

HOUSE OF REPRESENTATIVES STAFF ANALYSIS

BILL #: HB 7049 PCB TMS 24-01 Transportation
SPONSOR(S): Transportation & Modals Subcommittee, McFarland
TIED BILLS: **IDEN./SIM. BILLS:**

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR or BUDGET/POLICY CHIEF
Orig. Comm.: Transportation & Modals Subcommittee	18 Y, 0 N	Walker	Hinshelwood
1) Infrastructure & Tourism Appropriations Subcommittee	13 Y, 0 N	Hicks	Davis
2) Infrastructure Strategies Committee			

SUMMARY ANALYSIS

The bill addresses matters related to transportation. Specifically, the bill:

- Revises the membership of the Center for Urban Transportation Research (CUTR) advisory board.
- Makes a technical change to the name of a member of the Implementing Solutions from Transportation Research and Evaluating Emerging Technologies Living Lab (I-STREET) advisory board.
- Creates a moratorium on new metropolitan planning organizations (M.P.O.s) adjacent to existing M.P.O.s.
- Repeals the Metropolitan Planning Organization Advisory Council.
- Requires the Department of Transportation (DOT) to, at least annually, convene M.P.O.s of similar size for the purpose of exchanging best practices.
- Creates the following M.P.O. accountability and transparency provisions:
 - Requires the Department of Transportation (DOT) to review each M.P.O.'s long-range transportation plan.
 - Requires DOT to create quality performance metrics to evaluate each M.P.O.
 - Beginning December 1, 2025, requires each M.P.O. to annually report its score for each quality performance metric and publish the score and supporting data on its website.
 - Requires DOT to validate each M.P.O.'s score calculation and make adjustments as needed.
 - Beginning in December of 2026, and every three years thereafter, provides that an M.P.O. that falls under a certain performance metric will be placed under the control of the Secretary of Transportation for a period not to exceed one year.
 - Subject to appropriation, beginning in December of 2026, and every three years thereafter, provides that the M.P.O. with the highest quality performance score will receive \$5 million from the State Transportation Trust Fund for projects approved in its work program.
- Revises the items that each M.P.O. must consider when developing its long-range transportation plan and the items that must be included in the plan.
- Requires, by February 2025, the M.P.O.s serving Lee and Collier counties to submit a report considering the feasibility of consolidation into a single M.P.O.
- Requires, by October 31, 2024, DOT to submit a report to the Governor and Legislature that provides a comprehensive review of the boundaries of each of DOT's districts and whether any district boundaries should be redrawn as a result of population growth and increased urban density.
- Requires, by October 1, 2024, the Department of Highway Safety and Motor Vehicles to begin implementation of a redesigned standard state license plate.

The bill will have an indeterminate fiscal impact on the state, local governments, and the private sector. See Fiscal Analysis Section.

The bill has an effective date of July 1, 2024.

FULL ANALYSIS

I. SUBSTANTIVE ANALYSIS

A. EFFECT OF PROPOSED CHANGES:

Florida Center for Urban Transportation Research (CUTR)

Current Situation

Florida law establishes CUTR at the University of South Florida, to be administered by the Board of Governors of the State University System.¹ CUTR is responsible for conducting and facilitating research on issues related to urban transportation problems in this state and serving as an information exchange and depository for the most current information pertaining to urban transportation and related issues.² Additionally, CUTR is responsible for the promotion of intercampus transportation and related research activities among Florida's universities in order to enhance the ability of these universities to attract federal and private sector funding for transportation and related research.³

Under Florida law, an advisory board is created to periodically and objectively review and advise CUTR concerning its research program. The membership of the board must consist of nine experts in transportation-related areas, including the secretaries of the Department of Transportation (DOT), the Department of Environmental Protection, and the Department of Economic Opportunity, or their designees, and a member of the Florida Transportation Commission (FTC). The nomination of the remaining members of the board must be made to the President of the University of South Florida by the College of Engineering at the University of South Florida, and the appointment of these members must be reviewed and approved by the FTC and confirmed by the Board of Governors.⁴

Effect of the Bill

The bill revises the membership of the nine board members with expertise in transportation-related areas as follows:

- 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 Commerce or his or her designee;
- A member of the FTC; and
- Four members nominated to the President of the University of South Florida by the College of Engineering at the University of South Florida.

