

THE FLORIDA SENATE
2014 SUMMARY OF LEGISLATION PASSED

Committee on Transportation

SB 102 — Drivers Leaving the Scene of a Crash

by Appropriations Committee; Transportation Committee; and Senators Diaz de la Portilla, Garcia, and Evers

The bill creates the “Aaron Cohen Life Protection Act.” The bill addresses a perceived or potential incentive in current law to leave the scene of a crash by:

- Punishing leaving the scene of a crash resulting in serious bodily injury to a person as a second degree felony, rather than a third degree felony;
- Imposing a mandatory minimum term of imprisonment of four years for a driver convicted of leaving the scene of a crash resulting in the death of a person;
- Increasing the mandatory minimum term of imprisonment from two to four years for a driver convicted of leaving the scene of a crash resulting in the death of a person while driving under the influence (DUI);
- Imposing a minimum driver license revocation period of at least three years, and driver education requirements for leaving the scene of a crash;
- Ranking offenses for leaving the scene of a crash one level higher than specified in the Criminal Punishment Code if the victim of the offense was a “vulnerable road user”;
- Authorizing a defendant to move the court to depart from the mandatory minimum term of imprisonment for leaving the scene of a crash resulting in death, unless the violation was committed while the defendant was DUI; authorizing the state to object to the defendant’s motion; and authorizing a court to grant the motion upon a finding that imposition of the mandatory minimum term would constitute or result in an injustice.

If approved by the Governor, these provisions take effect July 1, 2014.

Vote: Senate 39-0; House 118-0

Committee on Transportation

CS/CS/SB 132 — Specialty License Plates

by Transportation Committee; Rules Committee; and Senators Latvala, Grimsley, and Evers

The bill creates the Fallen Law Enforcement Officers, Florida Sheriffs Association, Moffitt Cancer Center, and Keiser University specialty license plates, establishes a \$25 annual use fee for each, and provides for the distribution of revenue from the annual use fees. The bill authorizes the Department of Highway Safety and Motor Vehicles (DHSMV) to develop the specialty license plates, if approved, and subjects the new plates to the presale requirements of ch. 320, F.S.

The bill extends the presale period for both the St. Johns River specialty license plate and the Hispanic Achievers specialty license plate by shifting both into a presale voucher phase beginning July 1, 2014, to provide a 24 month period for the organizations to meet the minimum presale requirement of 1,000 presale vouchers by June 30, 2016.

The bill revises the distribution of annual use fees collected from the sale of the Challenger/Columbia specialty license plate to include the Space Mirror Memorial located at Kennedy Space Center.

Additionally, the bill enhances directives of accountability of organizations to the department, for all specialty license plates. The bill further:

- Requires annual use fee funds to be used only in Florida, unless those fees are derived from the sale of United States Armed Forces and veterans-related plates;
- Provides the guidelines for compliance determinations;
- Extends the department 90 day audit or attestation period, to 120 days to determine compliance;
- Provides guidelines for corrective actions, including hiring an actuarial or CPA, for organizations necessitating assistance in becoming revenue compliant; and
- Extends the moratorium on the issuance of new specialty license plates from July 1, 2014 to July 1, 2016.

If approved by the Governor, except as otherwise provided, these provisions take effect October 1, 2014.

Vote: Senate 36-1; House 114-0

Committee on Transportation

CS/SB 156 — Motor Vehicle License Taxes, Fees and Surcharges

by Appropriations Committee; and Senators Negron, Benacquisto, Clemens, Evers, Brandes, Hukill, Abruzzo, Bradley, Bean, Sobel, and Soto

The bill reduces most annual motor vehicle, mobile homes and vessel registration fees, and taxes to the level that existed in 2009.

The bill reduces recurring revenues to the General Revenue Fund by \$309 million in Fiscal Year 2014-2015. The annual recurring negative impact to the General Revenue Fund is \$395 million. This includes a transfer of \$31 million to the Highway Safety Operating Trust Fund to replace the reduction in revenues to the trust fund resulting from the fee reductions.

The annual savings to motor vehicle owners ranges from \$13.55 for an antique motorcycle to \$25.05 for automobiles and trucks in the higher weight categories. This last group contains the highest number of registered vehicles. The fee reductions associated with the annual vehicle registration are listed below:

- The Florida Real Time Vehicle Information System service fee is reduced by 75 cents;
- The general revenue registration service fee is reduced by \$2.50;
- The registration receipt/decal fee is reduced by \$2.00.
- The materials processing/retroreflective fee is reduced by \$1.00;
- Two license tax surcharges are reduced by \$2.80 and \$4.50; and
- The annual license tax, or “base tax” on motorcycles, mopeds, automobiles, tri-vehicles, and light trucks is decreased by various amounts depending on the type of vehicle and the net weight of the vehicle.

The bill requires revenues collected from biennial registrations be distributed in accordance with the provisions of law in effect at the time they were collected, and specifies the changes made by this act do not create a right to a refund for a biennial registration collected prior to September 1, 2014.

These provisions were approved by the Governor and take effect September 1, 2014.

Vote: Senate 40-0; House 116-0

Committee on Transportation

CS/CS/CS/SB 218 — Transportation, Utilities, and Outdoor Advertising

by Transportation Committee; Appropriations Committee; and Senator Grimsley

Authority of FDOT

The bill authorizes, but does not require the Florida Department of Transportation (FDOT or department) to provide for the monetization of the revenue stream from leases for wireless communication facilities on property owned, or controlled by the FDOT, and to seek investors to purchase the monetized streams.

The bill authorizes the department to use appropriated funds to support the development of a statewide system of interconnected multiuse trails. Operation and maintenance of such trails is not an obligation of the FDOT.

The FDOT is also authorized, but not required, to improve and maintain a city or county road that is part of the city or county road system, and which provides access to a state park.

Utility Relocation

The bill also provides an exception for certain publicly-owned utilities in rural areas of critical economic concern (RACEC), from the requirement to pay the cost to remove or relocate utility lines on the State Highway System in certain circumstances, and allows municipalities within a RACEC or a RACEC community, to compete for project funding using the Small County Outreach Program criteria.

The bill revises the responsibility of utility providers to remove water, sewage, gas, power, telephone, other utility, and television lines at no cost to a county, if the county widens, repairs, or reconstructs a road. The bill requires the county to find such lines to be “unreasonably interfering” in order to invoke the no-cost removal. The county, or other authority, may be responsible for utility relocation costs, even if the utility provider certifies the utility does not have evidence of a compensable property right where the utility is located. Also, with the exception of SunRail, utility relocation costs for commuter or high-speed rail projects drawing down federal funds, shall be paid using federal funds in the proportion to which they were drawn.

