

Committee on Infrastructure and Security

SB 64 — Transportation Facility Designations/Officer Lance Christian Whitaker Highway

by Senators Gibson and Bean

The bill designates the portion of I-295/E. Beltway 295 between Alta Drive and Pulaski Road in Duval County as “Officer Lance Christian Whitaker Highway” and directs the Florida Department of Transportation to erect suitable markers.

If approved by the Governor, these provisions take effect July 1, 2019.

Vote: Senate 40-0; House 115-0

Committee on Infrastructure and Security

CS/CS/HB 87 — Registration and Titling of Vehicles and Vessels

by State Affairs Committee; Transportation and Infrastructure Subcommittee; and Rep. Ponder and others (CS/CS/SB 234 by Judiciary Committee; Infrastructure and Security Committee; and Senator Baxley)

The bill authorizes a natural person who owns a heavy truck that weighs between 5,001 and 7,999 pounds to renew his or her registration during his or her birth month rather than exclusively in December, as currently required by law. To implement the change in renewal dates, the bill requires the Department of Highway Safety and Motor Vehicles (DHSMV) to prorate registration renewal fees to give customers the option to renew their registrations on their dates of birth in 2021 or 2022. Customers whose dates of birth occur in the months of January through June may choose to renew for one to 18 months, and customers whose dates of birth occur in the months of July through December may choose to renew for seven to 24 months. The bill limits the option to prorate to renewal or unexpired registrations and registrations that have been expired for not more than 30 days.

This change will allow a person to renew registrations for other motor vehicles at the same time as the heavy truck registration and will also benefit the DHSMV and tax collector offices by reducing the workload on their staffs in December.

The bill expands the documentation that is acceptable for a surviving spouse or owner to rely upon when applying to transfer title to a motor vehicle or vessel from a deceased person. By authorizing the DHSMV and tax collector offices to use an electronic file of death records maintained by the Department of Health to verify information, applicants are no longer required to personally produce a certified death certificate to complete the transfer.

If approved by the Governor, these provisions take effect July 1, 2019, with a later effective date of September 1, 2020, for the revised heavy truck registration periods.

Vote: Senate 40-0; House 109-0

Committee on Infrastructure and Security

CS/HB 107 — Wireless Communications While Driving

by Transportation and Infrastructure Subcommittee and Reps. Toledo, Slosberg, and others (CS/CS/CS/CS/SB 76 by Rules Committee; Judiciary Committee; Innovation, Industry, and Technology Committee; Infrastructure and Security Committee; and Senators Simpson, Passidomo, Hooper, Mayfield, Book, Rouson, Berman, Perry, Taddeo, Cruz, and Stewart)

The bill changes current enforcement of the ban on texting while driving from a secondary offense to a primary offense, which will allow a law enforcement officer to stop a vehicle solely for texting while driving.

The bill creates a new section of statute titled “school and work zones; prohibition on the use of a wireless communications device in a handheld manner.” It authorizes enforcement of a ban on the use of a wireless communications device in a handheld manner while operating a motor vehicle in a designated school crossing, school zone, or active work zone area as a primary offense punishable as a moving violation. The bill provides for enforcement only by a warning from October 1, 2019, through December 31, 2019, after which a person may be issued a citation.

For both texting while driving and use of a wireless communications device in a handheld manner while operating a motor vehicle in a designated school crossing, school zone, or work zone the bill:

- Allows for a statewide public education and awareness campaign;
- Requires a law enforcement officer to inform the motor vehicle operator that he or she has a right to decline a search of his or her wireless communications device;
- Prohibits a law enforcement officer from accessing the wireless communications device without a warrant, confiscating the device while waiting for the issuance of a warrant, or using coercion or other improper method to convince the operator to provide access to such device without a warrant; and
- Requires a law enforcement officer to record the race and ethnicity of a person issued a citation for texting while driving or for the use of a wireless communications device in a handheld manner while operating a motor vehicle in a designated school crossing, school zone, or active work zone area.

