are numerous aftermarket warning systems that alert a parent to a child left in a safety seat, shopping cart, or elsewhere, but federal regulators have questioned their efficacy.

A preliminary assessment performed on technology devices aimed at helping to prevent a child from being unintentionally left in a hot car concluded that they are not reliable and limited in their effectiveness, according to a study by NHTSA and the Children's Hospital of Philadelphia.⁹

³ See Kids and Cars.org, Fact Sheet, available at: <http://www.kidsandcars.org/wp-content/uploads/2018/10/Heatstroke-fact-sheet-2018-1.pdf> (last visited February 25, 2019).

⁴ California Department of Meteorology and Climate Science, Heatstroke Deaths of Children in Vehicles by State, available at: <http://noheatstroke.org/state.htm> (last visited January 11, 2019).

⁵ Paul Eisenstein, *Death in Hot Cars: Why Can't the Automakers Prevent the Danger?* July 14, 2014, available at: <http://www.nbcnews.com/storyline/hot-cars-and-kids/death-hot-cars-why-cant-automakers-prevent-danger-n152911> (last visited January 11, 2019).

⁶ *Id.*

⁷ David Shepardson, *GM has a way to help prevent drivers from forgetting children in the back seat*, Business Insider, January 12, 2016, available at: <https://www.businessinsider.com/r-gm-unveils-technology-to-help-avoid-child-heatstroke-deaths-2016-1> (last visited February 25, 2019).

⁸ *Id.*

⁹ Consumer Reports, *Warning systems to detect children left in hot cars found unreliable, study finds*, available at <https://www.consumerreports.org/cro/news/2012/08/warning-systems-to-detect-children-left-in-hot-cars-found-unreliable-study-finds/index.htm>. (last visited January 11, 2019).

The study found several limitations in these products after conducting tests, including inconsistencies in arming sensitivity, variations in warning signal distance, potential interference from other electronic devices, children inadvertently disarming the device by slumping over or sleeping out of position, and limitations in the products' susceptibility to misuse or other common scenarios, such as a beverage spill. Many of the products tested require extensive setup work by caregivers and parents, potentially giving them a false sense of security. Moreover, since the devices are restraint-based, they wouldn't address the 20 to 40 percent of children who are killed in hot cars when they enter a vehicle without adult permission.¹⁰

Licensing Standards for Child Care Facilities and Large Family Child Care Homes

The department establishes licensing standards that each licensed child care facility in the state must meet.¹¹ A child care facility is defined in Florida law as “any child care center or child care arrangement which provides child care for more than five children unrelated to the operator and which receives a payment, fee, or grant for any of the children receiving care, wherever operated, and whether or not operated for profit.”¹²

A large family child care home is defined as an occupied residence in which child care is regularly provided for children from at least two unrelated families, which receives a payment, fee, or grant for any of the children receiving care, whether or not operated for profit, and which has at least two full-time child care personnel on the premises during the hours of operation.¹³

The department currently oversees 6,016 licensed child care entities including child care facilities, large family child care homes and family day care homes.¹⁴ In addition, there are homes that are only registered by the agency, facilities that are exempt from licensure due to a religious affiliation,¹⁵ and homes currently licensed by five counties in the state.¹⁶ Of these homes, 1,745 child care facilities and large family child care homes regulated by the department reported that they transport children as of 2019.¹⁷

Statutory licensing standards for child care facilities are extensive and reference transportation and vehicles, including the requirement that minimum standards include accountability for children being transported.¹⁸ The Florida Administrative Code provides requirements for licensed child care facilities and large family child care homes to follow in relation to vehicles that are owned, operated, or regularly used by the facility or home, as well as vehicles that provide transportation through a contract or agreement with an outside entity.¹⁹

¹⁰ Ryan Jaslow, *Gov't study: Devices that alert parents they left a child in a car deemed unreliable*, CBS News, July 31, 2012, available at <https://www.cbsnews.com/news/govt-study-devices-that-alert-parents-they-left-a-child-in-car-deemed-unreliable/> (last visited January 11, 2019).

¹¹ Section 402.305, F.S.

¹² Section 402.302(2), F.S.

¹³ Section 402.302(11), F.S.

¹⁴ Florida Department of Children and Families, *DCF Quick Facts*, (Quarter 2, Fiscal Year 2018-2019), available at: <http://www.dcf.state.fl.us/general-information/quick-facts/cc/> (last visited February 25, 2019).

¹⁵ Section 402.316, F.S.

¹⁶ Section 402.306, F.S. Those five counties are Broward, Hillsborough, Palm Beach, Pinellas and Sarasota.

¹⁷ Florida Department of Children and Families, *Agency Analysis of 2019 Senate Bill 94* (February 7, 2019). On file with the Senate Committee on Infrastructure and Security.

¹⁸ Section 402.305, F.S.

¹⁹ See 65C-22.001(6) and 65C-20.13(8), F.A.C.

Providers are required to maintain a driver's log for all children being transported. This log must include the child's name, date, time of departure, time of arrival, signature of driver, and signature of second staff member to verify the driver's log and that all children have left the vehicle. Upon arrival at the destination, the driver of the vehicle must mark each child off the log as the child departs the vehicle, conduct a physical inspection and visual sweep of the vehicle, and sign, date, and record the driver's log immediately to verify all children were accounted for and that the sweep was conducted. Upon arrival at the destination, a second staff member must also conduct a physical inspection and visual sweep of the vehicle and sign, date, and record the driver's log to verify all children were accounted for and that the driver's log is complete.²⁰

Current standards for child care facilities and large family child care homes do not address alarm systems in vehicles, however, Palm Beach County and Broward County have requirements similar to the one proposed in the bill.²¹

III. Effect of Proposed Changes:

Section 1 provides a short title for the bill — the “Child Safety Alarm Act.”

Section 2 amends s. 402.305, F.S., relating to licensing standards for child care facilities, to require that on or after January 1, 2020, vehicles used by child care facilities and large family child care homes to transport children must have an approved alarm system that prompts the driver to inspect the vehicle for the presence of children before leaving the area.

The bill requires the department to adopt by rule minimum safety standards for reliable alarm systems and maintain a list of alarm manufacturers and alarm systems that are approved to be installed in vehicles. The bill also modifies existing minimum safety standards in statute pertaining to transportation for child care facilities. Under the bill, these standards must include:

- The required use of seat belts in all vehicles used by child care facilities and large family child care homes to transport children;
- Annual inspections for all such vehicles;
- Limitations on the number of children that may be transported within each vehicle;
- Procedures to ensure that children are not inadvertently left in vehicles when transported by the facility; and
- Relevant accountability measures for each facility.

The bill also clarifies that child care facilities and large family child care homes are not responsible for the safe transport of children when they are being transported by a parent or guardian.

Section 3 provides an effective date of July 1, 2019.

²⁰ *Id.*

²¹ Florida Department of Children and Families, Agency Analysis of 2019 Senate Bill 94 (February 7, 2019). On file with the Senate Committee on Infrastructure and Security.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

D. State Tax or Fee Increases:

None.

E. Other Constitutional Issues:

None.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

The department reported approximately 1,745 child care providers currently offer a transportation service. These programs would be required to purchase, at a minimum, one of the alarm systems required by this bill.²²

The fiscal impact on individual providers will vary based on unit cost, installation costs, and possible future warranty fees. As of 2019, the DCF anticipates the unit costs to vary from \$65 to \$300. While warranty fees may potentially be \$80 to \$100 each year and installation costs may range from \$0 to \$200 depending on the unit and installer.²³

C. Government Sector Impact:

The DCF advised there is a workload increase in establishing and maintaining a list of approved alarm manufacturers. In addition, there is a cost of approximately \$6,500 for rule promulgation to adopt minimum safety standards for the alarm systems. However,

²² Florida Department of Children and Families, Agency Analysis of 2019 Senate Bill 94 (February 7, 2019). On file with the Senate Committee on Infrastructure and Security.

²³ *Id.*

according to the DCF this minimal fiscal impact can be absorbed through existing resources.²⁴

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Statutes Affected:

This bill substantially amends section 402.305 of the Florida Statutes.

IX. Additional Information:

A. Committee Substitute – Statement of Changes:

(Summarizing differences between the Committee Substitute and the prior version of the bill.)

None.

B. Amendments:

None.

This Senate Bill Analysis does not reflect the intent or official position of the bill's introducer or the Florida Senate.

²⁴ *Id.*

By Senator Stewart

13-00174-19

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A bill to be entitled

An act relating to child care facilities; providing a short title; amending s. 402.305, F.S.; requiring that, by a specified date, vehicles used by child care facilities and large family child care homes to transport children be equipped with a reliable alarm system that prompts the driver to inspect the vehicle for children before exiting the vehicle; requiring the Department of Children and Families to adopt by rule minimum safety standards and to maintain a list of approved alarm manufacturers and alarm systems; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. This act may be cited as the "Child Safety Alarm Act."

Section 2. Subsection (10) of section 402.305, Florida Statutes, is amended to read:

402.305 Licensing standards; child care facilities.—

(10) TRANSPORTATION SAFETY.—

(a) Minimum standards shall include all of the following:

1. Requirements for child restraints or seat belts in vehicles used by child care facilities and large family child care homes to transport children.

2. Requirements for annual inspections of such ~~the~~ vehicles.

3. Limitations on the number of children that may be transported in such ~~the~~ vehicles.

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4. Procedures to ensure that ~~avoid leaving~~ children are not inadvertently left in vehicles when transported by the facility, ~~and that systems are in place to ensure~~ accountability for children transported by such facilities and homes ~~the child care facility~~.

(b) By January 1, 2020, all vehicles used by child care facilities and large family child care homes to transport children must be equipped with a reliable alarm system approved by the department which prompts the driver to inspect the vehicle for children before exiting the vehicle. The department shall adopt by rule minimum safety standards for such systems and shall maintain a list of approved alarm manufacturers and alarm systems that meet or exceed those standards.

(c) A child care facility or large family child care home is not responsible for the safe transport of children when they are being transported by a parent or guardian.

Section 3. This act shall take effect July 1, 2019.

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The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Committee on Infrastructure and Security

BILL: CS/SB 100

INTRODUCER: Senator Book

SUBJECT: Transportation Facility Designations

DATE: March 7, 2019

REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Price	Miller	IS	Fav/CS
2.			ATD	
3.			AP	

Please see Section IX. for Additional Information:
 COMMITTEE SUBSTITUTE - Substantial Changes

I. Summary:

CS/SB 100 creates the following road and bridge designations:

- That portion of I-75 between mile markers 399 and 404 in Alachua County as “Sergeant William T. Bishop Memorial Highway.”
- The portion of I-10 between mile markers 327 and 332 in Baker County as “Trooper Sherman L. Scott, Jr., Memorial Highway.”
- The portion of Babcock Street between Malabar Road and Palm Bay Road in Brevard County as “Trooper Joseph Sawtell, Jr., Memorial Highway.”
- The portion of U.S. 1 between E. Main Street and Parrish Road in Brevard County as “Trooper Halley Strickland Memorial Highway.”
- The portion of I-95 between the N.E. 48th Street overpass and S.W. 10th Street in Broward County as “Trooper Phillip Black and Corporal Donald Irwin Memorial Highway.”
- The portion of I-75 between mile markers 100 and 102 in Collier County as “Trooper Lindell J. Gibbons Memorial Highway.”
- The portion of I-75 between miler markers 418 and 423 in Columbia County as “Sergeant George A. Brown, III, Memorial Highway.”
- The portion of U.S. 19 between C.R. 351A and S.W. 307th Avenue in Dixie County as “Patrolman Royston E. Walker Memorial Highway.”
- The portion of U.S. 90 between Yellow Water Road and Log Road in Duval County as “Trooper Robert P. McDermon Memorial Highway.”

- The portion of U.S. 301 between U.S. 90 and Summer Field Lane in Duval County as “Trooper Edwin J. Gasque Memorial Highway.”
- The portion of U.S. 29/S.R. 95 between Neal Road and Nine Mile Road in Escambia County as “Trooper Milan D. Hendrix Memorial Highway.”
- The interchange on I-10 at U.S.90/S.R. 10/Mahan Drive in Leon County as “Trooper William ‘Bill’ H. Dyer Memorial Interchange.”
- The portion of U.S. 41 between Tallevast Road in Manatee County and the Sarasota County line as “Sergeant John C. Baxter, Jr., Memorial Highway.”
- The portion of I-75 between mile markers 340 and 344 in Marion County as “Trooper Chelsea Richard Memorial Highway.”
- The portion of U.S. 1/S.R. 5 between the Homestead Extension of Florida’s Turnpike/S.R. 821 and S.W. 216th Street in Miami-Dade County as “Trooper Luther P. Daniel Memorial Highway.”
- The portion of the Homestead Extension of Florida’s Turnpike/S.R. 821 between mile markers 13 and 16 in Miami-Dade County as “Trooper Alvin V. Kohler Memorial Highway.”
- The portion of S.R. 836 between N.W. 12th Avenue and N.W. 27th Avenue in Miami-Dade County as “Trooper Bradley S. Glascock Memorial Highway.”
- The portion of S.R. 836 between N.W. 42nd Avenue and N.W. 72nd Avenue in Miami-Dade County as “Trooper Elmer C. Barnett Memorial Highway.”
- The interchange at I-195 and S.R. 907/Alton Road in Miami-Dade County as “Trooper Owen K. Bender Memorial Ramp.”
- The portion of S.R. 441 between Landstreet Road and Taft Vineland Road in Orange County as “Trooper Richard Howell Memorial Highway.”
- The portion of S.R. 91/Florida’s Turnpike between miler markers 100 and 105 in Palm Beach County as “Troopers Herman T. Morris and Frederick J. Groves, Jr., Memorial Highway.”
- The portion of I-4 between mile markers 36 and 44 in Polk County as “Trooper John C. Hagerty Memorial Highway.”
- The portion of W. 1st Street between French Avenue and S. Mellonville Avenue in Seminole County as “Patrolman Leroy Bender Memorial Highway.”
- The portion of I-95 between mile markers 332 and 327 in St. Johns County as “Trooper Wilburn A. Kelly Memorial Highway.”
- The portion of U.S. 1 between S.R. 207 and the Matanzas River in St. Johns County as “Troopers Merle J. Cook, Robert L. Pruitt, and Cleo L. Tomlinson, Jr., Memorial Highway.”
- The portion of I-75 between mile markers 130 and 133 in Lee County as the “Lieutenant Daniel Hinton Memorial Highway.”
- The portion of N. Century Boulevard/U.S. 29 between Cox Road and Sigler Road in Escambia County as the “Maceo Perkins Parkway.”
- Upon completion of construction, the interchange at the Homestead Extension of Florida’s Turnpike/S.R. 821 and N.W. 170th Street in Miami-Dade County as the “Countyline Parkway.”
- The intersection of S.W. 8th Street and S.W. 14th Avenue in Miami-Dade County as the “Manuel A. Gonzalez Plaza.”
- That portion of S.R. A1A between Bridge Road and Fountain Street in Miami-Dade County is designated as the “Robert L. Shevin Way.”

- That portion of S.W. 1st Avenue/S.R. 968 between 21st Avenue and 20th Avenue in Miami-Dade County is designated as the “Jorge P. Castano Way.”
- Upon completion of construction, the interchange at I-95 and S.R. 200 in Nassau County is designated as the “Fallen Hero Specialist Kelly J. Mixon Interchange.”
- The portion of U.S. 19/S.R. 57 between Capps in Jefferson County and the northern Jefferson County line as the “Sheriff David C. Hobbs Memorial Highway.”
- The bridge on U.S. Highway 98 over the Econfina River in Taylor County is designated as the “SSGT Edward C. Sheffield Memorial Bridge.”
- The portion of the Coast to Coast Connector multiuse trail in Brevard County is designated as the “Kurt Eichen Memorial Trail.”

The bill directs the FDOT to erect suitable markers. The fiscal impact to the State Transportation Trust Fund is \$34,000.

The bill takes effect July 1, 2019.

II. Present Situation:

Transportation Facility Designations

Section 334.071, F.S., provides that legislative designations of transportation facilities are for honorary or memorial purposes, or to distinguish a particular facility. Such designations do not require any action by local governments or private parties regarding the changing of any street signs, mailing addresses, or 911 emergency telephone number system listings, unless the legislation specifically provides for such changes.¹

When the Legislature establishes road or bridge designations, the FDOT is required to place markers only at the termini specified for each highway segment or bridge designated by the law creating the designation, and to erect any other markers it deems appropriate for the transportation facility.²

The FDOT may not erect the markers for honorary road or bridge designations unless the affected city or county commission enacts a resolution supporting the designation. When the designated road or bridge segment is located in more than one city or county, each affected local government must pass resolutions supporting the designations before installation of the markers.³

¹ Section 334.071(1), F.S.

² Section 334.071(2), F.S.

³ Section 334.071(3), F.S.

Sergeant William T. Bishop⁴

Master Sergeant Bishop served the residents of Florida with the Florida Highway Patrol for more than 30 years. A member of the 78th Recruit Class in Tallahassee from January 12 to April 30, 1987, he was subsequently assigned to Troop B-Gainesville. He was struck and killed by a vehicle while investigating a crash on I-75 in Alachua County on June 17, 2017. Master Sergeant Bishop, age 52 at the time of his death, was survived by his wife, son, and sister.

Trooper Sherman L. Scott, Jr.⁵

Trooper Scott served the residents of Florida with the Florida Highway Patrol for three years. A member of the 22nd Recruit Class in Tallahassee from August 30 to November 17, 1962, he was subsequently stationed in Frostproof and MacClenny. On January 3, 1965, during a routine traffic stop in Jacksonville, Trooper Scott was shot and killed by an escaped convict. He was 25 at the time of his death.

Trooper Joseph Sawtell, Jr.⁶

Trooper Sawtell served the residents of Florida with the Florida Highway Patrol for four months. A member of the 29th Recruit Class in Tallahassee from May 2 to July 23, 1966, he was subsequently stationed in Melbourne. On August 5, 1966, he was on patrol in Melbourne when his cruiser was struck by a car that ran a stop sign. Trooper Sawtell, age 23 at the time of his death, was survived by his parents, Joseph Sr. and Margaret.

Trooper Halley Strickland⁷

Trooper Strickland served the residents of Florida with the Florida Highway Patrol for seven years. A member of the 6th Recruit Class in Kissimmee from September 15 to October 19, 1946, he was subsequently stationed in Deland and Cocoa. On January 8, 1954, while pursuing a fleeing violator in Titusville, he turned to avoid another vehicle and struck a tree. Trooper Strickland was 33 at the time of his death.

Trooper Phillip Black⁸

Trooper Black served the residents of Florida with the Florida Highway Patrol for nine years. A member of the 32nd Recruit Class in Tallahassee from August 2 to October 25, 1967, he was subsequently stationed in Key West and Fort Lauderdale. On February 20, 1976, while

⁴ Department of Highway Safety and Motor Vehicles (DHSMV), *FHP Memorial: William T. Bishop*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/william-bishop/>. (Last visited November 28, 2018.) Additional information for each designation in this bill on file with the Senate Committee on Infrastructure and Security.

⁵ DHSMV, *FHP Memorial: Sherman L. Scott, Jr.*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/sherman-l-scott-jr/>. (Last visited November 28, 2018.)

⁶ DHSMV, *FHP Memorial: Joseph N. Sawtell, Jr.*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/joseph-n-sawtell-jr/>. (Last visited November 28, 2018.)

⁷ DHSMV, *FHP Memorial: Halley C. Strickland*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/halley-c-strickland/>. (Last visited November 28, 2018.)

⁸ DHSMV, *FHP Memorial: Phillip A. Black*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/phillip-a-black/>. (Last visited November 28, 2018.)

investigating a suspicious vehicle parked at a rest stop on I-95 near Pompano Beach, Trooper Black was shot, along with a vacationing Canadian police officer who attempted to assist him. Age 39 at the time of his death, Trooper Black was survived by his wife and young son.

Corporal Donald Irwin⁹

Corporal Donald Irwin was a member of the Ontario Provincial Police in Canada and, on February 20, 1976, was vacationing in Florida and riding along on routine patrol with his good friend, Trooper Phillip Black of the Florida Highway Patrol. Corporal Irwin was also shot and lost his life while investigating the suspicious vehicle with Trooper Black. Corporal Irwin was married with three children at the time of his death.

Trooper Lindell J. Gibbons¹⁰

Trooper Gibbons served the residents of Florida with the Florida Highway Patrol for two years. A member of the 68th Recruit Class in Tallahassee from March 21 to June 10, 1983, he was subsequently stationed in Miami and Naples. On March 23, 1985, his vehicle crashed while in pursuit in Collier County. Trooper Gibbons, age 38 at the time of his death, was survived by his wife, Patricia, and two sons, Brian and Matthew.