Outdoor Advertising

In addition, the bill revises provisions relating to outdoor advertising permit exemptions as follows:

- Repeals unnecessary rulemaking authority relating to lighting restrictions for certain outdoor advertising signs.
- Exempts certain signs placed by tourist-oriented businesses, farm signs placed during harvest seasons, “acknowledgement signs” on public school premises, and displays on specific sports facilities from permitting requirements.

- Provides certain exemptions from sign permitting may not be implemented if such exemptions will adversely impact the allocation of federal funds to the FDOT.
- Directs the FDOT to notify a sign owner that a sign must be removed if federal funds are adversely impacted, and authorizes the FDOT to remove the sign and assess costs to the sign owner if the sign is not removed.
- Expands the tourist-oriented directional sign program to all rural and conventional roads and clarifies provisions relating to the program.

Other Transportation Issues

The bill authorizes the Tampa-Hillsborough Expressway Authority to provide managed lanes and other transit support facilities and to expand its service area into adjacent counties with the consent of those counties.

The bill provides a process for disposing of personal property found on a public transportation system.

Lastly, the bill authorizes the display of an amber light on a commercial vehicle or trailer designed for transporting unprocessed logs or pulpwood.

If approved by the Governor, these provisions take effect July 1, 2014.

Vote: Senate 36-0; House 117-0

THE FLORIDA SENATE
2014 SUMMARY OF LEGISLATION PASSED
Committee on Transportation

CS/HB 225 — Child Safety Devices in Motor Vehicles

by Transportation & Highway Safety Subcommittee and Rep. Perry (CS/CS/SB 518 by Appropriations Committee; Transportation Committee; and Senator Flores)

The bill revises current law to allow the use of a child booster seat as an approved child restraint device for use when transporting children from four through five years of age in a motor vehicle, and removes a provision allowing a seat belt to be used in lieu of a specialized device. An exception is made to allow the use of a seat belt for children between four and five years of age when the motor vehicle operator is not a member of the child's immediate family and the child is being transported gratuitously, in the case of an emergency, or when a medical condition necessitates an exception as evidenced by appropriate documentation from a health professional.

If approved by the Governor, these provisions take effect January 1, 2015.

Vote: Senate 36-3; House 114-0

Committee on Transportation

CS/CS/SB 226 — Public Records/Automated License Plate Recognition Systems Exemption

by Governmental Oversight and Accountability Committee; Transportation Committee; and Senator Brandes

The bill creates a public records exemption for all images obtained from an automatic license plate recognition system (ALPRS), as well as any personal identifying information in any data generated from images obtained from such a system. This information will be confidential and exempt from public disclosure. The bill provides an agency may release this information to a criminal justice agency in the performance of its official duties. This bill also provides a person to whom a license plate is registered may also have access to his or her own information, as long as the information is not subject to an active public criminal investigation. This bill also provides for retroactive application.

The bill contains a public necessity statement as required by the Florida Constitution which provides the release of personal identifying information collected by ALPRS, could enable third parties to track a person's movements, and the disclosure of such information would be an invasion of personal privacy. Moreover, such sensitive and personal information could be defamatory, or jeopardize an individual's safety and therefore, the harm from public disclosure outweighs any public benefit.

The bill is subject to the Open Government Sunset Review Act and will stand repealed on October 2, 2019, unless reviewed and reenacted by the Legislature.

If approved by the Governor, these provisions take effect July 1, 2014.

Vote: Senate 38-1; House 116-0

Committee on Transportation

CS/CS/SB 230 — Orlando-Orange County Expressway Authority

by Appropriations Committee; Transportation Committee; and Senator Simmons

The bill re-names the Orlando-Orange County Expressway Authority (OOCEA) as the Central Florida Expressway Authority (CFX) and expands the area served by the CFX to include the counties of Seminole, Lake, and Osceola Counties in addition to Orange County. The bill provides for the immediate transfer of governance and control, legal rights and powers, responsibilities, terms and obligations of the OOCEA System to the CFX and, in addition:

- Provides Legislative intent that the CFX be the successor party to the OOCEA under certain land acquisition contracts.
- Provides for the composition of the nine-member governing body of the CFX as follows:
 - The chairs of the county commissions of Seminole, Lake, and Osceola Counties each appoint one member, who may be a commission member or chair.
 - The Mayor of Orange County appoints a member from the Orange County Commission.
 - The Governor appoints three members, each of whom must be a citizen of either Orange County, Seminole County, Lake County, or Osceola County.
 - The Mayor of Orange County and the Mayor of the City of Orlando serve as the eighth and ninth members.
 - The FDOT's executive director of the Turnpike Enterprise serves as a nonvoting advisor.
- Provides for the appointment of the CFX officers and the expiration of terms of the standing OOCEA board members, and revises quorum and voting requirements applicable to the CFX.
- Provides ethics and financial disclosure requirements for members and the executive director of the CFX, as well as ethics requirements for the CFX employees and consultants.
- Extends the term of authorized lease-purchase agreements from 40 to 99 years and prohibits the CFX from entering into other lease-purchase agreements with the Florida Department of Transportation (FDOT) or amending an existing agreement in a manner that expands the FDOT's obligations unless the FDOT determines it necessary to permit the refunding of bonds issued before July 1, 2013.
- Prohibits use of toll revenues attributable to an increase in toll rates after the effective date of the act for use of a portion of the system to construct or expand a different portion of the system unless a two-thirds majority of the members approve such use.
- Removes the existing OOCEA requirement that the route of a project be approved by a municipality before the right-of-way can be acquired.
- Requires that the CFX encourage the inclusion of local-, small-, minority-, and women-owned businesses in its procurement and contracting opportunities.
- Removes the existing OOCEA authority to waive payment and performance bonds for certain public works projects awarded pursuant to an economic development program.
- Provides that upon termination of the lease-purchase agreement title in fee simple absolute to the former OOCEA system will be transferred to the state.

- Provides for the transfer of the Osceola County Expressway System to the CFX and provides for the repeal of part V of ch. 348, F.S., on the same date the Osceola County Expressway System is transferred to the CFX.

