

HOUSE OF REPRESENTATIVES STAFF ANALYSIS

BILL #: HB 1031 Transportation Research
SPONSOR(S): Andrade
TIED BILLS: **IDEN./SIM. BILLS:** SB 1160

| REFERENCE | ACTION | ANALYST | STAFF DIRECTOR or BUDGET/POLICY CHIEF |
|--|---------------|----------------|--|
| 1) Tourism, Infrastructure & Energy Subcommittee | 14 Y, 0 N | Johnson | Keating |
| 2) Higher Education Appropriations Subcommittee | | | |
| 3) Commerce Committee | | | |

SUMMARY ANALYSIS

The University of Florida (UF), the Florida Department of Transportation (DOT), and the City of Gainesville have partnered to create the Implementing Solutions from Transportation Research and Evaluation of Emerging Technologies (I-STREET) Living Lab. I-STREET’s principal objective is to make significant improvements to transportation safety and mobility, utilizing a real-world testbed environment that has been created on and surrounding the UF campus and the expanding set of diverse technology installed on Florida segments of the Interstate Highway System.

The bill codifies the I-STREET Living Lab within UF and provides for its duties relating to transportation research, education, workforce development, and related issues. The bill requires I-STREET, by July 1, 2023, and annually thereafter, to provide to the Governor, the President of the Senate, and the Speaker of the House of Representatives a report outlining its goals, as well as its efforts and progress on reaching those goals.

The bill also creates a nine-member advisory board to periodically review and advise I-STREET concerning its research program.

The bill does not provide funding for any costs associated with participation in I-STREET. Such costs are indeterminate and are expected to be absorbed within the existing resources of UF, DOT, and other participants.

The bill has an effective date of July 1, 2022.

FULL ANALYSIS

I. SUBSTANTIVE ANALYSIS

A. EFFECT OF PROPOSED CHANGES:

Current Situation

Various centers, institutes, and special programs within the State University System are codified in Florida Statutes, including the Florida Industrial and Phosphate Research Institute at Florida Polytechnic University,¹ the H. Lee Moffitt Cancer Center and Research Institute at the University of South Florida,² the Louis de la Parte Florida Mental Health Institute at the University of South Florida,³ the Florida Institute for Child Welfare at Florida State University,⁴ and the Center for Urban Transportation Research at the University of South Florida.⁵

The University of Florida (UF) College of Engineering's Transportation Institute aims to advance transportation, disseminate research results, and provide educational opportunities related to transportation. The institute is an umbrella organization housing several transportation-related centers.⁶

UF's Transportation Institute, the Department of Transportation (DOT), and the City of Gainesville have partnered to create the Implementing Solutions from Transportation Research and Evaluation of Emerging Technologies (I-STREET) Living Lab. I-STREET's principal objective is to make significant improvements to transportation safety and mobility, utilizing a real-world testbed environment that has been created on and surrounding the UF campus and the expanding set of diverse technology installed on Florida segments of the Interstate Highway System.⁷ I-STREET has received funding from the National Science Foundation and through research conducted as part of the United States Department of Transportation's University Transportation Centers Program.⁸

I-STREET's mission and main goals are to:

- Facilitate the development and implementation of advanced and emerging technologies to improve safety and mobility that are suitable for implementation statewide and beyond;
- Foster collaboration with industry wishing to develop, test, and implement their own technologies to improve safety, and mobility; and
- Become a recognized national and global leader in the development and implementation of advanced technologies to improve transportation safety and mobility.⁹

I-STREET projects include:

- I-75 Florida Regional Advanced Mobility Elements;
- Pedestrian and Bicycle Safety Demonstration;
- Gainesville Autonomous Shuttle Evaluation; and
- Transportation Mobility Assessment and Recommendations for Smart City Planning.¹⁰

DOT has issued an invitation to transportation industry leaders for participation in the "UF I-STREET program." According to DOT:

I-STREET is designed to assist in implementing emerging technologies aimed at safety and mobility improvements. DOT will develop requests for proposals utilizing the emerging

¹ S. 1004.346, F.S.

² S. 1004.43, F.S.

³ S. 1004.44, F.S.

⁴ S. 1004.615, F.S.

⁵ S. 334.065(1), F.S.