Implementing Solutions from Transportation Research and Evaluating Emerging Technologies Living Lab (I-STREET)

Current Situation

Florida law establishes I-STREET within the University of Florida.⁵ At a minimum, I-STREET is responsible for:

- Conducting and facilitating research on issues related to innovative transportation mobility and safety technology development and deployment in this state;
- Serving as an information exchange and depository for the most current information pertaining to transportation research, education, workforce development, and related issues;
- Being a continuing resource for the Legislature, DOT, local governments, the nation's metropolitan regions, and the private sector in the area of transportation and related research;
- Promoting 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; and

¹ S. 334.065(1), F.S.

² *Id.*

³ S. 334.065(2), F.S.

⁴ S. 334.065(3), F.S.

⁵ S. 334.066(1), F.S.

- Providing, by July 1st of each year, 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.⁶

I-STREET is currently functioning as a living lab that is testing and deploying advanced technologies such as autonomous vehicles, smart devices, and sensors to enhance mobility and safety.⁷

Under Florida law, I-STREET has an advisory board to periodically review and advise its research program. The board must consist of nine members with expertise in transportation-related areas, as follows:

- 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; and
- Four members nominated by the University of Florida's College of Engineering and approved by the university's president.
 - The College of Engineering's nominees may include representatives of the University of Florida, other academic and research institutions, or private entities.⁸

Effect of the Bill

The bill revises I-STREET's nine advisory board members with expertise in transportation-related areas by making a technical change to reflect that the Department of Economic Opportunity is now named the Department of Commerce, as passed in the 2023 Legislative Session.⁹

Metropolitan Planning Organizations (M.P.O.s)

Current Situation

M.P.O.s and Primary Functions

Florida law provides that it is the intent of the Legislature to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas of this state while minimizing transportation-related fuel consumption, air pollution, and greenhouse gas emissions through metropolitan transportation planning processes.¹⁰ To achieve this intent or objective, Florida law provides that M.P.O.s, must develop, in cooperation with the state and public transit operators, transportation plans and programs for metropolitan areas.¹¹

M.P.O.s are entities comprised of representatives from local governments and transportation authorities that are responsible for regional transportation planning in urbanized areas with populations of over 50,000 as determined by the U.S. Census.¹² As seen below, Florida has 27 M.P.O.s, and each have their own geographical boundary and board of voting members¹³:

⁶ S. 334.066(2), F.S.

⁷ University of Florida, Herbert Wertheim College of Engineering, <https://istreet.ce.ufl.edu/about/> (last visited Jan. 16, 2024).

⁸ S. 334.066(3), F.S.

⁹ Ch. 2023-173, Laws of Fla.