With respect to the Osceola County Expressway Authority (OCX), the bill:

- Upon the act becoming law, limits the OCX's exercise of its powers to studying, planning, designing, financing, constructing, operating, and maintaining projects identified in the May 8, 2012, Master Plan, and an additional extension of the Osceola Parkway Extension two miles to the east of its intersection with the Northeast Connector Expressway.
- Transfers governance and control of the OCX system to the CFX on 12/31/2018.
- Upon the transfer, provides the OCX system facilities are each "non-system projects" of the CFX, meaning revenues of the CFX system may not be pledged to such projects.
- Provides for extension of the transfer until the date on which the current and forecasted total debt service coverage ratio is equal to or greater than 1.5 for each year during which obligations are scheduled to be outstanding.
- Provides that if the transfer is extended, after 12/31/2018, the OCX may only exercise its powers through a contract with another governmental entity and only for the purpose of operating and maintaining those projects that were completed before that date, and completing construction of those projects for which financing was obtained and construction began before 12/31/2018.
- Provides that after the transfer of the OCX system to the CFX, the CFX shall include the uncompleted elements of the OCX Master Plan, and the additional extension of the Osceola Parkway Extension in the equivalent CFX master or long-range plan, each as a non-system project (so that only revenues from the non-system project may be pledged, and not the revenues of the CFX system).
- Requires the FDOT to include elements of the OCX Master Plan and the additional extension of the Osceola Parkway Extension in its work program as tolled facilities.
- Expands the CFX's obligation to reimburse governmental entities to include reimbursement of Polk County, in addition to Osceola County.
- Authorizes, but does not require, the CFX to make any payment from other revenues of the CFX available after payment of the specified (and unchanged) obligations.
- Provides that revenues generated by the OCX system Master Plan facilities after payment of all O&M and administrative expenses, payment of debt service, and payment of all amounts required by any trust agreement or indenture may be used:
 - On a pro rate basis to repay Osceola County or any other loans and to repay the CFX for amounts contributed to such projects, and
 - To advance any other uncompleted elements of the OCX Master Plan and the additional extension of the Osceola Parkway Extension.
- Provides that if the CFX votes to financially support any element of the OCX Master Plan or the addition extension of the Parkway Extension, the CFX is authorized to enter into new or amended lease-purchase agreements with Osceola County for the leasing, construction, operation, and maintenance of any facility described in the OCX Master Plan and the additional Parkway Extension.

- Directs the FDOT to cooperate with the OCX, the CFX, and Osceola County to identify solutions to potential barriers to implementation of the projects in the Master Plan and the additional extension of the Parkway Extension, including funding sources and revenues that may be available.

If approved by the Governor, these provisions take effect upon becoming law.

Vote: Senate 36-0; House 115-0

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Committee on Transportation

SB 392 — State Speed Zones

by Senators Brandes and Clemens

The bill revises statutes that control minimum and maximum speed limits on certain roadways in the state. The bill authorizes, but does not require, the Florida Department of Transportation (FDOT) to increase the speed limit on certain highways. The FDOT is authorized to increase speed limits on the identified roadways, subject to new maximum limits, and to set minimum speed limits on those roadways.

More specifically, the bill eliminates statutorily specified minimum speed limits on all highways that are a part of the National System of Interstate and Defense Highways with at least four lanes and authorizes the FDOT to determine the safe and advisable minimum speed limit on all such highways. Discretion to set minimum speed limits on all highways that are a part of the National System of Interstate and Defense Highways with at least four lanes is granted to the FDOT.

The bill authorizes a five-mile-per-hour increase in existing statutory maximum speed limits on state highways in Florida as follows:

- 75 mph on limited access highways;
- 70 mph on any other highways outside an urban area of 5,000 or more persons with at least four lanes divided by a median strip; and
- 65 mph on other roadways under the FDOT jurisdiction.

If approved by the Governor, these provisions take effect July 1, 2014.

Vote: Senate 27-11; House 58-56

Committee on Transportation

CS/CS/SB 820 — Transportation Facility Designations

by Community Affairs Committee; Transportation Committee; and Senator Bullard

The bill creates a number of honorary designations of transportation facilities around the state and directs the Department of Transportation to erect suitable markers. Designations are as follows:

- S.R. 992/152nd Street between U.S. 1 and 117th Avenue in Miami-Dade County is designated as “Larcenia Bullard Way.”
- S.R. 73 between the Calhoun County Line and U.S. 231 in Jackson County is designated as “Governor Mixson Highway.”
- The bridge (numbers 170169 and 170170) over the Intracoastal Waterway on U.S. Business 41/S.R. 45/Tamiami Trail in the City of Venice is designated as “KMI Kentucky Military Institute Bridge.”
- 25th Street between East 8th Avenue and East 9th Avenue in Miami-Dade County is designated as “Tomas-Minerva Vinuela Way.”
- I-95/S.R. 9 between S.R. 834/Sample Road and the Palm Beach County line in Broward County is designated as “Trooper Kimberly Ann Hurd Memorial Highway.”
- U.S. 98/S.R. 30 between Rosewood Drive and Sunrise Drive in Santa Rosa County is designated as “Warren E. ‘Charlie’ Brown Memorial Highway.”
- The Hurlburt Field Air Force Base overpass on U.S. Highway 98 in Okaloosa County is designated as “Colonel Bud Day Overpass.”
- U.S. 1/S.R. 5/N.E. 6th Avenue between Ponce de Leon Drive and S.R. 84/S.E. 24th Street in Broward County is designated as “Robert L. Clark Memorial Highway.”
- U.S. 441/S.R. 7/NW 2nd Avenue between S.R. 860/NW 183rd Street and S.R. 852/NW 215th/County Line Road in Miami-Dade County is designated as “Nelson Mandela Boulevard.”
- I-10/S.R. 8 between Mile Marker 234 and the Madison County line in Jefferson County is designated as “CPT Tecarie ‘CZ’ Czarnecki and TSgt David A Stone Memorial Highway.”
- S.R. 60/Miami Gardens between NE 6th Avenue to U.S. 1/S.R. 5 in Miami-Dade County is designated as “Ronald A. Silver Drive.”
- S.R. 436 between S.R. 528 and S.R. 408 in Orange County is designated as “Elias ‘Rico’ Piccard Memorial Highway.”
- S.R. 85/N. Ferdon Boulevard between S.R. 10/U.S. 90 and C.R. 188/Airport Road/Old Bethel Road in Okaloosa County is designated as “C. Wayne Ansley Highway.”
- S.R. 973/S.W. 87th Avenue between S.W. 68th Street and S.W. 70th Street in Miami-Dade County is designated as “Rene Ledesma Way.”
- S.R. 992/S.W. 152nd Street/Coral Reef Drive between S.R. 821/Homestead Extension of the Florida Turnpike and S.W. 99th Court in Miami-Dade County is designated as “Reverend John A. Ferguson Street.”
- U.S. 98/S.R. 30A/Tyndall Parkway between C.R. 2327/Transmitter Road and S.R. 22 in Bay County is designated as “Lieutenant Colonel Carl John Luksic, USAF, Memorial Highway.”