Sergeant George A. Brown, III¹¹

Sergeant Brown served the residents of Florida with the Florida Highway Patrol for 33 years. A member of the 37th Recruit Class in Tallahassee from July 6 to September 26, 1970, he was subsequently stationed in Lake City. On April 27, 2004, while overtaking a traffic violator in Columbia County, his vehicle left the paved travel portion of the roadway and struck several trees. Age 55 at the time of his death, Sergeant Brown was survived by his son, Tucker, his parents, and his sister.

Patrolman Royston E. Walker¹²

Patrolman Walker served the residents of Florida with the Florida Highway Patrol for seven months. He joined the Florida State Road Department Traffic Division, entering training in Fort Myers in February, 1936. After completing the four-week training, Patrolman Walker reported to Tallahassee and was inspected by then Governor Dave Sholtz. He was subsequently assigned to the north-central Florida area. On August 31, 1936, while standing on the running board of a car with faulty lights he was escorting to the Dixie County Jail, the driver shot Patrolman Walker seven times. He returned fire, killing the suspect, but he died at the scene from his wounds. Patrolman Walker was the son of Bob Walker, the former Sheriff of Levy County from 1903

⁹ Ontario Police Memorial Foundation, *Corporal Donald R. Irwin*, available at http://www.opmf.ca/memorial/display_officer.php?ID=63. (Last visited January 7, 2019.)

¹⁰ DHSMV, *FHP Memorial: Lindell J. Gibbons*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/lindell-j-gibbons/>. (Last visited November 28, 2018.)

¹¹ DHSMV, *FHP Memorial: George A. Brown, III*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/george-a-brown-iii/>. (Last visited November 28, 2018.)

¹² DHSMV, *FHP Memorial: Royston E. Walker*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/royston-walker/>. (Last visited November 28, 2018.)

through 1925. Age 27 at the time of his death, Patrolman Walker was survived by his wife, Lillian.

Trooper Robert P. McDermon¹³

Trooper McDermon served the residents of Florida with the Florida Highway Patrol for 11 years. A member of the 39th Recruit Class in Tallahassee from July 5 to September 25, 1971, he was subsequently stationed in Miami, Ocala, and Jacksonville. On April 11, 1981, while off duty and returning to a cousin's home, Trooper McDermon and his cousin encountered an armed, escaped prisoner off U.S. 90 near Jacksonville. Shots were fired, and Trooper McDermon and his cousin were killed. Age 35 at the time of his death, he was survived by his wife and two children.

Trooper Edwin J. Gasque¹⁴

Trooper Gasque served the residents of Florida with the Florida Highway Patrol for two years. A member of the 19th Recruit Class in Tallahassee from February 1 to April 16, 1960, he was first subsequently stationed in Jacksonville and then Daytona Beach. On October 26, 1961, Trooper Gasque while tracking two fugitives in Jacksonville with a prison dog handler and his police dog, Trooper Gasque was ambushed and shot by suspects wanted for abducting and shooting at a Duval County sheriff's deputy. Trooper Gasque, age 30 at the time of his death, was survived by his wife, Kate, and two children, Katherine Anne and Mike.

Trooper Milan D. Hendrix¹⁵

Trooper Hendrix served the residents of Florida with the Florida Highway Patrol for nine years. He was a member of the 59th Recruit Class in Tallahassee from March 17 to June 13, 1980. While on routine patrol duty in Pensacola on June 1, 1989, his patrol car was involved in a collision with a log truck. Trooper Hendrix was 36 at the time of his death.

Trooper William 'Bill' H. Dyer¹⁶

Trooper Dyer served the residents of Florida with the Florida Highway Patrol for more than 16 years. Beginning his career in 1994 as a member of the Florida Highway Patrol Auxiliary, he later applied and was accepted as a member of the 89th Recruit Class in 1996. On October 18, 2011, he was involved in a single vehicle crash on I-10 in Leon County while suffering a medical emergency and passed away on December 28, 2011. Age 39 at the time of his death, Trooper Dyer was survived by his parents and his sister.

¹³ DHSMV, *FHP Memorial: Robert P. McDermon, Sr.*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/robert-p-mcdermon-sr/>. (Last visited November 28, 2018.)

¹⁴ DHSMV, *FHP Memorial: Edwin J. Gasque*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/edwin-j-gasque/>. (Last visited November 28, 2018.)

¹⁵ DHSMV, *FHP Memorial: Milan D. Hendrix*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/milan-d-hendrix/>. (Last visited November 28, 2018.)

¹⁶ DHSMV, *FHP Memorial: William H. Dyer, III*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/william-h-dyer-iii/>. (Last visited November 28, 2018.)

Sergeant John C. Baxter¹⁷

Sergeant Baxter served the residents of Florida with the Florida Highway Patrol for 25 years. A member of the 20th Recruit Class in Tallahassee from January 19 to April 8, 1961, he was subsequently stationed in Brooksville, Fort Lauderdale, Sarasota, and Bradenton. On October 2, 1985, while assisting the search for a suspect in four armed robberies, he was involved in an airplane crash in Manatee County. Sergeant Baxter was 57 at the time of his death.

Trooper Chelsea Richard¹⁸

Trooper Richard served the residents of Florida with the Florida Highway Patrol for nine years. A member of the 111th Recruit Class in Tallahassee from June 20, 2005, to January 12, 2006, she was subsequently assigned to Troop B-Ocala. On May 3, 2014, while speaking with a tow truck driver and an occupant of another vehicle during a crash investigation, another crash occurred at the same location. Trooper Richard and the tow truck driver died at the scene. Trooper Richard, age 30 at the time of her death, was survived by her four-year-old son, Clayton, her parents, and her grandparents.

Trooper Luther P. Daniel¹⁹

Trooper Daniel served the residents of Florida with the Florida Highway Patrol for six months. A member of the 3rd Recruit Class in Lakeland from July 1 to August 1, 1941, he was subsequently stationed in Miami. On December 5, 1941, he was shot during a traffic stop by an escapee in another officer's stolen vehicle after the vehicle crashed. Trooper Daniel, age 32 at the time of his death, was survived by his wife, Florence, and son, Bill.

Trooper Alvin V. Kohler²⁰

Trooper Kohler served the residents of Florida with the Florida Highway patrol for one year. A member of the 54th Recruit Class in Tallahassee from January 8, to April 7, 1978, he was subsequently stationed in Miami. On September 19, 1978, he was shot by a runaway teenager while assisting a disabled motorist. A tow truck driver was also shot and killed. Age 23 at the time of his death, Trooper Kohler was survived by his parents, Oscar and Martha, and three siblings, David, Chris, and Karolyn.

¹⁷ DHSMV, *FHP Memorial: John C. Baxter, Jr.*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/john-c-baxter-jr/>. (Last visited November 28, 2018.)

¹⁸ DHSMV, *FHP Memorial: Chelsea R. Richard*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/chelsea-richard/>. (Last visited November 28, 2018.)

¹⁹ DHSMV, *FHP Memorial: Luther P. Daniel*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/luther-p-daniel/>. (Last visited November 28, 2018.)

²⁰ DHSMV, *FHP Memorial: Alvin V. Kohler*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/alvin-v-kohler/>. (Last visited November 28, 2018.)

Trooper Bradley S. Glascock²¹

Trooper Glascock served the residents of Florida with the Florida Highway Patrol for one year. A member of the 51st Recruit Class in Tallahassee from June 7 to September 3, 1976, he was subsequently stationed in Miami. On August 4, 1977, he was shot during a traffic stop at a toll booth on State Road 836 in Miami. Motivation for the purchase of bullet-resistant vests for all troopers is attributed to this case, following the suspect's surrender. Trooper Glascock, age 24 at the time of his death, was survived by his father, William.

Trooper Elmer C. Barnett²²

Trooper Barnett served the residents of Florida with the Florida Highway Patrol for five years. A member of the 44th Recruit Class in Tallahassee from September 24 to December 14, 1973, he was subsequently stationed in Miami. On February 14, 1978, while standing away from the roadway during a traffic stop, another vehicle ran off the road and struck him. Age 30 at the time of his death, Trooper Barnett was survived by his wife, Jacqueline, and two young children, Shandra and Shirley.

Trooper Owen K. Bender²³

Trooper Bender served the residents of Florida with the Florida Highway Patrol Auxiliary for six years. He began his career in 1959 and was stationed in Miami. On September 8, 1965, while manning a roadblock on the 36th Causeway to restrict traffic due to Hurricane Betsy, he was struck by a vehicle. Trooper Bender, age 34 at the time of his death, was survived by his wife, Martha, three brothers, and a sister.

Trooper Richard Howell²⁴

Trooper Howell served the residents of Florida with the Florida Highway Patrol for one year. A member of the 49th Recruit Class in Tallahassee from May 12 to August 8, 1975, he was subsequently stationed in Orlando. On August 2, 1976, he was involved in an automobile crash while in pursuit on U.S. 441 in Orlando. Age 30 at the time of his death, Trooper Howell was survived by his wife, Nancy, and his son, Jason.

Trooper Herman T. Morris²⁵

Trooper Morris served the residents of Florida with the Florida Highway Patrol for three years. A member of the 36th Recruit Class in Tallahassee from September 1 to November 22, 1969, he

²¹ DHSMV, *FHP Memorial: Bradley S. Glascock*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/bradley-s-glascock/>. (Last visited November 28, 2018.)

²² DHSMV, *FHP Memorial: Elmer C. Barnett, III*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/elmer-c-barnett-iii/>. (Last visited November 28, 2018.)

²³ DHSMV, *FHP Memorial: Owen K. Bender*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/owen-k-bender/>. (Last visited November 29, 2018.)

²⁴ DHSMV, *FHP Memorial: Richard D. Howell*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/richard-d-howell/>. (Last visited November 29, 2018.)

²⁵ DHSMV, *FHP Memorial: Herman T. Morris*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/herman-t-morris/>. (Last visited November 29, 2018.)

was subsequently stationed in Fort Lauderdale and West Palm Beach. On March 16, 1972, while on routine patrol in West Palm Beach, his vehicle was forced into a bridge railing by another vehicle. Age 27 at the time of his death, Trooper Morris was survived by his wife, Brenda, and two sons.

Trooper Frederick J. Groves, Jr.²⁶

Trooper Groves served the residents of Florida with the Florida Highway Patrol for 14 years. A member of the 38th Recruit Class in Tallahassee from January 10 to April 3, 1971, he was subsequently stationed in West Palm Beach. On September 15, 1984, during a routine traffic stop on the Turnpike in Palm Beach County, he was shot by an occupant of the vehicle, loaded with marijuana. Trooper Groves was 41 at the time of his death and was survived by his wife, Sandy, and two children.

Trooper John C. Hagerty²⁷

Trooper Hagerty served the residents of Florida with the Florida Highway Patrol for 13 years. A member of the 15th Recruit Class in Tallahassee from October 15 to December 7, 1956, he was subsequently stationed in Frostproof, Punta Gorda, Stuart, and Orlando. On March 18, 1970, he was piloting a traffic plane over Lakeland when he was struck by a low-flying U.S. Navy Jet. Trooper Hagerty was 44 at the time of his death.

Patrolman Leroy Bender²⁸

Patrolman Bender served the residents of Florida with the Florida Highway Patrol for two years. Beginning his career on February 15, 1944, he attended recruit training from April 9 to April 21, 1945, and was subsequently stationed in Ocala and Sanford. On October 25, 1947, he was investigating a traffic accident in Sanford when a passing car struck him and left the scene. Patrolman Bender was 44 at the time of his death and was survived by his wife, Mae.

Trooper Wilburn A. Kelly²⁹

Trooper Kelly served the residents of Florida with the Florida Highway Patrol for 22 years. A member of the 11th Recruit Class at Eglin Air Force Base from October 7 to November 7, 1953, he was subsequently stationed in Panama City, Fort Walton Beach, Marianna, and St. Augustine. On March 23, 1974, he was on routine patrol in St. Augustine when his cruiser was struck from behind. Age 43 at the time of his death, Trooper Kelly was survived by his wife, Barbara.

²⁶ DHSMV, *FHP Memorial: Frederick J. Groves, Jr.*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/frederick-j-groves-jr/>. (Last visited November 29, 2018.)

²⁷ DHSMV, *FHP Memorial: John C. Hagerty*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/john-c-hagerty/>. (Last visited November 29, 2018.)

²⁸ DHSMV, *FHP Memorial: Leroy C. Bender*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/leroy-c-bender/>. (Last visited November 29, 2018.)

²⁹ DHSMV, *FHP Memorial: Wilburn A. Kelly*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/wilburn-a-kelly/>. (Last visited November 29, 2018.)

Trooper Merle J. Cook³⁰

Trooper Cook served the residents of Florida with the Florida Highway Patrol for ten years. A member of the 40th Recruit Class in Tallahassee from January 10 to March 31, 1972, he was subsequently stationed in Fort Lauderdale, Brooksville, and Lake City. On July 13, 1981, Trooper Cook was involved in an airplane crash in St. John's County while assisting in the search for two suspects wanted for breaking and entering. Trooper Cook, age 44 at the time of his death, was survived by his wife, Mary.

Trooper Robert L. Pruitt³¹

Trooper Pruitt served the residents of Florida with the Florida Highway Patrol for five years. A member of the 51st Recruit Class in Tallahassee from June 7 to September 3, 1976, he was subsequently stationed in Pinellas Park and Fernandina Beach. Trooper Pruitt was also involved in the airplane crash in St. John's County on July 13, 1981. Age 37 at the time of his death, Trooper Pruitt was survived by his wife, Valera, and two daughters, Angela and Tammy.

Trooper Cleo L. Tomlinson, Jr.³²

Trooper Tomlinson served the residents of Florida with the Florida Highway Patrol for 19 years. A member of the 22nd Recruit Class in Tallahassee from August 30 to November 17, 1962, he was subsequently stationed in Sanford and St. Augustine. Trooper Tomlinson was also involved in the airplane crash in St. John's County on July 13, 1981. Age 42 at the time of his death, Trooper Tomlinson was survived by his wife and four children.

Lieutenant Daniel B. Hinton³³

Lieutenant Daniel B. Hinton served the residents of Florida with the Florida Highway Patrol for 32 years and was assigned to the Criminal Interdiction Unit. On Tuesday, February 19, 2019, while participating in a defensive tactics training exercise at the Fort Myers Florida Highway Patrol Station, Lieutenant Hinton suffered a fatal heart attack. Lieutenant Hinton is survived by his wife, children, and grandchildren.

Maceo Perkins³⁴

Maceo Perkins was employed by a contractor for the Florida Department of Transportation. On April 6, 2018, Mr. Maceo was working on a project on Highway 29 in Escambia County, when

³⁰ DHSMV, *FHP Memorial: Merle J. Cook*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/merle-j-cook/>. (Last visited November 29, 2018.)

³¹ DHSMV, *FHP Memorial: Robert L. Pruitt*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/robert-l-pruitt/>. (Last visited November 29, 2018.)

³² DHSMV, *FHP Memorial: Cleo L. Tomlinson, Jr.*, available at <https://www.flhsmv.gov/florida-highway-patrol/fhp-memorial/cleo-l-tomlinson-jr/>. (Last visited November 29, 2018.)

³³ 9463, *a foundation for florida's fallen officers, Master Sergeant Daniel Hinton*, available at <http://www.sgtchrisreyka.com/fallen-officers-2016/master-sergeant-daniel-hinton/>. (Last visited March 1, 2019.) Sergeant Hinton was posthumously promoted to the rank of Lieutenant.

³⁴ NorthEscambia.com, *Highway Worker Struck and Killed on Highway 29; Century Woman Seriously Injured*, available at <http://www.northescambia.com/2018/04/highway-worker-struck-and-killed-on-hwy29> and *FHP Seeks Witnesses, Others On Scene of Crash that Killed Worker on Highway 29*. (Last visited March 1, 2019.)

he was struck and killed by a southbound vehicle that traveled off the roadway and onto the shoulder.

Countyline Parkway

The interchange to be constructed at I-75 and S.R. 200 will serve as an access point near the Miami-Dade/Broward County line from the Homestead Extension of Florida's Turnpike.

Manuel A. Gonzalez³⁵

Manuel A. Gonzalez was a Cuban exile who immigrated to Miami many years ago. A certified public accountant by trade, Mr. Gonzalez was a respected pillar of the community. He was a long-time member of the Kiwanis Club and he served on the Board of Directors. He also created the Kiwanis Club of Little Havana Foundation in 1987 which established a scholarship program to benefit low income Hispanic students. As the site of the Annual Carnival Miami and the Calle Ocho street party, the intersection of S.W. 8th Street and S.W. 14th Avenue in Miami-Dade County was made famous by Mr. Gonzalez during his many years of service to the community. Mr. Gonzalez passed away on February 3, 2016.

Robert L. Shevin³⁶

Robert L. Shevin was elected to the Florida House of Representatives in 1964 and served in the Florida Senate from 1966 to 1970. He also served as Florida's Attorney General from 1971-1979. In 1996, Governor Lawton Chiles appointed him to the Third District Court of Appeal, where he served with distinction until early 2005. He passed away on July 11, 2005.

Jorge P. Castano³⁷

Jorge P. Castano founded one of Miami's first Spanish language publications, *Libertad News*, in 1962 and kept the Hispanic community informed of politics, community, cultural, and social events with a free news publication. In February of 2000, Mr. Castano founded the Josefa P. Castano Kidney Foundation, in memory of his wife, with the mission of enhancing quality of life for low-income residents in Miami-Dade County afflicted with kidney disease. Mr. Castano passed away in October of 2017.

³⁵ See, *RESOLUTION URGING THE FLORIDA LEGISLATURE TO CODESIGNATE THE PLAZA AT THE INTERSECTION OF SW 14TH AVENUE AND SW 8TH STREET AS "MANUEL A. 'EL MONO' GONZALEZ PLAZA."* (Copy on file in the Senate Committee on Infrastructure and Security.)

³⁶ See Florida Third District Court of Appeal, *Judge Robert L. Shevin*, available at <http://3dca.flcourts.org/Judges/23-Shevin.shtml> (last visited March 4, 2019).

³⁷ See Miami-Dade Legislative Item, File Number: 190044, *RESOLUTION URGING THE FLORIDA LEGISLATURE TO CODESIGNATE THAT SEGMENT OF SW 1ST STREET (STATE ROAD 923) BETWEEN 21ST AVENUE AND 20TH AVENUE "JORGE P. CASTANO WAY."* (Copy on file in the Senate Committee on Infrastructure and Security.)

Specialist Kelly J. Mixon³⁸

Kelly J. Mixon was a graduate of Fernandina Beach High School (FBHS), where he was an accomplished drummer with the FBHS Mighty Pirate Marching Band and with the Jacksonville Jaguars drum line. A sous chef prior to entering military service, he planned to use the G.I. Bill to attend a 4-year culinary institute and fulfill his lifelong dream of becoming an executive chef. Specialist Mixon was assigned to the 3rd Squadron, 2nd Stryker Cavalry Regiment, Vilsek, Germany and was half way through a 12-month assignment in Afghanistan. He was killed in action in Chehel Gazi, Kandahar Province, Afghanistan, on December 8, 2010. He was survived by his wife, Amy, as well as his grandparents, parents, sister, and brother.

Sheriff David C. Hobbs³⁹

Sheriff David C. Hobbs was born in 1959 in Monticello, Florida. He served in the U.S. Marine Corps Reserve from 1976 to 1982 and began his law enforcement career in 1976 as a Florida Highway Patrol Trooper. He then spent eight years as a Sheriff's Deputy, and twelve years as the Sheriff of Jefferson County. Sheriff Hobbs was awarded numerous honors throughout his service to the community. Sheriff Hobbs passed away November 27, 2017. He was survived by his wife, daughter, grandchildren, mother, sisters, brother, and many nieces and nephews.

Staff Sergeant Edward C. Sheffield⁴⁰

Edward C. Sheffield was born in Cabbage Grove, attended Taylor County High School, and enlisted in the Army at the age of 19, where he served his country from 1949 to 1954 in the 63rd Field Artillery 24th Division HQ BTN. He was transferred to Japan and then called to Korea when the war started. Sergeant Sheffield was subsequently captured and spent over 37 months as a prisoner of war. While in captivity, Sergeant Sheffield survived a 100-mile death march and multiple serious injuries. He was released from captivity August 30, 1953, and then reenlisted, participating in six major battles. Sergeant Sheffield was awarded numerous medals and Presidential citations for his service in Korea.

Kurt Eichin⁴¹

Kurt Eichin was born in Titusville and attended Astronaut High School, where he graduated in 1979. He received a B.S. in International Affairs and an M.S. in Urban and Regional Planning from Florida State University. He was a transportation planner for the Florida Department of Transportation and subsequently served as an analyst and then a staff director for the Florida Senate Transportation Committee. As staff director, he was instrumental in assisting Senate President Andy Gardiner in developing the Florida Shared-Use Nonmotorized Trail Network.