If approved by the Governor, these provisions take effect July 1, 2019, with a later effective date of October 1, 2019, for the implementation of the prohibition on the use of a wireless communications device in a handheld manner in school and work zones.

Vote: Senate 33-5; House 108-7

Committee on Infrastructure and Security

CS/CS/SB 252 — Driver License, Identification Card, and Motor Vehicle Registration Applications

by Appropriations Committee; Infrastructure and Security Committee; and Senator Flores

The bill requires the Department of Highway Safety and Motor Vehicles (DHSMV) to include an option on the motor vehicle registration application to make a voluntary contribution of \$1 or more to the Live Like Bella Childhood Cancer Foundation. Such contributions will be distributed by the DHSMV to the foundation.

The bill repeals the requirement that the DHSMV include an option on the motor vehicle registration application and on the driver license and identification card application to make a voluntary contribution of \$1 or more to the Auto Club Group Traffic Safety Foundation, Inc.

If approved by the Governor, these provisions take effect July 1, 2019.

Vote: Senate 37-0; House 115-0

Committee on Infrastructure and Security

CS/HB 311 — Autonomous Vehicles

by State Affairs Committee and Rep. Fischer (CS/CS/SB 932 by Appropriations Committee; Infrastructure and Security Committee; and Senator Brandes)

The bill revises various provisions of law relating to autonomous vehicles. The bill deems an automated driving system to be the operator of an autonomous vehicle while operating in autonomous mode, regardless of whether a person is physically present in the vehicle. The bill authorizes operation of a fully autonomous vehicle on Florida roads regardless of whether a human operator is physically present in the vehicle. Under the bill, a licensed human operator is not required to operate a fully autonomous vehicle. The bill authorizes an autonomous vehicle or a fully autonomous vehicle equipped with a teleoperation system to operate without a human operator physically present in the vehicle when the teleoperation system is engaged. A remote human operator must be physically present in the United States and be licensed to operate a motor vehicle by a United States jurisdiction.

The bill exempts fully autonomous vehicles operating with the automated driving system engaged from certain duties under chapter 316, F.S., such as the duty to give information and render aid, in the event of an accident. Provisions relating to unattended motor vehicles or property are also deemed inapplicable to such fully autonomous vehicles. The bill amends other provisions related to video displays, use of wireless communications devices, and other statutes to incorporate exemptions for autonomous vehicles.

Additionally, the bill applies provisions relating to the operation of transportation network companies and vehicles to on-demand autonomous vehicle networks. The bill requires a fully autonomous vehicle with the automated driving system engaged while logged on to an on-demand autonomous vehicle network or engaged in a prearranged ride to have specified insurance coverage. The bill also requires proof of financial responsibility to respond to a claim for damages arising out of a motor vehicle accident for owners or registrants of certain fully autonomous vehicles that are not subject to the insurance requirements described above. These requirements are repealed on January 1, 2024.

The bill authorizes the Florida Turnpike Enterprise within the FDOT to enter into one or more agreements to fund, construct, and operate facilities for the advancement of autonomous and connected innovative transportation technologies for specified purposes.

The bill expresses legislative intent to provide for uniformity of laws governing autonomous vehicles throughout the state and prohibits a local government from imposing any tax, fee, for-hire vehicle requirement, or other requirement on automated driving systems, autonomous vehicles, or on a person who operates an autonomous vehicle.

If approved by the Governor, these provisions take effect July 1, 2019.

Vote: Senate 37-0; House 110-0

Committee on Infrastructure and Security

CS/HB 341 — Motor Vehicles and Railroad Trains

by Transportation and Infrastructure Subcommittee and Rep. LaMarca and others (CS/SB 1002 by Infrastructure and Security Committee and Senator Hutson)

The bill clarifies the duties of law enforcement with respect to the collection of information required for crash reports in the event of a motor vehicle crash involving a railroad train.

