

The Florida Senate  
**HOUSE MESSAGE SUMMARY**

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Prepared By: The Professional Staff of the Transportation Committee

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BILL: CS/SB 582, 2<sup>nd</sup> Engrossed

INTRODUCER: Transportation Committee and Senator Baker

SUBJECT: Transportation

DATE: April 30, 2009

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**Amendments Contained in Message:**

**House Amendment 1 – 797855 (body with title)**

**Summary of Amendments Contained in Message:**

**House Amendment 1** adds the following provisions to the bill:

- Revises a number of growth management provisions including:
  - Amending the concurrency statute to address planned transit as committed capacity;
  - Exempting hangars used to manufacture and assemble aircraft from concurrency requirements;
  - Defining the term ‘backlog’ as it is used in paragraphs (12) and (16) of s. 163.3180, F.S., for the purposes of determining proportionate-share and proportionate fair-share mitigation for transportation concurrency;
  - Exempting affordable housing developments serving residents with incomes below 60 percent of the area’s median income from transportation concurrency provided the development is served by public transit;
  - incorporating criteria necessary to be considered a ‘committed facility’ when evaluating whether transportation facilities will be concurrent;
  - Providing that the cost of any improvements made to a regionally significant transportation facility within a development of regional impact (DRI) which is in a county’s or DOT’s long-range transportation plan, shall be credited against the DRI’s proportionate share contribution; and
  - Providing that the level-of-service standards required in the transportation methodology for a DRI must be the same level-of-service standards used to evaluate concurrency.
- Extends the amount of time boats can stay in the state and still be tax exempt.
- Allows all charter counties to levy the Charter County Transit System Surtax.
- Authorizes the placement of ‘Speeding Fines Doubled’ sign to be placed *in advance of* school zones rather than *at* a school zone.
- Exempts vehicles used by private investigators from window sunscreening requirements.

- Clarifies multiple units of manufactured buildings may be transported on a single trailer with a special permit and increasing the maximum trailer length for such purposes from 54 to 80 feet.
- Increases the weight limit for commercial motor vehicles on non-Interstate highways by 10 percent.
- Provide for an increase in a vehicle's maximum gross vehicle weight of up to 400 pounds to compensate for the additional weight of a functioning anti-idling device.
- Exempts motorcycle license plates from the requirement to be mounted in such a manner that the letters and numerals must be readable from left to right and parallel to the ground.
- Clarifies provisions related to the penalties for non-payment of highway tolls, requiring mailed notifications of violations be made by certified mail, and providing that no points be assessed against a violator's driver's license for toll violations.
- Amends the definitions of "city street system", "county road system", and "state highway system" that are in conflict with the public road jurisdiction and transfer process and revises or deletes obsolete terms relating to the functional classification system.
- Requires landscaping materials used in roadside conservation, enhancement, and stabilization to be purchased from commercial nurseries in the state.
- Provides a county may enter into agreements with private entities for the building, operation, ownership, or financing of toll facilities as part of the county road system.
- Recognizes that construction aggregate materials mining is an industry of critical importance to the state and that the mining of construction aggregate materials is in the public interest.
- Clarifies that compensation to DOT for the use of the right-of-way only applies the longitudinal placement of electric utility transmission lines on limited access facilities.
- Reenacts the Small County Road Assistance Program (SCRAP) to continue in fiscal-year 2012-2013 and thereafter.
- Expands the purpose of the Small County Outreach Program (SCOP) to provide that SCOP funds may be used in repairing or rehabilitating county bridges, paving unpaved roads, and addressing road-related drainage improvements and to encourage the use of pavement management programs.
- Eliminates the Statewide Intermodal Transportation Advisory Council.
- Creates a reporting requirement for local governments that use the new high-performance transit system provided in the concurrency statute.
- Expands the financial disclosure requirements for all expressway authorities and regional transportation authorities.
- Revises bonding provisions available to the Tampa Hillsborough Expressway Authority to allow the authority to issue bonds without going through the State's Division of Bond Finance.
- Recognizes the use of certain lands for environmental mitigation satisfies requirements set forth in agreements relating to the Wekiva Parkway.
- Allows DOT to bill the owner of an illegal sign for its removal.
- Designates the first week in September as "Drowsy Driving Prevention Week" and encourages DOT and DHSMV to educate the public about the danger of drowsy driving.

- Authorizes the Northwest Florida Regional Transportation Planning Organization to study the feasibility of advance-funding the costs of developing transportation projects.
- Directs the Jacksonville Transportation Authority to recommend a framework for a regional transportation authority encompassing seven Northeast Florida counties.
- Establishes due processes for the disposal of abandoned or derelict property located at public airports.
- Corrects a number of cross-references.

The amendment removed provisions:

- Prohibiting the elimination of a non-tolled alternative by the development of a tolled facility without the consent of affected local governments.
- Requiring an intermodal logistics center operated by a seaport to be designated as a Strategic Intermodal System facility upon the request of the seaport.
- Requiring expressway authorities to seek the approval of the Legislature prior to entering agreements for the leasing of existing transportation facilities to private entities.