- 21st Avenue between 26th Street and S.R. 585/22nd Street in Hillsborough County is designated as “C. Blythe Andrews Road.”
- E. Palm Avenue between N. 15th Street and S.R. 45/N. Nebraska Avenue in Hillsborough County is designated as “Roland Manteiga Road.”
- S.R. 922/N.E. 125th Street between N.E. 8th Avenue and N.E. 9th Avenue in Miami-Dade County is designated as “Sergeant Carl Mertes Street.”
- N.E. 126th Street between N.E. 8th Avenue and N.E. 9th Avenue in Miami-Dade County is designated as “Detective Sergeant Steven E. Bauer Street.”
- N.E. 127th Street between N.E. 8th Avenue and N.E. 9th Avenue in Miami-Dade County is designated as “Sergeant Lynette Hodge Street.”
- N.W. 40th Street between N.W. 2nd Avenue and N.W. 5th Avenue in Miami-Dade County is designated as “Full Gospel Assembly Street.”
- N.W. 39th Street between N.W. 2nd Avenue and N.W. 3rd Avenue in Miami-Dade County is designated as “Ebenezer Christian Academy Street.”
- N.W. 67th Street between N.W. 2nd Avenue and N.W. 4th Avenue in Miami-Dade County is designated as “Bishop Abe Randall Boulevard.”
- S.R. 934/N.W. 81st Street between U.S. 441/S.R. 7/N.W. 7th Avenue and N.W. 12th Avenue in Miami-Dade County is designated as “Jacob Fleishman Street.”
- S.R. 860/Miami Gardens Drive/N.W. 183rd Street between S.R. 817/N.W. 27th Avenue and N.W. 42nd Avenue in Miami-Dade County is designated as “Bishop Isaiah S. Williams, Jr., Street.”
- Boat ramp number 8 located at mile marker 40.7 on I-75/S.R. 93/Alligator Alley in Broward County is designated as “The Honorable Dale G. Bennett Boat Ramp.”
- N.E. 73rd Street between N.E. 2nd Avenue and N.E. 3rd Court in Miami-Dade County is designated as “Reverend Wilner Maxi Street.”
- U.S. 90/S.R. 10 between Gretna and Chattahoochee in Gadsden County is designated as “James Harold Thompson Highway.”
- I-10/S.R. 8 between mile post 232 and mile post 233 in Jefferson County is designated as “Trooper James Herbert Fulford, Jr., Memorial Highway.”
- Bridge number 380047 on U.S. 98/S.R. 30 over the Aucilla River in Taylor County is designated as “SP4 Billy Jacob Hartsfield Bridge.”
- U.S. 41/S.R. 90/Tamiami Trail/S.W. 8th Street between S.W. 127th Avenue and S.W. 132nd Avenue in Miami-Dade County is designated as “Belen Presidents Way.”
- U.S. 90/S.R. 10 between N. 5th Street and N. Norwood Road in Walton County is designated as “Dr. Martin Luther King, Jr., Avenue.”
- Bridge number 780075 on U.S. 1/S.R. 5/Ponce de Leon Boulevard over the San Sebastian River in St. Johns County is designated as “Ponce de Leon Bridge.”
- S.R. 589 and S.R. 568/Veterans Expressway between S.R. 60/Courtney Campbell Causeway and S.R. 597/Dale Mabry Highway in Hillsborough County is designated as “RADM LeRoy Collins, Jr., Veterans Expressway.”
- U.S. 1/S.R. 5/S. Dixie Highway between S.W. 220th Street and S.W. 216th Street in Miami-Dade County is designated as “Arthur & Polly Mays Memorial Highway.”

- U.S. 1/S.R. 5/S. Dixie Highway between S.W. 296th Street and S.W. 288th Street in Miami-Dade County is designated as “*Lourdes Guzman-DeJesus Street.*”
- S.R. 40 between the City of Ormond Beach and the Lake County line in Volusia County is designated as “*Fred Karl Memorial Highway.*”
- S.R. 269 between U.S.90/S.R. 10 and S.R. 12 in Gadsden County is designated as “*Julia Munroe Woodward Highway.*”
- S.R. 293/Mid-Bay Bridge Extension between the Mid-Bay Bridge Toll Plaza and S.R. 20 in Okaloosa County is designated as “*Walter Francis Spence Parkway.*”
- S.R. 50 between U.S. 27/ S.R. 25 and Hancock Road in Lake County is designated as “*Specialist Alexander Miller Memorial Highway.*”
- N.W. 77th Avenue between Miami Lakes Drive/N.W. 154th Street and N.W. 146th Street in Miami-Dade County is designated as “*Wellness Way.*”
- S.R. 50 between the Sumter County Line and Lee Road in Lake County is designated as “*Sergeant Jess Thomas Memorial Highway.*”
- S.R. 44/South Street between S.R. 44 between C.R. 44/Main Street and U.S. 27/S.R. 25/14th Street in Lake County is designated as “*Staff Sergeant Michael A. Bock Memorial Highway.*”
- S.R. 50 between S.R. 33 and C.R. 565A in Lake County is designated as “*Specialist Ronald Gaffney Memorial Highway.*”
- U.S. 1/S.R. 5 between Card Sound Road in Miami-Dade County and C.R. 905 in Monroe County is designated as “*Purple Heart Trail.*”
- U.S. 41/S.R. 90/Tamiami Trail/S.W. 8th Street between S.W. 37th Avenue and Ponce de Leon Boulevard in Miami-Dade County is designated as “*Betty Pino Way.*”
- S.R. 973/S.W. 87th Avenue between S.W. 24th Street/Coral Way and S.W. 32nd Street in Miami-Dade County is designated as “*Sabre Way.*”
- Bridge number 120002 over the Caloosahatchee River on U.S. 41/S.R. 45/Cleveland Avenue in Lee County is designated as “*Henry Ford Bridge.*”
- S.R. 526/Washington Street/Robinson between S.R. 423/John Young Parkway and C.R. 526/Crystal Lake Drive in Orange County is designated as “*Bessie Coleman Street.*”
- S.R. 436 between Sheeler Avenue and the Seminole County line in Orange County is designated as “*Robert Pittman, Jr., Road.*”
- Upon completion of construction, the SunRail stop near S.R. 428/Sand Lake Road and S.R. 527/Orange Avenue in Orange County is designated as “*Historic Pine Castle Station.*”
- N.W. 112th Street between U.S. 441/S.R. 7/N.W. 7th Avenue and N.W. 8th Avenue in Miami-Dade County is designated as “*Pastor Jocelyne Bouchette Street.*”
- N.E. 8th Avenue between S.R. 916/N.E. 135th Street and N.E. 131st Street in Miami-Dade County is designated as “*Gerbuns Augustin Avenue.*”
- Bridge number 900095 over Indian Key Channel on U.S. 1/S.R. 5 in Monroe County is designated as “*Indian Key Irving R. Eyster Bridge.*”
- S.R. 71 between Knowles Avenue and the Calhoun County line in Gulf County is designated as “*Gulf County Veterans Memorial Highway.*”