³⁸ See Fallen Heroes Project, *Kelly J. Mixon*, available at <https://www.fallenheroesproject.org/united-states/kelly-j-mixon/> (last visited March 4, 2019.)

³⁹ See Tallahassee Democrat, *Sheriff David C. Hobbs*, available at <https://www.legacy.com/obituaries/tallahassee/obituary.aspx?pid=187382410> (last visited March 4, 2019).

⁴⁰ See the Resolution of the Board of County Commissioners of Taylor County, Florida, dated March 5, 2018 (on filed in the Senate Committee on Infrastructure and Security).

⁴¹ See SB 872 (2019) available at <http://www.flsenate.gov/Session/Bill/2019/872/BillText/Filed/PDF> (last visited March 4, 2019). See also Tallahassee Democrat, *Kurt Eichin*, available at <https://www.legacy.com/obituaries/tallahassee/obituary.aspx?pid=180588470> (last visited March 4, 2019).

III. Effect of Proposed Changes:

CS/SB 100 creates the following road and bridge designations:

- That portion of I-75 between mile markers 399 and 404 in Alachua County as “Sergeant William T. Bishop Memorial Highway.”
- The portion of I-10 between mile markers 327 and 332 in Baker County as “Trooper Sherman L. Scott, Jr., Memorial Highway.”
- The portion of Babcock Street between Malabar Road and Palm Bay Road in Brevard County as “Trooper Joseph Sawtell, Jr., Memorial Highway.”
- The portion of U.S. 1 between E. Main Street and Parrish Road in Brevard County as “Trooper Halley Strickland Memorial Highway.”
- The portion of I-95 between the N.E. 48th Street overpass and S.W. 10th Street in Broward County as “Trooper Phillip Black and Corporal Donald Irwin Memorial Highway.”
- The portion of I-75 between mile markers 100 and 102 in Collier County as “Trooper Lindell J. Gibbons Memorial Highway.”
- The portion of I-75 between mile markers 418 and 423 in Columbia County as “Sergeant George A. Brown, III, Memorial Highway.”
- The portion of U.S. 19 between C.R. 351A and S.W. 307th Avenue in Dixie County as “Patrolman Royston E. Walker Memorial Highway.”
- The portion of U.S. 90 between Yellow Water Road and Log Road in Duval County as “Trooper Robert P. McDermon Memorial Highway.”
- The portion of U.S. 301 between U.S. 90 and Summer Field Lane in Duval County as “Trooper Edwin J. Gasque Memorial Highway.”
- The portion of U.S. 29/S.R. 95 between Neal Road and Nine Mile Road in Escambia County as “Trooper Milan D. Hendrix Memorial Highway.”
- The interchange on I-10 at U.S.90/S.R. 10/Mahan Drive in Leon County as “Trooper William ‘Bill’ H. Dyer Memorial Interchange.”
- The portion of U.S. 41 between Tallevast Road in Manatee County and the Sarasota County line as “Sergeant John C. Baxter, Jr., Memorial Highway.”
- The portion of I-75 between mile markers 340 and 344 in Marion County as “Trooper Chelsea Richard Memorial Highway.”
- The portion of U.S. 1/S.R. 5 between the Homestead Extension of Florida’s Turnpike/S.R. 821 and S.W. 216th Street in Miami-Dade County as “Trooper Luther P. Daniel Memorial Highway.”
- The portion of the Homestead Extension of Florida’s Turnpike/S.R. 821 between mile markers 13 and 16 in Miami-Dade County as “Trooper Alvin V. Kohler Memorial Highway.”
- The portion of S.R. 836 between N.W. 12th Avenue and N.W. 27th Avenue in Miami-Dade County as “Trooper Bradley S. Glascock Memorial Highway.”
- The portion of S.R. 836 between N.W. 42nd Avenue and N.W. 72nd Avenue in Miami-Dade County as “Trooper Elmer C. Barnett Memorial Highway.”
- The interchange at I-195 and S.R. 907/Alton Road in Miami-Dade County as “Trooper Owen K. Bender Memorial Ramp.”
- The portion of S.R. 441 between Landstreet Road and Taft Vineland Road in Orange County as “Trooper Richard Howell Memorial Highway.”

- The portion of S.R. 91/Florida’s Turnpike between miler markers 100 and 105 in Palm Beach County as “Troopers Herman T. Morris and Frederick J. Groves, Jr., Memorial Highway.”
- The portion of I-4 between mile markers 36 and 44 in Polk County as “Trooper John C. Hagerty Memorial Highway.”
- The portion of W. 1st Street between French Avenue and S. Mellonville Avenue in Seminole County as “Patrolman Leroy Bender Memorial Highway.”
- The portion of I-95 between mile markers 332 and 327 in St. Johns County as “Trooper Wilburn A. Kelly Memorial Highway.”
- The portion of U.S. 1 between S.R. 207 and the Matanzas River in St. Johns County as “Troopers Merle J. Cook, Robert L. Pruitt, and Cleo L. Tomlinson, Jr., Memorial Highway.”
- The portion of I-75 between mile markers 130 and 133 in Lee County as the “Lieutenant Daniel Hinton Memorial Highway.”
- The portion of N. Century Boulevard/U.S. 29 between Cox Road and Sigler Road in Escambia County as the “Maceo Perkins Parkway.”
- Upon completion of construction, the interchange at the Homestead Extension of Florida’s Turnpike/S.R. 821 and N.W. 170th Street in Miami-Dade County as the “Countyline Parkway.”
- The intersection of S.W. 8th Street and S.W. 14th Avenue in Miami-Dade County as the “Manuel A. Gonzalez Plaza.”
- That portion of S.R. A1A between Bridge Road and Fountain Street in Miami-Dade County is designated as the “Robert L. Shevin Way.”
- That portion of S.W. 1st Avenue/S.R. 968 between 21st Avenue and 20th Avenue in Miami-Dade County is designated as the “Jorge P. Castano Way.”
- Upon completion of construction, the interchange at I-95 and S.R. 200 in Nassau County is designated as the “Fallen Hero Specialist Kelly J. Mixon Interchange.”
- The portion of U.S. 19/S.R. 57 between Capps in Jefferson County and the northern Jefferson County line as the “Sheriff David C. Hobbs Memorial Highway.”
- The bridge on U.S. Highway 98 over the Econfina River in Taylor County is designated as the “SSGT Edward C. Sheffield Memorial Bridge.”
- The portion of the Coast to Coast Connector multiuse trail in Brevard County is designated as the “Kurt Eichin Memorial Trail.”

The bill directs the FDOT to erect suitable markers. The fiscal impact to the State Transportation Trust Fund is \$34,000.

The bill takes effect July 1, 2019.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

D. State Tax or Fee Increases:

None.

E. Other Constitutional Issues:

None.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

None.

C. Government Sector Impact:

The estimated cost to erect the designation markers required by this bill is \$34,000, based on the assumptions that at least 68 markers are required and each marker costs the FDOT at least \$500. The estimate includes sign fabrication, installation, and maintenance over time but does not include any additional expenses related to maintenance of traffic, dedication event costs, or replacement necessitated by damage, vandalism, or storm event.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Statutes Affected:

The bill creates an undesignated section of Florida Law.

IX. Additional Information:

- A. **Committee Substitute – Statement of Substantial Changes:**
(Summarizing differences between the Committee Substitute and the prior version of the bill.)

CS by Infrastructure and Security on March 5, 2019:

The CS incorporates technical revisions needed to correct inaccurate road numbers and descriptions, and revises the designation for Trooper Phillip Black to also honor Corporal Donald Irwin. The CS also incorporates additional designations for:

- “Lieutenant Daniel Hinton Memorial Highway” in Lee County;
- “Maceo Perkins Parkway” in Escambia County;
- “Countyline Parkway” in Miami-Dade County;
- “Manuel A. Gonzalez Plaza” in Miami-Dade County;
- “Robert L. Shevin Way” in Miami-Dade County;
- “Jorge P. Castano Way” in Miami-Dade County;
- “Fallen Hero Specialist Kelly J. Mixon Interchange” in Nassau County;
- “Sheriff David C. Hobbs Memorial Highway” in Jefferson County;
- “SSGT Edward C. Sheffield Memorial Bridge” in Taylor County; and
- “Kurt Eichin Memorial Trail” in Brevard County.

- B. **Amendments:**

None.



226920

LEGISLATIVE ACTION

Senate	.	House
Comm: RCS	.	
03/07/2019	.	
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	.	

The Committee on Infrastructure and Security (Book) recommended the following:

Senate Amendment

Delete lines 19 - 92
and insert:

(3) That portion of Babcock Street (70012000) between Malabar Road and Palm Bay Road in Brevard County is designated as the "Trooper Joseph Sawtell, Jr., Memorial Highway."

(4) That portion of U.S. 1 (70030000) between E. Main Street and Parrish Road in Brevard County is designated as the "Trooper Halley Strickland Memorial Highway."



226920

11 (5) That portion of I-95 (86070000) between the N.E. 48th
12 Street overpass and S.W. 10th Street in Broward County is
13 designated as the "Trooper Phillip Black and Corporal Donald
14 Irwin Memorial Highway."

15 (6) That portion of I-75 (03175000) between mile markers
16 100 and 102 in Collier County is designated as the "Trooper
17 Lindell J. Gibbons Memorial Highway."

18 (7) That portion of I-75 (29180000) between mile markers
19 418 and 423 in Columbia County is designated as the "Sergeant
20 George A. Brown, III, Memorial Highway."

21 (8) That portion of U.S. 19 (30010000) between C.R. 351A
22 and S.W. 307th Avenue in Dixie County is designated as the
23 "Patrolman Royston E. Walker Memorial Highway."

24 (9) That portion of U.S. 90 (72010000) between Yellow Water
25 Road and Log Road in Duval County is designated as the "Trooper
26 Robert P. McDermon Memorial Highway."

27 (10) That portion of U.S. 301 (72140000) between U.S. 90
28 and Summer Field Lane in Duval County is designated as the
29 "Trooper Edwin J. Gasque Memorial Highway."

30 (11) That portion of U.S. 29/S.R. 95 (48040000) between
31 Neal Road and Nine Mile Road in Escambia County is designated as
32 the "Trooper Milan D. Hendrix Memorial Highway."

33 (12) The interchange on I-10 (55320023) at U.S. 90/S.R.
34 10/Mahan Drive in Leon County is designated as the "Trooper
35 William 'Bill' H. Dyer Memorial Interchange."

36 (13) That portion of U.S. 41 (13121000) between Tallevast
37 Road in Manatee County and the Sarasota County line is
38 designated as the "Sergeant John C. Baxter, Jr., Memorial
39 Highway."



226920

40 (14) That portion of I-75 (36210000) between mile markers
41 340 and 344 in Marion County is designated as the "Trooper
42 Chelsea Richard Memorial Highway."

43 (15) That portion of U.S. 1/S.R. 5 (87020000) between the
44 Homestead Extension of Florida's Turnpike/S.R. 821 and S.W.
45 216th Street in Miami-Dade County is designated as the "Trooper
46 Luther P. Daniel Memorial Highway."

47 (16) That portion of the Homestead Extension of Florida's
48 Turnpike/S.R. 821 (87471000) between mile markers 13 and 16 in
49 Miami-Dade County is designated as the "Trooper Alvin V. Kohler
50 Memorial Highway."

51 (17) That portion of S.R. 836 (87200000) between N.W. 12th
52 Avenue and N.W. 27th Avenue in Miami-Dade County is designated
53 as the "Trooper Bradley S. Glascock Memorial Highway."

54 (18) That portion of S.R. 836 (87200000) between N.W. 42nd
55 Avenue and N.W. 72nd Avenue in Miami-Dade County is designated
56 as the "Trooper Elmer C. Barnett Memorial Highway."

57 (19) The interchange at I-195 and S.R. 907/Alton Road in
58 Miami-Dade County is designated as the "Trooper Owen K. Bender
59 Memorial Interchange."

60 (20) That portion of U.S. 441 between Landstreet Road and
61 Taft Vineland Road in Orange County is designated as the
62 "Trooper Richard Howell Memorial Highway."

63 (21) That portion of S.R. 91/Florida's Turnpike (93470000)
64 between mile markers 100 and 105 in Palm Beach County is
65 designated as the "Troopers Herman T. Morris and Frederick J.
66 Groves, Jr., Memorial Highway."

67 (22) That portion of I-4 (16320000) between mile markers 36
68 and 44 in Polk County is designated as the "Trooper John C.



226920

69 Hagerty Memorial Highway."

70 (23) That portion of W. 1st Street (77030000) between
71 French Avenue and S. Mellonville Avenue in Seminole County is
72 designated as the "Patrolman Leroy Bender Memorial Highway."

73 (24) That portion of I-95 (78080000) between mile markers
74 332 and 327 in St. Johns County is designated as the "Trooper
75 Wilburn A. Kelly Memorial Highway."

76 (25) That portion of U.S. 1 (78010000) between S.R. 207 and
77 the Matanzas River in St. Johns County is designated as the
78 "Troopers Merle J. Cook, Robert L. Pruitt, and Cleo L.
79 Tomlinson, Jr., Memorial Highway.

80 (26) That portion of I-75 (12075000) between mile markers
81 130 and 133 in Lee County is designated as the "Sergeant Daniel
82 Hinton Memorial Highway."

83 (27) That portion of N. Century Boulevard/U.S. 29
84 (48060000) between Cox Road and Sigler Road in Escambia County
85 is designated as the "Maceo Perkins Parkway."

86 (28) Upon completion of construction, the interchange at
87 the Homestead Extension of Florida's Turnpike/S.R. 821 and N.W.
88 170th Street in Miami-Dade County is designated as the
89 "Countyline Parkway."

90 (29) The intersection of S.W. 8th Street and S.W. 14th
91 Avenue in Miami-Dade County is designated as the "Manuel A. 'El
92 Mono' Gonzalez Plaza."

93 (30) That portion of S.R. A1A between Bridge Road and
94 Fountain Street in Miami-Dade County is designated as the
95 "Robert L. Shevin Way."

96 (31) That portion of S.W. 1st Avenue/S.R. 968 between 21st
97 Avenue and 20th Avenue in Miami-Dade County is designated as the



226920

98 "Jorge P. Castano Way."

99 (32) Upon completion of construction, the interchange at I-
100 95 and S.R. 200 in Nassau County is designated as the "Fallen
101 Hero Specialist Kelly J. Mixon Interchange."

102 (33) That portion of U.S. 19/S.R. 57 between Capps in
103 Jefferson County and the northern Jefferson County line is
104 designated as the "Sheriff David C. Hobbs Memorial Highway."

105 (34) The bridge on U.S. Highway 98 over the Econfina River
106 in Taylor County is designated as "SSGT Edward C. Sheffield
107 Memorial Bridge."

108 (34) That portion of the Coast to Coast Connector in
109 Brevard County is designated as the "Kurt Eichin Memorial
110 Trail."

111 (35) The Department of Transportation is directed to erect



753752

LEGISLATIVE ACTION

Senate	.	House
Comm: RCS	.	
03/07/2019	.	
	.	
	.	
	.	

The Committee on Infrastructure and Security (Book) recommended the following:

- 1 **Senate Amendment to Amendment (226920)**
- 2
- 3 Delete line 81
- 4 and insert:
- 5 130 and 133 in Lee County is designated as the "Lieutenant
- 6 Daniel



503604

LEGISLATIVE ACTION

Senate	.	House
Comm: RCS	.	
03/07/2019	.	
	.	
	.	
	.	

The Committee on Infrastructure and Security (Book) recommended the following:

Senate Amendment to Amendment (226920)

Delete lines 91 - 92
and insert:
Avenue in Miami-Dade County is designated as the "Manuel A. Gonzalez Plaza."



682340

LEGISLATIVE ACTION

Senate	.	House
Comm: WD	.	
03/05/2019	.	
	.	
	.	
	.	

The Committee on Infrastructure and Security (Hutson)
recommended the following:

Senate Amendment

Between lines 91 and 92

insert:

(26) That portion of South Street between U.S. 1 and S.R.
50 in Brevard County is designated as "Martin Luther King, Jr.,
Boulevard."

By Senator Book

32-00329A-19

2019100__

1 A bill to be entitled
2 An act relating to transportation facility
3 designations; providing honorary designations of
4 certain transportation facilities in specified
5 counties; directing the Department of Transportation
6 to erect suitable markers; providing an effective
7 date.

8
9 Be It Enacted by the Legislature of the State of Florida:

10 Section 1. Transportation facility designations; Department
11 of Transportation to erect suitable markers.-

12 (1) That portion of I-75 (26260000) between mile markers
13 399 and 404 in Alachua County is designated as the "Sergeant
14 William T. Bishop Memorial Highway."

15 (2) That portion of I-10 (27090000) between mile markers
16 327 and 332 in Baker County is designated as the "Trooper
17 Sherman L. Scott, Jr., Memorial Highway."

18 (3) That portion of Babcock Road (70012000) between Malabar
19 Road and Palm Bay Road in Brevard County is designated as the
20 "Trooper Joseph Sawtell, Jr., Memorial Highway."

21 (4) That portion of U.S. 1 (70030000) between E. Main
22 Street and Parrish Road in Brevard County is designated as the
23 "Trooper Halley Strickland Memorial Highway."

24 (5) That portion of I-95 (86070000) between the N.E. 48th
25 Street overpass and S.W. 10th Street in Broward County is
26 designated as the "Trooper Phillip A. Black Memorial Highway."

27 (6) That portion of I-75 (03175000) between mile markers
28 100 and 102 in Collier County is designated as the "Trooper
29

Page 1 of 4

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

32-00329A-19

2019100__

30 Lindell J. Gibbons Memorial Highway."

31 (7) That portion of I-75 (29180000) between mile markers
32 418 and 423 in Columbia County is designated as the "Sergeant
33 George A. Brown, III, Memorial Highway."

34 (8) That portion of U.S. 19 (30010000) between C.R. 351A
35 and S.W. 307th Avenue in Dixie County is designated as the
36 "Patrolman Royston E. Walker Memorial Highway."

37 (9) That portion of U.S. 90 (72010000) between Yellow Water
38 Road and Log Road in Duval County is designated as the "Trooper
39 Robert P. McDermon Memorial Highway."

40 (10) That portion of U.S. 301 (72140000) between U.S. 90
41 and Summer Field Lane in Duval County is designated as the
42 "Trooper Edwin J. Gasque Memorial Highway."

43 (11) That portion of U.S. 29/S.R. 95 (48040000) between
44 Neal Road and Nine Mile Road in Escambia County is designated as
45 the "Trooper Milan D. Hendrix Memorial Highway."

46 (12) The interchange on I-10 (55320023) at U.S. 90/S.R.
47 10/Mahan Drive in Leon County is designated as the "Trooper
48 William 'Bill' H. Dyer Memorial Interchange."

49 (13) That portion of U.S. 41 (13121000) between Tallevast
50 Road in Manatee County and the Sarasota County line is
51 designated as the "Sergeant John C. Baxter, Jr., Memorial
52 Highway."

53 (14) That portion of I-75 (36210000) between mile markers
54 340 and 344 in Marion County is designated as the "Trooper
55 Chelsea Richard Memorial Highway."

56 (15) That portion of U.S. 1/S.R. 5 (87020000) between S.R.
57 821/Florida's Turnpike and S.W. 216th Street in Miami-Dade
58 County is designated as the "Trooper Luther P. Daniel Memorial

Page 2 of 4

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

32-00329A-19 2019100__
 59 Highway."
 60 (16) That portion of S.R. 821/Florida's Turnpike (87471000)
 61 between mile markers 13 and 16 in Miami-Dade County is
 62 designated as the "Trooper Alvin V. Kohler Memorial Highway."
 63 (17) That portion of S.R. 836 (87200000) between N.W. 12th
 64 Avenue and N.W. 27th Avenue in Miami-Dade County is designated
 65 as the "Trooper Bradley S. Glascock Memorial Highway."
 66 (18) That portion of S.R. 836 (87200000) between N.W. 42nd
 67 Avenue and N.W. 72nd Avenue in Miami-Dade County is designated
 68 as the "Trooper Elmer C. Barnett Memorial Highway."
 69 (19) The eastbound exit ramp between I-95 (87004000) and
 70 S.R. 907/Alton Road in Miami-Dade County is designated as the
 71 "Trooper Owen K. Bender Memorial Ramp."
 72 (20) That portion of S.R. 441 (75010000) between Landstreet
 73 Road and Taft Vineland Road in Orange County is designated as
 74 the "Trooper Richard Howell Memorial Highway."
 75 (21) That portion of S.R. 821/Florida's Turnpike (93470000)
 76 between mile markers 100 and 105 in Palm Beach County is
 77 designated as the "Troopers Herman T. Morris and Frederick J.
 78 Groves, Jr., Memorial Highway."
 79 (22) That portion of I-4 (16320000) between mile markers 36
 80 and 44 in Polk County is designated as the "Trooper John C.
 81 Hagerty Memorial Highway."
 82 (23) That portion of W. 1st Street (77030000) between
 83 French Avenue and S. Mellonville Avenue in Seminole County is
 84 designated as the "Patrolman Leroy Bender Memorial Highway."
 85 (24) That portion of I-95 (78080000) between mile markers
 86 332 and 327 in St. Johns County is designated as the "Trooper
 87 Wilburn A. Kelly Memorial Highway."