The bill revises the definition of “railroad train” to provide that a railroad train is not a motor vehicle for purposes of the Florida Uniform Traffic Control Law.

The bill specifies that in the event that a motor vehicle crash involves a railroad train, the collection of certain required crash report information is at the discretion of the law enforcement officer having jurisdiction to investigate the crash.

Current law requires that the crash report contain the names of insurance companies for the “respective parties” involved in the crash, unless not available. The bill amends this requirement to specify it applies to insurance companies of the motor vehicles involved in the crash.

The bill provides a railroad train crew member or a passenger on a railroad train is not a passenger for purposes of completing a crash report. However, in the event of a motor vehicle crash involving a railroad train, a railroad train crew member must furnish: date, time, and location of the crash; description of the vehicles involved in the crash; and the names and addresses of parties involved in or witnesses to the crash. A railroad train crew member must also furnish the train engineer’s or the conductor’s federally-required, railroad-issued certificates, upon the request of the law enforcement officer investigating the crash.

If approved by the Governor, these provisions take effect July 1, 2019.

Vote: Senate 38-0; House 116-0

Committee on Infrastructure and Security

CS/CS/CS/HB 385 — Transportation

by State Affairs Committee; Ways and Means Committee; Transportation and Infrastructure Subcommittee; Reps. Avila and Perez (CS/CS/SB 898 by Appropriations Committee; Infrastructure and Security Committee; and Senator Diaz)

The bill contains various transportation-related issues, most relating to the newly created Greater Miami Expressway Agency, as well as various miscellaneous provisions.

Greater Miami Expressway Agency

- Effective upon the bill becoming law, repeals the existing part I of Chapter 348, Florida Statutes, and dissolves the Miami-Dade County Expressway Authority.
- Creates a new part I of the same chapter, to which the bulk of the existing provisions are relocated, and transfers all assets, powers, duties, and operations and maintenance control to the Greater Miami Expressway Agency (GMX), subject to all bond terms and covenants.
- Provides for appointment of nine members to the GMX governing body and prohibits appointment of persons who were members of the governing body or employees of the former MDX on or after July 1, 2009, with certain exceptions.
- Provides various definitions and sets out multiple ethics requirements applicable to members, employees, officers, and consultants of the GMX, the latter group of which does not include firms or individuals retained by the GMX to provide architectural, engineering, landscape architecture, or registered surveying and mapping services.
- Prohibits the GMX from increasing its toll rates until July 1, 2029, except as necessary to comply with bond covenants or, on or after July 1, 2024, as approved by a supermajority vote of the GMX governing body; and requires approval of any toll rate increase by a two-thirds vote of the governing body.
- Restricts the amount of toll revenues used for administrative costs to no more than ten percent above the annual state average of administrative costs, with the average to be determined by the Florida Transportation Commission based on the annual administrative costs of all the expressway authorities in the state.
- Requires a distance of at least five miles between main through-lane tolling points, not including entry and exit ramps, and authorizes the GMX to establish toll rates such that the rate per mile is equal to the rates in effect on July 1, 2019.
- Authorizes the GMX to finance or refinance the planning, design, acquisition, construction, extension, etc., of a public transportation facility or transportation facilities owned or operated by Miami-Dade County; an intermodal facility or facilities; multimodal corridors, bicycle facilities or greenways, or any programs or projects that will improve levels of service on an expressway system.
- Creates the Greater Miami Toll Rebate Program within the GMX, subject to certain conditions, affording monthly rebates beginning January 1, 2020, in the form of SunPass account credits for SunPass holders with vehicles registered in Miami-Dade County who incur \$12.50 or more each month in tolls. The bill specifies a goal of rebating 25 percent

of tolls paid, requires the GMX to review the amount of the toll rebate once every five years, and authorizes the GMX to adjust the toll rate.