- S.R. 519/Fiske Boulevard located within the corporate limits of the City of Cocoa in Brevard County is designated as “Dr. Martin Luther King, Jr., Memorial Highway.”
- U.S. 301/S.R. 43 between S.R. 574/ Martin Luther King, Jr., Boulevard and S.R. 60/E. Adamo Drive in Hillsborough County is designated as “Sergeant Paul Smith Memorial Highway.”
- S.R. 973/S.W. 87th Avenue between S.R. 836/Dolphin Expressway and S.W. 24th Street in Miami-Dade County is designated as “U.S. Army Sergeant Amaru Aguilar-Borgen Memorial Highway.”
- U.S. 27A/U.S. 41/S.R. 45/S.R. 121/S.R. 500/W. Noble Avenue between U.S. 27/U.S. 41/S.R. 45/S.R. 121/N. Main Street and U.S. 41/S.R. 45/S.R. 121/S.W. 7th Street in Levy County is designated as “David W. Moss Memorial Highway.”
- U.S. 41/ S.R. 599/S. 50th Street between Palm River Road and S.R. 676/Causeway Boulevard in Hillsborough County is designated as “Deputy Sheriff David Anthony Abella Memorial Highway.”
- U.S. 1/U.S. 41/S.R. 5/Biscayne Boulevard between U.S. 1/U.S. 41/S.R. 5/S.E. 2nd Street and N.E. 3rd Street in Miami-Dade County is designated as “Ralph Sanchez Way.”
- S.R. 694/C.R. 694/Park Boulevard between U.S. 19/S.R. 55 and S.R. 699/Gulf Boulevard in Pinellas County is designated as “C.W. ‘Bill’ Young Memorial Highway.”
- S.R. 948/NW 36th Street between NW South River Drive and Curtiss Parkway/NW 57th Avenue in Miami-Dade County is designated as “Miami Springs Boulevard.”
- S.R. 968/W. Flagler Street/S.W. 1st Street between S.W. 6th Avenue and S.W. 17th Avenue in Miami-Dade County is designated as “Guillermo Zamora Boulevard.”
- S.W. 31st Street between S.W. 117th Court and S.W. 122nd Avenue in Miami-Dade County is designated as “Detective Stephen L. Vinson, Sr., Way.”
- U.S. 231/S.R. 75 between the Jackson County line and U.S. 98B/S.R. 30 in Bay County is designated as “Allan Bense Highway.”
- S.R. 574 between I-75/S.R. 93A and I-4/S.R. 400 in Hillsborough County is designated as “POW/MIA Memorial Highway.”
- S.R. A1A/200 between I-95 S.R. 9 and Stratton Road in Nassau County is designated as “Nassau County Deputy Sheriffs Memorial Highway.”
- S.R. A1A/Ocean Drive between S.R. 822/Sheridan Street and Cambridge Street in Broward County is designated as “Dr. Von Mizell Drive.”
- S.R. A1A/S.R. 105/S. Fletcher Avenue between S.R. A1A 200/Atlantic Avenue and C.R. 105B/Simmons Road in Nassau County is designated as “Francis Gibbs Memorial Highway.”
- S.R. 44 between the Sumter County line and U.S. 41/S.R. 44/S.R. 45 in Citrus County is designated as “Sheriff Charles Simeon Dean Highway.”
- The DOT may permit the erection by a private entity of a suitable marker in the wayside park on the north end of bridge numbers 150215 and 150212/Sunshine Skyway Bridge in memory of those who died on May 9, 1980, when the MV Summit Venture collided with the bridge.

If approved by the Governor, these provisions take effect July 1, 2014.

Vote: Senate 38-0; House 115-1

Committee on Transportation

CS/HB 863 — Motor Vehicle Crash Reports

by Transportation and Highway Safety Subcommittee and Rep. Kerner (CS/SB 876 by Transportation Committee and Senator Galvano)

The bill revises motor vehicle crash report access requirements. Currently, crash reports are confidential and exempt from public record disclosure requirements for a period of 60 days after the date they are filed. However, they are available to various entities, including but not limited to, the parties involved in the crash, and their legal and insurance representatives, prosecutors, law enforcement, the Department of Transportation, and legitimate news media such as radio and television stations licensed by the Federal Communications Commission, qualified newspapers, and free newspapers of general circulation.

A person attempting to access a crash report within the 60 day period is required to:

- Present a valid driver license or other photographic identification, proof of status, or identification that demonstrates his or her qualifications to access; and
- File a written sworn statement with the state or local agency in possession of the information stating that information from a crash report made confidential and exempt by this section will not be used for any commercial solicitation of accident victims, or knowingly disclosed to any third party during the time that information remains confidential and exempt.

The bill revises the crash report access requirement relating to filing written sworn statements within the 60-day confidential and exempt period. The bill requires a written sworn statement for each individual crash report requested.

If approved by the Governor, these provisions take effect July 1, 2014.

Vote: Senate 36-1; House 114-3

Committee on Transportation

CS/CS/CS/HB 865 — Public Records/Motor Vehicle Crash Reports

by Economic Affairs Committee; Government Operations Subcommittee; Transportation and Highway Safety Subcommittee; and Rep. Kerner, Campbell, and others (CS/SB 1046 by Rules Committee and Senator Galvano)

Current law provides crash reports containing the identity and contact information of parties involved in a crash are confidential and exempt from public inspection and copying for 60 days. Certain free newspapers are an exception to this law, and they may have access to confidential and exempt information contained in crash reports before 60 days have elapsed.

The bill restricts the types of free newspapers which may have access to vehicle crash reports. In addition, the bill provides that if a newspaper requests 10 or more crash reports within a 24-hour period, the newspaper may not have access to the contact information of the parties involved in a crash.

The bill provides that a free newspaper may have access to crash reports if they:

- Have a distribution of least 7,500 copies by mail or carrier;
- Are intended to be generally distributed and circulated;
- Contain news of general interest; and
- Consist of a minimum of 10 pages per publication.

A free newspaper which requests 10 or more crash reports within 24 hours may not have access to the home, cellular, employment, or other telephone numbers or the home or employment address of any other the parties involved in the crash.

The bill provides this revised exception to the exemption that restricts access to certain information is subject to the Open Government Sunset Review Act and will stand repealed on October 2, 2019, unless reviewed and saved from repeal through reenactment by the Legislature.

If approved by the Governor, these provisions take effect on the same date that CS/HB 863 is adopted and becomes law, which is July 1, 2014.

Vote: Senate 33-0; House 109-8

THE FLORIDA SENATE
2014 SUMMARY OF LEGISLATION PASSED
Committee on Transportation

CS/SB 1024 — Off-Highway Vehicles

by Transportation Committee and Senator Dean

The bill revises the definitions of two types of off-highway vehicles (OHVs), “all-terrain vehicle” (ATV) and “recreational off-highway vehicle” (ROV), to:

- Remove any reference to the seating type, the steering control mechanism, and the number of passengers; and
- Increase the authorized width of an ROV from 64 to 65 inches.

