

Tab 1	SB 7068 by IS; (Similar to H 07113) Transportation										
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The Florida Senate
COMMITTEE MEETING EXPANDED AGENDA

**APPROPRIATIONS SUBCOMMITTEE ON
TRANSPORTATION, TOURISM, AND ECONOMIC
DEVELOPMENT**

Senator Hutson, Chair
Senator Thurston, Vice Chair

MEETING DATE: Tuesday, March 19, 2019
TIME: 1:30—3:30 p.m.
PLACE: *Toni Jennings Committee Room, 110 Senate Building*

MEMBERS: Senator Hutson, Chair; Senator Thurston, Vice Chair; Senators Brandes, Lee, Perry, Simpson, Taddeo, and Torres

TAB	BILL NO. and INTRODUCER	BILL DESCRIPTION and SENATE COMMITTEE ACTIONS	COMMITTEE ACTION
1	SB 7068 Infrastructure and Security	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. ATD 03/19/2019 Fav/CS AP	Fav/CS Yeas 8 Nays 0

Other Related Meeting Documents

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 Appropriations Subcommittee on Transportation, Tourism, and Economic Development

BILL: PCS/SB 7068 (901688)

INTRODUCER: Appropriations Subcommittee on Transportation, Tourism, and Economic Development and Infrastructure and Security Committee

SUBJECT: Transportation

DATE: March 21, 2019 **REVISED:** _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
	Price	Miller		IS Submitted as Committee Bill
1.	McAuliffe	Hrdlicka	ATD	Recommend: Fav/CS
2.			AP	

Please see Section IX. for Additional Information:

COMMITTEE SUBSTITUTE - Substantial Changes

I. Summary:

PCS/SB 7068 creates 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, enhancing quality of life and public safety, and protecting the environment and natural resources.

The bill sets out the intended benefits of the program and identifies three corridors comprising the program. Projects will be subject to requirements relating to economic and environmental feasibility and specified environmental and other 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.

During project development, the FDOT must convene a task force for each corridor comprised of representatives from state agencies and other stakeholders to evaluate and coordinate corridor analysis, environmental and land use impacts, and other pertinent impacts of the corridors. The task force must issue a written report by June 30, 2020. 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.

The bill authorizes funding for projects in the corridors. Part of this funding includes increased revenues derived from redirecting 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 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 are considered as Strategic Intermodal System facilities.

In addition, from the redirected motor vehicle license tax proceeds, the bill authorizes additional funding for the Small County Road Assistance Program, the Small County Outreach Program, and the Transportation Disadvantaged Trust Fund. The 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.

The bill takes effect July 1, 2019.

The bill will have offsetting fiscal impacts to both the General Revenue Fund and the State Transportation Trust Fund. The fiscal impact of a number of provisions in the bill is indeterminate, as project details and finance plans for new projects have not been developed. See Section V.

II. Present Situation:

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, 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, commerce and trade, opportunities for employment, and ultimately the local tax base,¹ thereby restricting a rural county's ability to provide for necessities such as roads, but also clean water, sewer, and energy-distribution infrastructure.

¹ Florida Chamber of Commerce, *The Future of Florida's Rural Communities*, November 13, 2017, available at <https://www.flchamber.com/the-future-of-floridas-rural-communities-2/> (last visited March 13, 2019).

- 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 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 construction of roads, bridges, seaports, and airports tends to address traditional matters such as hurricane evacuation, congestion mitigation, and statewide economic development

Current law sets out a variety of programs for construction of Florida’s highway system. However, no 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.

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.”⁵ Funds in the State Transportation Trust Fund (STTF)⁶ support 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

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

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 March 13, 2019).

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://siteselection.com/issues/2011/sep/sas-optical-infrastructure.cfm> (last visited March 13, 2019).

⁵ FDOT, *About FDOT*, available at <https://www.fdot.gov/agencyresources/aboutfdot.shtm> (last visited March 13, 2019).

⁶ Established in s. 206.46, F.S.

effort to link Florida’s transportation policies and investments to the state’s economic development strategy.”⁷

The SIS consists 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.⁸

The SIS and emerging SIS⁹ include multiple types of facilities intended to establish an interconnected transportation system:¹⁰

- 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) – facilities that serve as points of intermodal transfer of freight separate from a seaport where transport, distribution, or similar activities occur in support of or be supported by conveyance or shipping through one or more seaports.¹¹

Section 339.61, F.S., requires the FDOT to allocate from the STTF a minimum of \$60 million annually for projects in the SIS. Section 339.135, F.S., requires the allocation of at least 50 percent of any new discretionary highway capacity funds¹² to the SIS. The SIS also statutorily receives a portion of documentary stamp tax proceeds distributed to the STTF;¹³ a portion of

⁷ FDOT, *Work Program Instructions FY 19/20 – 23/24*, September 12, 2018, at p. 326, available at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/workprogram/development/pdfinstructions/workprograminstructions.pdf?sfvrsn=c585db0d_23 (last visited March 13, 2019). Section 339.61, F.S.

⁸ Section 339.62, F.S.

⁹ 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 meet the adopted criteria and thresholds.

¹⁰ Section 339.63, F.S.

¹¹ 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.

¹² “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.

¹³ Section 201.15(4)(a)3., F.S.

motor vehicle tag and title fees generated by initial applications for registration;¹⁴ and the remaining proceeds of “Mobility 2000” funding.¹⁵

The FDOT’s established policy is to allocate 75 percent of all transportation capacity funds to the SIS, with the exception of funds allocated for the transit program and certain surface transportation program funds.¹⁶

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 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.

Florida’s Turnpike 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.¹⁷ The FTE is a single budget entity that develops its own budget, submitted to the Legislature along with the FDOT’s.¹⁸ For the 2018-2019 fiscal year, the FTE’s total budget was \$2,070,019,701.¹⁹

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.²⁰ 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.²¹

¹⁴ Section 320.072, F.S.

¹⁵ Section 339.1371(2), F.S.

¹⁶ *Supra* note 7 at p. 327.

¹⁷ Section 338.2216(1)(a), F.S.

¹⁸ Section 338.2216(3)(a), F.S.

¹⁹ Chapter 2018-9, L.O.F., at p. 281.

²⁰ For a map of the system, see Florida’s Turnpike, under the *About* heading, available at <http://www.floridasturnpike.com/about.html> (last visited March 13, 2019).

²¹ Section 338.223(1)(a), F.S.

“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, excluding feeder roads²² 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.²³

The required statement of environmental feasibility is a statement by the Department of Environmental Protection of the project’s significant environmental impacts.²⁴

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.²⁵

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.²⁶ Section 338.227, F.S., 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.²⁷ 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.²⁸ The FTE’s Five-Year Capital Plan includes issuance of \$1.5 billion of additional bonds.²⁹

The principal and interest on such bonds is payable solely from revenues pledged for their payment.³⁰ 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.

²² 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.

²³ Section 338.223(1)(a) and s. 338.221(8)(a), F.S.

²⁴ 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.

²⁵ *Supra* note 16.

²⁶ Section 338.2275(1)(a), F.S.

²⁷ *Id.*

²⁸ 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 March 13, 2019).

²⁹ *Id.* at p. 3.

³⁰ 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. 16. Section 338.227, F.S.