⁶ University of Florida (UF) Transportation Institute, *Overview*, <https://www.transportation.institute.ufl.edu/overview/> (last visited Jan 13, 2022).

⁷ UF, *I-Street Living Lab*, <https://www.transportation.institute.ufl.edu/i-street-living-lab/> (last visited Feb, 11, 2022).

⁸ House of Representatives, Appropriations Project Request – Fiscal Year 2022-2023 HB 4285 (2022) p. 5.

⁹ UF, *supra* note 7.

¹⁰ UF Transportation Institute, *Projects*, <https://www.transportation.institute.ufl.edu/i-street-living-lab/projects/> (last visited Jan. 13, 2022).

technologies and will select vendors through a competitive bidding process. The selected vendor for each project will deploy technology solutions. UF will conduct before-and-after evaluations of implemented projects. After evaluation, DOT will consider whether to expand the successful I-STREET projects elsewhere in the state.

DOT has allocated funding for these innovative projects per fiscal year (FY) from FY 2020-2021 until FY 2024-2025. Each FY, DOT will fund multiple projects based on the projects' merits and safety and mobility improvement potential. The number of awards will vary depending on the project type and scope.¹¹

Effect of the Bill

The bill codifies the I-STREET Living Lab within UF. The bill requires I-STREET to, at a minimum:

- Conduct and facilitate research on issues related to innovative transportation mobility and safety technology development and deployment in Florida and serve as an information exchange and depository for the most current information pertaining to transportation research, education, workforce development, and related issues.
- Be a continuous resource for the Legislature, DOT, local governments, the nation's metropolitan regions, and the private sector in the area of transportation and related research.
- Promote intercampus transportation and related research activities among Florida universities to enhance the ability of these universities to attract federal and private sector funding for transportation and related research.
- Provide by July 1, 2023, and each July 1 thereafter, to the Governor, the President of the Senate, and the Speaker of the House of Representatives a comprehensive report that outlines I-STREET's clearly defined goals and its efforts and progress on reaching those goals.

The bill creates an advisory board to periodically review and advise I-STREET concerning its research program. The board must consist of nine members with expertise in transportation-related areas, including:

- A member appointed by the President of the Senate.
- A member appointed by the Speaker of the House of Representatives.
- The Secretary of Transportation or his or her designee.
- The Secretary of Economic Opportunity or his or her designee.
- A member of the Florida Transportation Commission.¹²
- Four members nominated by UF's College of Engineering and approved by UF's president. These nominees may include representatives of UF, other academic and research institutions, or private entities.

The bill has an effective date of July 1, 2022.

B. SECTION DIRECTORY:

Section 1 Creates s. 334.066, F.S., creating the Implementing Solutions from Transportation Research and Evaluating Emerging Technologies (I-STREET) Living Lab.

Section 2 Provides an effective date.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

¹¹ Department of Transportation (DOT), *UF I-Street*, <https://www.fdot.gov/traffic/its/projects-deploy/cv/maplocations/uf-testbed.shtml> (last visited Jan. 14, 2022).

¹² The Florida Transportation Commission is a citizen's advisory board for the Department of Transportation.

2. Expenditures:

Indeterminate. The costs associated with I-STREET are unknown but are expected to be absorbed within the existing resources of the UF, DOT, and other potential government sector participants. The bill does not provide funding for any costs associated with participation.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

None.

2. Expenditures:

Indeterminate. The costs associated with I-STREET are unknown but are expected to be absorbed within the existing resources of the UF, DOT, and other potential government sector participants. The bill does not provide funding for any costs associated with participation.

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

None.

D. FISCAL COMMENTS:

While the bill does not have a direct fiscal impact on state or local government revenues, appropriations bill HB 4285 (2022) provides a \$3,373,000 appropriation request for I-STREET.¹³

III. COMMENTS

A. CONSTITUTIONAL ISSUES:

1. Applicability of Municipality/County Mandates Provision:

Not applicable. This bill does not appear to impact municipal or county governments.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

This bill does not require or authorize rulemaking.

C. DRAFTING ISSUES OR OTHER COMMENTS:

None

IV. AMENDMENTS/COMMITTEE SUBSTITUTE CHANGES

Not applicable.