Due to these revisions, the definitions of ATV and ROV are distinguished by width, weight, and the number of non-highway wheels. Under both definitions the vehicle must be manufactured for recreational use by one or more persons. The type of seating and the steering mechanism no longer distinguish the two vehicles.

The revisions potentially authorize an OHV currently defined as an ROV to meet the definition of an ATV if the vehicle is 50 inches or less in width, 1,200 pounds or less in dry weight, and designed to travel on three *or more* non-highway tires. A vehicle currently classified as an ROV that meets the definition of an ATV under the bill may be permitted to access lands not previously accessible, depending upon the rules of operation of the managing local, state, or federal agency.

The bill also clarifies the prohibition against carrying multiple passengers on OHV to prohibit the carriage of more passengers than the vehicle is specifically designed to carry.

Lastly, the bill revises the penalty provision in s. 261.20(6), F.S., to clarify a violator may have the privilege of operating any OHV on public land revoked, not just ATV use. The provisions of s. 261.20, F.S., apply to all OHVs.

If approved by the Governor, these provisions take effect July 1, 2014.

Vote: Senate 38-0; House 83-34

Committee on Transportation

CS/CS/HB 1161 — Department of Transportation

by Economic Affairs Committee; Transportation and Highway Safety Subcommittee; Economic Affairs Committee; and Rep. Goodson (CS/CS/SB 1048 by Community Affairs Committee; Transportation Committee; and Senator Latvala)

The bill authorizes, but does not require, the Florida Department of Transportation (FDOT) to provide for the monetization of the revenue stream from leases for wireless communication facilities on FDOT property. Revenues from such purchases are to be used to increase capital funding for the statewide transportation system.

The bill also makes revisions to the control of outdoor advertising. The bill provides that Water Management District (WMD) public information systems are subject to the provisions of certain federal laws and agreements and effectively rewrites ch. 479, F.S., to revise various duties of the FDOT to modernize and streamline the administration and enforcement of state and federal outdoor advertising provisions. The substantive revisions:

- Provide criteria to be used in the permitting of signs in commercial or industrial zones, as determined by the local government, and require the FDOT to notify a sign applicant in writing if the FDOT disagrees with a local government determination that a proposed sign location is on a parcel that is in a commercial or industrial zone;
- Require removal of a sign within 30 days if the FDOT determines the parcel does not meet sign permit requirements, and provide for a reduction in transportation funding to a local government if a local government fails to comply;
- Revise provisions relating to signs visible from more than one highway, make permanent a pilot program under which the distance between certain permitted signs may be reduced to 1,000 feet, revise provisions relating to vegetation management, and revise provisions relating to relocation or reconstruction of signs situated upon FDOT right-of-way;
- Provide for additional signs that can be erected without a permit, revise provisions increasing the legal height of a sign at its location if a noise-attenuation barrier is erected, and expand the logo sign program to the right-of-way of the limited-access system; and
- Repeal a pilot program authorized in 2012 for signs related to tourist-oriented commerce, which is replaced by authority to erect such signs without a permit.

The bill extends a pilot program for the Palm Beach County School District to recognize its business partners through signage on sports facilities.

The bill also authorizes the FDOT to enter into concession agreements for commercial sponsorship of multiuse trails and related facilities and to use the revenues for the maintenance of the trails and facilities. The bill requires provides sign location and size requirements.

If approved by the Governor, these provisions take effect July 1, 2014.

Vote: Senate 38-0; House 116-0

Committee on Transportation

CS/CS/HB 7005 — Transportation

by Economic Affairs Committee; Transportation and Economic Development Appropriations Subcommittee; Transportation and Highway Safety Subcommittee; and Rep. Artiles (CS/CS/SB 1272 by Appropriations Committee; Transportation Committee; and Senator Brandes)

The bill revises a number of transportation-related provisions. Most, but not all of the revisions, affect functions or programs under the jurisdiction of the Department of Highway Safety and Motor Vehicles (DHSMV). Some affect functions or programs under the jurisdiction of the Department of Transportation (FDOT).

Driver Licenses

The bill:

- Provides additional circumstances under which a person may avoid driver license suspension for failure to pay child support.
- Prohibits the DHSMV from accepting the resubmission of a driver license suspension that has remained on the DHSMV's records for the required seven years.
- Requires the DHSMV (or its contractor) to prepare for development of an optional digital proof of driver license in a format that allows law enforcement to verify the authenticity of the digital proof.
- Reduces the mandatory period of revocation or suspension of a driver license from two years to one for persons convicted of certain drug offenses, and requires a court to make a determination as to whether a restricted license would be appropriate for such persons.
- Requires the driver licenses and identification cards of individuals designated as sexual predators to include to the marking "SEXUAL PREDATOR."
- Provides for a clerk to remove a habitual traffic offender designation if the offender meets certain conditions.
- Authorizes the DHSMV to issue a driver license to an applicant whose driving privilege is suspended or revoked in another state for an offense that would not have been grounds for suspension or revocation in this state.
- Authorizes a court that withholds issuance of, or suspends or revokes, the driver license of a person convicted of certain offenses relating to providing alcohol to minors, or suspends the driver license for an offense relating to theft, to direct the DHSMV to issue the person a license for business purposes only, if the person is otherwise qualified.
- Makes the suspension or revocation of a driver license of a person being prosecuted for passing a worthless check discretionary under certain conditions.

DUI/Ignition Interlock Devices

The bill:

- Authorizes a court to order placement of an ignition interlock device (IID) at a first-time-convicted person's expense for at least six continuous months on all vehicles routinely operated by the person.
- Authorizes a court to dismiss an order of immobilization if the defendant provides proof a certified IID has been installed on all vehicles individually or jointly leased or owned and routinely operated by the convicted person.
- Authorizes a court to order a person, at that person's expense, to participate in a "qualified sobriety and drug monitoring program," in which participants are regularly tested for alcohol and drug use, in addition to the IID requirement.
- Provides conditions under which a person otherwise required to have an IID may operate a leased motor vehicle in the course and scope of employment without installation of an IID.
- Requires certified IIDs to meet *or exceed* current National Highway Traffic Safety Administration standards.
- Allows IID providers whose devices have been certified to contract with the DHSMV to become a service provider, requires the DHSMV to contract with any provider whose devices have been certified and who make a request to be a provider, and provides an extensive list of provisions to be included in the contract between the DHSMV and any provider.
- Requires the Office of Program Policy Analysis and Government Accountability to submit a study, by January 1, 2015, to the Governor, Senate President, and House Speaker on the effectiveness of IID use as an alternative to driver license suspension.