The FDOT may use in the most efficient combination turnpike revenues,³¹ 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,³² and may use federal and state funds to pay the cost of the operation, maintenance, and capital costs of turnpike projects.³³

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.³⁴
- The FDOT Financing Corporation: The 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.³⁵
- 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 in the ten-year Strategic Intermodal Plan developed for the SIS that are programmed in the adopted five-year work program or that increase transportation capacity and are greater than \$500 million. Advanced projects use funds provided by public-private partnerships or private entities, which are reimbursed by FDOT for the project as programmed in the work program.³⁶

³¹ Net cash to the FTE from operating activities in 2018 amounted to approximately \$682 million. *Id.* at p. 19.

³² Section 338.2275(2), F.S.

³³ Section 338.223(4), F.S.

³⁴ Section 215.605, F.S.

³⁵ Section 339.0809, F.S.

³⁶ Section 334.30, F.S.

Transportation Programs Benefiting 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, 1995.³⁷ 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. 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.³⁸

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(1)(a), F.S.³⁹ All counties levy the maximum tax rate of 6 cents.⁴⁰ 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.⁴¹

³⁷ 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.

³⁸ Office of Economic and Demographic Research, *Population and Demographic Data – Florida Products, Population April 1, 2018*, available at http://edr.state.fl.us/Content/population-demographics/data/MediumProjections_2017.pdf (last visited March 13, 2019).

³⁹ That section authorizes local governments to levy a tax of one to six cents on every net gallon of motor and diesel fuel sold in a county and taxed under ch. 206, F.S.

⁴⁰ 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 March 13, 2019).

⁴¹ Section 339.2816(4)(c), F.S.

The statute authorizes use of up to \$25 million annually from the STTF to fund the program.⁴² Available funds are allocated among the FDOT districts based on the number of eligible counties.

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 reconstructing county roads, or constructing capacity or safety improvements to county roads.⁴³ 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.⁴⁴

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 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 among the FDOT districts based on the number of eligible counties. Similarly 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.⁴⁵

The FDOT is required to fund 75 percent of the cost of projects on county roads selected for funding under the program⁴⁶ and the county must provide 25 percent of such costs. Rural counties qualifying under the Rural Economic Development Initiative⁴⁷ may apply for a waiver or reduction of the required 25 local match.⁴⁸

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;⁴⁹ a

⁴² Section 339.2816(3), F.S.

⁴³ Section 339.2818(1), F.S.

⁴⁴ *Supra* note 38.

⁴⁵ Section 339.2818(4), F.S.

⁴⁶ Section 339.2818(4)(a), F.S.

⁴⁷ *See* s. 288.0656, F.S., for a full description of the Rural Economic Development Initiative. 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.

⁴⁸ *Supra* note 7 at p. 290.

⁴⁹ Section 2015.15(4)(a)2., F.S.

portion of revenues derived from the elimination of certain general revenue service charges;⁵⁰ and a portion of motor vehicle tag and title fees generated by initial applications for registration.⁵¹ Additionally, a designated municipality within a rural area of opportunity⁵² or a rural area of opportunity community⁵³ may compete for any specific appropriation made in addition to funds annually appropriated for the SCOP.⁵⁴

Transportation Services for the Transportation Disadvantaged

The Transportation Disadvantaged (TD) Program coordinates a network of local and state programs providing transportation services for elderly, disabled, and low-income citizens.⁵⁵ The program assists the transportation disadvantaged, which includes a person 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.⁵⁶ While not specifically aimed at rural communities, individuals residing in such areas do benefit from the TD program.

The Commission for the Transportation Disadvantaged (Commission) as an independent entity within the FDOT. The purpose of the commission is to accomplish the coordination of transportation services provided to the transportation disadvantaged.⁵⁷ The goal of such coordination is to assure the cost-effective provision of transportation by qualified community transportation coordinators⁵⁸ or transportation operators.⁵⁹ Individual rides may be provided, or

⁵⁰ Section 215.211(4), F.S.

⁵¹ Section 320.072, F.S.

⁵² A “rural area of opportunity” is defined in s. 288.0656(2)(d), F.S., and designated by the Governor. For a list of rural areas of opportunity, see the Department of Economic Opportunity’s map, available at <http://www.floridajobs.org/docs/default-source/community-planning-development-and-services/rural-community-programs/redi/raomap1.pdf?sfvrsn=2> (last visited March 13, 2019).

⁵³ 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 75,00 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 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.

⁵⁴ Section 339.2818(7), F.S. See the FDOT’s Work Program Instructions, *supra* note 7 at p. 291. For the 2018-2019 fiscal year, the General Appropriations Act appropriated \$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., specific appropriation 1892.

⁵⁵ Part I, ch. 427, F.S.

⁵⁶ 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.

⁵⁷ Section 427.013, F.S.

⁵⁸ 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 commission website for a listing of CTCs by county, available at <https://ctd.fdot.gov/ctcsbycounty.htm> (last visited March 13, 2019).

⁵⁹ A “transportation operator” is one or more public, private for-profit, or private nonprofit entities engaged by the CTC to provide service to transportation disadvantaged persons pursuant to a coordinated system service plan. Section 427.011(6), F.S.

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 system⁶⁰ 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.⁶¹ 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.⁶² The commission advises that paratransit services⁶³ are the predominant service in Florida's rural areas.⁶⁴ 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., establishes 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. The commission is authorized 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.⁶⁵ The trust fund also statutorily receives:

- 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;⁶⁶
- Voluntary contributions, which must be used as provided in the TD Program;⁶⁷
- 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; and⁶⁸
- Additional amounts from the STTF, reflected in the chart below.

⁶⁰ 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.)

⁶¹ *Id.* at p. 8.

⁶² *Id.*

⁶³ 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.

⁶⁴ *Id.* Fixed-route and paratransit are not the only available service.

⁶⁵ Section 320.03(9), F.S.

⁶⁶ Section 320.0848(4)(c)2., F.S.

⁶⁷ 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.

⁶⁸ Section 339.0801(3), F.S.

For the 2019-2020 fiscal year, the Commission reports the following projections for funds to be deposited in the TDTF from state sources identified above:⁶⁹

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

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. Industry and occupational projections for the highway, street, and bridge construction industry comparing 2018 and 2026 predict high potential gaps in the supply of available trained individuals 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.⁷⁰

Less severe but still moderate potential gaps in the supply of available trained individuals are estimated to occur for crane and tower operators and for electricians.⁷¹

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 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 recently selected for the 30 openings in the program, which

⁶⁹ See the Commission's email to committee staff dated February 6, 2019. (On file in the Senate Infrastructure and Security Committee.)

⁷⁰ Email from Matt Spritz, DEO Legislative Affairs Director, to Senate Infrastructure and Security Staff dated February 22, 2019. (On file in the Senate Infrastructure and Security Committee.)

⁷¹ *Id.*

includes a week-long career training course.⁷² 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.⁷³

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.

Further Present Situation

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

III. Effect of Proposed Changes:

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

Section 1 of the 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 leveraging technology, enhancing quality of life and public safety, and protecting the environment and natural resources. 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, freight and passenger rail, and public transit;
- Mobility as a service; and
- Availability of a trained workforce skilled in traditional and emerging technologies.
- Protection or enhancement of wildlife corridors or environmentally sensitive areas.

The 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

⁷² Pinellas County Urban League, *Gateway Expressway Workforce Pilot Program*, available at <https://www.pcul.org/news/gateway-expressway-construction> (last visited March 13, 2019).

⁷³ See *Gateway Expressway Career Course Process for Community Partners*, available at <https://drive.google.com/file/d/1ih3gGwjUSckGR49hZQZSvETaMRn3G1cy/view> (last visited March 13, 2019).