32-00329A-19 2019100__
 88 (25) That portion of U.S. 1 (78010000) between S.R. 207 and
 89 the Matanzas River in St. Johns County is designated as the
 90 "Troopers Merle J. Cook, Robert L. Pruitt, and Cleo L.
 91 Tomlinson, Jr., Memorial Highway."
 92 (26) The Department of Transportation is directed to erect
 93 suitable markers designating the transportation facilities as
 94 described in this section.
 95 Section 2. This act shall take effect July 1, 2019.

THE FLORIDA SENATE

APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

3/5/19

100

Meeting Date

Bill Number (if applicable)

Topic Florida Highway Patrol Road Designation Amendment Barcode (if applicable)

Name Robert Chandler

Job Title MAJOR

Address 2900 Apalachee PKWY Mail Stop #42 Phone 954 805 7683

Tallahassee FL 32398 Email robertchandler@FLHSMV.GOV

Speaking: [X] For [] Against [] Information

Waive Speaking: [] In Support [] Against (The Chair will read this information into the record.)

Representing Florida Highway Patrol

Appearing at request of Chair: [] Yes [X] No

Lobbyist registered with Legislature: [] Yes [X] No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

THE FLORIDA SENATE
APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

March 5, 2019
Meeting Date

SB 100
Bill Number (if applicable)

Topic Road Designation Bill

Amendment Barcode (if applicable)

Name Gene Spaulding

Job Title Colonel / Director FHP

Address 2900 Apalachee Pkwy
Street

Phone 850-617-2300

Tallahassee FL 32399
City State Zip

Email genespaulding@flhsmv.gov

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing FHP

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

THE FLORIDA SENATE

APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

3/5/19

Meeting Date

100

Bill Number (if applicable)

Topic SB 100

Amendment Barcode (if applicable)

Name Jennifer Langston

Job Title Legislative Affairs Director

Address 2900 Apalachee Pkwy

Phone 850-617-3195

Street

Tall

FL

32399

Email JenniferLangston@flhsmv.gov

City

State

Zip

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing Dept of Highway Safety & Motor Vehicles

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

S-001 (10/14/14)

THE FLORIDA SENATE
APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

2/5/19
Meeting Date

100
Bill Number (if applicable)

Topic TRANS FACILITY DESIGNATIONS

Amendment Barcode (if applicable)

Name WILLIAM B. SMITH

Job Title PRESIDENT FHP / PBA CHAPTER

Address 300 E BREKID ST
Street

Phone _____

TALL FL 32
City State Zip

Email _____

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing FHP CHAPTER OR THE PBA

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Committee on Infrastructure and Security

BILL: SPB 7068

INTRODUCER: For consideration by the Committee on Infrastructure and Security

SUBJECT: Transportation

DATE: March 5, 2019

REVISED: _____

ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1. Price	Miller	IS	IS Submitted as Comm. Bill/Fav

I. Summary:

SPB 7068 seeks to create the Multi-use Corridors of Regional Economic Significance Program within the Florida Department of Transportation (FDOT). The program is designed to advance construction of regional corridors that will accommodate multiple modes of transportation and multiple types of infrastructure. The specific purpose of the program is to revitalize rural communities, encourage job creation in those communities, and provide regional connectivity while leveraging technology and enhancing quality of life and public safety.

The proposed bill sets out the intended benefits of the program, identifies three corridors comprising the program and, subject to requirements relating to economic and environmental feasibility, authorizes funding from identified sources for projects in the corridors. Part of this funding includes increased revenues derived from re-directing to the State Transportation Trust Fund, on a phased-in schedule, portions of motor vehicle license taxes currently deposited into the General Revenue Fund. The proposed bill also specifies how and when the increased revenues are to be distributed and allocated.

Projects undertaken in the corridors must be tolled facilities, are approved turnpike projects that are part of the turnpike system, and considered as Strategic Intermodal System facilities. Projects are subject to specified environmental and other project evaluation requirements. Decisions on matters such as corridor configuration, project alignment, and interchange locations must be determined in accordance with the FDOT's rules, policies, and procedures. To the maximum extent feasible, construction of the projects must begin no later than December 31, 2022, and be open to traffic no later than December 31, 2030.

In addition, from the re-directed motor vehicle license tax proceeds, the proposed bill authorizes additional funding for the Small County Road Assistance Program, the Small County Outreach Program, and the Transportation Disadvantaged Trust Fund. The proposed bill also creates and provides funding for a construction workforce development program within the FDOT. Building on the FDOT's current workforce development services, the program is intended to serve as a tool for addressing the existing construction labor shortage by training individuals in skills

necessary to deliver projects in the FDOT five-year work program, including multi-use corridor projects, on time and within budget.

Except as otherwise provided, the act takes effect July 1, 2019.

The proposed bill will have a fiscal impact on both the General Revenue Fund and the State Transportation Trust Fund. The fiscal impact of a number of provisions in the proposed bill is indeterminate, as project details and finance plans for new projects have not been developed. See the “Fiscal Impact Statement” heading below for details.

II. Present Situation:

For ease of organization and readability, the present situation is discussed below in conjunction with the effect of the proposed changes.

III. Effect of Proposed Changes:

The focus of much of Florida’s past infrastructure funding has primarily been on the state’s urban areas, in order to improve safety, relieve congestion, create mobility, and promote commerce and tourism. This funding structure has improved access and created economic growth for our urban areas along the state’s coasts and in Central Florida, but large portions of rural Florida have not always received the same focus.

Rural portions of the state compare less favorably to more urban regions in other ways. Research offers many indicators of difficulties faced particularly by the state’s rural communities. For example:

- Factors such as relatively low population and labor workforce availability, access to education and healthcare, high unemployment rates and low wages in rural areas are prevalent throughout available research.
- Rural counties in particular are losing population, reducing commerce and trade, opportunities for employment, and ultimately the local tax base,¹ thereby restricting rural county ability to provide for necessities such as roads, but also clean water, sewer, and energy-distribution infrastructure.
- Agriculture is often dominant in rural areas, and the loss of supporting businesses due to the last economic recession leaves some rural counties searching for other types of opportunities for business, employment, and economic growth.²
- With respect to accessing a broad range of services such as transportation, education, employment, and health care, some 700,000 individuals, largely in rural areas of the state, do not have available local Internet access. A 2016 study determined that 16 Florida counties are

¹ Florida Chamber of Commerce, *The Future of Florida’s Rural Communities*, available at <https://www.flchamber.com/the-future-of-floridas-rural-communities-2/> (last visited February 10, 2019.)

² See U.S. News and World Report, *Rural Hendry County Mixes Economic Woes, Hope for New Jobs*, October 13, 2018, available at <https://www.usnews.com/news/best-states/florida/articles/2018-10-13/rural-hendry-county-mixes-economic-woes-hope-for-new-jobs> (last visited February 10, 2019.)

underserved by fixed broadband access. Another 13 counties, with relatively low populations and per capita income, range from 41 to 99 percent of individuals without broadband access.³

- Broadband access is also critical to businesses. “Corporate site selectors expect broadband. It is not a perk or special benefit.”⁴ Communities without broadband access have difficulty attracting new capital investment.

Past infrastructure funding from a transportation perspective has generally been of the “traditional” type, for example, roads, bridges, seaports, and airports intended to address traditional matters such as hurricane evacuation, congestion mitigation, and statewide economic development. If infrastructure funding as a concept is viewed as more than traditional transportation elements, the inclusion of additional types of infrastructure can produce overall benefit for the state in general, and for rural areas in particular.

Current law sets out a variety of programs for construction of Florida’s highway system. However, no such program currently authorizes highway construction that, in addition to the provision of traditional transportation infrastructure, is specifically aimed at providing highway corridors containing uses not necessarily associated with the movement of people and goods.

Present Situation

The Florida Department of Transportation (FDOT) is generally charged with assuming “responsibility for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the state, and [assuring] the compatibility of all components, including multimodal facilities.” Funds in the State Transportation Trust Fund (STTF)⁵ - generally, proceeds from federal and state motor and diesel fuel taxes, state motor vehicle license taxes and title fees, documentary stamp taxes, rental car surcharge proceeds and other sources - are combined to support and carry out the projects contained in the FDOT’s work program, developed pursuant to s. 339.135, F.S. Current law identifies specific funding from moneys in the STTF for certain transportation systems and projects, as well as specific funding programs aimed at transportation projects in rural communities.

The Florida Strategic Intermodal System

A primary driver of the FDOT’s development of and investment in Florida’s transportation system, the Strategic Intermodal System (the SIS) is composed of transportation facilities and services of statewide and interregional significance. The FDOT describes the SIS as representing “an effort to link Florida’s transportation policies and investments to the state’s economic development strategy.”⁶

³ *Expanding Residential Access to the Internet Infrastructure & Locally Customized Distance Learning in Schools to Advance Educational Attainment, Economic Development, Health Care & County Growth*, Moore, Dr. Ed. H., Independent Colleges & Universities of Florida. (On file in the Senate Infrastructure and Security Committee.)

⁴ Site Selection Magazine (September 2011), *The Important of Broadband to Economic Development*, McQuade, M., available at <https://siterelection.com/issues/2011/sep/sas-optical-infrastructure.cfm> (last visited February 11, 2019.)

⁵ Established in s. 206.46, F.S.

⁶ FDOT, *Work Program Instructions FY 19/20 – 23/24*, September 12, 2018, at p. 325, available at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/workprogram/development/pdfinstructions/workprograminstructions.pdf?sfvrsn=c585db0d_23 (last visited February 2, 2019.)

The SIS consists of appropriate components of:

- Highway corridors established under s. 339.65, F.S. (discussed below),
- The National Highway System;
- Airport, seaport, and spaceport facilities;
- Rail lines and rail facilities;
- Selected intermodal facilities; passenger and freight terminals; and appropriate components of the State Highway System, county road system, city street system, inland waterways, and local public transit systems that serve as connectors between the above components; and
- Other corridors that serve a statewide or interregional purpose.⁷

The SIS and emerging SIS⁸ include multiple types of facilities⁹ intended to establish an interconnected transportation system:

- Hubs - ports and terminals that move goods or people between Florida regions or between Florida and other markets in the United States and the rest of the world;
- Corridors - highways, rail lines, inter-county urban fixed guideway transit, and waterways that connect major markets within Florida or between Florida and other states or nations;
- Connectors - highways, rail lines or waterways that connect hubs and corridors;
- Military Access Facilities - strategic highway network and strategic railway network facilities serving the main entrances of US Department of Defense military installations; and,
- Intermodal Logistic Centers (ILC) - Section 339.63(5), F.S., authorizes designation of a planned ILC as part of the SIS upon the request of the facility if it meets certain criteria and thresholds.

Section 339.63, F.S., requires the FDOT to allocate from the STTF a minimum of \$60 million annually for projects in the SIS, in addition to any other funding. Section 339.135, F.S. requires the allocation of at least 50% of any new discretionary highway capacity funds¹⁰ to the SIS. The SIS also statutorily receives a portion of documentary stamp tax proceeds distributed to the STTF under s. 201.15(4)(a)3., F.S.; a portion of motor vehicle tag and title fees generated by initial applications for registration under s. 320.072, F.S.; and the remaining proceeds of “Mobility 2000” funding under s. 339.1371(2), F.S.

⁷ Section 339.62, F.S.

⁸ SIS and emerging SIS hubs and corridors were initially designated based on criteria and thresholds established by a steering committee in 2002, and adopted by the Legislature in 2003. Section 339.63, F.S., authorizes the FDOT secretary to periodically add facilities to, or delete facilities from, the SIS or emerging SIS based on adopted criteria. These additions and deletions reflect new data showing that particular hubs or corridors now are or are not meeting the adopted criteria and thresholds; better measurements of the total driving distance between SIS hubs and emerging SIS hubs along SIS/emerging SIS corridors and connectors; and other technical corrections and updates. Intermodal connectors between SIS and emerging SIS hubs and SIS corridors were also identified and adopted. The connectors provide direct access between SIS and emerging SIS hubs and the nearest or most appropriate SIS corridor. *Supra* note 6 at p. 326.

⁹ Section 339.63, F.S.

¹⁰ “New discretionary highway capacity funds” means any funds available to the FDOT above the prior year funding level for capacity improvements, which the FDOT has the discretion to allocate to highway projects. Section 339.135(4)(a)2., F.S.

The FDOT's established policy is to allocate 75% of all transportation capacity funds to the SIS, with the exception of funds allocated for the transit program and certain surface transportation program funds.¹¹

Section 339.65, F.S., requires the FDOT to plan and develop SIS highway corridors, to include limited and controlled access facilities allowing for high-speed and high-volume traffic movements, the primary function of which is to provide such traffic movements. The corridors include facilities from the following State Highway System components that meet the adopted SIS criteria:

- Interstate highways,
- The Florida Turnpike System,
- Interregional and intercity limited access facilities,
- Existing interregional and intercity arterial highways previously upgraded or upgraded in the future to limited or controlled access facility standards, and
- New limited access facilities necessary to complete a balanced statewide system.

For purposes of developing these SIS corridors, s. 339.65(6), F.S., requires the FDOT to allocate annually a minimum of \$450 million, adjusted annually by the Consumer Price Index as specified in that subsection.

Florida's Turnpike System

Another significant example of a transportation-focused system, the Florida Turnpike Enterprise (FTE) within the FDOT is empowered to plan, construct, maintain, repair, and operate the Florida Turnpike System. The FTE's powers are in addition to those of the FDOT.¹² The FTE is a single budget entity that develops its own budget, submitted to the Legislature along with the FDOT's.¹³ For the 2018-2019 Fiscal Year, the FTE's total budget was \$2,070,019,701.¹⁴

The turnpike system currently includes the mainline from Miami to Central Florida, as well as the Homestead Extension, Sawgrass Expressway, Seminole Expressway, Beachline Expressway, Southern Connector Extension, Veterans Expressway, Suncoast Parkway, Polk Parkway, Western Beltway and the I-4 Connector.¹⁵ A proposed project may not be added to the turnpike system unless the project is determined to be economically feasible, a statement of environmental feasibility is completed for the project, and such project is determined to be consistent with approved local comprehensive plans of the local governments in which the project is located, to the maximum extent feasible.¹⁶

"Economically feasible" for a proposed turnpike project means that, as determined by the FDOT before issuance of revenue bonds for the project, the estimated net revenues of the project,

¹¹ *Supra* note 6 at p. 327.

¹² Section 338.2216(1)(a), F.S.

¹³ Section 338.2216(3)(a), F.S.

¹⁴ Ch. 2018-9, L.O.F., at p. 282.

¹⁵ For a map of the system, see Florida's Turnpike, under the *About* heading, available at <http://www.floridasturnpike.com/about.html> (last visited February 2, 2019).

¹⁶ Section 338.223(1)(a), F.S.

excluding feeder roads¹⁷ and turnpike improvements, will be sufficient to pay at least 50 percent of the annual debt service on the bonds by the end of the 12th year of operation, and to pay at least 100 percent of the debt service on the bonds by the end of the 30th year of operation. Up to 50 percent of the adopted work program costs of the project may be funded from turnpike revenues.¹⁸

The required statement of environmental feasibility is a statement by the Department of Environmental Protection of the project's significant environmental impacts.¹⁹

If a proposed project is economically feasible, consistent to the maximum extent feasible with the applicable local comprehensive plans, and a favorable statement of environmental feasibility is completed, the FDOT is directed to construct, maintain, and operate the project.²⁰

Legislative approval of the FDOT's tentative work program containing the turnpike project constitutes approval to issue bonds for such project as required by the Florida Constitution. Section 338.227 authorizes the Division of Bond Finance to issue turnpike revenue bonds as provided in the State Bond Act to pay all or any part of the cost of legislatively approved turnpike projects. However, no more than \$10 billion of bonds may be outstanding to fund approved turnpike projects.²¹ As of June 30, 2018, the FTE had \$2.6 billion of outstanding bonds related to financing the construction of expansion projects and system improvements.²² The FTE's Five-Year Capital Plan includes issuance of \$1.5 billion of additional bonds.²³

The principal and interest on such bonds is payable solely from revenues pledged for their payment.²⁴ All revenues or bond proceeds are restricted to paying the cost of turnpike projects and improvements and for the administration, operation, maintenance, and financing of the turnpike system. No revenues or bond proceeds from the turnpike system may be spent for the operation, maintenance, construction, or financing of any project that is not part of the turnpike system.

¹⁷ A "feeder road" is defined as *any* road no more than five miles in length, connecting to the turnpike system which the FDOT determines is necessary to create or facilitate access to a turnpike project. Section 338.221(3), F.S. Section 339.0801(2), F.S., directs \$35 million annually, beginning in the 2013-2014 fiscal year and for up to 30 years, to the Turnpike Enterprise to be used for feeder roads, structures, interchanges, appurtenances, and other rights to create or facilitate access to the existing turnpike system.

¹⁸ Section 338.223(1)(a) and s. 338.221(8)(a), F.S.

¹⁹ Section 338.221(10), F.S. The FDOT may authorize engineering, traffic, environmental, and other expert studies of the location, costs, economic feasibility, and practicality of proposed projects but may not request legislative approval of such project until the design phase is at least 30 percent complete.

²⁰ *Supra* note 16.

²¹ Section 338.2275(1), F.S.

²² Florida's Turnpike System, *2018 Comprehensive Annual Financial Report, Fiscal Years Ended June 30, 2018 and 2017*, at p. 16, available at

http://www.floridasturnpike.com/documents/reports/Comprehensive%20Annual%20Financial%20Report/CAFR_2018.pdf

(last visited February 6, 2019.)

²³ *Id.* at p. 3.

²⁴ The FTE's current debt service coverage ratio is 3.3. (The term describes a measure of ability to generate enough income in operations to cover the expense of a debt.) The FTE's 3.3 debt service coverage ratio exceeds the 1.2 minimum debt service coverage required by existing bond covenants. *Id.* at p. 26.

The FDOT may use in the most efficient combination turnpike revenues,²⁵ STTF moneys allocated for turnpike projects as a component of the SIS, federal funds, and bond proceeds in developing a financial plan for funding turnpike projects,²⁶ and may use federal and state funds to pay the cost of the operating, maintenance, and capital costs of turnpike projects.²⁷

Other Available Funding Mechanisms

In addition to issuance of turnpike revenue bonds for turnpike projects, funding mechanisms currently available to the FDOT for transportation-related projects also include, but are not limited to:

- **Right-of-way acquisition or bridge construction bonds:** These bonds may be issued to finance or refinance the cost of acquiring real property or rights thereto for state roads or to finance or refinance the cost of state bridge construction. The bonds are payable primarily from motor and diesel fuel taxes and are secured by the full faith and credit of the state. After debt service and other obligations, the proceeds are deposited into the STTF.²⁸
- **The FDOT Financing Corporation:** The Florida Legislature created the non-profit corporation for the purpose of financing or refinancing transportation projects on behalf of the FDOT. A board of directors consisting of the director of the Office of Policy and Budget within the Executive Office of the Governor, the director of the Division of Bond Finance, and the FDOT secretary governs the corporation. The FDOT may enter into service contracts with the corporation in connection with projects approved in the FDOT's work program. Each service contract may have a term of up to 35 years. The corporation may issue and incur notes, bonds, certificates of indebtedness, and other obligations or evidences of indebtedness to finance or refinance projects in the FDOT's work program, and the FDOT makes payments on the indebtedness under the service contract. The indebtedness does not constitute a debt or obligation of the state or a pledge of the full faith and credit or taxing power of the state. Payment of obligations by the FDOT to the corporation are payable solely from amounts available in the STTF, subject to annual appropriation.²⁹
- **Public-private transportation facilities:** The FDOT is authorized to receive or solicit proposals and, with legislative approval as evidenced by approval of the project in the FDOT's work program, enter into agreements with private entities for the building, operation, ownership, or financing of transportation facilities. Under specified conditions, the FDOT may advance projects programmed in the adopted five-year work program or projects increasing transportation capacity and greater than \$500 million in the ten-year Strategic Intermodal Plan developed for the SIS using funds provided by public-private partnerships or private entities, to be reimbursed from FDOT funds for the project as programmed in the work program.³⁰

²⁵ Net cash to the FTE from operating activities in 2018 amounted to approximately \$682 million. *Supra* note 22 at p. 19.

²⁶ Section 338.2275(2), F.S.

²⁷ Section 338.223(4), F.S.

²⁸ Section 215.605, F.S.

²⁹ Section 339.0809, F.S.

³⁰ Section 334.30, F.S.