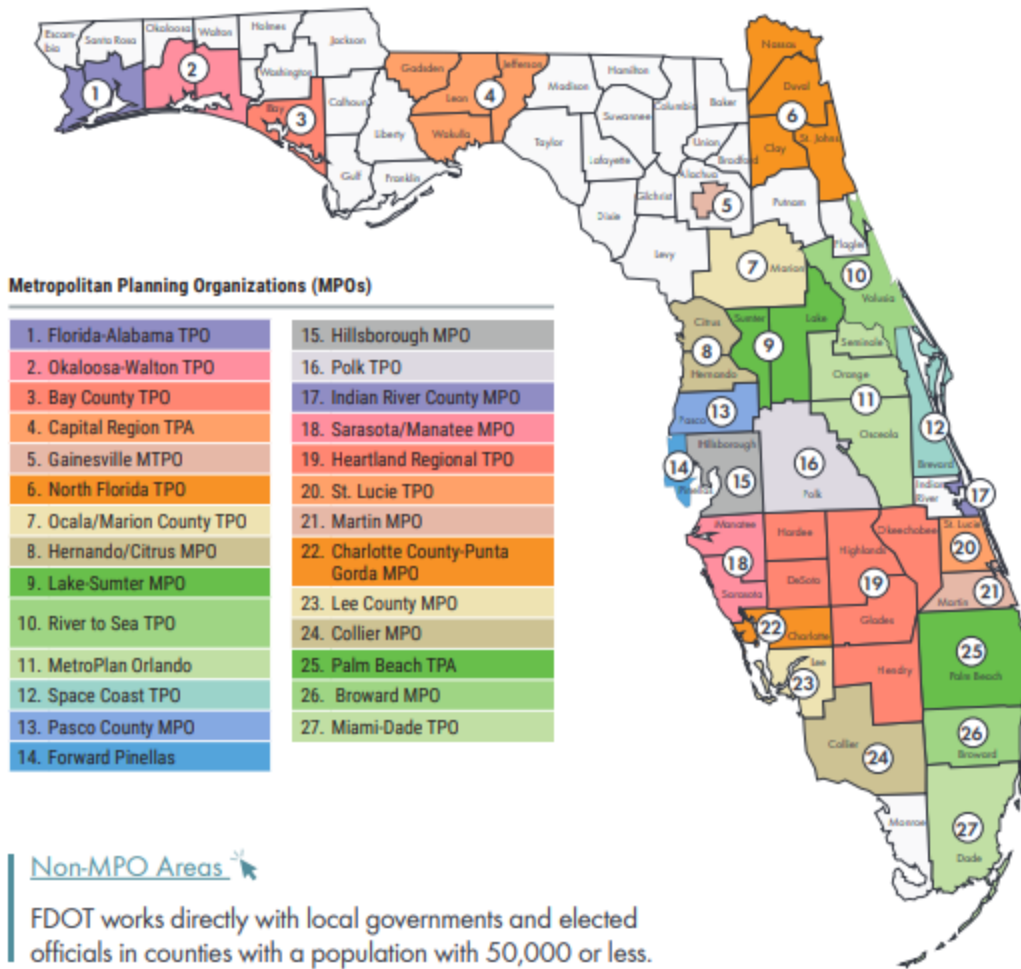
¹⁰ S. 339.175(1), F.S.

¹¹ *Id.*

¹² Federal Transit Administration, *Metropolitan Planning Organization (MPO)*, [https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo#:~:text=Planning%20Organization%20\(MPO\)-_Overview,determined%20by%20the%20U.S.%20Census](https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo#:~:text=Planning%20Organization%20(MPO)-_Overview,determined%20by%20the%20U.S.%20Census). (last visited Jan. 16, 2024).

¹³ FDOT, *Metropolitan Planning Organization Subject Brief*, https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/briefing-sheets/briefing_sheet_mpo_102720.pdf?sfvrsn=b17ab46b_2 (last visited Jan. 16, 2024).

Figure 1: Map of Florida's 27 M.P.O.s¹⁴



M.P.O. Designation

To the extent possible, only one M.P.O. is designated for each urbanized area or group of contiguous urbanized areas. More than one M.P.O. may be designated within an existing urbanized area only if the Governor and the existing M.P.O. determine that the size and complexity of the existing urbanized area makes the designation of more than one M.P.O. for the area appropriate, in which case each M.P.O. designated for the area must:

- Consult with every other M.P.O. designated for the urbanized area and the state to coordinate plans and transportation improvement programs; and
- Ensure, to the maximum extent practicable, the consistency of data used in the planning process, including data used in forecasting travel demand within the urbanized area.¹⁵

Coordination with other M.P.O.s and Political Subdivisions

M.P.O.s are required to develop coordination mechanisms with one another to expand and improve transportation within the state. The appropriate method of coordination between M.P.O.s may vary depending upon the project involved and given local and regional needs. Consequently, discretion is used by M.P.O.s to coordinate with other M.P.O.s and appropriate political subdivisions as circumstances demand.¹⁶

M.P.O.s and Transportation Planning

¹⁴ *Id.*

¹⁵ S. 339.175(2), F.S.