- Northern Turnpike Connector (northern terminus of the Florida Turnpike northwest to the Suncoast Parkway).

The 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 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 bill requires the FDOT, during the project development phase, to identify opportunities to accommodate or collocate near the M-CORES multiple types of infrastructure that address the issues identified above. The FDOT must also convene a task force, appointed by the FDOT secretary by August 1, 2019, for each corridor composed of representatives of:

- The Department of Environmental Protection;
- The Department of Economic Opportunity;
- The Department of Education;
- The Department of Health;
- The Fish and Wildlife Conservation Commission;
- The Department of Agriculture and Consumer Services;
- The local water management district or districts;
- A local government official from each local government within a proposed corridor;
- Metropolitan planning organizations;
- Regional planning councils; and
- Other appropriate conservation or community not-for-profit organizations as determined by the FDOT.

Each corridor task force will coordinate with the FDOT on pertinent aspects of corridor analysis and evaluate the need and the economic and environmental, hurricane evacuation, and land use impacts of the corridors. The task force for each corridor may consider innovative concepts to combine right-of-way acquisition with the acquisition of lands or easements to facilitate mitigation of environmental, wildlife habitat, and water quality protection. In designing the corridors, the FDOT must adhere to the recommendations of the task to the maximum extent feasible.

Specifically, the task force for the Southwest-Central Florida Connector must address the impacts of project construction on panther and other critical wildlife habitats and evaluate wildlife crossing design features to protect such wildlife. The task force must also evaluate the need for acquisition of land for state conservation or as mitigation for construction.

The task force for the Suncoast Connector and for the Northern Turnpike Connector must evaluate designs and acquisition of land to mitigate construction impacts on water quality, agricultural land use, and wildlife habitats.

Each task force must hold public meetings in each local government jurisdiction in which a corridor project is being considered. Task forces are required to report their evaluations in a final report submitted to the Governor, the President of the Senate, and the Speaker of the House of Representatives by June 30, 2020. Construction in a corridor may not be funded until the final report

is submitted and until 30 percent of the design phase is complete (except for project phases under construction or for which alignment has been determined).

Corridor projects are subject to the FDOT's responsibilities for environmental review applicable under the National Environmental Policy Act.⁷⁴ If such review is not required, 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 bill requires that 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 M-CORES are generally subject 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 for proposed turnpike projects,⁷⁵ the bill authorizes funding for M-CORES projects through turnpike revenue bonds, right-of-way and bridge construction bonds, the FDOT Financing Corporation, the use of public-private partnerships, or by any combination thereof. 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 and maintenance; other contractual obligations; or system improvement project costs must be used to repay to the STTF advances made from that fund.

⁷⁴ The National Environmental Policy Act (NEPA) 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 Federal Emergency Management Agency, *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 March 13, 2019). Responsibilities relating to the required reviews under NEPA are delegated to the FDOT under federal law. See s. 334.044(34), F.S.

⁷⁵ Section 338.223, F.S.

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 FDOT Financing Corporation bonds to finance projects in the M-CORES Program, as provided in the State Bond Act.

Projects 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 will 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 will 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 will be payable solely from revenues pledged for their repayment.

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 imposed for the specified vehicle type and the 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 ⁷⁶	\$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

⁷⁶ “Cwt” means the weight per hundred pounds, or major fraction thereof, of a motor vehicle. Section 320.20(8), F.S.

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. All remaining funds are deposited into the STTF after state constitutionally required distributions to: education (the district Capital Outlay and Debt Service School Trust Fund); the STTF for priority completion of the interstate highway system and general transportation purposes; and the Florida Seaport Transportation and Economic Development Program and seaport intermodal access projects of statewide significance.⁷⁷

Effect of Proposed Changes

Section 3 of the 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, based upon a phased-in schedule of distribution in Section 1 of the bill. The increased revenues to the STTF and decreased revenues to the General Revenue Fund, are reflected in the table below:⁷⁸

Phased-In Schedule of Distribution Revenues from Motor Vehicle License Taxes		
Fiscal Year	STTF	GR Fund
2019-2020	\$45 million	\$83.9 million
2020-2021	\$90 million	\$40.8 million
2021-2022 and thereafter	\$132.5 million	\$0

The 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 (discussed below), as reflected in the table below:

Allocation of Amounts Retained in the State Transportation Trust Fund					
Fiscal Year	M-CORES	SCRAP	SCOP	TDTF	Workforce Development
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	Remainder of funds: estimated \$101.7 million	\$10 million	\$10 million	\$10 million	\$2.5 million

⁷⁷ Section 320.20(5)(a), F.S.

⁷⁸ These amounts are estimates only. See Section V.

2022-2023 and thereafter	Remainder of funds: estimated \$105.9 million	\$10 million	\$10 million	\$10 million	\$0
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The allocated funds are in addition to any other statutory funding allocations provided by law.

The 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 for M-CORES Program projects. The bill also authorizes amendment of the FDOT’s adopted work program to implement this provision.⁷⁹

The funds allocated for the SCRAP and SCOP are to be used with preference for projects in counties impacted by hurricanes. The FDOT is further authorized, in its discretion 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 bill.

The funds allocated to the TD Trust Fund must be used to award competitive grants to community transportation coordinators and transportation network companies to provide cost-effective, door-to-door, on-demand, and scheduled transportation services. Transportation services are those that increase access to job training, employment, health care, and other life-sustaining services; that enhance regional connectivity and cross-county mobility; or reduce difficulty in connecting to transportation hubs and from hubs to final destinations.

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 transferred from the STTF to the FTE, to be used in accordance with turnpike requirements and to the maximum extent feasible for feeder roads, structures, interchanges, and appurtenances to create or facilitate access to the existing turnpike system.⁸⁰

Effect of Proposed Changes

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

⁷⁹ See s. 339.175(7), F.S., for a description of the process for amending of the FDOT’s adopted work program.

⁸⁰ These transfers began in the 2013-2014 fiscal year and are to be made annually for up to 30 years.

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

- Allocate sufficient funds to implement the M-CORES Program;
- Develop a plan to expend the revenues as specified in s. 338.2278, F.S. (Section 1);
- Amend the current tentative work program for the time period 2019-2020 through 2023-2024 prior to adoption to include projects funded in the M-CORES 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 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, Transportation Disadvantaged, and workforce development programs as specified in Section 1.

FDOT Workforce Development (Section 2)

Present Situation

As discussed above in the Present Situation, research reveals that ongoing and projected highway, street, and bridge construction workforce shortage in this state may be alleviated 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 bill amends s. 334.044, F.S., to authorize the FDOT to provide a road and bridge construction workforce development program for construction of projects designated in the FDOT's work program.⁸¹ Section 1 of the bill allocates \$2.5 million to the STTF to fund the program in Fiscal Years 2019-2020, 2020-2021, and 2021-2022. 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 serves as a tool to address the construction labor shortage by recruiting and building a pipeline of skilled workers for multiuse infrastructure projects.

The FDOT is directed to merge any of its existing workforce services into the program to create a 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. 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.

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

The FDOT must develop performance and outcome metrics to ensure accountability and measure the benefits and cost-effectiveness of the program. By June 30, 2020, and annually thereafter, the FDOT must provide a report to the Governor, President of the Senate, and Speaker of the House of Representatives detailing the results of its findings and providing recommendations 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.