Other State Transportation Programs Benefiting Rural Areas

The focus on *transportation* infrastructure and uses evident in the SIS, the turnpike system, and in other funding mechanisms available to the FDOT is mirrored in FDOT-administered programs that are specifically aimed at certain small counties, or that otherwise provide significant benefits to rural areas.

Small County Road Assistance Program (SCRAP)

The FDOT administers the SCRAP to assist small county governments in resurfacing or reconstructing county roads that were part of the county road system on June 10, 1995.³¹ Counties eligible to compete for funding based on population include those with a population of 75,000 or less according to the 1990 federal census. Currently, those counties include Baker, Bradford, Calhoun, Columbia, DeSoto, Dixie, Flagler, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Highlands, Holmes, Jackson, Jefferson, Lafayette, Levy, Liberty, Madison, Nassau, Okeechobee, Putnam, Sumter, Suwannee, Taylor, Union, Wakulla, Walton, and Washington.

At a minimum, a small county is eligible only if the county has enacted the maximum rate of the local option fuel tax authorized by s. 336.025(a)(a), F.S.³² The 2019 tax rate for all counties in Florida will be at the maximum rate of 6 cents.³³ Therefore, the counties listed above are all eligible to compete for funding under the SCRAP.

In determining a county's eligibility, the FDOT is authorized to consider the extent to which the county has attempted to keep county roads in satisfactory condition and the extent to which the county has offered a match of local funds with SCRAP funds.

The primary consideration for prioritization of road projects under the SCRAP is the physical condition of the road as measured by the FDOT. Secondary criteria which the FDOT must consider include:

- Whether a road is used as an evacuation route,
- Whether a road has high levels of agricultural travel,
- Whether a road is considered a major arterial route,
- Whether a road is considered a feeder road,
- Whether a road is located in a fiscally constrained county, and
- Other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the FDOT.³⁴

³¹ Section 339.2816, F.S. Capacity improvements on county roads are not eligible for SCRAP funding, except where the department determines that widening of existing lanes as part of a resurfacing or reconstruction project is necessary to address safety concerns. *Supra* note 6 at p. 298.

³² That section authorizes local governments to levy a tax of 1 to 6 cents on every net gallon of motor and diesel fuel sold in a county and taxed under ch. 206, F.S.

³³ Office of Economic and Demographic Research, *Local Option Fuel Tax Levies on Motor Fuel in Florida's Counties, Local Fiscal Year Ending September 30, 2019*, available at <http://edr.state.fl.us/Content/local-government/data/data-a-to-z/g-l.cfm> under the heading "Local Option Fuel Taxes," *Realized and Unrealized Revenues by County: LFY 2005-2019* (last visited February 6, 2019.)

³⁴ Section 339.2816(4)(c), F.S.

Section 339.2816(3), F.S., authorizes use of up to \$25³⁵ million annually from the STTF to fund the program. Available funds are allocated to the FDOT districts based on the number of eligible counties. For example, if a district has ten counties eligible for SCRAP, and a total of 31 eligible counties statewide, then the district's allocation would be approximately 32.26% of the total available funding.³⁶

Small County Outreach Program (SCOP)

The SCOP program within the FDOT assists small counties in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstruction county roads, or constructing capacity or safety improvements to county roads.³⁷ Eligible counties include those with a population of 170,000 or less as determined by the most recent official estimate of the Office of Economic and Demographic Research. Currently, counties qualified to compete for SCOP funding based on population include the same counties now eligible to compete for SCRAP funding listed above, plus Citrus, Indian River, Martin, and Monroe Counties.

Again, in determining eligibility, the FDOT may consider the county's attempt to keep county roads in satisfactory condition, which under the SCOP may be evidenced by an established pavement management plan; and, again, the primary consideration for prioritization of road projects under the SCOP is the physical condition of the road as measured by the FDOT. Like the SCRAP, funds are allocated to the FDOT districts based on the number of eligible counties in the districts compared the number of eligible counties statewide. Similarly, but not identically to the SCRAP, secondary criteria which the FDOT may consider include:

- Whether a road is used as an evacuation route,
- Whether a road has high levels of agricultural travel,
- Whether a road is considered a major arterial route,
- Whether a road is considered a feeder road,
- Information as evidenced to the FDOT through an established pavement management plan, and
- Other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the FDOT.

The FDOT is required to fund 75 percent of the cost of projects on county roads selected for funding under the program,³⁸ and the county must provide 25 percent of such costs. Rural

³⁵ Additional funding has been provided to the SCRAP in the past. For example, the bill implementing the 2016-2017 General Appropriations Act authorized up to \$50 million to be used for the SCRAP. See SB 2502 (2016) at p. 77 available at <http://www.flsenate.gov/Session/Bill/2016/2502/BillText/e1/PDF> (last visited February 13, 2019). The 2018-2019 General Appropriations Act provided \$29,844,769 for the SCRAP. See Ch. 2018-9, L.O.F. at p. 275 available at http://laws.flrules.org/files/Ch_2018_009.pdf (last visited February 25, 2019.)

³⁶ *Supra* note 6 at p. 298.

³⁷ Section 339.2818(1), F.S.

³⁸ Section 339.2818(4)(a), F.S.

counties qualifying under the Rural Economic Development Initiative³⁹ may apply for a waiver or reduction of the required 25% local match.⁴⁰

Section 339.0801(4), F.S., allocates \$10 million annually for projects in the SCOP. The SCOP also statutorily receives a portion of documentary stamp tax proceeds distributed to the STTF under s. 201.15(4)(a)2., F.S.; a portion of revenues derived from the elimination of certain General Revenue service charges under s. 215.211(4), F.S., and a portion of motor vehicle tag and title fees generated by initial applications for registration under s. 320.072, F.S. Additionally, a designated municipality within a rural area of opportunity⁴¹ or a rural area of opportunity community⁴² may, under s. 339.2818(7), F.S., compete for any specific appropriation made in addition to funds annually appropriated for the SCOP.⁴³

Transportation Services for the Transportation Disadvantaged

The Legislature created the Transportation Disadvantaged (TD) Program in Part I of ch. 427, F.S., in 1979.⁴⁴ The TD Program coordinates a network of local and state programs providing transportation services for elderly, disabled, and low-income citizens. The program assists the transportation disadvantaged; that is, persons who, because of physical or mental disability, income status, or age is unable to transport himself or herself or to purchase transportation and is dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.⁴⁵ While not specifically aimed at rural communities, individuals residing in such areas do benefit from the TD program.

In 1989, the Legislature created the Commission for the Transportation Disadvantaged (Commission) as an independent entity within the Florida Department of Transportation. The purpose of the Commission is to accomplish the coordination of transportation services provided to the transportation disadvantaged. The goal of such coordination is to assure the cost-effective

³⁹ See s. 288.0656, F.S., for a full description of the REDI Program. Subsection (7) of that section authorizes waiver of criteria, requirements, or similar provisions of any economic development incentive, including but not limited to waivers of matching funds for transportation projects in the SCOP.

⁴⁰ *Supra* note 6 at p. 290.

⁴¹ A “rural area of opportunity” is a rural community, or a region composed of rural communities, designated by the Governor, which has been adversely affected by an extraordinary economic event, severe or chronic distress, or a natural disaster or that presents a unique economic development opportunity of regional impact. Section 288.0656(2)(d), F.S.

⁴² Section 288.9656(2)(e), F.S., defines “rural community” as:

- A county with a population of 75,000 or fewer,
- A county with a population of 125,000 or fewer which is contiguous to a county with a population of 75,000 or fewer,
- A municipality within a county described above, and
- An incorporated rural city with a population of 25,000 or fewer and an employment based focused on traditional agricultural or resource-based industries, located in a county not defined as rural, which has at least three or more specified economic distress factors verified by the Department of Economic Opportunity.

⁴³ See the FDOT’s Work Program Instructions, *supra* note 6 at p. 291. For the 2018-2019 fiscal year, the General Appropriations Act provided \$72,800,454 for the SCOP, \$15 million of which was appropriated for transportation projects within a rural area of economic opportunity. See Ch. 2018-9, L.O.F. at p. 275 available at http://laws.flrules.org/files/Ch_2018_009.pdf (last visited February 25, 2019.)

⁴⁴ 79-180, L.O.F.

⁴⁵ The program also assists children who are handicapped or high-risk or at-risk as defined in s. 411.202, F.S. Section 427.011(1), F.S.

provision of transportation by qualified community transportation coordinators⁴⁶ or transportation operators.⁴⁷ Individual rides may be provided, or individuals may use what is essentially a shared-ride service which, depending on location, may be provided using a fixed route transit or a paratransit (door-to-door) service.

Funds from the coordinated system⁴⁸ are used by many transportation disadvantaged individuals to subsidize the purchase of bus passes through various local transit authority programs. Of the 11.8 million trips in 2018, approximately 53 percent were funded in this fashion. According to the Commission, bus passes are the most cost-effective transportation method for people who are able to ride a bus and are in close proximity to a fixed route.⁴⁹ However, the remaining 47 percent of trips were provided by paratransit services, the most expensive means of transportation for people served by the coordinated system, at an average cost of \$24.14 per trip.⁵⁰ The Commission advises that paratransit services⁵¹ are the predominant service in Florida's rural areas.⁵² In these rural areas, an individual's particular disadvantage in the transportation arena may be compounded by relatively sparse population (often resulting in an absence of fixed-route bus or taxi services) and longer distances to and from a doctor's office, a grocery store, or a job.

Section 427.0159, F.S., established the Transportation Disadvantaged Trust Fund (TDTF). Funds deposited into the TDTF must be used to fund the administrative expenses and carry out the responsibilities of the Commission. That section authorizes the Commission to use funds in the trust fund to subsidize a portion of a transportation disadvantaged person's non-sponsored (for example, not paid for by Medicaid) transportation costs.

The primary statutory revenue source for the TDTF is a fee of \$1.50 for each initial and renewal registration of private autos and light trucks, which must be used as provided in the TD Program.⁵³ The trust fund also statutorily receives:

⁴⁶ A "community transportation coordinator" (CTC) is a transportation entity recommended by a metropolitan planning organization (MPO), or by the appropriate designated official planning agency in an area outside of an MPO, to ensure that coordinated transportation services are provided to the transportation disadvantaged population in a designated service area. Section 427.011(5), F.S. The role of a CTC may be filled by a local transit agency, by a contracted provider, by a regional nonprofit organization serving multiple counties, or by the local board of county commissioners. See the Florida Commission for the Transportation Disadvantaged website for a listing of CTCs by County available at <https://ctd.fdot.gov/ctcsbycounty.htm#34> (last visited February 25, 2019).

⁴⁷ A "transportation operator" is one or more public, private for-profit, or private nonprofit entities engaged by the community transportation coordinator to provide service to transportation disadvantaged persons pursuant to a coordinated system service plan. Section 427.011(6), F.S.

⁴⁸ The Commission reports that in fiscal year 2017-2018, local government was the largest contributor of revenues to the coordinated system, providing revenues reaching \$118 million. See Florida Commission for the Transportation Disadvantaged, *2018 Annual Performance Report*, January 1, 2019, at p. 7. (On file in the Senate Committee on Infrastructure and Security.)

⁴⁹ *Id.* at p. 8.

⁵⁰ *Id.*

⁵¹ These are services between specific origins and destinations selected by the individual user with such service being provided at a time that is agreed upon by the user and the service provider. Paratransit service may be provided by taxis, limousines, "dial-a-ride," buses, and other demand responsive operations characterized by their nonscheduled, non-fixed route. Section 427.011(9), F.S.

⁵² *Id.* Fixed-route and paratransit are not the only available service.

⁵³ Section 320.03(9), F.S.

- A \$5 portion of the \$15 fee for a temporary disabled parking permit, which must be used for matching grants to counties to improve transportation of persons who have disabilities,⁵⁴
- Voluntary contributions, which must be used as provided in the TD Program,⁵⁵ and
- An annual \$10 million from the proceeds of fees for original and duplicate certificates of title transferred from the STTF, which must be used as provided in the TD Program.⁵⁶

The TDTF receives additional amounts from the STTF, as reflected in the chart below.

As previously noted, the largest contributor of revenues to the coordinated system in fiscal year 2017-2018 was local government, providing revenues reaching \$118 million.⁵⁷ For the 2019-2020 fiscal year, the Commission reports⁵⁸ the following projections for funds to be deposited in the TDTF from *state* sources identified above:

Fiscal Year 2019-2020 Revenue Streams	
Source	Projection
Registration fees	\$22,311,506
Parking permits	\$361,213
Voluntary contributions	\$7,683
Original and duplicate certificates of title	\$10,000,000
STTF (Dedicated district revenue)	\$3,000,000
STTF (Public Transit Office)	\$3,000,000
STTF (Rural Capital Equipment)	\$1,400,000
STTF (15% of FDOT Public Transit Block Grant)	\$15,210,763
Interest	\$500,000
TOTAL	\$55,791,165

In addition to programs such as the TD Program, individuals in rural communities, and across the state, could benefit from development of a more robust workforce development program within the FDOT, designed to address the current construction labor shortage, enable the FDOT in efficient project delivery, and provide direct economic benefits to businesses and communities in which the FDOT constructs projects.

Workforce Development

The Department of Economic Opportunity (DEO) estimates that the highway, street, and bridge construction industry statewide will grow 8.75 percent over the next eight years. Strong growth in most of the key occupations in the industry’s workforce is expected over the same time, and

⁵⁴ Section 320.0848(3)(c)2., F.S.

⁵⁵ Section 320.02(15), F.S., requires the application form for motor vehicle registration to include language permitting a voluntary contribution of \$1 per applicant, which must be deposited into the Transportation Disadvantaged Trust Fund and used as provided in the TD Program.

⁵⁶ Section 339.0801(3), F.S.

⁵⁷ *Supra* note 48.

⁵⁸ See the Commission’s email to committee staff dated February 6, 2019. (On file in the Senate Infrastructure and Security Committee.)

this factor is a key indicator of future demand.⁵⁹ In 2018-2026 industry and occupational projections for the highway, street, and bridge construction industry, high potential gaps in the supply of available trained individuals are estimated to occur in the following occupations:

- Carpenters.
- First-line supervisors of construction trades and extraction workers.
- First-line supervisors of transportation and material-moving machine and vehicle operators.
- Mobile heavy equipment mechanics, except engines.
- Operating engineers and other construction equipment operators.
- Plumbers, pipefitters, and steamfitters.
- Structural iron and steel workers.
- Surveyors.

Less severe but still moderate potential gaps in available trained individuals also are estimated to occur for crane and tower operators and for electricians.⁶⁰

This labor shortage adds to the costs of infrastructure projects, and is compounded by emerging technologies in the transportation arena, particularly when such infrastructure is expanded beyond traditional transportation uses.

There is a need to better integrate technology and training into these emerging job trends which should be viewed at the local, state and regional levels as a true business approach. Looking at our future workforce needs with a technology, and [Internet of Things] lens is important for Florida to be at the forefront to ensure our workforce is competitive and addresses the needs of future growth and trends.⁶¹

The FDOT currently engages in workforce development services. As an example, the FDOT's District 7 is currently conducting a pilot program in coordination with community partners to identify and connect qualified workers, unemployed and underemployed, for projects such as the Gateway Expressway in Pinellas County, and to identify and recruit entry level workers in the Tampa Bay area, including on-the-job training. Candidates were just recently selected for the 30 openings in the program, which includes a week-long career training course.⁶²

Candidates with heavy construction experience were eligible for direct hire by the contractor performing construction on the Gateway Expressway and were not required to complete the course.⁶³ For candidates selected and successfully completing the course, the pilot program offered employment at a starting wage of \$14.50 per hour.⁶⁴

⁵⁹ See email to committee staff dated February 22, 2019. (On file in the Senate Infrastructure and Security Committee.)

⁶⁰ *Id.*

⁶¹ See Florida Chamber of Commerce, *2018 Infrastructure Coalition Report*, at p. 5, available at <https://www.flchamber.com/2018-infrastructure-coalition-report/> (last visited February 23, 2019).

⁶² Pinellas County Urban League, *Gateway Expressway Workforce Pilot Program*, available at <https://www.pcul.org/news/gateway-expressway-construction> (last visited February 23, 2019).

⁶³ See *Gateway Expressway Career Course Process for Community Partners* available at <https://drive.google.com/file/d/1ih3gGwjUSckGR49hZQZSvETaMRn3G1cy/view> (last visited February 25, 2019).

⁶⁴ *Id.*

Expansion of a more robust workforce development program within the FDOT, focused on training and recruiting workers to support construction of multiuse infrastructure and facilities accommodating emerging technologies, could facilitate creation of a better-trained workforce throughout the state, and particularly within communities in which the FDOT constructs projects.

Effect of Proposed Changes

Multi-use Corridors of Regional Economic Significance (M-CORES) Program (Section 1)

Section 1 of the proposed bill creates s. 338.2278, F.S., establishing the M-CORES Program within the FDOT. The stated purpose of the program is to revitalize rural communities, encourage job creation, and provide regional connectivity, while enhancing quality of life and public safety. The objective of the program is to advance construction of regional corridors that are intended to accommodate multiple modes of transportation *and multiple types of infrastructure*.

The intended benefits of the program include addressing such issues as:

- Hurricane evacuation;
- Congestion mitigation;
- Trade and logistics;
- Broadband, water, and sewer connectivity;
- Energy distribution;
- Autonomous, connected, shared, and electric vehicle technology;
- Other transportation modes, such as shared-use non-motorized trails and freight and passenger rail;
- Mobility as a service; and
- Availability of a trained workforce skilled in traditional and emerging technologies.

The proposed bill identifies the following three corridors comprising the M-CORES Program:

- Southwest-Central Florida Connector (Collier County to Polk County),
- Suncoast Connector (Citrus County to Jefferson County), and
- Northern Turnpike Connector (Northern terminus of the Florida Turnpike northwest to the Suncoast Parkway).⁶⁵

The proposed bill requires projects undertaken in the identified corridors to be tolled facilities, deems such projects as approved turnpike projects that are part of the turnpike system, and considers project facilities as SIS facilities. To the maximum extent feasible, the proposed bill requires corridor project construction to begin no later than December 31, 2022, with the corridors open to traffic no later than December 31, 2030.

The proposed bill requires the FDOT, during the project development phase, to identify opportunities to accommodate or co-locate multiple types of infrastructure addressing such issues identified as intended benefits above within or adjacent to the corridors. The FDOT is authorized to consult with the Departments of Environmental Protection, Economic Opportunity, Education, and Health, with water management districts, metropolitan planning organizations,

⁶⁵ Decisions on matters such as corridor configuration, project alignment, and interchange location and layout remain to be made during the course of project development.

and affected local governmental entities, or with any other appropriate stakeholders, as determined by the FDOT. The FDOT may also form a working group composed of appropriate entities and stakeholders to consider accommodation and co-location of such multiple types of infrastructure. Early identification of opportunities for accommodation or co-location of multiple types of infrastructure will facilitate achievement of the program's purposes and objectives.

Projects are subject to the FDOT's responsibilities for environmental review applicable under the National Environmental Policy Act.⁶⁶ Under, the proposed bill, the FDOT must otherwise perform a project evaluation that considers the following:

- Project purpose and need.
- An alternatives analysis.
- Existing conditions of the project area and potential impacts or enhancements the project may have on social, economic, cultural, natural, and connectivity issues and resources.
- Anticipated permits identified during the project development and environmental study.
- Opportunities for stakeholders and regulatory agency coordination.
- Public and agency comments and coordination.

At a minimum, the proposed bill requires project decisions on matters such as corridor configuration, project alignment, and interchange locations must be determined in accordance with applicable FDOT rules, policies, and procedures.

Projects in the corridors are generally subjected to the same review and development requirements and related processes as are currently applicable to the FDOT's projects, regardless of whether federal funds are used.

Subject to the economic and environmental feasibility statement requirements of s. 338.223, F.S., the proposed bill authorizes funding for M-CORES projects through turnpike revenue bonds,⁶⁷ right-of-way and bridge construction bonds, financing by the FDOT Financing Corporation, with advances from the STTF, through the use of public-private partnerships, or by any combination thereof.⁶⁸ The FDOT is also authorized to accept donations of land for use as transportation rights-of-way or to secure or use transportation rights-of-way for such projects.

To the extent legally available, any toll revenues from the turnpike system not required for payment of principal, interest, reserves, and other required deposits for bonds; costs of operations

⁶⁶ The act was enacted in 1969 "in response to public concern about the deteriorating quality of the "human" environment and the inadequate consideration of environmental impacts of major federal projects. The human environment encompasses the following areas: physical (geology, soils, air, water), biological (plants, animals), social (communities, economics), and cultural (archaeological and historic resources). The intent of NEPA is to ensure safe, healthful, productive, and esthetically and culturally pleasing surroundings. NEPA helps federal agencies incorporate these values into their programs by requiring them to give equal consideration to environmental factors, in addition to financial and technical factors, in their planning and decision-making processes. NEPA establishes a national policy for the protection and maintenance of the environment by providing a process which all federal agencies must follow." See FEMA, *National Environmental Policy Act*, Description and Intent, available at <https://www.fema.gov/office-environmental-planning-and-historic-preservation/national-environmental-policy-act> (last visited February 23, 2019.) Responsibilities relating to the required reviews under the act are delegated to the FDOT under federal law. See s. 334.044(34), F.S.