¹⁶ S. 339.175(6)(j), F.S.

DOT and M.P.O.s are partners in the transportation planning, with DOT responsible for coordinating the state's long-range transportation goals, the Florida Transportation Plan (FTP),¹⁷ and M.P.O.s responsible for coordinating regional long-range transportation plans.¹⁸ The M.P.O.s develop their Long Range Transportation Plan (LRTP) to implement national and state goals for their metropolitan area.¹⁹ Projects are developed and must be included in the LRTP to be considered for funding.²⁰ An M.P.O. must also develop its List of Priority Projects (LOPP), which must be consistent with the LRTP and is used to inform the development of the Transportation Improvement Program (TIP).²¹ An M.P.O.'s TIP includes a listing of projects planned for the next five fiscal years.²² TIPs from all 27 M.P.O.s are combined together, along with DOT's other non-metropolitan statewide projects to form the Statewide Transportation Improvement Program (STIP).²³ To be eligible for federal funding, projects must be included in the LRTP, TIP, and STIP.²⁴ The projects included in an M.P.O.'s TIP are funded and completed through the Work Program (WP).²⁵

In developing the LRTP and the TIP, each M.P.O. must provide for consideration projects and strategies that will:

- Support the economic vitality of the contiguous urbanized metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes and contiguous urbanized metropolitan areas, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system; and
- Improve the resilience of transportation infrastructure.²⁶

The LRTP must, at a minimum:

- Identify transportation facilities that will function as an integrated metropolitan transportation system.
 - The LRTP must give emphasis to those transportation facilities that serve national, statewide, or regional functions, and must consider the goals and objectives identified in the FTP.
 - If a project is located within the boundaries of more than one M.P.O., the M.P.O.s must coordinate plans regarding the project in the LRTP. Multiple M.P.O.s within a contiguous urbanized area must coordinate the development of LRTPs to be reviewed by the Metropolitan Planning Organization Advisory Council.
- Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources which are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs.

¹⁷ The FTP is a policy document updated at least once every five years and developed in compliance with requirements in s. 339.155, F.S. The FTP establishes and defines the state's long-range transportation goals and objectives to be accomplished over a period of at least 20 years. S. 339.155(1), F.S. It is based upon the prevailing principles of preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, improving travel choices to ensure mobility, and expanding the state's role as a hub for trade and investment. *Id.* The FTP is the single overarching plan guiding Florida's transportation future. DOT, *Florida Transportation Plan*, <https://www.fdot.gov/planning/ftp/default.shtm> (last visited Jan. 16, 2024).

¹⁸ FDOT, *supra* note 13.

¹⁹ *Id.*

²⁰ *Id.*

²¹ *Id.*

²² FDOT, *STIP Information*, <https://www.fdot.gov/workprogram/federal/stip-mpostip.shtm> (last visited Jan. 16, 2024).

²³ FDOT, *supra* note 13.

²⁴ *Id.*

²⁵ *Id.*

²⁶ S. 339.175(6)(b), F.S.

- The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted LRTP if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the LRTP, the M.P.O. and DOT must cooperatively develop estimates of funds that will be available to support the plan implementation. Innovative financing techniques may be used to fund needed projects and programs. Such techniques may include the assessment of tolls, the use of value capture financing, or the use of value pricing.
- Assess capital investment and other measures necessary to:
 - Ensure the preservation of the existing metropolitan transportation system including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and
 - Make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as automated driving systems and other developments.
- Indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, trails or facilities that are regionally significant or critical linkages for the Florida Shared-Use Nonmotorized Trail Network, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising.
- Coordinate, in metropolitan areas that are classified as nonattainment areas for ozone or carbon monoxide, the development of the LRTP with the State Implementation Plan developed pursuant to the requirements of the federal Clean Air Act.²⁷