Effective Date

The bill is effective on 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:

The bill will redirect the collections of motor vehicle license taxes under s. 320.08, F.S., from the General Revenue Fund to the STTF. The General Revenue Fund will be reduced by the amounts currently deposited into that fund from the motor vehicle license taxes

and the STTF would be increased by corresponding amounts. The change in distributions are estimated as follows:⁸²

Phased-In Schedule of Distribution Revenues from Motor Vehicle License Taxes		
Fiscal Year	STTF	GR Fund
2019-2020	\$45 million	\$83.9 million
2020-2021	\$90 million	\$40.1 million
2020-2021 and thereafter	\$132.5 million	\$0

Beginning with the 2021-2022 fiscal year, the General Revenue Fund will no longer receive any portion of the motor vehicle license taxes. Thereafter, all of the proceeds from such taxes, after constitutionally required distributions, will be redirected to the STTF under existing s. 320.20(5)(a), F.S.

The bill allocates the proceeds of the taxes redirected into the STTF to the M-CORES Program, the SCRAP, the SCOP, the Transportation Disadvantaged Program, and the FDOT workforce development program. The bill specifies the uses as follows, based upon estimated impacts:

Allocation of Amounts Retained in the State Transportation Trust Fund					
Fiscal Year	M-CORES	SCRAP	SCOP	TDTF	Workforce Development
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	Remainder of funds – estimated \$101.7 million	\$10 million	\$10 million	\$10 million	\$2.5 million
2022-2023 and thereafter ⁸³	Remainder of funds – estimated \$105.9 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

⁸² Office of Economic and Demographic Research, *Highway Safety Fees: SB 7068*, March 15, 2019, available at http://edr.state.fl.us/Content/conferences/revenueimpact/archives/2019/_pdf/page170-173.pdf (last visited March 20, 2019).

⁸³ *Id.*

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 Transportation Disadvantaged 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 result of the workforce development program. To the extent that the bill enables businesses to grow, this could increase economic activity in 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. All of these benefits may generally enhance the quality of life for individuals residing in rural areas.

C. Government Sector Impact:

Project development for M-CORES is yet to occur and decisions related to necessary financing mechanisms for the projects are yet to be formulated. The bill requires the creation of task forces to evaluate the corridor projects prior to any construction occurring. Any impact to the FDOT to implement this requirement, hold the required public meetings, and issue the final reports can be absorbed within existing resources.

The bill authorizes funding for M-CORES projects through turnpike revenue bonds, right-of-way and bridge construction bonds, the FDOT Financing Corporation, the use of public-private partnerships, or by any combination thereof. As such, the fiscal impact is indeterminate but will be subject to appropriation when the M-CORES projects are included in the work program.

General improvement in operation and efficiency of the state's transportation system is 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 project costs by facilitating completion of construction projects.

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

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

IX. Additional Information:

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

Recommended CS by Appropriations Subcommittee on Transportation, Tourism, and Economic Development on March 19, 2019:

The committee substitute:

- Specifies that protecting the environment and natural resources is an additional consideration of the M-CORES program.
- Specifies additional intended benefits that the M-CORES program could address:
 - Public transit as an example of other transportation modes.
 - Protection or enhancement of wildlife corridors or environmentally sensitive areas.
- Removes the requirement of the FDOT to consult the state agencies and stakeholders when developing the corridors and requires a task force for each corridor.

- Revises the distribution of funds to the M-CORES program beginning in Fiscal Year 2021-2022 and each year thereafter to be the remainder of funds after all other allocations are made.
- Requires allocations made to the TD Trust Fund be used to award competitive grants to community transportation coordinators and transportation network companies.
- Corrects technical deficiencies and other scrivener's errors.

B. Amendments:

None.

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



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LEGISLATIVE ACTION

Senate	.	House
Comm: RCS	.	
03/21/2019	.	
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	.	
	.	

Appropriations Subcommittee on Transportation, Tourism, and Economic Development (Lee) recommended the following:

Senate Amendment (with title amendment)

Delete everything after the enacting clause and insert:

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

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

(1) There is created within the department the Multi-use Corridors of Regional Economic Significance Program. The purpose



526408

11 of the program is to revitalize rural communities, encourage job
12 creation, and provide regional connectivity while leveraging
13 technology, enhancing quality of life and public safety, and
14 protecting the environment and natural resources. The objective
15 of the program is to advance the construction of regional
16 corridors that are intended to accommodate multiple modes of
17 transportation and multiple types of infrastructure. The
18 intended benefits of the program include, but are not limited
19 to, addressing issues such as:

- 20 (a) Hurricane evacuation.
- 21 (b) Congestion mitigation.
- 22 (c) Trade and logistics.
- 23 (d) Broadband, water, and sewer connectivity.
- 24 (e) Energy distribution.
- 25 (f) Autonomous, connected, shared, and electric vehicle
26 technology.
- 27 (g) Other transportation modes, such as shared-use
28 nonmotorized trails, freight and passenger rail, and public
29 transit.
- 30 (h) Mobility as a service.
- 31 (i) Availability of a trained workforce skilled in
32 traditional and emerging technologies.
- 33 (j) Protection or enhancement of wildlife corridors or
34 environmentally sensitive areas.

35 (2) The program is composed of all of the following
36 corridors:

- 37 (a) Southwest-Central Florida Connector, extending from
38 Collier County to Polk County.
- 39 (b) Suncoast Connector, extending from Citrus County to



526408

40 Jefferson County.

41 (c) Northern Turnpike Connector, extending from the
42 northern terminus of the Florida Turnpike northwest to the
43 Suncoast Parkway.

44 (3) (a) Projects undertaken in the corridors identified in
45 subsection (2) are tolled facilities and approved turnpike
46 projects that are part of the turnpike system, and are
47 considered as Strategic Intermodal System facilities.

48 (b) During the project development phase, the department
49 shall identify opportunities to accommodate or colocate multiple
50 types of infrastructure-addressing issues, such as those
51 identified in subsection (1), within or adjacent to the
52 corridors.

53 (c)1. During the project development phase, the department
54 shall utilize an inclusive, consensus-building mechanism for
55 each proposed multi-use corridor identified in subsection (2).
56 For each multi-use corridor identified in subsection (2), the
57 department shall convene a corridor task force composed of
58 appropriate representatives of:

59 a. The Department of Environmental Protection;

60 b. The Department of Economic Opportunity;

61 c. The Department of Education;

62 d. The Department of Health;

63 e. The Fish and Wildlife Conservation Commission;

64 f. The Department of Agriculture and Consumer Services;

65 g. The local water management district or districts;

66 h. A local government official from each local government
67 within a proposed corridor;

68 i. Metropolitan planning organizations;



526408

69 j. Regional planning councils; and
70 k. Other appropriate conservation or community not-for-
71 profit organizations as determined by the department.
72 2. The secretary of the department shall appoint the
73 members of the respective corridor task forces by August 1,
74 2019.
75 3. Each corridor task force shall coordinate with the
76 department on pertinent aspects of corridor analysis, including
77 accommodation or colocation of multiple types of infrastructure,
78 addressing issues such as those identified in subsection (1),
79 within or adjacent to the corridor.
80 4. Each corridor task force shall evaluate the need for,
81 and the economic and environmental impacts of, hurricane
82 evacuation impacts of, and land use impacts of, the related
83 corridor as identified in subsection (2).
84 5. Each corridor task force shall hold a public meeting in
85 accordance with chapter 286 in each local government
86 jurisdiction in which a project within an identified corridor is
87 being considered.
88 6. To the maximum extent feasible, the department shall
89 adhere to the recommendations of the task force created for each
90 corridor in the design of the multiple modes of transportation
91 and multiple types of infrastructure associated with the
92 corridor. The task force for each corridor may consider and
93 recommend innovative concepts to combine right-of-way
94 acquisition with the acquisition of lands or easements to
95 facilitate environmental mitigation or ecosystem, wildlife
96 habitat, or water quality protection or restoration. The
97 department, in consultation with the Department of Environmental



526408

98 Protection, may incorporate those features into each corridor
99 during the project development phase.

100 7. The Southwest-Central Florida Connector corridor task
101 force shall:

102 a. Address the impacts of the construction of a project
103 within the corridor on panther and other critical wildlife
104 habitat and evaluate in its final report the need for
105 acquisition of lands for state conservation or as mitigation for
106 project construction; and

107 b. Evaluate wildlife crossing design features to protect
108 panther and other critical wildlife habitat corridor
109 connections.