⁶⁷ Discussed above under the "Florida's Turnpike System" heading.

⁶⁸ All discussed above under the "Other Available Funding Mechanisms" heading.

and maintenance; other contractual obligations; or system improvement project costs must be used to repay to the STTF advances made from that fund.

In accordance with existing authority, the Division of Bond Finance is authorized to issue right-of-way and bridge construction bonds, turnpike revenue bonds, and Florida Department of Transportation Financing Corporation bonds to finance projects in the M-CORES Program, as provided in the State Bond Act.

Traditional transportation functions of a highway corridor, such as hurricane evacuation, congestion mitigation, and intermodal connection, may be expected to improve both regionally and locally in communities where projects are constructed. Preparation for emerging transportation strategies, such as provision for autonomous, connected and shared vehicle technologies, may all be planned for and constructed within the same transportation corridor, along with more non-traditional functions, such as broadband connectivity, providing opportunities for a broad range of services, such as educational, employment, and health care resources.

Projects ultimately to be constructed in the corridors will be tolled facilities and part of the turnpike system. If projects in the corridors are determined to be economically and environmentally feasible and are consistent to the maximum extent feasible with the appropriate approved local government comprehensive plans, the projects would be included in the FDOT's tentative work program. Upon legislative approval of the projects in the tentative work program, issuance of turnpike revenue bonds would be authorized to pay all or any part of the legislatively approved turnpike projects, subject to the restriction limiting the amount of bonds that may be outstanding for approved turnpike projects to \$10 billion. The principal and interest on any turnpike revenue bonds issued for these projects would be payable solely from revenues pledged for their repayment.

Additional mechanisms would be authorized for use in funding construction of the projects, including right-of-way and bridge construction bonds; financing by the Florida Department of Transportation Financing Corporation; advances from the STTF (which must be re-paid from turnpike system revenues not required for debt service on the bonds, operations and maintenance costs, other contractual obligations, or system improvement project costs); financing through the use of public-private partnerships, or by any combination of these mechanisms. Projects undertaken in the corridors would also be eligible for SIS funding.

Increased Revenues to the STTF – Motor Vehicle License Taxes (Sections 1 and 3)

Present Situation

Section 320.08, F.S., imposes annual license taxes for the operation of motor vehicles, mopeds, motorized bicycles, tri-vehicles, and mobile homes. For certain vehicles, a portion of the tax is currently deposited into the General Revenue Fund. The table below shows the tax (or range of taxes) imposed for the specified vehicle type, and the portions (or range of portions) of the tax that are currently deposited into the General Revenue Fund.

Sources of Increased Revenues from Motor Vehicle License Taxes		
General Revenue Deposits		
Vehicle Type	Tax	GR Deposit
Ancient or antique motorcycle	\$7.50	\$2.50
Heavy trucks and truck tractors	\$60.75 to \$1,080 according to vehicle weight	\$15.75 to \$343
Semitrailers	\$13.50 annual or \$68 permanent	\$3.50 or \$18
Wreckers	\$41 to \$1,322 depending on use	\$11 to \$343
Hearse or ambulance	\$40.50	\$10.50
Motor vehicles for-hire	\$17 plus \$1.50 per cwt ⁶⁹	\$5
Trailers for private use	\$6.75 or \$3.50 depending on weight	\$1.75 or \$.25
Trailers for hire	\$3.50 or \$13.50, depending on weight, plus \$1.50 per cwt	\$1.50 or \$4
Travel trailer or fifth-wheel 35' max	\$27	\$7
Camping trailer	\$13.50	\$3.50
Motor home or private motor coach	\$27 to \$47.25 depending on weight	\$7 or \$12.25
Dealer & manufacturer license plates	\$17	\$4.50
Exempt of official license plate	\$4	\$1
Locally operated motor vehicles for hire	\$17 plus \$2 per cwt	\$5
Transporter license plate	\$101.25	\$26.25

Section 320.20, F.S., governs the current distribution of revenue derived from the registration of motor vehicles. After state constitutionally required distributions to education (the district Capital Outlay and Debt Service School Trust Fund), statutorily required distribution of \$25 million annually to the STTF for priority completion of the interstate highway system and general transportation purposes, and for annual funding for the Florida Seaport Transportation and Economic Development Program and seaport intermodal access projects of statewide significance, s. 320.20(5)(a), F.S., requires the remainder of revenues derived from motor vehicle registration to be deposited into the STTF,⁷⁰ with one exception.⁷¹

⁶⁹ “Cwt” means the weight per hundred pounds, or major fraction thereof, of a motor vehicle. Section 320.20(8), F.S.

⁷⁰ Section 320.20(5)(a), F.S.

⁷¹ Current law requires the Chief Financial Officer (CFO) to deposit each month into the STTF an amount which, when added to such remaining revenues, will equal one-twelfth of the amount of the anticipated annual revenues to be deposited into the STTF. In any month in which the remaining revenues derived from registration exceed the one-twelfth measure, as determined by the CFO, the excess must be credited to those state funds in the State Treasury from which the amount was originally drawn, up to the amount deposited into the STTF. A final adjustment must be made in the last months of a fiscal year so that the total revenue deposited into the STTF each year equals the amount derived from the registration of motor

Effect of Proposed Changes

Section 3 of the proposed bill amends s. 320.08, F.S., removing the distribution to the General Revenue Fund of the specified portions of revenue derived from registration of the identified vehicles, resulting in increased deposits into the STTF. Deposits into the General Revenue Fund would decrease and end altogether, as seen in the chart below.

Section 1 of the proposed bill requires a phased-in schedule of distribution of the increased revenues resulting from the revisions to s. 320.08, F.S., to the STTF and to the General Revenue Fund, as reflected in the table below:

Phased-In Schedule of Distribution Revenues from Motor Vehicle License Taxes		
Fiscal Year	STTF	GR Fund
2019-2020	\$45 million	\$82.8 million ⁷²
2020-2021	\$90 million	\$41.2 million ⁷³
2021-2022 and thereafter	\$135 million ⁷⁴	\$0

The proposed bill requires allocation of the amounts retained in the STTF for use in the M-CORES Program, the SCRAP, the SCOP, the Transportation Disadvantaged Program, and for the newly-created workforce development program within FDOT, as reflected in the table below:

Allocation of Amounts Retained in the State Transportation Trust Fund					
Fiscal Year	M-CORES	SCRAP	SCOP	TDTF	Workforce Dev. ⁷⁵
2019-2020	\$12.5 million	\$10 million	\$10 million	\$10 million	\$2.5 million
2020-2021	\$57.5 million	\$10 million	\$10 million	\$10 million	\$2.5 million
2021-2022 and thereafter ⁷⁶	\$102.5 million	\$10 million	\$10 million	\$10 million	\$2.5 million
2022-2023 and thereafter ⁷⁷	\$109 million	\$10 million	\$10 million	\$10 million	\$0

vehicles, less the amount of constitutionally required distributions to education (the district Capital Outlay and Debt Service School Trust Fund). This process is referred to as “revenue smoothing.” Section 320.20.(5)(b) and (c), F.S.

⁷² These amounts are estimates only. Actual collections in Fiscal Year 2017-2018 were \$121.2 million, and the forecast for Fiscal Year 2019-2020 is \$127.8 million. The annual growth rate of revenues is estimated at around 2.65 percent. See the email to Senate Infrastructure and Security Staff dated January 23, 2019. (On file in the Senate Infrastructure and Security Committee.)

⁷³ *Id.*

⁷⁴ *Id.*

⁷⁵ See the “Workforce Development” heading below for program details and requirements contained in the proposed bill.

⁷⁶ *Id.*

⁷⁷ *Id.*

The allocated funds are in addition to any other statutory funding allocations provided by law. The FDOT is also authorized, in its discretion and for hurricane impacted counties, to waive consideration of local matching funds under the SCRAP and may waive the match requirement under the SCOP, for projects funded by the program allocations in the proposed bill.

The proposed bill also requires that in each fiscal year in which funding provided for the SCRAP, the SCOP, the TD Trust Fund, or the workforce development program is not committed by the end of each fiscal year, the FDOT must use such uncommitted funds to fund M-CORES Program projects. The proposed bill also authorizes amendment of the FDOT's adopted work program to implement this provision.⁷⁸

Additional Revenues to the M-CORES Program (Sections 4 and 5)

Present Situation

In addition to the funding sources for the turnpike system discussed above, s. 339.0801(2), F.S., requires that \$35 million be transferred⁷⁹ from the STTF to the FTE, to be used for feeder roads,⁸⁰ structures, interchanges, appurtenances, and other rights to create or facilitate access to the existing turnpike system.

Effect of Proposed Changes

Section 5 of the proposed bill amends s. 339.0801(2), F.S., retaining the current \$35 million in annual funding to the FTE for each of the 2019-2020, 2020-2021, and 2021-2022 fiscal years. Beginning with the 2022-2023 fiscal year, the proposed bill annually transfers the same amount to the FTE, to be used in accordance with M-CORES Program requirements, but with preference for feeder roads, structures, interchanges, appurtenances, and other rights to create or facilitate access to the existing turnpike system.

Section 4 of the proposed bill creates s. 339.1373, F.S., directing the FDOT to:

- Allocate sufficient funds to implement the M-CORES Program,
- Develop a plan to expend the revenues as specified in new s. 338.2278, F.S.,
- Amend the current tentative work program for the time period 2019-2020 through 2023-2024 prior to adoption to include projects funded in the program, and
- Submit a budget amendment pursuant to s. 339.135(7), F.S., requesting budget authority needed to implement the M-CORES Program.

This section of the proposed bill also requires the FDOT to use the increased revenues to the STTF, derived from the re-direction of distributions of revenue from motor vehicle registrations, to fund the M-CORES, SCRAP, SCOP, TD and workforce development programs as specified in the proposed bill.

⁷⁸ See s. 339.175(7), F.S., for a description of the process for amending of the FDOT's adopted work program.

⁷⁹ These transfers began in the 2013-2014 fiscal year and are to be made annually for up to 30 years thereafter.

⁸⁰ *Supra* note 17.

FDOT Workforce Development (Section 2)

Present Situation

As previously noted, research reveals an ongoing and projected highway, street, and bridge construction workforce shortage in this state that may be facilitated by creation of a statewide workforce development program within the FDOT that builds on its existing workforce services.

Effect of Proposed Changes

Section 2 of the proposed bill amends s. 334.044, F.S., including in the FDOT's general powers and duties the provision of a road and bridge construction workforce development program,⁸¹ for construction of projects designated in the FDOT's work program. For each of fiscal years 2019-2020, 2020-2021, and 2021-2022, the proposed bill allocates \$2.5 to the STTF to fund the program. The program is not repealed when the dedicated funding ceases but remains authorized in statute, and may be administered by the FDOT to the extent that future funding resources are available.

The stated intent of the program is to provide direct economic benefits to communities in which the FDOT is constructing infrastructure projects, and to promote employment opportunities, including within areas of low income and high unemployment. The program is to serve as a tool to address the construction labor shortage by recruiting and building a pipeline of skilled workers for multiuse infrastructure projects, to increase the likelihood of FDOT projects remaining on time and within budget.

The FDOT is directed to merge any of its existing workforce services into the program to better integrate these services into a more robust program. The FDOT is authorized to administer workforce development contracts with consultants and non-profit entities, such as local community partners, state colleges, and technical institutions or centers. These entities, as specified in a contract with the FDOT, are deemed to have the primary purposes of providing:

- Workforce recruitment;
- Training curriculum for the FDOT's road and bridge construction and corridor projects; and
- Providing support services to remove barriers to work.

The FDOT must develop performance and outcome metrics to ensure accountability and measure the benefits and cost-effectiveness of the program and, by June 30, 2020, and annually thereafter, provide a report to the Governor, Senate President, and House Speaker detailing the results of its findings and containing recommendations, if any, relating to future program refinements.

Mitigation of the existing highway construction labor shortage may occur as a result of the FDOT implementing a more robust workforce development program, providing increased employment opportunities and reducing costs for businesses and for the state and local governments.

⁸¹ The proposed bill directs the FDOT to consult with affected stakeholders.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

D. State Tax or Fee Increases:

None.

E. Other Constitutional Issues:

None.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

The General Revenue Fund would be reduced by the amounts currently deposited into that fund from motor vehicle license taxes under s. 320.08, F.S., and the STTF would be increased by corresponding amounts, as follows:

Phased-In Schedule of Distribution Revenues from Motor Vehicle License Taxes		
Fiscal Year	STTF	GR Fund
2019-2020	\$45 million	\$82.8 million ⁸²
2020-2021	\$90 million	\$41.2 million ⁸³
2021-2022 and thereafter	\$135 million ⁸⁴	\$0

The amounts deposited into the General Revenue Fund through fiscal year 2020-2021 become non-recurring funds.

Beginning with the 2021-2022 fiscal year, the General Revenue Fund would no longer receive any portion of the motor vehicle license taxes imposed under s. 320.08, F.S.

⁸² These amounts are estimates only. Actual collections in Fiscal Year 2017-2018 were \$121.2 million, and the forecast for Fiscal Year 2019-2020 is \$127.8 million. The annual growth rate of revenues is estimated at around 2.65 percent. *See* the email to Senate Infrastructure and Security Staff dated January 23, 2019. (On file in the Senate Infrastructure and Security Committee.)

⁸³ *Id.*

⁸⁴ *Id.*

Thereafter, all of the proceeds from such taxes, after Constitutionally required distributions to education, to the STTF for the interstate highway system and general transportation purposes, and for annual funding for the Florida Seaport Transportation and Economic Development Program and seaport intermodal access projects of statewide significance, would be redirected to the STTF under existing s. 320.20(5)(a), F.S.⁸⁵

The proceeds of the taxes redirected into the STTF would then be allocated to the M-CORES Program, the SCRAP, the SCOP, the TDTF, and the FDOT workforce development program, to be used as specified in the proposed bill, as follows:

Allocation of Amounts Retained in the State Transportation Trust Fund					
Fiscal Year	M-CORES	SCRAP	SCOP	TDTF	Workforce Dev. ⁸⁶
2019-2020	\$12.5 million	\$10 million	\$10 million	\$10 million	\$2.5 million
2020-2021	\$57.5 million	\$10 million	\$10 million	\$10 million	\$2.5 million
2021-2022 and thereafter ⁸⁷	\$102.5 million	\$10 million	\$10 million	\$10 million	\$2.5 million
2022-2023 and thereafter ⁸⁸	\$109 million	\$10 million	\$10 million	\$10 million	\$0

B. Private Sector Impact:

The traveling public, including individuals residing in rural areas, may benefit from increased transportation options resulting from construction of projects in the identified corridors, as well as other traditional transportation functions, such as improved hurricane evacuation, congestion mitigation, and energy distribution; and from opportunities for other transportation modes, such as passenger rail and shared-use trails. Preparation for emerging technologies such as autonomous, connected, shared, and electric vehicle technology, including the option to obtain transportation mobility services on-demand and online, may also benefit users of the new facilities as more such vehicles are deployed in the state. Transportation disadvantaged persons may benefit from increased opportunities for mobility services provided under the TD Program.

Businesses may benefit from improved trade and logistics options, such as freight rail and potential connections to facilities such as intermodal logistic centers, as well as improved possibilities for business site selection due to availability of broadband access in the corridors. Construction businesses may experience improved employee recruitment as a

⁸⁵ With the exception of “revenue smoothing.” *Supra* note 71.

⁸⁶ See the “Workforce Development” heading below for program details and requirements contained in the proposed bill.

⁸⁷ *Supra* note 81.

⁸⁸ *Id.*

result of the workforce development program. To the extent that the proposed bill enables businesses to grow, this could increase economic activity in both urban and rural areas of the state.

Individuals residing in rural areas may benefit from improvement to local roads as a result of increased funding to the SCRAP and the SCOP, particularly those impacted by hurricanes. Increased access to facilities that include services such as broadband access may provide improved opportunities for education, skills training, and host of other services available online. Such individuals may also benefit from improved water and sewer connectivity. Individuals statewide, as well as those residing in communities affected by such projects, may benefit from opportunities for workforce training and ultimate employment. All of these benefits may generally enhance the quality of life for individuals residing in rural areas.

C. Government Sector Impact:

Project development is yet to occur and decisions related to necessary financing mechanisms for the projects are yet to be formulated. The proposed bill authorizes funding for M-CORES projects through turnpike revenue bonds, right-of-way and bridge construction bonds, financing by the FDOT Financing Corporation, with advances from the STTF, through the use of public-private partnerships, or by any combination thereof.

General improvement in operation and efficiency of the state's transportation system would be expected to occur, particularly with respect to matters such as hurricane evacuation, congestion mitigation, and intermodal transportation options. Transportation infrastructure broadened to include other essential services such as broadband, water, and sewer connectivity may generally improve quality of life in the state and attract new, or facilitate growth of, business opportunities. An available pool of individuals trained with the skills necessary to construct facilities, both traditionally and in light of the broader view of infrastructure, may reduce costs by facilitating completion of construction projects within budget and on time.

The fiscal impact to local revenues and expenditures is indeterminate. However, increased funding to the SCRAP and the SCOP is expected to assist smaller local governments with improvements to local roads, particularly in those counties impacted by hurricanes. Local governments affected by projects in the corridors may benefit from improved transportation and related functions, including funding for facilities that improve connectivity with other highways and modes of transportation, but also from improved ability to provide essential services, such as water and sewer connectivity.

Local governments may also experience improved ability to attract business investment in their respective communities, facilitated by the presence of services critical to such businesses, such as broadband access and opportunities for increased trade. Increased business and employment opportunities may facilitate economic development, resulting in growth of local tax bases.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Statutes Affected:

This proposed bill substantially amends the following sections of the Florida Statutes: 320.08, 334.044, and 339.0801.

This proposed bill creates the following sections of the Florida Statutes: 338.2278 and 339.1373.

IX. Additional Information:

A. Committee Substitute – Statement of Changes:

(Summarizing differences between the Committee Substitute and the prior version of the bill.)

None.

B. Amendments:

None.

FOR CONSIDERATION By the Committee on Infrastructure and Security

596-02150C-19

20197068pb

1 A bill to be entitled
 2 An act relating to transportation; creating s.
 3 338.2278, F.S.; creating the Multi-use Corridors of
 4 Regional Economic Significance Program within the
 5 Department of Transportation; providing the purpose of
 6 the program; specifying the corridors included in the
 7 program; specifying that projects undertaken in the
 8 corridors are tolled facilities and certain approved
 9 turnpike projects, and are considered as Strategic
 10 Intermodal System facilities; requiring the department
 11 to identify certain opportunities to accommodate or
 12 co-locate multiple types of infrastructure-addressing
 13 issues during the project development phase; requiring
 14 the department to consult with certain entities;
 15 authorizing the department to form a certain working
 16 group; authorizing sources of funding for the
 17 projects; authorizing the department to accept certain
 18 donations of land for the projects; requiring that
 19 certain toll revenues from the turnpike system be used
 20 to repay advances received from the State
 21 Transportation Trust Fund; providing requirements for
 22 the department relating to certain delegated
 23 responsibilities; requiring the department to perform
 24 a specified project evaluation on certain projects;
 25 requiring that certain decisions on projects be
 26 determined in accordance with applicable department
 27 rules, policies, and procedures; authorizing the
 28 Division of Bond Finance, on behalf of the department,
 29 to issue certain bonds to finance projects in the

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30 program, as provided in the State Bond Act; providing
 31 specified dates for the construction of the projects
 32 and opening of the corridors; providing for specified
 33 transfers from the State Transportation Trust Fund to
 34 the General Revenue Fund; providing for specified
 35 allocations of such transfers; providing that
 36 allocated funds are in addition to any other statutory
 37 funding allocations; requiring that specified
 38 uncommitted funds be used by the department to fund
 39 program projects; authorizing the adopted work program
 40 to be amended to transfer funds between appropriations
 41 categories or to increase an appropriation category
 42 for a certain purpose; authorizing the department to
 43 waive consideration of certain matching funds relating
 44 to specified programs for hurricane-impacted counties
 45 with respect to certain project awards; amending s.
 46 334.044, F.S.; requiring that the department, in
 47 consultation with affected stakeholders, provide a
 48 road and bridge construction workforce development
 49 program for construction of projects designated in the
 50 department's work program; providing intent for the
 51 workforce development program; providing requirements
 52 for the department and the program; authorizing the
 53 department to administer certain workforce development
 54 contracts with consultants and nonprofit entities;
 55 providing primary purposes for such entities;
 56 requiring the department to prepare and provide a
 57 certain report to the Governor and Legislature by a
 58 specified date; amending s. 320.08, F.S.; deleting a

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59 requirement that specified fees from annual license
 60 taxes be deposited into the General Revenue Fund;
 61 creating s. 339.1373, F.S.; requiring that the
 62 department allocate sufficient funds to implement the
 63 Multi-use Corridors of Regional Economic Significance
 64 Program, develop a plan to expend revenues, and, prior
 65 to its adoption, amend the current tentative work
 66 program for specified fiscal years to include program
 67 projects; requiring the department to submit a certain
 68 budget amendment; requiring that specified increases
 69 in revenue to the State Transportation Trust Fund be
 70 used by the department to fund the Multi-use Corridors
 71 of Regional Economic Significance Program; amending s.
 72 339.0801, F.S.; limiting to specified fiscal years a
 73 previously authorized transfer of funds to Florida's
 74 Turnpike Enterprise; requiring that, beginning with a
 75 specified fiscal year, such transfer be allocated for
 76 a certain purpose with certain specified preferences;
 77 providing effective dates.