- Before October 1, 2019, requires the Auditor General to submit a report assessing the financial situation of the GMX, the financial feasibility of the toll rebate program, and the financial feasibility of a toll rate reduction.
- Requires the GMX, beginning October 1, 2020, to annually submit to the Miami-Dade County metropolitan planning organization (MPO) and post on the GMX's website a report providing information regarding the amount of tolls collected and how the tolls were used in the GMX's previous fiscal year.

Other Miami-Dade County Provisions

- Prohibits the Miami-Dade County MPO from assessing any fees for municipalities, counties, or other governmental entities that are members of the MPO.
- Effective October 1, 2022, and to the extent not prohibited by bond contracts or bond covenants, revises the authorized uses of the proceeds of discretionary sales surtaxes in Miami-Dade County; limits the distribution of such proceeds to municipalities in that county to no more than 25 percent; and specifies the authorized uses of such proceeds by municipalities.
- Revives and makes permanent the rebuilt motor vehicle inspection program in Miami-Dade County repealed on July 1, 2018, to be implemented by the Department of Highway Safety and Motor Vehicles (DHSMV) by October 1, 2019; provides additional requirements for program participants and facilities; and requires the DHSMV to submit a report by July 1, 2021, evaluating the effectiveness of the program and whether to expand it to other counties.

Miscellaneous Provisions

- Authorizes an electronic copy, rather than a paper copy, of rental or lease documentation issued for a motor vehicle to be in the possession of the vehicle operator or carried in the vehicle and exhibited upon demand of any authorized law enforcement officer or DHSMV agent.
- Provides that the act of presenting an electronic device displaying an electronic copy of such rental or lease documentation does not constitute consent to access any information on the device other than the displayed rental or lease documentation, and provides the person presenting the device assumes liability for any resulting damage to it.
- Prohibits a person from renting a motor vehicle to another unless he or she inspects the driver license of the renter and verified that the driver license is unexpired.
- Deems a rental car company to be in compliance with certain statutory requirements regarding physical driver license verification under certain conditions relating to rentals made by digital or electronic means or rentals to renters who do not execute a rental contract at the time of taking possession of the vehicle.

- Requires the Florida Department of Transportation (FDOT), for portions of transportation projects on, under, or over an FDOT-owned right-of-way to review the project's design plans for compliance with FDOT design standards.
- Changes the FDOT's authorization for innovative "highway" projects to innovative "transportation" projects, including projects demonstrating innovative techniques of bridge design, along with those of highway construction, maintenance, and finance, with the intended effect of measuring resiliency and structural integrity.
- Repeals the Osceola County Expressway Authority, which has transferred its projects to the Central Florida Expressway Authority; and relocates from the repealed part I of Chapter 348, F.S., public-private partnership authorization for the Tampa-Hillsborough County Expressway Authority and the Central Florida Expressway Authority.
- Authorizes 40 honorary or memorial transportation facility designations around the state and directs the FDOT to erect suitable markers.

If approved by the Governor, these provisions take effect July 1, 2019, except as otherwise provided.

Vote: Senate 23-16; House 79-28

Committee on Infrastructure and Security

CS/CS/HB 453 — Micromobility Devices

by State Affairs Committee; Local, Federal and Veterans Affairs Subcommittee; and Rep. Toledo (CS/SB 542 by Infrastructure and Security Committee and Senator Brandes)

The bill establishes a regulatory framework for authorizing the operation of micromobility devices and motorized scooters. The bill:

- Defines “micromobility device” and revises the definition of “motorized scooter.”
- Grants certain rights and applies certain duties to the operator of a micromobility device or motorized scooter that are the same as those of a bicycle rider.
- Specifies that a local government is not prevented from exercising its regulatory authority with respect to the operation of micromobility devices or motorized scooters on streets, highways, and sidewalks under its jurisdiction.
- Allows operation of a micromobility device or motorized scooter without a valid driver license.
- Excludes micromobility devices and motorized scooters from compliance with vehicle registration, licensing, and insurance requirements; equipment requirements for slow-moving vehicles; and motor vehicle provisions related to licensing and license-plate display.
- Requires a person who offers motorized scooters or micromobility devices for hire to secure all such devices located in any area of the state where an active tropical storm or hurricane warning has been issued.

