

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

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

Prepared By: The Professional Staff of the Committee on Transportation

BILL: SB 750

INTRODUCER: Senator Brandes

SUBJECT: Transportation

DATE: February 27, 2013 REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Price	Eichin	TR	Pre-meeting
2.			CM	
3.				
4.				
5.				
6.				

I. Summary:

SB 750 establishes the Florida Department of Transportation (FDOT) as the agency responsible for administering a program to fund dredging projects in specified counties, rather than the Florida Seaport Transportation and Economic Development (FSTED) Council, and sunsets the program on July 1, 2018.

This bill amends the following section of the Florida Statutes: 311.22.

II. Present Situation:

The Legislature in 2005 created in s. 311.22, F.S., an additional ports funding program to assist in financing certain dredging improvements at small ports in counties with a population of less than 300,000 persons based on the last official United States Census, but which were not eligible for existing FSTED funding. That section continues to authorize use of funds made available under the program for dredging or deepening of channels, turning basins, or harbors on a 25-percent local matching basis with any port authority¹ that meets environmental permitting and other specified criteria. There are at least seven entities meeting the definition of “port authority” in counties with less than 300,000 population: the Panama City Port Authority; the Citrus County Port Authority; the Port St. Joe Port Authority; the Hernando County Port Authority; the Ocean, Highway, and Port Authority (Nassau County); the Putnam County Port Authority; and the St. Lucie County Port Authority.

¹ Defined in s. 315.02(2), F.S., to mean any port authority in Florida created by or pursuant to the provisions of any general or special law or any district or board of county commissioners acting as a port authority under or pursuant to the provisions of any general or special law.

The program was initially funded with a \$5 million appropriation to the State Transportation Trust Fund to provide a 50-percent state match. An additional \$9.2 million and an additional \$5 million, respectively, were provided in the 2006-2007 and 2007-2008 General Appropriations Acts to provide a 75-percent state match. No further funding has been provided to the program; however, should funding become available, the program may facilitate and foster economic development in and around small ports.

III. Effect of Proposed Changes:

SB 750 establishes FDOT, rather than FSTED, as the agency responsible for administering any additional funding for dredging projects in counties have a population of fewer than 300,000 according to the last official census and sunsets the program on July 1, 2018.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

Dredging or deepening channels, turning basins, or harbors in small ports may increase business in small ports, produce jobs, and generally contribute to the economic growth of the community in which the small port is located, thereby contributing to the economic growth of the state.

C. Government Sector Impact:

Dredging or deepening channels, turning basins, or harbors in small ports may increase business in small ports, produce jobs, and generally contribute to the economic growth of the community in which the small port is located, thereby contributing to the economic growth of the state.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Additional Information:

A. Committee Substitute – Statement of Substantial Changes:

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

None.

B. Amendments:

None.

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