110 8. The Suncoast Connector corridor task force and the
111 Northern Turnpike Connector corridor task force shall evaluate
112 design features and the need for acquisition of state
113 conservation lands that mitigate the impact of project
114 construction within the respective corridors on:

115 a. The water quality and quantity of springs, rivers, and
116 aquifer recharge areas;

117 b. Agricultural land uses; and

118 c. Wildlife habitat.

119 9. Each corridor task force shall issue its evaluations in
120 a final report that must be submitted to the Governor, the
121 President of the Senate, and the Speaker of the House of
122 Representatives by June 30, 2020.

123 (4) (a) Project construction in any corridor identified in
124 subsection (2) is not eligible for funding until submission of
125 the final report of the corridor task force for that corridor
126 required in subsection (3) and completion of 30 percent of the



526408

127 design phase of any project within a corridor identified in
128 subsection (2), except for project phases that are under
129 construction or for which project alignment has been determined.

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

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

155 a. Project purpose and need;



526408

156 b. An alternatives analysis;

157 c. Existing conditions of the project area and potential
158 impacts or enhancements the project may have on social,
159 economic, cultural, natural, and connectivity issues and
160 resources;

161 d. Anticipated permits identified during the project
162 development and environmental study;

163 e. Opportunities for stakeholder and regulatory agency
164 coordination; and

165 f. Public and agency comments and coordination.

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

171 (5) In accordance with ss. 337.276, 338.227, and 339.0809,
172 the Division of Bond Finance may issue on behalf of the
173 department right-of-way and bridge construction bonds, turnpike
174 revenue bonds, and Florida Department of Transportation
175 Financing Corporation bonds to finance program projects, as
176 provided in the State Bond Act.

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

180 (7) Funds that result from increased revenues to the State
181 Transportation Trust Fund derived from the amendments to s.
182 320.08 made by this act and deposited into the fund pursuant to
183 s. 320.20(5)(a) must be used as follows:

184 (a) For the 2019-2020 fiscal year, \$45 million shall be



526408

185 retained in the State Transportation Trust Fund, and the
186 remaining funds shall be transferred to the General Revenue
187 Fund.

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

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

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

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

198 1. Multi-use Corridors of Regional Economic Significance
199 Program, \$12.5 million, to be used as specified in this section;

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

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

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

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

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

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

213 2. Small County Road Assistance Program, \$10 million, to be



526408

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

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

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

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

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

224 1. Small County Road Assistance Program, \$10 million, to be
225 used as specified in s. 339.2816, with preference to projects in
226 counties impacted by hurricanes;

227 2. Small County Outreach Program, \$10 million, to be used
228 as specified in s. 339.2818, with preference to projects in
229 counties impacted by hurricanes;

230 3. Transportation Disadvantaged Trust Fund, \$10 million, to
231 be used as specified in s. 427.0159;

232 4. Workforce development program, \$2.5 million, to be used
233 as specified in s. 334.044(35); and

234 5. The remaining funds under this paragraph shall be used
235 for the Multi-use Corridors of Regional Economic Significance
236 Program, as specified in this section.

237 (d) For the 2022-2023 fiscal year and each fiscal year
238 thereafter, to the:

239 1. Small County Road Assistance Program, \$10 million, to be
240 used as specified in s. 339.2816, with preference to projects in
241 counties impacted by hurricanes;

242 2. Small County Outreach Program, \$10 million, to be used



526408

243 as specified in s. 339.2818, with preference to projects in
244 counties impacted by hurricanes;

245 3. Transportation Disadvantaged Trust Fund, \$10 million, to
246 be used as specified in s. 427.015; and

247 4. The remaining funds under this paragraph shall be used
248 for the Multi-use Corridors of Regional Economic Significance
249 Program, as specified in this section.

250 (e) Funds allocated to the Transportation Disadvantaged
251 Trust Fund in this subsection shall be used to award competitive
252 grants to community transportation coordinators and
253 transportation network companies for the purposes of providing
254 cost-effective, door-to-door, on-demand, and scheduled
255 transportation services that:

256 1. Increase a transportation disadvantaged person's access
257 to and departure from job training, employment, health care, and
258 other life-sustaining services;

259 2. Enhance regional connectivity and cross-county mobility;
260 or

261 3. Reduce the difficulty in connecting transportation
262 disadvantaged persons to a transportation hub and from the hub
263 to their final destination.

264 (f) The funds allocated as provided in this subsection
265 shall be in addition to any other statutory funding allocations
266 provided by law.

267 (g) In each fiscal year in which funding provided under
268 this subsection for the Small County Road Assistance Program,
269 the Small County Outreach Program, the Transportation
270 Disadvantaged Trust Fund, or the workforce development program
271 is not committed by the end of each fiscal year, such



272 uncommitted funds shall be used by the department to fund Multi-
273 use Corridors of Regional Economic Significance Program
274 projects. As provided in s. 339.135(7), the adopted work program
275 may be amended to transfer funds between appropriations
276 categories or to increase an appropriation category to implement
277 this paragraph.

278 (9) The department, in its discretion and for hurricane-
279 impacted counties, may waive consideration of local matching
280 funds under s. 339.2816, relating to the Small County Road
281 Assistance Program, and may waive the match requirement of s.
282 339.2818, relating to the Small County Outreach Program, with
283 respect to project awards funded by the allocations to those
284 programs provided in this section.

285 Section 2. Subsection (35) is added to section 334.044,
286 Florida Statutes, to read:

287 334.044 Powers and duties of the department.—The department
288 shall have the following general powers and duties:

289 (35) To provide a road and bridge construction workforce
290 development program, in consultation with affected stakeholders,
291 for construction of projects designated in the department's work
292 program.

293 (a) The workforce development program is intended to
294 provide direct economic benefits to communities in which the
295 department is constructing infrastructure projects and to
296 promote employment opportunities, including within areas of low
297 income and high unemployment.

298 (b) The department shall merge any of its own existing
299 workforce services into the program to create a robust workforce
300 development program. The workforce development program must



526408

301 serve as a tool to address the construction labor shortage by
302 recruiting and developing a group of skilled workers for
303 infrastructure projects to increase the likelihood of department
304 projects remaining on time and within budget.

305 (c) To accomplish these activities, the department may
306 administer workforce development contracts with consultants and
307 nonprofit entities, such as local community partners, Florida
308 College System institutions, and technical institutions or
309 centers. These entities, as specified in a contract with the
310 department, shall have the primary purposes of providing all of
311 the following:

312 1. Workforce recruitment.