78
 79 Be It Enacted by the Legislature of the State of Florida:

80
 81 Section 1. Section 338.2278, Florida Statutes, is created
 82 to read:

83 338.2278 Multi-use Corridors of Regional Economic
 84 Significance Program.—

85 (1) There is created within the department the Multi-use
 86 Corridors of Regional Economic Significance Program. The purpose
 87 of the program is to revitalize rural communities, encourage job

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88 creation, and provide regional connectivity, while leveraging
 89 technology and enhancing quality of life and public safety. The
 90 objective of the program is to advance the construction of
 91 regional corridors that are intended to accommodate multiple
 92 modes of transportation and multiple types of infrastructure.
 93 The intended benefits of the program include, but are not
 94 limited to, addressing issues such as:

95 (a) Hurricane evacuation.

96 (b) Congestion mitigation.

97 (c) Trade and logistics.

98 (d) Broadband, water, and sewer connectivity.

99 (e) Energy distribution.

100 (f) Autonomous, connected, shared, and electric vehicle
 101 technology.

102 (g) Other transportation modes, such as shared-use
 103 nonmotorized trails and freight and passenger rail.

104 (h) Mobility as a service.

105 (i) Availability of a trained workforce skilled in
 106 traditional and emerging technologies.

107 (2) The program is composed of all of the following
 108 corridors:

109 (a) Southwest-Central Florida Connector, extending from
 110 Collier County to Polk County.

111 (b) Suncoast Connector, extending from Citrus County to
 112 Jefferson County.

113 (c) Northern Turnpike Connector, extending from the
 114 northern terminus of the Florida Turnpike northwest to the
 115 Suncoast Parkway.

116 (3) (a) Projects undertaken in the corridors identified in

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117 subsection (2) are tolled facilities and approved turnpike
 118 projects that are part of the turnpike system, and are
 119 considered as Strategic Intermodal System facilities.

120 (b) During the project development phase, the department
 121 shall identify opportunities to accommodate or co-locate
 122 multiple types of infrastructure-addressing issues, such as
 123 those identified in subsection (1), within or adjacent to the
 124 corridors. The department shall consult with the Department of
 125 Environmental Protection, the Department of Economic
 126 Opportunity, the Department of Education, the Department of
 127 Health, water management districts, metropolitan planning
 128 organizations, affected local governmental entities, or any
 129 other appropriate stakeholders, as determined by the department.
 130 The department may form a working group composed of the
 131 appropriate entities and stakeholders to consider accommodation
 132 or co-location of such multiple types of infrastructure.

133 (4) (a) Subject to the economic and environmental
 134 feasibility statement requirements of s. 338.223, projects may
 135 be funded through turnpike revenue bonds or right-of-way and
 136 bridge construction bonds or financing by the Florida Department
 137 of Transportation Financing Corporation; by advances from the
 138 State Transportation Trust Fund; with funds obtained through the
 139 creation of public-private partnerships; or any combination
 140 thereof. The department also may accept donations of land for
 141 use as transportation rights-of-way or to secure or use
 142 transportation rights-of-way for such projects in accordance
 143 with s. 337.25. To the extent legally available, any toll
 144 revenues from the turnpike system not required for payment of
 145 principal, interest, reserves, or other required deposits for

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146 bonds; costs of operations and maintenance; other contractual
 147 obligations; or system improvement project costs must be used to
 148 repay advances received from the State Transportation Trust
 149 Fund.

150 (b)1. Projects undertaken under this section are subject to
 151 the department's delegated responsibilities under s. 334.044(34)
 152 for environmental review, consultation, or other action required
 153 under any federal environmental law applicable to review or
 154 approval of such projects. For projects that do not receive
 155 federal aid or projects that do not require federal action, the
 156 department must perform a project evaluation that considers the
 157 following:

158 a. Project purpose and need.

159 b. An alternatives analysis.

160 c. Existing conditions of the project area and potential
 161 impacts or enhancements the project may have on social,
 162 economic, cultural, natural, and connectivity issues and
 163 resources.

164 d. Anticipated permits identified during the project
 165 development and environmental study.

166 e. Opportunities for stakeholder and regulatory agency
 167 coordination.

168 f. Public and agency comments and coordination.

169 2. At a minimum, for projects constructed under this
 170 section, decisions on matters such as corridor configuration,
 171 project alignment, and interchange locations must be determined
 172 in accordance with applicable department rules, policies, and
 173 procedures.

174 (5) In accordance with ss. 337.276, 338.227, and 339.0809,

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175 the Division of Bond Finance may issue on behalf of the
 176 department right-of-way and bridge construction bonds, turnpike
 177 revenue bonds, and Florida Department of Transportation
 178 Financing Corporation bonds to finance program projects, as
 179 provided in the State Bond Act.

180 (6) To the maximum extent feasible, construction of the
 181 projects shall begin no later than December 31, 2022, with the
 182 corridors open to traffic no later than December 31, 2030.

183 (7) Funds that result from increased revenues to the State
 184 Transportation Trust Fund derived from the amendments to s.
 185 320.08 made by this act and deposited into the fund pursuant to
 186 s. 320.20(5)(a) must be used as follows:

187 (a) For the 2019-2020 fiscal year, \$45 million shall be
 188 retained in the State Transportation Trust Fund, and the
 189 remaining funds shall be transferred to the General Revenue
 190 Fund.

191 (b) For the 2020-2021 fiscal year, \$90 million shall be
 192 retained in the State Transportation Trust Fund, and the
 193 remaining funds shall be transferred to the General Revenue
 194 Fund.

195 (c) For the 2021-2022 fiscal year and each fiscal year
 196 thereafter, all of the funds shall be retained in the State
 197 Transportation Trust Fund.

198 (8) The amounts identified in subsection (7) by fiscal year
 199 shall be allocated as follows:

200 (a) For the 2019-2020 fiscal year, to the:

- 201 1. Multi-use Corridors of Regional Economic Significance
 202 Program, \$12.5 million, to be used as specified in this section;
 203 2. Small County Road Assistance Program, \$10 million, to be

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204 used as specified in s. 339.2816, with preference to projects in
 205 counties impacted by hurricanes;

206 3. Small County Outreach Program, \$10 million, to be used
 207 as specified in s. 339.2818, with preference to projects in
 208 counties impacted by hurricanes;

209 4. Transportation Disadvantaged Trust Fund, \$10 million, to
 210 be used as specified in s. 427.0159; and

211 5. Workforce development program, \$2.5 million, to be used
 212 as specified in s. 334.044(35).

213 (b) For the 2020-2021 fiscal year, to the:

214 1. Multi-use Corridors of Regional Economic Significance
 215 Program, \$57.5 million, to be used as specified in this section;

216 2. Small County Road Assistance Program, \$10 million, to be
 217 used as specified in s. 339.2816, with preference to projects in
 218 counties impacted by hurricanes;

219 3. Small County Outreach Program, \$10 million, to be used
 220 as specified in s. 339.2818, with preference to projects in
 221 counties impacted by hurricanes;

222 4. Transportation Disadvantaged Trust Fund, \$10 million, to
 223 be used as specified in s. 427.0159; and

224 5. Workforce development program, \$2.5 million, to be used
 225 as specified in s. 334.044(35).

226 (c) For the 2021-2022 fiscal year, to the:

227 1. Multi-use Corridors of Regional Economic Significance
 228 Program, \$97.5 million, to be used as specified in this section;

229 2. Small County Road Assistance Program, \$10 million, to be
 230 used as specified in s. 339.2816, with preference to projects in
 231 counties impacted by hurricanes;

232 3. Small County Outreach Program, \$10 million, to be used

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233 as specified in s. 339.2818, with preference to projects in
 234 counties impacted by hurricanes;
 235 4. Transportation Disadvantaged Trust Fund, \$10 million, to
 236 be used as specified in s. 427.0159; and
 237 5. Workforce development program, \$2.5 million, to be used
 238 as specified in s. 334.044(35).
 239 (d) For the 2022-2023 fiscal year and each fiscal year
 240 thereafter, to the:
 241 1. Small County Road Assistance Program, \$10 million, to be
 242 used as specified in s. 339.2816, with preference to projects in
 243 counties impacted by hurricanes;
 244 2. Small County Outreach Program, \$10 million, to be used
 245 as specified in s. 339.2818, with preference to projects in
 246 counties impacted by hurricanes; and
 247 3. Transportation Disadvantaged Trust Fund, \$10 million, to
 248 be used as specified in s. 427.0159.
 249 The remaining funds under this paragraph shall be used for the
 250 Multi-use Corridors of Regional Economic Significance Program,
 251 as specified in this section.
 252 (e) The funds allocated as provided in this subsection
 253 shall be in addition to any other statutory funding allocations
 254 provided by law.
 255 (f) In each fiscal year in which funding provided under
 256 this subsection for the Small County Road Assistance Program,
 257 the Small County Outreach Program, the Transportation
 258 Disadvantaged Trust Fund, or the workforce development program
 259 is not committed by the end of each fiscal year, such
 260 uncommitted funds shall be used by the department to fund Multi-
 261

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262 use Corridors of Regional Economic Significance Program
 263 projects. As provided in s. 339.135(7), the adopted work program
 264 may be amended to transfer funds between appropriations
 265 categories or to increase an appropriation category to implement
 266 this paragraph.
 267 (9) The department, in its discretion and for hurricane-
 268 impacted counties, may waive consideration of local matching
 269 funds under s. 339.2816, relating to the Small County Road
 270 Assistance Program, and may waive the match requirement of s.
 271 339.2818, relating to the Small County Outreach Program, with
 272 respect to project awards funded by the allocations to those
 273 programs provided in this section.
 274 Section 2. Subsection (35) is added to section 334.044,
 275 Florida Statutes, to read:
 276 334.044 Powers and duties of the department.—The department
 277 shall have the following general powers and duties:
 278 (35) To provide a road and bridge construction workforce
 279 development program, in consultation with affected stakeholders,
 280 for construction of projects designated in the department's work
 281 program.
 282 (a) The workforce development program is intended to
 283 provide direct economic benefits to communities in which the
 284 department is constructing infrastructure projects and to
 285 promote employment opportunities, including within areas of low
 286 income and high unemployment.
 287 (b) The department shall merge any of its own existing
 288 workforce services into the program to better integrate these
 289 services into a more robust workforce development program. The
 290 workforce development program must serve as a tool to address

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291 the construction labor shortage by recruiting and developing a
 292 group of skilled workers for infrastructure projects to increase
 293 the likelihood of department projects remaining on time and
 294 within budget.

295 (c) To accomplish these activities, the department may
 296 administer workforce development contracts with consultants and
 297 nonprofit entities, such as local community partners, state
 298 community colleges, and technical institutions or centers. These
 299 entities, as specified in a contract with the department, shall
 300 have the primary purposes of providing all of the following:

301 1. Workforce recruitment.

302 2. Training curriculum for the department's road and bridge
 303 construction projects which includes both traditional and
 304 emerging construction methods and skills needed to construct
 305 multiuse infrastructure and facilities accommodating emerging
 306 technologies.

307 3. Support services to remove barriers to work.

308 (d) The department shall develop performance and outcome
 309 metrics to ensure accountability and to measure the benefits and
 310 cost-effectiveness of the program. By June 30, 2020, and
 311 annually thereafter, the department shall prepare and provide a
 312 report to the Governor, President of Senate, and Speaker of the
 313 House of Representatives detailing the results of its findings
 314 and containing any recommendations relating to future program
 315 refinements.

316 Section 3. Subsections (1), (4) through (9), and (12)
 317 through (15) of section 320.08, Florida Statutes, are amended to
 318 read:

319 320.08 License taxes.—Except as otherwise provided herein,

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320 there are hereby levied and imposed annual license taxes for the
 321 operation of motor vehicles, mopeds, motorized bicycles as
 322 defined in s. 316.003(4), tri-vehicles as defined in s. 316.003,
 323 and mobile homes as defined in s. 320.01, which shall be paid to
 324 and collected by the department or its agent upon the
 325 registration or renewal of registration of the following:

326 (1) MOTORCYCLES AND MOPEDS.—

327 (a) Any motorcycle: \$10 flat.

328 (b) Any moped: \$5 flat.

329 (c) Upon registration of a motorcycle, motor-driven cycle,
 330 or moped, in addition to the license taxes specified in this
 331 subsection, a nonrefundable motorcycle safety education fee in
 332 the amount of \$2.50 shall be paid. The proceeds of such
 333 additional fee shall be deposited in the Highway Safety
 334 Operating Trust Fund to fund a motorcycle driver improvement
 335 program implemented pursuant to s. 322.025, the Florida
 336 Motorcycle Safety Education Program established in s. 322.0255,
 337 or the general operations of the department.

338 (d) An ancient or antique motorcycle: \$7.50 flat, ~~of which~~
 339 ~~\$2.50 shall be deposited into the General Revenue Fund.~~

340 (4) HEAVY TRUCKS, TRUCK TRACTORS, FEES ACCORDING TO GROSS
 341 VEHICLE WEIGHT.—

342 (a) Gross vehicle weight of 5,001 pounds or more, but less
 343 than 6,000 pounds: \$60.75 flat, ~~of which \$15.75 shall be~~
 344 ~~deposited into the General Revenue Fund.~~

345 (b) Gross vehicle weight of 6,000 pounds or more, but less
 346 than 8,000 pounds: \$87.75 flat, ~~of which \$22.75 shall be~~
 347 ~~deposited into the General Revenue Fund.~~

348 (c) Gross vehicle weight of 8,000 pounds or more, but less

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349 than 10,000 pounds: \$103 flat, ~~of which \$27 shall be deposited~~
 350 ~~into the General Revenue Fund.~~

351 (d) Gross vehicle weight of 10,000 pounds or more, but less
 352 than 15,000 pounds: \$118 flat, ~~of which \$31 shall be deposited~~
 353 ~~into the General Revenue Fund.~~

354 (e) Gross vehicle weight of 15,000 pounds or more, but less
 355 than 20,000 pounds: \$177 flat, ~~of which \$46 shall be deposited~~
 356 ~~into the General Revenue Fund.~~

357 (f) Gross vehicle weight of 20,000 pounds or more, but less
 358 than 26,001 pounds: \$251 flat, ~~of which \$65 shall be deposited~~
 359 ~~into the General Revenue Fund.~~

360 (g) Gross vehicle weight of 26,001 pounds or more, but less
 361 than 35,000: \$324 flat, ~~of which \$84 shall be deposited into the~~
 362 ~~General Revenue Fund.~~

363 (h) Gross vehicle weight of 35,000 pounds or more, but less
 364 than 44,000 pounds: \$405 flat, ~~of which \$105 shall be deposited~~
 365 ~~into the General Revenue Fund.~~

366 (i) Gross vehicle weight of 44,000 pounds or more, but less
 367 than 55,000 pounds: \$773 flat, ~~of which \$201 shall be deposited~~
 368 ~~into the General Revenue Fund.~~

369 (j) Gross vehicle weight of 55,000 pounds or more, but less
 370 than 62,000 pounds: \$916 flat, ~~of which \$238 shall be deposited~~
 371 ~~into the General Revenue Fund.~~

372 (k) Gross vehicle weight of 62,000 pounds or more, but less
 373 than 72,000 pounds: \$1,080 flat, ~~of which \$280 shall be~~
 374 ~~deposited into the General Revenue Fund.~~

375 (l) Gross vehicle weight of 72,000 pounds or more: \$1,322
 376 flat, ~~of which \$343 shall be deposited into the General Revenue~~
 377 ~~Fund.~~

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378 (m) Notwithstanding the declared gross vehicle weight, a
 379 truck tractor used within the state or within a 150-mile radius
 380 of its home address is eligible for a license plate for a fee of
 381 \$324 flat if:

382 1. The truck tractor is used exclusively for hauling
 383 forestry products; or

384 2. The truck tractor is used primarily for the hauling of
 385 forestry products, and is also used for the hauling of
 386 associated forestry harvesting equipment used by the owner of
 387 the truck tractor.

388
 389 ~~Of the fee imposed by this paragraph, \$84 shall be deposited~~
 390 ~~into the General Revenue Fund.~~

391 (n) A truck tractor or heavy truck, not operated as a for-
 392 hire vehicle and which is engaged exclusively in transporting
 393 raw, unprocessed, and nonmanufactured agricultural or
 394 horticultural products within the state or within a 150-mile
 395 radius of its home address is eligible for a restricted license
 396 plate for a fee of:

397 1. If such vehicle's declared gross vehicle weight is less
 398 than 44,000 pounds, \$87.75 flat, ~~of which \$22.75 shall be~~
 399 ~~deposited into the General Revenue Fund.~~

400 2. If such vehicle's declared gross vehicle weight is
 401 44,000 pounds or more and such vehicle only transports from the
 402 point of production to the point of primary manufacture; to the
 403 point of assembling the same; or to a shipping point of a rail,
 404 water, or motor transportation company, \$324 flat, ~~of which \$84~~
 405 ~~shall be deposited into the General Revenue Fund.~~

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407 Such not-for-hire truck tractors and heavy trucks used
 408 exclusively in transporting raw, unprocessed, and
 409 nonmanufactured agricultural or horticultural products may be
 410 incidentally used to haul farm implements and fertilizers
 411 delivered direct to the growers. The department may require any
 412 documentation deemed necessary to determine eligibility before
 413 issuance of this license plate. For the purpose of this
 414 paragraph, "not-for-hire" means the owner of the motor vehicle
 415 must also be the owner of the raw, unprocessed, and
 416 nonmanufactured agricultural or horticultural product, or the
 417 user of the farm implements and fertilizer being delivered.