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

Vote: Senate 32-1; House 115-0

Committee on Infrastructure and Security

CS/CS/CS/HB 475 — Certificates of Title for Vessels

by State Affairs Committee; Transportation and Tourism Appropriations Subcommittee; Transportation and Infrastructure Subcommittee; and Rep. Williamson and others (CS/CS/SB 676 by Appropriations Committee; Infrastructure and Security Committee; and Senator Hooper)

The bill incorporates the Uniform Certificate of Title for Vessels Act into Florida's existing vessel titling and lien law. The bill contains numerous revisions to current title application requirements, revises information that must be included on a certificate of title for a vessel, provides for the perfection of security interests in a vessel and for the rights of a secured party, provides requirements for the transfer of ownership in a vessel, and revises various duties and responsibilities of the Department of Highway Safety and Motor Vehicles (DHSMV) with respect to titling of vessels.

Generally, the bill:

- Provides requirements for applications for certificates of titles for vessels, including their detailed content, and provides exceptions from the requirement to apply for a certificate.
- Provides responsibilities of an owner and insurer of a hull-damaged vessel and of the DHSMV when creating a certificate of title.
- Specifies that possession of a certificate of title does not by itself provide a right to obtain possession of a vessel, but nothing prohibits enforcement of a security interest in, levy on, or foreclosure of a statutory or common-law lien on a vessel.
- Provides the DHSMV with duties relating to the creation, issuance, refusal to issue, or cancellation of a certificate of title, and provides additional requirements for obtaining a duplicate certificate of title.
- Sets out requirements for the determination and perfection of a security interest in a vessel and for the delivery of a statement of the termination of a security interest.
- Provides for the rights of a purchaser of a vessel who is not a secured party and for the rights of a purchaser who is a secured party.
- Specifies circumstances by which the DHSMV may create a new certificate of title after the receipt of an application for a transfer of ownership or termination of a security interest, without the applicant providing a certificate of title.
- Provides requirements for the voluntary transfer of vessel title ownership, transfer by a secured party, and transfer by operation of law.
- Applies the bill to any transaction, certificate of title, or record relating to a vessel entered into or created before July 1, 2023, but provides for certain exceptions.

If approved by the Governor, these provisions take effect July 1, 2023.

Vote: Senate 36-0; House 116-0

Committee on Infrastructure and Security

CS/HB 611 — Motor Vehicle Racing

by Criminal Justice Subcommittee and Reps. Mercado, Plakon, and others (CS/SB 116 by Rules Committee and Senator Stewart)

The bill allows an officer to warrantlessly arrest and take a person into custody if the officer has probable cause to believe he or she committed a violation of s. 316.191(2), F.S., which prohibits any form of participation in motor vehicle racing. Removes the requirement that an officer either witness the offense and arrest immediately or in fresh pursuit, or secure an arrest warrant.

If approved by the Governor, these provisions take effect July 1, 2019.

Vote: Senate 39-0; House 114-1

Committee on Infrastructure and Security

CS/CS/HB 725 — Commercial Motor Vehicles

by State Affairs Committee; Transportation and Infrastructure Subcommittee; and Rep. Payne (CS/CS/SB 1638 by Rules Committee; Infrastructure and Security Committee; and Senator Lee)

The bill relates to commercial motor vehicles (CMV) and:

- Updates CMV regulations to address compatibility concerns with federal regulations;
- Removes exceptions regarding the visibility of headlamps and turn signals by waste collection vehicles under specified circumstances;
- Provides an effective date for certain requirements relating to the use of electronic logging devices and hours of service support documents;
- Removes language requiring intrastate CMVs that are not carrying hazardous materials to comply with certain federal regulations providing maximum drive time requirements;
- Removes a duplicative \$100 fine for falsifying hours of service records;
- Amends a provision to correct a federal regulations reference that allows certain short-haul drivers to be exempt from maintaining records of duty status;
- Conforms to federal regulation by adding the terms “gross vehicle weight rating” and “gross combined vehicle weight rating” for determining which vehicles, not transporting hazardous materials, meet the 26,001 pound threshold requirement for select intrastate commerce exemptions;
- Removes an exemption from federal regulations for transporting petroleum products due to the inclusion of flammable liquids that could require a hazardous material placard;
- Requires charter buses operating interstate to register as apportionable vehicles;
- Authorizes the transport of general freight on a return trip by an automobile transporter, as long as the vehicle still complies with Interstate System weight restrictions;
- Prohibits the state from imposing a length limitation of less than 80 feet and extends the front bumper overhang allowance on a stinger-steered automobile transporter from the current three feet to the federal allowance of four feet;
- Creates a definition for “towaway trailer transporter combinations” that is consistent with provisions contained in the Fixing America’s Surface Transportation Act;
- Provides that an unlawful weight and load calculation may be calculated by reducing the actual gross vehicle weight by the certified weight difference between the electric battery system and fueling system and a comparable diesel tank and fueling system; and
- Creates a five year program for permitting certain combinations of truck tractor, semitrailer, and trailer combinations operating as a single unit to transport farm products within the Everglades Agricultural Area.

If approved by the Governor, these provisions take effect October 1, 2019.

Vote: Senate 39-0; House 111-0

Committee on Infrastructure and Security

CS/CS/CS/HB 905 — Department of Transportation

by State Affairs Committee; Transportation and Tourism Appropriations Subcommittee; Transportation and Infrastructure Subcommittee; and Rep. Andrade (CS/CS/SB 1044 by Appropriations Committee; Infrastructure and Security Committee; and Senator Albritton)

The bill addresses various issues relating to the Florida Department of Transportation (FDOT). Specifically, the bill:

- Revises the FDOT's authorization for innovative highway projects to include innovative transportation projects demonstrating innovative techniques of bridge design.
- Prohibits a local government from adopting standards or specifications for certified aggregate materials that are contrary to the FDOT's standards or specifications, with an exception for certain multicounty independent special districts.
- Prohibits a local government from adopting standards or specifications that are contrary to the FDOT's for permissible use of reclaimed asphalt pavement material in construction, and provides that such material may not be considered solid waste.
- Prohibits a contractor who is not pre-qualified and in good standing with the FDOT as of January 1, 2019, and who has not satisfactorily completed two projects, each in excess of \$15 million, from bidding on FDOT contracts in excess of \$50 million.
- Prohibits an entity from performing both design and construction engineering inspection services for a project funded by the FDOT and administered by a local governmental entity, with an exception for seaports.
- Increases the dollar value of claim amounts for additional compensation arising out of an FDOT construction or maintenance contract that may be submitted to the State Arbitration Board to up to \$1 million per contract at the claimant's option or up to \$2 million if the parties agree.
- Extends the FDOT's obligation to reimburse a local governmental entity for the direct actual operating costs of the fire station at mile marker 63 on Alligator Alley; requires a local contribution from the entity operating the fire station; caps the amount of reimbursement in any state fiscal year; and transfers the ownership and title of all fire, rescue, and emergency equipment used at the fire station to the state on June 30, 2027.
- Revises the definition of "small county" for purposes of the Small County Outreach Program (SCOP) to increase the population ceiling from 170,000 to 200,000. This revision would allow continued eligibility to compete for SCOP funding by retaining or adding in the definition Bay, Charlotte, Hernando, Okaloosa, and Santa Rosa Counties.

If approved by the Governor, these provisions take effect July 1, 2019.

Vote: Senate 38-0; House 114-1

Committee on Infrastructure and Security

CS/HB 1057 — Motor Vehicles

by Transportation and Infrastructure Subcommittee; and Rep. McClure and others (CS/CS/SB 974 by Appropriations Committee; Infrastructure and Security Committee; and Senator Perry)

The bill authorizes the use of red and white lights on vehicles operated by the fire department, fire patrol, and volunteer firefighters, and revises the definition of an “authorized emergency vehicle”, to include a vehicle with red and white lights. It also authorizes vehicles to be equipped with lamps or devices underneath the vehicle.