313 2. A training curriculum for the department's road and
314 bridge construction projects which includes both traditional and
315 emerging construction methods and skills needed to construct
316 multi-use infrastructure and facilities accommodating emerging
317 technologies.

318 3. Support services to remove barriers to work.

319 (d) The department shall develop performance and outcome
320 metrics to ensure accountability and to measure the benefits and
321 cost-effectiveness of the program. By June 30, 2020, and
322 annually thereafter, the department shall prepare and provide a
323 report to the Governor, President of Senate, and Speaker of the
324 House of Representatives detailing the results of its findings
325 and containing any recommendations relating to future program
326 refinements.

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



526408

330 320.08 License taxes.—Except as otherwise provided herein,
331 there are hereby levied and imposed annual license taxes for the
332 operation of motor vehicles, mopeds, motorized bicycles as
333 defined in s. 316.003(4), tri-vehicles as defined in s. 316.003,
334 and mobile homes as defined in s. 320.01, which shall be paid to
335 and collected by the department or its agent upon the
336 registration or renewal of registration of the following:

337 (1) MOTORCYCLES AND MOPEDS.—

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

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

340 (c) Upon registration of a motorcycle, motor-driven cycle,
341 or moped, in addition to the license taxes specified in this
342 subsection, a nonrefundable motorcycle safety education fee in
343 the amount of \$2.50 shall be paid. The proceeds of such
344 additional fee shall be deposited in the Highway Safety
345 Operating Trust Fund to fund a motorcycle driver improvement
346 program implemented pursuant to s. 322.025, the Florida
347 Motorcycle Safety Education Program established in s. 322.0255,
348 or the general operations of the department.

349 (d) An ancient or antique motorcycle: \$7.50 flat, ~~of which~~
350 ~~\$2.50 shall be deposited into the General Revenue Fund.~~

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

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

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



526408

359 (c) Gross vehicle weight of 8,000 pounds or more, but less
360 than 10,000 pounds: \$103 flat, ~~of which \$27 shall be deposited~~
361 ~~into the General Revenue Fund.~~

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

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

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

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

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

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

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

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

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



526408

388 ~~Fund.~~

389 (m) Notwithstanding the declared gross vehicle weight, a
390 truck tractor used within the state or within a 150-mile radius
391 of its home address is eligible for a license plate for a fee of
392 \$324 flat if:

393 1. The truck tractor is used exclusively for hauling
394 forestry products; or

395 2. The truck tractor is used primarily for the hauling of
396 forestry products, and is also used for the hauling of
397 associated forestry harvesting equipment used by the owner of
398 the truck tractor.

399

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

402 (n) A truck tractor or heavy truck, not operated as a for-
403 hire vehicle and which is engaged exclusively in transporting
404 raw, unprocessed, and nonmanufactured agricultural or
405 horticultural products within the state or within a 150-mile
406 radius of its home address is eligible for a restricted license
407 plate for a fee of:

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

411 2. If such vehicle's declared gross vehicle weight is
412 44,000 pounds or more and such vehicle only transports from the
413 point of production to the point of primary manufacture; to the
414 point of assembling the same; or to a shipping point of a rail,
415 water, or motor transportation company, \$324 flat, ~~of which \$84~~
416 ~~shall be deposited into the General Revenue Fund.~~



526408

417
418 Such not-for-hire truck tractors and heavy trucks used
419 exclusively in transporting raw, unprocessed, and
420 nonmanufactured agricultural or horticultural products may be
421 incidentally used to haul farm implements and fertilizers
422 delivered direct to the growers. The department may require any
423 documentation deemed necessary to determine eligibility before
424 issuance of this license plate. For the purpose of this
425 paragraph, "not-for-hire" means the owner of the motor vehicle
426 must also be the owner of the raw, unprocessed, and
427 nonmanufactured agricultural or horticultural product, or the
428 user of the farm implements and fertilizer being delivered.

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

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

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

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

444 (c) A school bus used exclusively to transport pupils to
445 and from school or school or church activities or functions



526408

446 within their own county: \$41 flat, ~~of which \$11 shall be~~
447 ~~deposited into the General Revenue Fund.~~

448 (d) A wrecker, as defined in s. 320.01, which is used to
449 tow a vessel as defined in s. 327.02, a disabled, abandoned,
450 stolen-recovered, or impounded motor vehicle as defined in s.
451 320.01, or a replacement motor vehicle as defined in s. 320.01:
452 \$41 flat, ~~of which \$11 shall be deposited into the General~~
453 ~~Revenue Fund.~~

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

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

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

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

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

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

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



526408

475 7. Gross vehicle weight of 55,000 pounds or more, but less
476 than 62,000 pounds: \$915 flat, ~~of which \$237 shall be deposited~~
477 ~~into the General Revenue Fund.~~

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

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

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

486 (6) MOTOR VEHICLES FOR HIRE.—

487 (a) Under nine passengers: \$17 flat, ~~of which \$4.50 shall~~
488 ~~be deposited into the General Revenue Fund;~~ plus \$1.50 per cwt,
489 ~~of which 50 cents shall be deposited into the General Revenue~~
490 ~~Fund.~~

491 (b) Nine passengers and over: \$17 flat, ~~of which \$4.50~~
492 ~~shall be deposited into the General Revenue Fund;~~ plus \$2 per
493 ~~cwt, of which 50 cents shall be deposited into the General~~
494 ~~Revenue Fund.~~

495 (7) TRAILERS FOR PRIVATE USE.—

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

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

503 (8) TRAILERS FOR HIRE.—



526408

504 (a) Net weight under 2,000 pounds: \$3.50 flat, ~~of which \$1~~
505 ~~shall be deposited into the General Revenue Fund;~~ plus \$1.50 per
506 cwt, ~~of which 50 cents shall be deposited into the General~~
507 ~~Revenue Fund.~~

508 (b) Net weight 2,000 pounds or more: \$13.50 flat, ~~of which~~
509 ~~\$3.50 shall be deposited into the General Revenue Fund;~~ plus
510 \$1.50 per cwt, ~~of which 50 cents shall be deposited into the~~
511 ~~General Revenue Fund.~~

512 (9) RECREATIONAL VEHICLE-TYPE UNITS.—

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

517 (b) A camping trailer, as defined by s. 320.01(1)(b)2.:
518 \$13.50 flat, ~~of which \$3.50 shall be deposited into the General~~
519 ~~Revenue Fund.~~

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

521 1. Net weight of less than 4,500 pounds: \$27 flat, ~~of which~~
522 ~~\$7 shall be deposited into the General Revenue Fund.~~

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

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

526 1. Net weight of less than 4,500 pounds: \$27 flat, ~~of which~~
527 ~~\$7 shall be deposited into the General Revenue Fund.~~

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

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

531 1. Net weight of less than 4,500 pounds: \$27 flat, ~~of which~~
532 ~~\$7 shall be deposited into the General Revenue Fund.~~



526408

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

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

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

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

550 (15) TRANSPORTER.—Any transporter license plate issued to a
551 transporter pursuant to s. 320.133: \$101.25 flat, ~~of which~~
552 ~~\$26.25 shall be deposited into the General Revenue Fund.~~

553 Section 4. Section 339.1373, Florida Statutes, is created
554 to read:

555 339.1373 Multi-use Corridors of Regional Economic
556 Significance Program; funding.—

557 (1) The department shall allocate sufficient funds to
558 implement the Multi-use Corridors of Regional Economic
559 Significance Program, develop a plan to expend the revenues as
560 specified in s. 338.2278, and, prior to its adoption, amend the
561 current tentative work program for the 2019-2020 through 2023-



526408

562 2024 fiscal years to include program projects. In addition,
563 prior to adoption of the work program, the department shall
564 submit a budget amendment pursuant to s. 339.135(7), requesting
565 budget authority necessary to implement the program as specified
566 in s. 338.2278.