In the development of its LRTP, each M.P.O. must provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the LRTP. The LRTP must be approved by the M.P.O. ²⁸

Feasibility Studies on Consolidation of Select M.P.O.s

The M.P.O.s serving Hillsborough, Pasco, and Pinellas Counties were required to submit, by December 31, 2023, a feasibility report to the Governor, the President of the Senate, and the Speaker of the House of Representatives exploring the benefits, costs, and process of consolidation into a single M.P.O. serving the contiguous urbanized area, the goal of which was to:

- Coordinate transportation projects deemed to be regionally significant;
- Review the impact of regionally significant land use decisions on the region; and
- Review all proposed regionally significant transportation projects in the TIPs.²⁹

Metropolitan Planning Organization Advisory Council (MPOAC)

Under Florida law, the MPOAC was established with the purpose to augment, and not supplant, the role of the individual M.P.O.s in the cooperative transportation planning process.³⁰ The council consists of one representative from each M.P.O. and annually elects a chairperson from its membership.³¹

The main powers and duties of the council are to:

²⁷ S. 339.175(7), F.S.

²⁸ *Id.*

²⁹ S. 339.175(6)(i), F.S.

³⁰ S. 339.175(11)(a), F.S.

³¹ S. 339.175(11)(b), F.S.

- Establish bylaws by action of its governing board providing procedural rules to guide its proceedings and consideration of matters before the council, or, alternatively, adopt rules to implement provisions of law conferring powers or duties upon the council;
- Assist M.P.O.s in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion;
- Serve as a clearinghouse for review and comment by M.P.O.s on the FTP and on other issues required to comply with federal or state law in carrying out the urbanized area transportation and systematic planning processes;
- Employ an executive director and such other staff as necessary to perform adequately the functions of the council, within budgetary limitations;
- Deliver training on federal and state program requirements and procedures to M.P.O. board members and M.P.O. staff; and
- Adopt an agency strategic plan that prioritizes steps the agency will take to carry out its mission within the context of the state comprehensive plan and any other statutory mandates and directives.³²

The council may also enter into contracts to support its duties.³³

Effect of the Bill

The bill makes the following changes to laws that govern M.P.O.s:

- Modifies the legislative intent of M.P.O.s to emphasize:
 - The development of multimodal transportation systems, instead of surface transportation systems; and
 - Serving the mobility needs of people and freight and fostering economic growth and development within and through urbanized areas of this state while balancing conservation of natural resources.
- Creates a moratorium on new M.P.O.s by requiring that after July 1, 2024, no additional M.P.O.s be designated in this state except in urbanized areas, as defined by the United States Bureau of the Census, where the urbanized area boundary is not contiguous to an urbanized area designated before the 2020 census.
- Revises the items that each M.P.O. must consider when developing its LRTP and TIP to include projects and strategies that will conserve natural resources and reduce traffic and congestion.
- Repeals the MPOAC.
- Revises the minimum requirements that each M.P.O. must include in its long-range plan by:
 - Eliminating the provision that requires the Metropolitan Planning Organization Council to review the plans.
 - Allowing, in the financial plan requirement, public-private partnerships to be included as an innovative financing technique to be used to fund needed projects and programs.
 - Revising the list of proposed transportation enhancement activities that an M.P.O. must indicate, as appropriate, to include integration of advanced air mobility, and integration of autonomous and electric vehicles, electric bicycles, and motorized scooters used for freight, commuter, or micromobility purposes. The list of activities no longer is required to indicate historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising.
- Requires DOT to, at least annually, convene M.P.O.s of similar size for the purpose of exchanging best practices and allows M.P.O.s to develop committees or working groups as needed to accomplish such purpose. This replaces the provision of law that allows discretion and flexibility to coordinate as they see fit with other M.P.O.s and political subdivisions.
- Provides that at the discretion of DOT, training for new M.P.O. governing board members must be provided by DOT, by an entity pursuant to a contract with DOT, by the Florida CUTR, or by the I-STREET Living Lab.
- Requires, by February 28, 2025, the M.P.O.s serving Lee and Collier counties to submit a report considering the feasibility of consolidation into a single M.P.O. and eliminates the

³² S. 339.175(11)(c), F.S.