Vehicle Registration Withholding

The bill:

- Limits the withholding of a license plate, revalidation sticker, or replacement license plate for a vehicle identified, or a vessel registration number or decal for a vessel, to only the vehicle or vessel identified in a lienor's written notice to surrender, rather than to all vehicles or vessels registered under the name of the person on the lienor's notice, and requires the notice to be signed under oath by the lienor.
- Provides for removal of a person's name from a list of those who may not be issued a registration by court order, in addition to currently authorized methods of removal.
- Requires the DHSMV to develop a plan addressing registration holds for failure to pay tolls or parking ticket violations, and failure to comply with certain civil penalties, which must include the ability to pay any outstanding toll, parking ticket, or civil penalty at the point of collection of the vehicle registration fee.

Vehicle Operation

The bill:

- Defines "sanitation vehicle" and "utility service vehicle," and mandates that drivers observe the requirements of the "Move Over Act" with respect to such vehicles.

- Extends the period allowing the use of low-speed vehicles and golf carts by seasonal delivery personnel from December 31 of each year to January 31 of each year.
- Adds accredited educational institutions to the organizations that may operate autonomous vehicles for testing purposes, and removes obsolete language relating to an already-submitted DHSMV report.
- Authorizes the Office of Insurance Regulation to approve a motor vehicle insurance premium discount for insured vehicles equipped with autonomous driving technology or electronic vehicle collision avoidance technology in compliance with National Highway Traffic Safety Administration standards.
- Exempts a vehicle started by remote control from “unattended motor vehicle” provisions.
- Authorizes the use of devices mounted on windshields, used for the purpose of monitoring or assisting in safe vehicle operation.
- Deletes a provision that negates the violation of failing to yield the left lane if the vehicle is traveling at up to 10 miles slower than the posted speed limit.
- Prohibits a bus from stopping to load or unload passengers in a manner that restricts the progression of traffic if another “reasonable means” exists.

Specialty and Special License Plates

The bill:

- Changes the names of the “Sportsmen’s National Land Trust” and the “Catch Me, Release Me” license plates to the “Wildlife Foundation of Florida” and the “Protect Our Oceans” plates, respectively, and revises the distribution of annual revenues from the Wildlife Foundation of Florida plate.
- Creates a new military-related special use license plate that will be stamped with the word “Veteran.”
- Requires that annual use fees from the sale of specialty license plates be expended only for use in this state, unless the annual use fee is derived from the sale of United States Armed Forces plates and certain other veteran-related plates.
- Defines “administrative expenses” to include certain direct operating costs and revises audit and attestation requirements for specialty license plate organizations.
- Allows amateur radio operators holding a valid official radio station license *recognized*, rather than *issued* by the Federal Communications Commission to obtain a special license plate.
- Extends the current moratorium on new specialty license plates from July 1, 2014, to July 1, 2016.

Miscellaneous

The bill:

- Defines “automated license plate recognition system” and requires establishment of a retention schedule for records generated through the use of such systems.

- Authorizes a clerk to designate a local governmental entity to receive and keep a currently required affidavit and dismissal fee from a person who has a disabled parking placard or plate but receives a violation.
- Provides requirements for a licensed Recreational Vehicle dealer conducting an off-premises sale not in conjunction with a public vehicle show.
- Authorizes immediate removal and impoundment of an unauthorized wrecker operator's tow truck used during certain prohibited acts upon order of a law enforcement officer.
- Requires a specified decal on each gas pump reflecting certain information relating to fueling assistance for disabled drivers at self-service gas stations; and provides that counties and municipalities are not barred from expanding the accessibility, safety, or availability of fueling assistance.
- Prohibits requiring a gas station to provide air or vacuum supply without charge and preempts all local ordinances to that effect.
- Provides a free identification card to a person who presents satisfactory evidence that he or she is homeless or that his or her annual income is at or below 100% of the federal poverty level.
- Limits the number of referenda for consolidation or dissolution of certain authorities and provides that a referendum not expressly agreed to by an authority applies only to future bond issuance.
- Requires a county or municipality to respond within 60 days after receiving a request from another county or municipality to which it provides traffic signal services regarding the evaluation, installation, operation, or maintenance of a signal.
- Authorizes counties to create a yellow dot critical motorist medical information program; provides for limited use of the medical information by emergency medical responders; and requires the county to adopt guidelines to ensure confidentiality of the information.
- Removes the prohibition against obscuring the word "Florida," on license plates effective July 1, 2016.

Florida Department of Transportation

The bill:

- Authorizes, but does not require, the FDOT to enter into agreements under which investors may purchase the revenue stream from wireless communication leases on FDOT property.
- Replaces the maximum limit on funding for the Intermodal Logistics Center Infrastructure Support Program of "up to" \$5 million annually with a minimum of "at least" \$5 million annually beginning in fiscal year 2014-2015 and provides that the funding expires on July 1, 2020.
- Exempts deepwater port vehicles and equipment from vehicle registration requirements when operated on public roads connecting facilities of a deepwater port for the purpose of transporting cargo, containers, and other equipment.
- Designates a portion of State Road 293/Mid-Bay Bridge Extension Okaloosa County as "Walter Francis Spence Parkway," and directs the FDOT to erect suitable markers.

If approved by the Governor, these provisions take effect July 1, 2014, except where otherwise provided.

Vote: Senate 37-0; House 106-3

Committee on Transportation

CS/HB 7007 — Public Records/Payment of Toll and Associated Charges

by Economic Affairs Committee; Transportation and Highway Safety Subcommittee; and Rep. Artiles and others (CS/SB 616 by Governmental Oversight and Accountability Committee; and Senator Evers)

The bill expands the existing public records exemption for personal identifying information held by the Department of Transportation, a county, or an expressway authority for the purpose of using a credit card, charge card, or check for the prepayment of electronic toll facilities charges.

Specifically, this bill expands the exemption to include personal identifying information held by a municipality. It also removes references to specific payment types and instead provides the exemption applies to personal identifying information of individuals held for the purpose of *paying, prepaying, or collecting tolls and associated charges*. This includes personal identifying information of Toll-By-Plate customers, who are invoiced and make payment after a toll is incurred. Finally, this bill protects personal identifying information that has been or is currently held by the Department of Transportation, a county, an expressway or a municipality.

The bill provides for repeal of the exemption pursuant to the Open Government Sunset Review Act on October 2, 2019, unless reviewed and reenacted by the Legislature. It also provides a statement of public necessity as required by the Florida Constitution.

If approved by the Governor, these provisions take effect upon becoming law.

Vote: Senate 37-0; House 117-0

Committee on Transportation

HB 7175 — Department of Transportation

by Economic Affairs Committee and Rep. Goodson (CS/SB 696 by Appropriations Committee and Transportation Committee)

The bill makes a number of revisions to statutes addressing the functions and responsibilities of the Florida Department of Transportation (FDOT).