567 (2) Notwithstanding any other provision of law, the
568 increase in revenue to the State Transportation Trust Fund
569 derived from the amendments to s. 320.08 made by this act and
570 deposited into the fund pursuant to s. 320.20(5)(a) shall be
571 used by the department to fund the programs as specified in s.
572 338.2278.

573 Section 5. Subsection (2) of section 339.0801, Florida
574 Statutes, is amended to read:

575 339.0801 Allocation of increased revenues derived from
576 amendments to s. 319.32(5)(a) by ch. 2012-128.—Funds that result
577 from increased revenues to the State Transportation Trust Fund
578 derived from the amendments to s. 319.32(5)(a) made by this act
579 must be used annually, first as set forth in subsection (1) and
580 then as set forth in subsections (2)-(5), notwithstanding any
581 other provision of law:

582 (2)(a) For each of the 2019-2020, 2020-2021, and 2021-2022
583 fiscal years Beginning in the 2013-2014 fiscal year and annually
584 for up to 30 years thereafter, \$35 million shall be transferred
585 to Florida's Turnpike Enterprise, to be used in accordance with
586 Florida Turnpike Enterprise Law, to the maximum extent feasible
587 for feeder roads, structures, interchanges, appurtenances, and
588 other rights to create or facilitate access to the existing
589 turnpike system.

590 (b) Beginning with the 2022-2023 fiscal year and annually



526408

591 thereafter, \$35 million shall be transferred to Florida's
592 Turnpike Enterprise, to be used in accordance with s. 338.2278,
593 with preference to feeder roads, interchanges, and appurtenances
594 that create or facilitate multi-use corridor access and
595 connectivity.

596 Section 6. This act shall take effect July 1, 2019.

597
598 ===== T I T L E A M E N D M E N T =====

599 And the title is amended as follows:

600 Delete everything before the enacting clause
601 and insert:

602 A bill to be entitled
603 An act relating to transportation; creating s.
604 338.2278, F.S.; creating the Multi-use Corridors of
605 Regional Economic Significance Program within the
606 Department of Transportation; providing the purpose of
607 the program; specifying the corridors included in the
608 program; specifying that projects undertaken in the
609 corridors are tolled facilities and certain approved
610 turnpike projects, and are considered as Strategic
611 Intermodal System facilities; requiring the department
612 to identify certain opportunities to accommodate or
613 collocate multiple types of infrastructure-addressing
614 issues during the project development phase; requiring
615 the department to utilize an inclusive, consensus-
616 building mechanism for each proposed multi-use
617 corridor identified during the project development
618 phase; requiring the department to convene a corridor
619 task force composed of certain representatives for



526408

620 each multi-use corridor; requiring the secretary of
621 the department to appoint the members of the
622 respective corridor task forces by a specified date;
623 providing requirements for the corridor tasks forces;
624 requiring the department to adhere to certain
625 recommendations of the task force created for each
626 corridor; authorizing the task force for each corridor
627 to consider and recommend certain innovative concepts;
628 authorizing the department, in consultation with the
629 Department of Environmental Protection, to incorporate
630 certain features into each corridor during the project
631 development phase; requiring each corridor task force
632 to submit a certain report to the Governor and the
633 Legislature by a specified date; providing specified
634 requirements that must be met before project
635 construction in any identified corridor is eligible
636 for funding; providing exceptions to such
637 requirements; authorizing sources of funding for the
638 projects; authorizing the department to accept certain
639 donations of land for the projects; requiring that
640 certain toll revenues from the turnpike system be used
641 to repay advances received from the State
642 Transportation Trust Fund; providing requirements for
643 the department relating to certain delegated
644 responsibilities; requiring the department to perform
645 a specified project evaluation on certain projects;
646 requiring that certain decisions on projects be
647 determined in accordance with applicable department
648 rules, policies, and procedures; authorizing the



649 Division of Bond Finance, on behalf of the department,
650 to issue certain bonds to finance projects in the
651 program, as provided in the State Bond Act; providing
652 specified dates for the construction of the projects
653 and opening of the corridors; providing for specified
654 transfers from the State Transportation Trust Fund to
655 the General Revenue Fund; providing for specified
656 allocations of such transfers; providing requirements
657 for use of funds allocated to the Transportation
658 Disadvantaged Trust Fund; providing that allocated
659 funds are in addition to any other statutory funding
660 allocations; requiring that specified uncommitted
661 funds be used by the department to fund program
662 projects; authorizing the adopted work program to be
663 amended to transfer funds between appropriations
664 categories or to increase an appropriation category
665 for a certain purpose; authorizing the department to
666 waive consideration of certain matching funds relating
667 to specified programs for hurricane-impacted counties
with respect to certain project awards; amending s.
669 334.044, F.S.; requiring that the department, in
670 consultation with affected stakeholders, provide a
671 road and bridge construction workforce development
672 program for construction of projects designated in the
673 department's work program; providing intent for the
674 workforce development program; providing requirements
675 for the department and the program; authorizing the
676 department to administer certain workforce development
677 contracts with consultants and nonprofit entities;



526408

678 providing primary purposes for such entities;
679 requiring the department to prepare and provide a
680 certain report to the Governor and the Legislature by
681 a specified date; amending s. 320.08, F.S.; deleting a
682 requirement that specified fees from annual license
683 taxes be deposited into the General Revenue Fund;
684 creating s. 339.1373, F.S.; requiring that the
685 department allocate sufficient funds to implement the
686 Multi-use Corridors of Regional Economic Significance
687 Program, develop a plan to expend revenues, and, prior
688 to its adoption, amend the current tentative work
689 program for specified fiscal years to include program
690 projects; requiring the department to submit a certain
691 budget amendment; requiring that specified increases
692 in revenue to the State Transportation Trust Fund be
693 used by the department to fund the Multi-use Corridors
694 of Regional Economic Significance Program; amending s.
695 339.0801, F.S.; limiting to specified fiscal years a
696 previously authorized transfer of funds to Florida's
697 Turnpike Enterprise; requiring that, beginning with a
698 specified fiscal year, such transfer be allocated for
699 a certain purpose with certain specified preferences;
700 providing an effective date.