³³ S. 339.175(11)(d), F.S.

obsolete provision that required Hillsborough, Pasco, and Pinellas counties to do so by December 31, 2023.

- Creates the following M.P.O. accountability and transparency provisions:
 - Requires DOT to review each M.P.O.'s LRTP for productive flow and connectivity for people and freight within the M.P.O.'s metropolitan area. If DOT finds an M.P.O.'s LRTP to be unsatisfactory or incongruent with the metropolitan area, DOT must return the plan to the M.P.O. for revision.
 - Requires DOT to create quality performance metrics and a scoring mechanism by which to evaluate each M.P.O.'s service to its communities, taking into consideration traffic congestion, the utilization rate of multimodal transportation facilities, resident satisfaction, efficiency of the transportation system for people and freight, and other factors DOT deems necessary. DOT must establish a minimum acceptable quality performance score.
 - Requires each M.P.O., beginning December 1, 2025, to annually report its score for each quality performance metric and publish the score and supporting data on its website.
 - Requires DOT to validate each M.P.O.'s score calculation and make adjustments as needed.
 - Provides that, beginning in December of 2026, and every three years thereafter, an M.P.O. that does not achieve the minimum acceptable quality performance score will be placed under the control of the Secretary of Transportation, who must then appoint the district secretary or another person to assume the role of executive director of the M.P.O. and chair of its governing board for a period not to exceed one year. During such time, the district secretary or other person must make recommendations to the governing board regarding:
 - Any leadership, process, and management changes needed to improve the M.P.O.'s quality performance score.
 - Whether the metropolitan area of the M.P.O. would be better served by consolidation of the M.P.O. with an M.P.O. in a contiguous urbanized metropolitan area.
 - Provides that, subject to appropriation, beginning in December of 2026, and every three years thereafter, the single M.P.O. with the highest quality performance score will receive \$5 million from the State Transportation Trust Fund for a project approved in its WP. Such funds may be expended at the M.P.O.'s discretion. Such M.P.O. must also represent the state in any federal M.P.O. conference or membership organization.