Accountability and Efficiency

The bill:

- Extends the Florida Transportation Commission's (FTC) oversight of expressway and bridge authorities to the Mid-Bay Bridge Authority, which is not currently monitored by any entity.
- Repeals the Florida Statewide Passenger Rail Commission, leaving oversight of all publicly-funded passenger rail systems to the FTC, thereby eliminating duplicate monitoring.
- Prohibits the FDOT from entering into any lease-purchase agreement with any expressway authority, regional transportation authority or other entity effective July 1, 2014. Lease-purchase agreements existing as of July 1, 2013, will remain in effect. The bill will not limit FDOT's authority to enter into public-private partnership agreements with private entities to build, operate, own and finance a transportation facility.
- Authorizes the FDOT to enter into a concession agreement with a not-for-profit or private entity for commercial sponsorship displays on multiuse trails and related facilities and to use the agreement revenues for the maintenance of the trails and facilities, subject to the Highway Beautification Act and all federal laws and agreements, when applicable, to avoid any potential federal funds penalty.
- Removes a provision requiring a contractor of the FDOT to submit an affidavit relating to registration of the contractor's vehicles in favor of simply requiring the contractor's vehicles be registered in accordance with ch. 320, F.S.
- Provides an exception to the general rule that a contractor qualified by the FDOT may not also qualify to perform testing services, or construction, engineering, and inspection services to the FDOT. The exception allows a contractor to perform such services if the FDOT determines by written order that the limitation is not in the best interests of the public. However, a contractor may not perform such services on a construction contract under which that contractor is performing any work.
- Streamlines the FDOT's authority to dispose of surplus property in an attempt to return property not needed for transportation purposes to local tax rolls.
- Provides additional guidance to the FDOT when considering a lease of property for joint public-private development by generally aligning the process with the more detailed statutory provisions relating to proposals for public-private partnerships.
- Establishes a date no later than June of 2018 by which time the FDOT will no longer use toll revenues of the Alligator Alley to pay the costs of operation of a local fire station.

- Improves the process for mitigation of environmental impacts of transportation projects, allowing the FDOT to program funds based on the estimated actual cost of necessary mitigation (rather than an arbitrary dollar amount per mitigation credit), while also resulting in a savings to the state.
- Makes a number of revisions to the control of outdoor advertising. The bill provides Water Management District (WMD) public information systems are subject to the provisions of certain federal laws and agreements and effectively rewrites ch. 479, F.S., to relocate, revise, and repeal various definitions, and to revise various duties of the FDOT to modernize and streamline the administration and enforcement of state and federal outdoor advertising provisions. The substantive revisions:
 - Provide criteria to be used in the permitting of signs in commercial or industrial zones, as determined by the local government, and require the FDOT to notify a sign applicant in writing if the FDOT disagrees with a local government determination that a proposed sign location is on a parcel that is in a commercial or industrial zone;
 - Require removal of a sign within 30 days if the FDOT determines the parcel does not meet sign permit requirements, and provide for a reduction in transportation funding to a local government if a local government fails to comply;
 - Revise provisions relating to signs visible from more than one highway, make permanent a pilot program under which the distance between certain permitted signs may be reduced to 1,000 feet, revise provisions relating to vegetation management, and revise provisions relating to relocation or reconstruction of signs situated upon right-of-way acquired by the FDOT;
 - Provide for additional signs that can be erected without a permit, revises provisions relating to increasing the height of a sign at its location if a noise-attenuation barrier is erected, and expand the logo sign program to the right-of-way of the limited-access system; and
 - Repeal a pilot program authorized in 2012 for signs related to tourist-oriented commerce, which is replaced by authority to erect such signs without a permit.
 - Extend a pilot program for the Palm Beach County School District to recognize its business partners by displaying the partner names on school district property in the unincorporated areas of the county.
 - Authorize the FDOT to pay maintenance costs of the Pinellas Bayway from Bayway toll revenues, thereby avoiding increased accumulation of long-term debt owed to the State Transportation Trust Fund.

Economic Development

The bill:

- Authorizes the FDOT to fund up to 100% of certain airport investment projects that are strategic from a statewide perspective.
- Authorizes, but does not require, the FDOT to improve and maintain a city or county road that is part of the city or county road system and which provides access to a state park.
- Authorizes, but does not require, the FDOT to enter into agreements under which investors purchase the revenue stream from wireless communication leases on property

owned or controlled by the FDOT, the revenues of which are to be used to increase capital funding for the statewide transportation system.

- Authorizes Enterprise Florida, Inc., to act as a consultant to the FDOT in approving economic development transportation project contracts; provides authority for the FDOT to terminate a grant award if construction of the transportation project does not begin within four years after the date of the initial grant award; and expands the type of authorized transportation facility projects to include spaceports.

Compliance with Federal Law

The bill:

- Increases the allowable weight of idle-reduction technology (auxiliary power units) on commercial motor vehicles from 400 to 550 pounds, in accordance with federal law, thereby reducing a potential fine by \$7.50.
- Authorizes the FDOT to purchase all plant materials from Florida commercial nursery stock in this state on a uniform competitive bid basis, *except as prohibited by applicable federal law or regulation*, thereby avoiding a potential penalty which may result in a 10 percent loss of federal highway funds.
- Revises provisions relating to designation and apportionment of metropolitan planning organization (MPO) to conform to federal law and facilitates a more regional approach to transportation planning by increasing the number of voting members allowed on an MPO that is expanded to include a new urbanized area or when two or more MPOs are consolidated.

Statutory Cleanup

The bill:

- Repeals the never-used Florida Transportation Corporation Act, which authorized the formation of corporations to act on behalf of the FDOT for promotion and development of transportation facilities and systems. Related authority of the Auditor General to audit such corporations is also repealed.
- Repeals obsolete and superseded language relating to towing disabled vehicles.
- Clarifies a document revealing the identify of potential bidders on contracts of the FDOT remains a public record *before* the period in current law during which such a document is confidential and exempt from the provisions of s. 119.07(1), F.S.
- Repeals two separate references to the previously-repealed Toll Facilities Revolving Trust Fund.

Miscellaneous

The bill:

- Requires the FTC to conduct a study of the potential for the state to obtain revenue from any parking meters located within or along the right-of-way limits of a state road; requires each municipality and county that receives revenue from any such parking

meters to provide the FTC a written inventory of the location of such meters, the total revenue collected from them for the last three fiscal years, and any pledge of revenues to the payment of any debt service; requires the FTC to develop specific recommendations relating to the allocation of revenue generated by such meters installed before July 1, 2014, and thereafter; authorizes the FDOT to remove any such meters if a municipality or county fails to provide the required information; and prohibits installation of any new meters on state right-of-way from July 1, 2014, through July 1, 2015.

If approved by the Governor, these provisions take effect July 1, 2014, except where otherwise provided.

Vote: Senate 40-0; House 118-0