By the Committee on Infrastructure and Security

596-02714-19

20197068__

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

Page 1 of 21

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596-02714-19

20197068__

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

Page 2 of 21

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596-02714-19

20197068__

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

Page 3 of 21

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596-02714-19

20197068__

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

Page 4 of 21

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596-02714-19 20197068__

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

596-02714-19 20197068__

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,

596-02714-19 20197068__

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

596-02714-19 20197068__

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

596-02714-19 20197068__

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
 250 The remaining funds under this paragraph shall be used for the
 251 Multi-use Corridors of Regional Economic Significance Program,
 252 as specified in this section.
 253 (e) The funds allocated as provided in this subsection
 254 shall be in addition to any other statutory funding allocations
 255 provided by law.
 256 (f) In each fiscal year in which funding provided under
 257 this subsection for the Small County Road Assistance Program,
 258 the Small County Outreach Program, the Transportation
 259 Disadvantaged Trust Fund, or the workforce development program
 260 is not committed by the end of each fiscal year, such
 261 uncommitted funds shall be used by the department to fund Multi-

596-02714-19 20197068__

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

596-02714-19 20197068__

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,

596-02714-19 20197068__

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

596-02714-19 20197068__

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.~~

596-02714-19 20197068__

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.~~

406

596-02714-19 20197068__

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~~

596-02714-19 20197068__

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

596-02714-19 20197068__

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~~

596-02714-19 20197068__

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~~

596-02714-19 20197068

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,

596-02714-19 20197068

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

596-02714-19 20197068__

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)

March 19, 2019

Meeting Date

SB 7068

Bill Number (if applicable)

526408

Amendment Barcode (if applicable)

Topic Speaking on the amendment to SB 7068

Name Elizabeth Alvi

Job Title Director of Policy

Address 308 North Monroe Street

Street

Tallahassee

City

Florida

State

32301

Zip

Phone (850) 222-2473

Email balvi@audubon.org

Speaking: For Against Information

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

Representing Audubon Florida

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)

3/19/2019

Meeting Date

SB 7098

Bill Number (if applicable)

Topic New Highway Construction

Amendment Barcode (if applicable)

Name Laura Reynolds

Job Title Environmental and Policy Consultant

Address 11767 S Dixie Hwy #232

Phone 786-543-1926

Street

Miami

FL

33156

Email lreynolds@conservationconceptsllc.org

City

State

Zip

Speaking: For Against Information

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

Representing Friends of the Everglades

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.

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S-001 (10/14/14)

THE FLORIDA SENATE

APPEARANCE RECORD

3/19/19
Meeting Date

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

SB 7068
Bill Number (if applicable)

Topic TRANSPORTATION CORRIDORS

Amendment Barcode (if applicable)

Name KEN ARMSTRONG

Job Title PRESIDENT/CEO

Address 350 E. COLLEGE AVE

Phone 850-459-1256

JALAHASSEE FL 32301
City State Zip

Email ken@FLTrucking.org

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.

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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)

3/19/19

Meeting Date

SB 7068

Bill Number (if applicable)

Topic Transportation

Amendment Barcode (if applicable)

Name Leighanne Boone

Job Title President, ReThink Energy Action Fund

Address 300 S. Duval St.

Phone

Street

Tallahassee, FL

City

32301

State

Zip

Email

Speaking: For Against Information

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

Representing ReThink Energy Action Fund

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.

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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)

March 19, 2019
Meeting Date

SB 7068
Bill Number (if applicable)

Topic Transportation

Amendment Barcode (if applicable)

Name Thomas Hawkins

Job Title Policy & Planning Director

Address 308 N Monroe St
Street

Phone (352) 377-3141

Tallahassee FL 32301
City State Zip

Email thawkins@1000fof.org

Speaking: For Against Information

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

Representing 1000 Friends of Florida

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.

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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)

3/19/19

Meeting Date

7068

Bill Number (if applicable)

Topic Transportation Toll Rds

Amendment Barcode (if applicable)

Name Anne Harvey Holbrook

Job Title Staff Attorney

Address 500 N. Maitland Ave

Phone _____

Street

Maitland FL 32571

City

State

Zip

Email aholbrook@save-the-manatee.org

Speaking: For Against Information

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

Representing Save the Manatee Club

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.

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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)

3/19/19

Meeting Date

7068

Bill Number (if applicable)

Topic Transportation

Amendment Barcode (if applicable)

Name Christopher Emmanuel

Job Title Policy Director

Address 136 S. BRONOUAH

Phone 850 933 1223

Street

City TCH

State FL

Zip 32301

Email cemmanuel@fchamber

Speaking: 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 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.

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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)

3-19-19
Meeting Date

7068
Bill Number (if applicable)

Topic _____

Amendment Barcode (if applicable)

Name DAVID CULLEN

Job Title _____

Address 1674 Univ. Pkwy # 296
Street
SARASOTA FL 34243
City State Zip

Phone 941-323-2404

Email collenasee@aol.com

Speaking: For Against 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

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.

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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)

7068
Bill Number (if applicable)

Meeting Date

Amendment Barcode (if applicable)

Topic MULTI USE CORRIDORS

Name ANANTH PRASAD

Job Title PRESIDENT

Address 1007 E DEBOTO PARK DR

Phone 850-942-1404

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 FTBA

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.

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S-001 (10/14/14)

THE FLORIDA SENATE
APPEARANCE RECORD

SB
7068

3-19-19

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

Meeting Date

Bill Number (if applicable)

Topic Sun Coast Parkway Extension

Amendment Barcode (if applicable)

Name Amy Datz

Job Title Retired - Environmental Scientist

Address

Phone ⁸⁵⁰ 322-7599

Street

Tallahassee, FL

City

State

Zip

Email Amalie.datz@Mac.com

Speaking: For Against Information

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

Representing Environmental Caucus of Florida

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)

CourtSmart Tag Report

Room: EL 110

Case No.:

Type:

Caption: Senate Appropriations Subcommittee on Transportation, Tourism, and Economical Development

Judge:

Started: 3/19/2019 1:37:08 PM

Ends: 3/19/2019 2:21:45 PM

Length: 00:44:38

1:37:14 PM Sen. Hutson (Chair)
1:37:16 PM Roll Call
1:37:16 PM Quorum Present
1:37:54 PM Sen. Hutson
1:38:10 PM Tab 1 - SB 7068
1:38:16 PM Sen. Lee
1:42:36 PM Sen. Hutson
1:42:40 PM Am. 526408
1:42:47 PM Sen. Lee
1:46:19 PM Sen. Hutson
1:46:31 PM Elizabeth Alvi, Director of Policy, Audubon Florida
1:48:39 PM Sen. Hutson
1:48:48 PM SB 7068 (cont.)
1:48:49 PM Am. 526408 adopted
1:48:58 PM Sen. Torres
1:49:14 PM Sen. Lee
1:51:17 PM Sen. Torres
1:51:52 PM Sen. Lee
1:52:24 PM Sen. Torres
1:52:41 PM Sen. Lee
1:53:30 PM Sen. Hutson
1:53:44 PM Sen. Torres
1:53:50 PM Sen. Hutson
1:54:01 PM Amy Datz, Environmental Scientist, Environmental Caucus of Florida
1:59:22 PM David Cullen, Sierra Club Florida
2:02:42 PM Sen. Hutson
2:02:46 PM Christopher Emmanuel, Policy Director, Florida Chamber of Commerce (waive in support)
2:02:51 PM Ann Harvey Holbrock, Staff Attorney, Save the Manatee Club (Waive in opposition)
2:03:00 PM Thomas Hawkins, Policy and Planning Director, 1000 Friends of Florida
2:05:56 PM Leighanne Boone, President, ReThink Energy Action Fund
2:07:43 PM Ananth Prasad, President, FTBA
2:07:51 PM Laura Reynolds, Environmental and Policy Consultant, Friends of the Everglades
2:11:56 PM Sen. Hutson
2:12:02 PM Sen. Torres
2:13:47 PM Sen. Hutson
2:13:50 PM Sen. Simpson
2:16:13 PM Sen. Hutson
2:16:16 PM Sen. Lee
2:21:03 PM Sen. Hutson
2:21:05 PM Roll Call SB 7068
2:21:25 PM SB 7086 Voted Favorable
2:21:32 PM Sen. Lee move to adjourn