Comprehensive Review of DOT Districts

Current Situation

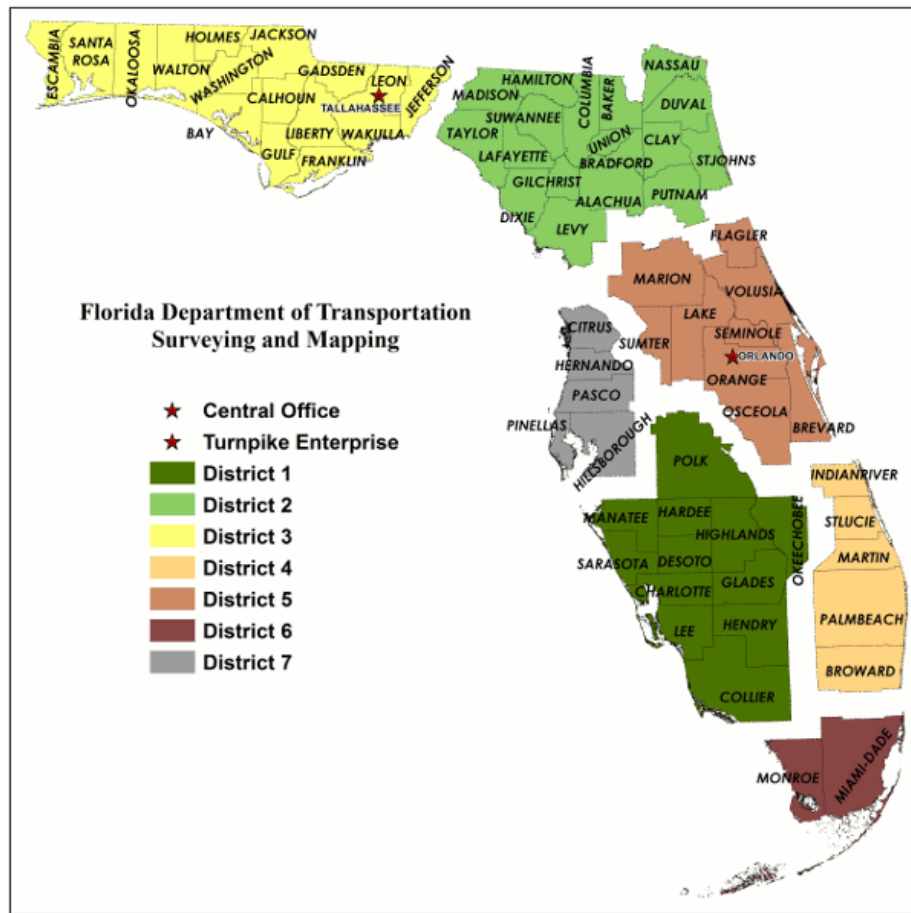
Under Florida law, the operations of DOT are organized into seven districts, each headed by a district secretary, and a turnpike enterprise and a rail enterprise, each enterprise headed by an executive director.³⁴ The districts and their boundaries are shown below in Figure 2. DOT's districts and their boundaries and headquarters were comprehensively reviewed most recently in 2017.³⁵

Figure 2: Map of DOT Districts³⁶

³⁴ S. 20.23(4)(a), F.S.

³⁵ Florida Department of Transportation, *Review of Boundaries and Headquarters of the Florida Department of Transportation Districts & Creation of a New District Headquartered in Fort Myers (Executive Summary)* (Oct. 31, 2017), https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/legislative/documents/fdotdistrictstudy.pdf?sfvrsn=7a3aab8f_0 (last visited Jan. 16, 2024).

³⁶ FDOT, *Staff Directory*, <https://www.fdot.gov/geospatial/staff.shtm> (last visited Jan. 16, 2024).



Effect of the Bill

The bill provides that, by October 31, 2024, DOT must submit to the Governor, the President of the Senate, and the Speaker of the House of Representatives a report that provides a comprehensive review of the boundaries of each of DOT's districts and whether any district boundaries should be redrawn as a result of population growth and increased urban density.

Redesign of Florida License Plate

Current Situation

Under Florida law, registration license plates must be:

- Made of metal specially treated with a retroreflection material, as specified by the Department of Highway Safety and Motor Vehicles (DHSMV);
- Designed to increase nighttime visibility and legibility;
- At least 6 inches wide and not less than 12 inches in length, unless a plate with reduced dimensions is deemed necessary by the DHSMV to accommodate motorcycles, mopeds, or similar smaller vehicles;
- Imprinted with a combination of bold letters and numerals or numerals, not to exceed seven digits, to identify the registration license plate number; and
- Imprinted with the word "Florida" at the top and the name of the county in which it is sold, the state motto, or the words "Sunshine State" at the bottom.³⁷

³⁷ S. 320.06(3)(a), F.S.
 STORAGE NAME: h7049a.ITA
 DATE: 2/1/2024

Currently, the State of Florida offers three standard license plate options, all portraying an image of two oranges that symbolize the state's agricultural heritage and that it historically has been a top producer of oranges.³⁸ There have been no major redesigns of this license plate since 2004.³⁹

Effect of the Bill

The bill provides that, by October 1, 2024, the DHSMV must begin implementation of a redesigned registration license plate. This redesign does not apply to specialty license plates. In redesigning the plate, DHSMV must remove the term "MYFLORIDA.COM" and replace it solely with the word "FLORIDA". Additionally, the DHSMV must coordinate with DOT to ensure the legibility of the redesigned registration license plate and must also consider adding an additional character to the registration license plate due to Florida's continued economic growth.