The bill amends laws related to the business of storing and selling or reselling damaged or dismantled vehicles. The bill requires that when an insurance company notifies an independent entity in possession of a vehicle to release it, the insurance company must provide the independent entity a release statement authorizing release of the vehicle to the owner or to the lienholder.

The bill allows the independent entity’s notice to the owner to be provided by a commercial delivery service that provides proof of delivery, in addition to certified mail. When the Department of Highway Safety and Motor Vehicles (DHSMV) does not have the owner’s address on record, the bill allows the notice to be sent to the vehicle owner’s address on file with the insurance company and on file with the vehicle’s most recent titling jurisdiction.

The bill allows an independent entity in possession of a vehicle to apply for a certificate of destruction or a certificate of title if a vehicle is not claimed within 30 days after the attempted delivery of notice to the owner.

When applying for a certificate of destruction or salvage certificate of title, the bill requires the independent entity in possession of a vehicle to:

- Provide proof of all lien satisfactions or proof of a release on all liens on a vehicle;
- Provide an affidavit indicating a notice had been sent to all lienholders and 30 days has passed since the notice was delivered or delivery was attempted, in the event a lien satisfaction or a release of all liens on a vehicle cannot be obtained;
- Provide proof of notice delivery to the lienholder at the address on the certificate of title and, if the address is different than the one on file with the Department of State for the lienholder’s registered agent, provide proof of notice delivery to that address.

The bill allows a licensed salvage vehicle dealer or vehicle auction or insurance company that processes title transactions, derelict motor vehicle certificates, and certificates of destruction for derelict and salvaged vehicles to act as an electronic filing system agent of the DHSMV, if the entity does so in the normal course of business.

If approved by the Governor, these provisions take effect October 1, 2019, with an earlier effective date of July 1, 2019, for the provisions related to insurance company notifications, independent entity notifications, proof of lien satisfactions, and applications for a certificate of destruction or a certificate of title.

Vote: Senate 38-1; House 113-1

Committee on Infrastructure and Security

HB 7011 — OGSR/Division of Emergency Management

by Oversight, Transparency and Public Management Subcommittee and Rep. Daniels (SB 7032 by Infrastructure and Security Committee)

The bill amends s. 252.905, F.S., to save from repeal the current exemption from public records disclosure for any information provided by individuals and businesses to the Division of Emergency Management for the purposes of being provided assistance with emergency planning. The bill removes the scheduled repeal date of the exemption, thus continuing the exemption.

If approved by the Governor, these provisions take effect October 1, 2019.

Vote: Senate 39-0; House 109-0

Committee on Infrastructure and Security

SB 7034 — OGSR/Automated License Plate Recognition System

by Infrastructure and Security Committee

The bill amends s. 316.0777, F.S., to save from repeal the exemption from public disclosure for all images obtained from an automatic license plate recognition system as well as any personal identifying information in any data generated from images obtained from such a system. The bill removes the scheduled repeal date of the exemption, resulting in the continuation of the exemption.

If approved by the Governor, these provisions take effect October 1, 2019.

Vote: Senate 39-0; House 116-0

Committee on Infrastructure and Security

SB 7036 — OGSR/Payment of Toll on Toll Facilities/Identifying Information by Infrastructure and Security Committee

The bill saves from repeal the exemption from public inspection and copying of personal identifying information held by the Department of Transportation, a county, a municipality, or an expressway authority for the purpose of paying, prepaying, or collecting tolls and associated administrative charges due for the use of toll facilities. The bill removes the scheduled repeal date, resulting in the continuation of the exemption.

If approved by the Governor, these provisions take effect October 1, 2019.