418 (5) SEMITRAILERS, FEES ACCORDING TO GROSS VEHICLE WEIGHT;
 419 SCHOOL BUSES; SPECIAL PURPOSE VEHICLES.—

420 (a)1. A semitrailer drawn by a GVW truck tractor by means
 421 of a fifth-wheel arrangement: \$13.50 flat per registration year
 422 or any part thereof, ~~of which \$3.50 shall be deposited into the~~
 423 ~~General Revenue Fund.~~

424 2. A semitrailer drawn by a GVW truck tractor by means of a
 425 fifth-wheel arrangement: \$68 flat per permanent registration, ~~of~~
 426 ~~which \$18 shall be deposited into the General Revenue Fund.~~

427 (b) A motor vehicle equipped with machinery and designed
 428 for the exclusive purpose of well drilling, excavation,
 429 construction, spraying, or similar activity, and which is not
 430 designed or used to transport loads other than the machinery
 431 described above over public roads: \$44 flat, ~~of which \$11.50~~
 432 ~~shall be deposited into the General Revenue Fund.~~

433 (c) A school bus used exclusively to transport pupils to
 434 and from school or school or church activities or functions
 435 within their own county: \$41 flat, ~~of which \$11 shall be~~

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436 ~~deposited into the General Revenue Fund.~~

437 (d) A wrecker, as defined in s. 320.01, which is used to
 438 tow a vessel as defined in s. 327.02, a disabled, abandoned,
 439 stolen-recovered, or impounded motor vehicle as defined in s.
 440 320.01, or a replacement motor vehicle as defined in s. 320.01:
 441 \$41 flat, ~~of which \$11 shall be deposited into the General~~
 442 ~~Revenue Fund.~~

443 (e) A wrecker that is used to tow any nondisabled motor
 444 vehicle, a vessel, or any other cargo unless used as defined in
 445 paragraph (d), as follows:

446 1. Gross vehicle weight of 10,000 pounds or more, but less
 447 than 15,000 pounds: \$118 flat, ~~of which \$31 shall be deposited~~
 448 ~~into the General Revenue Fund.~~

449 2. Gross vehicle weight of 15,000 pounds or more, but less
 450 than 20,000 pounds: \$177 flat, ~~of which \$46 shall be deposited~~
 451 ~~into the General Revenue Fund.~~

452 3. Gross vehicle weight of 20,000 pounds or more, but less
 453 than 26,000 pounds: \$251 flat, ~~of which \$65 shall be deposited~~
 454 ~~into the General Revenue Fund.~~

455 4. Gross vehicle weight of 26,000 pounds or more, but less
 456 than 35,000 pounds: \$324 flat, ~~of which \$84 shall be deposited~~
 457 ~~into the General Revenue Fund.~~

458 5. Gross vehicle weight of 35,000 pounds or more, but less
 459 than 44,000 pounds: \$405 flat, ~~of which \$105 shall be deposited~~
 460 ~~into the General Revenue Fund.~~

461 6. Gross vehicle weight of 44,000 pounds or more, but less
 462 than 55,000 pounds: \$772 flat, ~~of which \$200 shall be deposited~~
 463 ~~into the General Revenue Fund.~~

464 7. Gross vehicle weight of 55,000 pounds or more, but less

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465 than 62,000 pounds: \$915 flat, ~~of which \$237 shall be deposited~~
466 ~~into the General Revenue Fund.~~

467 8. Gross vehicle weight of 62,000 pounds or more, but less
468 than 72,000 pounds: \$1,080 flat, ~~of which \$280 shall be~~
469 ~~deposited into the General Revenue Fund.~~

470 9. Gross vehicle weight of 72,000 pounds or more: \$1,322
471 flat, ~~of which \$343 shall be deposited into the General Revenue~~
472 ~~Fund.~~

473 (f) A hearse or ambulance: \$40.50 flat, ~~of which \$10.50~~
474 ~~shall be deposited into the General Revenue Fund.~~

475 (6) MOTOR VEHICLES FOR HIRE.—

476 (a) Under nine passengers: \$17 flat, ~~of which \$4.50 shall~~
477 ~~be deposited into the General Revenue Fund,~~ plus \$1.50 per cwt,
478 ~~of which 50 cents shall be deposited into the General Revenue~~
479 ~~Fund.~~

480 (b) Nine passengers and over: \$17 flat, ~~of which \$4.50~~
481 ~~shall be deposited into the General Revenue Fund,~~ plus \$2 per
482 cwt, ~~of which 50 cents shall be deposited into the General~~
483 ~~Revenue Fund.~~

484 (7) TRAILERS FOR PRIVATE USE.—

485 (a) Any trailer weighing 500 pounds or less: \$6.75 flat per
486 year or any part thereof, ~~of which \$1.75 shall be deposited into~~
487 ~~the General Revenue Fund.~~

488 (b) Net weight over 500 pounds: \$3.50 flat, ~~of which \$1~~
489 ~~shall be deposited into the General Revenue Fund,~~ plus \$1 per
490 cwt, ~~of which 25 cents shall be deposited into the General~~
491 ~~Revenue Fund.~~

492 (8) TRAILERS FOR HIRE.—

493 (a) Net weight under 2,000 pounds: \$3.50 flat, ~~of which \$1~~

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494 ~~shall be deposited into the General Revenue Fund,~~ plus \$1.50 per
495 cwt, ~~of which 50 cents shall be deposited into the General~~
496 ~~Revenue Fund.~~

497 (b) Net weight 2,000 pounds or more: \$13.50 flat, ~~of which~~
498 ~~\$3.50 shall be deposited into the General Revenue Fund,~~ plus
499 \$1.50 per cwt, ~~of which 50 cents shall be deposited into the~~
500 ~~General Revenue Fund.~~

501 (9) RECREATIONAL VEHICLE-TYPE UNITS.—

502 (a) A travel trailer or fifth-wheel trailer, as defined by
503 s. 320.01(1)(b), that does not exceed 35 feet in length: \$27
504 flat, ~~of which \$7 shall be deposited into the General Revenue~~
505 ~~Fund.~~

506 (b) A camping trailer, as defined by s. 320.01(1)(b)2.:
507 \$13.50 flat, ~~of which \$3.50 shall be deposited into the General~~
508 ~~Revenue Fund.~~

509 (c) A motor home, as defined by s. 320.01(1)(b)4.:

510 1. Net weight of less than 4,500 pounds: \$27 flat, ~~of which~~
511 ~~\$7 shall be deposited into the General Revenue Fund.~~

512 2. Net weight of 4,500 pounds or more: \$47.25 flat, ~~of~~
513 ~~which \$12.25 shall be deposited into the General Revenue Fund.~~

514 (d) A truck camper as defined by s. 320.01(1)(b)3.:

515 1. Net weight of less than 4,500 pounds: \$27 flat, ~~of which~~
516 ~~\$7 shall be deposited into the General Revenue Fund.~~

517 2. Net weight of 4,500 pounds or more: \$47.25 flat, ~~of~~
518 ~~which \$12.25 shall be deposited into the General Revenue Fund.~~

519 (e) A private motor coach as defined by s. 320.01(1)(b)5.:

520 1. Net weight of less than 4,500 pounds: \$27 flat, ~~of which~~
521 ~~\$7 shall be deposited into the General Revenue Fund.~~

522 2. Net weight of 4,500 pounds or more: \$47.25 flat, ~~of~~

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523 ~~which \$12.25 shall be deposited into the General Revenue Fund.~~

524 (12) DEALER AND MANUFACTURER LICENSE PLATES.—A franchised
525 motor vehicle dealer, independent motor vehicle dealer, marine
526 boat trailer dealer, or mobile home dealer and manufacturer
527 license plate: \$17 flat, ~~of which \$4.50 shall be deposited into~~
528 ~~the General Revenue Fund.~~

529 (13) EXEMPT OR OFFICIAL LICENSE PLATES.—Any exempt or
530 official license plate: \$4 flat, ~~of which \$1 shall be deposited~~
531 ~~into the General Revenue Fund~~, except that the registration or
532 renewal of a registration of a marine boat trailer exempt under
533 s. 320.102 is not subject to any license tax.

534 (14) LOCALLY OPERATED MOTOR VEHICLES FOR HIRE.—A motor
535 vehicle for hire operated wholly within a city or within 25
536 miles thereof: \$17 flat, ~~of which \$4.50 shall be deposited into~~
537 ~~the General Revenue Fund~~, plus \$2 per cwt, ~~of which 50 cents~~
538 ~~shall be deposited into the General Revenue Fund.~~

539 (15) TRANSPORTER.—Any transporter license plate issued to a
540 transporter pursuant to s. 320.133: \$101.25 flat, ~~of which~~
541 ~~\$26.25 shall be deposited into the General Revenue Fund.~~

542 Section 4. Section 339.1373, Florida Statutes, is created
543 to read:

544 339.1373 Multi-use Corridors of Regional Economic
545 Significance Program; funding.—

546 (1) The department shall allocate sufficient funds to
547 implement the Multi-use Corridors of Regional Economic
548 Significance Program, develop a plan to expend the revenues as
549 specified in s. 338.2278, and, prior to its adoption, amend the
550 current tentative work program for the 2019-2020 through 2023-
551 2024 fiscal years to include program projects. In addition,

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552 prior to adoption of the work program, the department shall
553 submit a budget amendment pursuant to s. 339.135(7), requesting
554 budget authority necessary to implement the program as specified
555 in s. 338.2278.

556 (2) Notwithstanding any other provision of law, the
557 increase in revenue to the State Transportation Trust Fund
558 derived from the amendments to s. 320.08 made by this act and
559 deposited into the fund pursuant to s. 320.20(5)(a) shall be
560 used by the department to fund the programs as specified in s.
561 338.2278.

562 Section 5. Effective July 1, 2023, subsection (2) of
563 section 339.0801, Florida Statutes, is amended to read:

564 339.0801 Allocation of increased revenues derived from
565 amendments to s. 319.32(5)(a) by ch. 2012-128.—Funds that result
566 from increased revenues to the State Transportation Trust Fund
567 derived from the amendments to s. 319.32(5)(a) made by this act
568 must be used annually, first as set forth in subsection (1) and
569 then as set forth in subsections (2)-(5), notwithstanding any
570 other provision of law:

571 (2)(a) For each of the 2019-2020, 2020-2021, and 2021-2022
572 fiscal years Beginning in the 2013-2014 fiscal year and annually
573 for up to 30 years thereafter, \$35 million shall be transferred
574 to Florida's Turnpike Enterprise, to be used in accordance with
575 Florida Turnpike Enterprise Law, to the maximum extent feasible
576 for feeder roads, structures, interchanges, appurtenances, and
577 other rights to create or facilitate access to the existing
578 turnpike system.

579 (b) Beginning with the 2022-2023 fiscal year and annually
580 thereafter, \$35 million shall be transferred to Florida's

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581 Turnpike Enterprise, to be used in accordance with s. 338.2278,
582 with preference to feeder roads, interchanges, and appurtenances
583 that create or facilitate multi-use corridor access and
584 connectivity.

585 Section 6. Except as otherwise provided, this act shall
586 take effect July 1, 2019.

THE FLORIDA SENATE

APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

3/5/19
Meeting Date

SPB 7068
Bill Number (if applicable)

N/A
Amendment Barcode (if applicable)

Topic SPB 7068

Name Garrett Wallace

Job Title Mgr, Government Relations

Address 820 Park Ave - D-100

Phone 561-504-6877

Street Tallahassee FL 32301
City State Zip

Email garrett.wallace@tnc.org

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing The Nature Conservancy

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

THE FLORIDA SENATE

APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

3/5/19

Meeting Date

7068

Bill Number (if applicable)

Topic FUTURE CORRIDORS

Amendment Barcode (if applicable)

Name DR. KEN ARMSTRONG

Job Title PRESIDENT/CEO

Address 350 E. COLLEGE AVE

Phone 850-459-1256

Street

TALLAHASSEE FL 32301

Email ken@FLTrucking.org

City

State

Zip

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing FLORIDA TRUCKING ASSOCIATION

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

S-001 (10/14/14)

THE FLORIDA SENATE

APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

3/5/19

7068

Meeting Date

Bill Number (if applicable)

Topic Infrastructure & Transportation

Amendment Barcode (if applicable)

Name Christopher Emmanuel

Job Title Policy Director

Address 136 S. Bronough

Phone

Street

City TLH State FL Zip 32301

Email

Speaking: [X] For [] Against [] Information

Waive Speaking: [] In Support [] Against (The Chair will read this information into the record.)

Representing Florida Chamber of Commerce

Appearing at request of Chair: [] Yes [X] No

Lobbyist registered with Legislature: [X] Yes [] No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

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THE FLORIDA SENATE
APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

03/05/2019

Meeting Date

7068

Bill Number (if applicable)

Topic Act Relating to Transportation

Amendment Barcode (if applicable)

Name Ananth Prasad

Job Title President

Address 1007 E. Desoto Park Drive

Phone 850-566-9655

Street

Tallahassee

FL

32301

Email aprasad@ftba.com

City

State

Zip

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing Florida Transportation Builders' Association

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

S-001 (10/14/14)

THE FLORIDA SENATE
APPEARANCE RECORD

March 5, 2019
Meeting Date

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

SPB 7068
Bill Number (if applicable)

Topic TRANSPORTATION Corridors

Amendment Barcode (if applicable)

Name Sally Patrenos

Job Title PRESIDENT

Address 136 S. BRONDUGH ST.

Phone 850-933-1386

Street

Tallahassee

FL

32312

City

State

Zip

Email spatrenos@bettertransportation.org

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing FLORIDIANS For Better Transportation

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

S-001 (10/14/14)

THE FLORIDA SENATE
APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

3-5-19

Meeting Date

7068

Bill Number (if applicable)

Topic TRANSPORTATION

Amendment Barcode (if applicable)

Name Chris Doolin

Job Title CONSULTANT

Address 1118 B Thomasville Road

Phone 850-508-5492

Street

1ALL

City

State

Zip

Email cdoolin@nettalky.com

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing SMALL COUNTY COALITION

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

S-001 (10/14/14)

THE FLORIDA SENATE

APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

3-5-19 Meeting Date

7068 Bill Number (if applicable)

Topic TRANSPORTATION

Amendment Barcode (if applicable)

Name DAVID CULLEN

Job Title

Address 1674 Univ Pkwy #286 Street

Phone 941-323-2404

City

State

Zip

Email cullemd@aol.com

Speaking: For [] Against [x] Information []

Waive Speaking: In Support [] Against [] (The Chair will read this information into the record.)

Representing SIERRA CLUB FLORIDA

Appearing at request of Chair: Yes [] No [x]

Lobbyist registered with Legislature: Yes [x] No []

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

THE FLORIDA SENATE

APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

March 5
Meeting Date

7068
Bill Number (if applicable)

Topic Infrastructure

Amendment Barcode (if applicable)

Name CURT KISER

Job Title

Address 5385 WPA Rd
Street

Phone 591-5416

Lamont FL 32336
City State Zip

Email

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing SELF

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

THE FLORIDA SENATE
APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

March 5, 2019

Meeting Date

SPB 7068

Bill Number (if applicable)

Topic Transportation

Amendment Barcode (if applicable)

Name Bob Ward

Job Title President & CEO

Address 400 N. Tampa St., Suite 1010

Phone (813) 229-1775

Street

Tampa

Florida

33602

Email bward@fc100.org

City

State

Zip

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing Florida Council of 100

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

S-001 (10/14/14)

THE FLORIDA SENATE

APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

3/5

Meeting Date

7068

Bill Number (if applicable)

Topic

Amendment Barcode (if applicable)

Name Marc Dunbar

Job Title

Address P.O. Box 351

Phone 850-425-7800

Street

Tall. FL 32302

Email mdunbar@deanmead.com

City

State

Zip

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing Fla. RV Trade Assoc.

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

This form is part of the public record for this meeting.

S-001 (10/14/14)

THE FLORIDA SENATE
APPEARANCE RECORD

(Deliver BOTH copies of this form to the Senator or Senate Professional Staff conducting the meeting)

7068

Meeting Date _____ Bill Number (if applicable) _____

Topic TRANSPORTATION Amendment Barcode (if applicable) _____

Name Chris Joolin

Job Title Consultant

Address 1118-B - Thomasville Rd Phone 850-~~568~~

City Tall State _____ Zip _____ Email _____

Speaking: For Against Information

Waive Speaking: In Support Against
(The Chair will read this information into the record.)

Representing Small County Coalition

Appearing at request of Chair: Yes No

Lobbyist registered with Legislature: Yes No

While it is a Senate tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this meeting. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard.

CourtSmart Tag Report

Room: EL 110

Case No.:

Type:

Caption: Senate Infrastructure and Security Committee

Judge:

Started: 3/5/2019 2:38:38 PM

Ends: 3/5/2019 3:47:25 PM Length: 01:08:48

2:38:37 PM Meeting called to order by Chair Lee
2:38:40 PM Roll call by Administrative Assistant Marilyn Hudson
2:38:52 PM Quorum present
2:38:56 PM Comments from Chair Lee
2:39:02 PM Introduction of Tab 3, SB 100 by Chair Lee
2:39:12 PM Explanation of SB 100, Transportation Facility Designators by Senator Book
2:41:59 PM Comments from Chair Lee
2:42:08 PM Introduction of Amendment Barcode No. 226920 by Chair Lee
2:42:31 PM Explanation of Amendment Barcode No. 226920 by Senator Book
2:43:51 PM Introduction of Amendment to Amendment 75352 by Chair Lee
2:44:10 PM Explanation of Amendment to Amendment Barcode No. 753752 by Senator Book
2:44:15 PM Question from Chair Lee
2:44:24 PM Response from Senator Book
2:44:38 PM Comments from Chair Lee
2:44:41 PM Amendment to Amendment adopted
2:44:47 PM Introduction of Amendment to Amendment Barcode No. 503604 by Chair Lee
2:44:50 PM Explanation of Amendment to Amendment Barcode No. 503604 by Senator Book
2:44:58 PM Comments from Chair Lee
2:45:02 PM Amendment to Amendment adopted
2:45:09 PM Comments from Senator Bean
2:46:50 PM Comments from Chair Lee
2:47:02 PM Amendment to Amendment adopted
2:47:11 PM Speaker Major Robert Chandler, Florida Highway Patrol in favor
2:50:56 PM Speaker Gene Spaulding, Colonel/Director Florida Highway Patrol in favor
2:51:49 PM Jennifer Langston, Legislation Affairs Director, Department of Highway Safety & Motor Vehicles waives in support
2:51:56 PM Speaker William B. Smith, President FHP//PBA Chapter in favor
2:52:47 PM Comments from Chair Lee
2:52:52 PM Closure by Senator Book
2:53:13 PM Roll call by Administrative Assistant Marilyn Hudson
2:53:34 PM CS/SB 100 reported favorably
2:53:57 PM Introduction of Tab 2, SB 94 by Chair Lee
2:54:08 PM Explanation of SB 94, Child Care Facilities by Senator Stewart
2:55:13 PM Comments from Chair Lee
2:55:16 PM Closure by Senator Stewart
2:55:40 PM Roll call by Administrative Assistant Marilyn Hudson
2:55:52 PM SB 94 reported favorably
2:56:00 PM Introduction of SBP 7068 by Chair Lee
2:56:14 PM Chair passed to Vice Chair Perry
2:56:44 PM Explanation of SPB 7068, Transportation by Chair Lee
2:59:25 PM Explanation of SPB 7068 by Phillip Miller, Staff Director
3:09:08 PM Comments from Chair Perry
3:09:17 PM Question from Senator Cruz
3:09:25 PM Response from Mr. Miller
3:10:17 PM Follow-up question from Senator Cruz
3:10:26 PM Response from Mr. Miller
3:10:56 PM Additional question from Senator Cruz
3:11:04 PM Response from Mr. Miller
3:11:45 PM Additional question from Senator Cruz
3:11:52 PM Response from Chair Lee
3:12:59 PM Follow-up question from Senator Cruz
3:13:09 PM Response from Chair Lee

3:13:48 PM Ananth Prasad, President, Florida Transportation Builders' Association waives in support
3:13:54 PM Sally Patrenos, President, Floridians for Better Transportation waives in support
3:14:01 PM Speaker Christopher Emmanuel, Policy Director, Florida Chamber of Commerce in support
3:14:55 PM Dr. Ken Armstrong, President/CEO, Florida Trucking Association waives in support
3:15:01 PM Speaker Garrett Wallace, Manager, Government Relations, The Nature Conservancy
3:15:32 PM Chris Doolin, Consultant, Small County Coalition waives in support
3:15:36 PM Speaker David Cullen, Sierra Club of Florida in opposition
3:21:20 PM Question from Chair Lee
3:22:21 PM Response from Mr. Cullen
3:23:33 PM Speaker Curt Kiser
3:32:39 PM Bob Ward, President & CEO, Florida Council of 100 waives in support
3:32:46 PM Speaker Marc Dunbar, Florida RV Trade Association in opposition
3:37:39 PM Speaker Chris Doolin, Consultant, Small County Coalition in favor
3:39:31 PM Comments from Chair Perry
3:39:38 PM Senator Stewart in debate
3:40:50 PM Senator Cruz in debate
3:42:04 PM Senator Cruz moves that SPB 7068 be submitted as a Committee Bill
3:42:25 PM Comments from Chair Lee
3:45:39 PM Roll call on SPB 7068 by Administrative Assistant Marilyn Hudson
3:46:40 PM SPB 7068 is reported favorably
3:46:49 PM Chair passed to Chair Lee
3:47:04 PM Senator Perry moves to adjourn



THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

SENATOR ED HOOPER
16th District

COMMITTEES:
Governmental Oversight and Accountability, Chair
Appropriations Subcommittee on Agriculture,
Environment, and General Government
Appropriations Subcommittee on Health and
Human Services
Health Policy
Infrastructure and Security
Joint Select Committee on Collective Bargaining,
Alternating Chair
Joint Administrative Procedures Committee

March 6, 2019

The Honorable Tom Lee
Committee on Infrastructure and Security
410 Knott Building
404 S. Monroe Street
Tallahassee, FL 32399-1100

Dear Chair Lee,

As requested, please consider this letter as a request for excused absence for the Infrastructure & Security Committee meeting held on March 5, 2019. Our office sent word to Phillip Miller and your legislative staff through Rob Shave, in the Senate Majority Office, that Senator Hooper would likely be unable to attend. Senator Hooper intended to vote "Yea" for the bills below. We sincerely appreciate your consideration in this matter. Please let us know if we can provide any additional information.

SB 94 by Stewart—Child Care Facilities
SB 100 by Book—Transportation Facility Designations
SPB 7068 by Infrastructure and Security—Transportation

CC: Phillip Miller, Staff Director
Marilyn Hudson, Administrative Assistant
Rob Shave, Deputy Staff Director of Majority Office

REPLY TO:

- 3450 East Lake Road, Suite 305, Palm Harbor, Florida 34685-2411 (727) 771-2102
- 326 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5016

Senate's Website: www.flsenate.gov

BILL GALVANO
President of the Senate

DAVID SIMMONS
President Pro Tempore