Effective Date

The bill provides an effective date of July 1, 2024.

B. SECTION DIRECTORY:

- Section 1** Amends s. 334.065, F.S., relating to Center for Urban Transportation Research.
- Section 2** Amends s. 334.066, F.S., relating to Implementing Solutions from Transportation Research and Evaluating Emerging Technologies Living Lab.
- Section 3** Amends s. 339.175, F.S., relating to metropolitan planning organization.
- Section 4** Amends s. 331.3051, F.S., relating to duties of Space Florida.
- Section 5** Amends s. 331.310, F.S., relating to powers and duties of the board of directors.
- Section 6** Requires DOT to submit a report that provides a comprehensive review of DOT's district boundaries by October 31, 2024.
- Section 7** Requires DHSMV to begin the implementation of a redesigned registration license plate by October 1, 2024.
- Section 8** Provides an effective date of July 1, 2024.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

2. Expenditures:

The bill will likely have an indeterminate negative fiscal impact on the DHSMV due to the need for additional resources to support the redesign of the current standard state license plate for implementation by October 1, 2024.

³⁸ DHSMV, *License Plates & Registration*, <https://www.flhsmv.gov/motor-vehicles-tags-titles/license-plates-registration/> (last visited Jan. 16, 2024).

³⁹ Kathy Ciotola, *Florida's New Tag Features Improved Oranges*, *The Gainesville Sun*, (Apr. 9, 2004), <https://www.gainesville.com/story/news/2004/04/09/floridas-new-tag-features-improved-oranges/64294190007/> (last visited Jan. 16, 2024).

The bill may have an indeterminate negative fiscal impact on DOT, as it requires DOT to:

- Submit a report by October 31, 2024, to the Governor and Legislature that provides a comprehensive review of the boundaries of each of DOT's districts and whether any district boundaries should be redrawn as a result of population growth and increased urban density.
- Convene, at least annually, M.P.O.s of similar size for the purpose of exchanging best practices.
- At its the discretion, provide training for new M.P.O. governing board members by an entity pursuant to a contract with DOT, by the Florida CUTR, or by the I-STREET Living Lab.
- Conform with new responsibilities as described in the M.P.O. accountability and transparency provisions.

Lastly, the bill may have a negative fiscal impact on the State Transportation Trust Fund due to the provision that allows a single M.P.O. with the highest quality performance score to receive \$5 million beginning in December, 2026, and every three years thereafter. However, this requirement is subject to legislative appropriation.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

Indeterminate. See "Fiscal Comments" section below.

2. Expenditures:

Indeterminate. See "Fiscal Comments" section below.

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

None.

D. FISCAL COMMENTS:

The bill will have an indeterminate negative fiscal impact on the DHSMV, as it will likely require the department to discard any standard state license plates not issued by the October 2024 implementation date.

The repeal of the MPOAC will have a negative fiscal impact on individuals connected with the MPOAC.

The various M.P.O. provisions of the bill, such as the creation of M.P.O. accountability and transparency provisions and the report requirements for select M.P.O.s, may have an indeterminate negative fiscal impact on M.P.O.s.

III. COMMENTS

A. CONSTITUTIONAL ISSUES:

1. Applicability of Municipality/County Mandates Provision:

Not applicable. The bill does not appear to require counties or municipalities to spend funds or take action requiring the expenditure of funds; reduce the authority that counties or municipalities have to raise revenues in the aggregate; or reduce the percentage of state tax shared with counties or municipalities.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

Rulemaking may be necessary in order to conform to changes made by the bill.

C. DRAFTING ISSUES OR OTHER COMMENTS:

None.

IV. AMENDMENTS/COMMITTEE SUBSTITUTE CHANGES

N/A