Vote: Senate 40-0; House 115-0

Committee on Infrastructure and Security

CS/SB 7068 — Transportation

by Appropriations Committee and Infrastructure and Security Committee

Multi-use Corridors of Regional Economic Significance

The bill creates the Multi-use Corridors of Regional Economic Significance (M-CORES) Program within the Florida Department of Transportation (FDOT), with the purpose of revitalizing rural communities, encouraging job creation, and providing regional connectivity, while leveraging technology, enhancing quality of life and public safety, and protecting the environment and natural resources. The program is designed to advance construction of regional corridors that will accommodate multiple modes of transportation and multiple types of infrastructure.

The bill sets out the intended benefits of the program and identifies three corridors comprising the program:

1. Southwest-Central Florida Connector, extending from Collier County to Polk County;
2. Suncoast Connector, extending from Citrus County to Jefferson County;
3. Northern Turnpike Connector, extending from the north end of the Florida Turnpike northwest to the Suncoast Parkway.

M-CORES projects will be Turnpike projects and are subject to statutory economic and environmental feasibility criteria, as well as additional environmental and other evaluation requirements set out in the bill. Decisions on M-CORES corridor configuration and alignment must be determined in accordance with the FDOT's rules, policies, and procedures. To the greatest extent practical, the projects must be designed to minimize project construction within conservation lands.

FDOT must convene a task force for each corridor comprised of representatives from various stakeholders to evaluate and coordinate corridor analysis, environmental and land use impacts, and other pertinent impacts of the corridors. Each task force must issue a written report by October 1, 2020. To the maximum extent feasible, the bill requires project construction to begin no later than December 31, 2022, with projects open to traffic no later than December 31, 2030.

The bill authorizes corridor project funding, including redirecting to the State Transportation Trust Fund (STTF), on a phased-in schedule, portions of motor vehicle license taxes currently deposited into the General Revenue (GR) Fund. The bill specifies how and when the increased revenues available from the State Transportation Trust Fund are to be distributed. This shift of revenues will be over a multiyear schedule:

- 2019-2020: \$45M to STTF & \$83.9M to GR
- 2020-2021: \$90M to STTF & \$40.12M to GR
- 2021-2022 and thereafter: \$132.5M to STTF

After being fully phased-in by Fiscal Year 2022- 2023, about \$135 million will be annually available to fund M-CORES and other transportation programs. The bill also authorizes annual funding for programs benefiting rural areas:

- \$10 million annually for the Small County Road Assistance Program (SCRAP);
- \$10 million annually for the Small County Outreach Program (SCOP); and
- \$10 million annually for the Transportation Disadvantaged (TD) Program.

In addition, the bill creates and provides three years of funding - \$2.5 million per year - for a construction workforce development program within the FDOT.

Bid Protest Settlements

The bill also provides requirements relating to payments by the FDOT of \$1 million or more to a non-selected responsive bidder through a settlement agreement. The bill requires the FDOT, when it determines that it is in the best interest of the public to resolve a bid protest of the award of certain contracts through a settlement agreement requiring such payment, to:

- Document in the FDOT secretary's written memorandum the specific reasons that such settlement and payment is in the best interest of the state, including:
 - A description of the rights, trademarks, engineering or other design work the FDOT will acquire or retain as a result of the settlement; and
 - The specific appropriation in the existing General Appropriations Act which the FDOT intends to use to provide the payment.
- Provide a written notice that settlement discussions have begun in earnest and a written notice at least five business days, or as soon thereafter as practicable, before the FDOT makes the agreement final.

Finally, the bill prohibits the FDOT from pledging any current or future action by another branch of state government as a condition of any procurement action. The bill provides that any settlement committing the state to spending amounts in excess of current appropriations, to appropriation of funds in a subsequent fiscal year, or to policy changes inconsistent with current state law must be contingent upon legislative appropriation or statutory amendment.

If approved by the Governor, these provisions take effect July 1, 2019.

Vote: Senate 37-1; House 76-36