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LEGISLATIVE ACTION

Senate	.	House
Comm: RS	.	
04/09/2025	.	
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The Committee on Fiscal Policy (DiCeglie) recommended the following:

**Senate Amendment (with title amendment)**

Delete lines 115 - 1175  
and insert:

Section 1. Section 218.3215, Florida Statutes, is created  
to read:

218.3215 County transportation project data.—

(1) Each county shall annually by January 15 report to the  
Office of Economic and Demographic Research all of the following  
information, by county fiscal year, for surtax revenues received



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pursuant to s. 212.055(1):

(a) Total proceeds from the surtax received by the county.

(b) The amount allocated by the county for road and bridge projects. The Office of Economic and Demographic Research, in consultation with the Department of Transportation, shall define broad categories, including, but not limited to, widening, repair and rehabilitation, sidewalks, or payment or pledge of bonds for the construction of roads or bridges, for reporting this information. This information must be reported as a total by category and by revenue source by category.

(c) The total expenditure on road and bridge projects by category.

(d) The unexpended balances of funds allocated to road and bridge projects by category.

(e) A list of current road and bridge projects, including the project cost, location, and scope.

(f) The amount allocated by the county to all other permissible uses of the proceeds from the surtax, excluding road and bridge projects and the payment or pledge of bonds for the construction of roads or bridges.

(2) Counties shall report the information required by this section in the format specified by the Office of Economic and Demographic Research. The Office of Economic and Demographic Research shall compile the information into a report and provide the report to the President of the Senate, the Speaker of the House of Representatives, and the Department of Transportation.

Section 2. Subsection (2) of section 316.183, Florida Statutes, is amended to read:

316.183 Unlawful speed.—



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(2) On all streets or highways, the maximum speed limits for all vehicles must be 30 miles per hour in business or residence districts, and 55 miles per hour at any time at all other locations. However, with respect to a residence district, a county or municipality may set a maximum speed limit of 20 or 25 miles per hour on local streets and highways after an investigation determines that such a limit is reasonable. It is not necessary to conduct a separate investigation for each residence district. The Department of Transportation shall determine the safe and advisable minimum speed limit on all highways that comprise a part of the National System of Interstate and Defense Highways and have at least ~~not fewer than~~ four lanes ~~is 40 miles per hour, except that when the posted speed limit is 70 miles per hour, the minimum speed limit is 50 miles per hour.~~

Section 3. Subsection (2) of section 316.187, Florida Statutes, is amended to read:

316.187 Establishment of state speed zones.—

(2)(a) The maximum allowable speed limit on limited access highways is 75 ~~70~~ miles per hour.

(b) The maximum allowable speed limit on any other highway ~~that which~~ is outside an urban area of 5,000 or more persons and ~~that which~~ has at least four lanes divided by a median strip is 70 ~~65~~ miles per hour.

(c) The Department of Transportation is authorized to set such maximum and minimum speed limits for travel over other roadways under its authority as it deems safe and advisable, not to exceed as a maximum limit 65 ~~60~~ miles per hour.

Section 4. Subsections (4), (5), (7), and (8) of section



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332.004, Florida Statutes, are amended to read:

332.004 Definitions of terms used in ss. 332.003-332.007.—  
As used in ss. 332.003-332.007, the term:

(4) "Airport or aviation development project" or "development project" means any activity associated with the design, construction, purchase, improvement, or repair of a public-use airport or portion thereof, including, but not limited to: the purchase of equipment; the acquisition of land, including land required as a condition of a federal, state, or local permit or agreement for environmental mitigation; off-airport noise mitigation projects; the removal, lowering, relocation, marking, and lighting of airport hazards; the installation of navigation aids used by aircraft in landing at or taking off from a public-use ~~public~~ airport; the installation of safety equipment required by rule or regulation for certification of the airport under s. 612 of the Federal Aviation Act of 1958, and amendments thereto; and the improvement of access to the airport by road or rail system which is on airport property and which is consistent, to the maximum extent feasible, with the approved local government comprehensive plan of the units of local government in which the airport is located.

(5) "Airport or aviation discretionary capacity improvement projects" or "discretionary capacity improvement projects" means capacity improvements which are consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government in which the public-use airport is located, and which enhance intercontinental capacity at airports which:



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(a) Are international airports with United States Bureau of Customs and Border Protection;

(b) Had one or more regularly scheduled intercontinental flights during the previous calendar year or have an agreement in writing for installation of one or more regularly scheduled intercontinental flights upon the commitment of funds for stipulated airport capital improvements; and

(c) Have available or planned public ground transportation between the airport and other major transportation facilities.

(7) "Eligible agency" means a political subdivision of the state or an authority, or a public-private partnership through a lease or an agreement under s. 255.065 with a political subdivision of the state or an authority, which owns or seeks to develop a public-use airport.

(8) "Federal aid" means funds made available from the Federal Government for the accomplishment of public-use airport or aviation development projects.

Section 5. Subsections (4) and (8) of section 332.006, Florida Statutes, are amended to read:

332.006 Duties and responsibilities of the Department of Transportation.—The Department of Transportation shall, within the resources provided pursuant to chapter 216:

(4) Upon request, provide financial and technical assistance to public agencies that own ~~which operate~~ public-use airports by making department personnel and department-owned facilities and equipment available on a cost-reimbursement basis to such agencies for special needs of limited duration. The requirement relating to reimbursement of personnel costs may be waived by the department in those cases in which the assistance



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provided by its personnel was of a limited nature or duration.

(8) Encourage the maximum allocation of federal funds to local public-use airport projects in this state.

Section 6. Paragraphs (a) and (c) of subsection (4), subsection (6), paragraphs (a) and (d) of subsection (7), and subsections (8) and (10) of section 332.007, Florida Statutes, are amended, and subsection (11) is added to that section, to read:

332.007 Administration and financing of aviation and airport programs and projects; state plan.—

(4)(a) The annual legislative budget request for aviation and airport development projects shall be based on the funding required for development projects in the aviation and airport work program. The department shall provide priority funding in support of the planning, design, and construction of proposed projects by local sponsors of public-use airports, with special emphasis on projects for runways and taxiways, including the painting and marking of runways and taxiways, lighting, other related airside activities, and airport access transportation facility projects on airport property.

(c) No single airport shall secure airport or aviation development project funds in excess of 25 percent of the total airport or aviation development project funds available in any given budget year. However, any public-use airport which receives discretionary capacity improvement project funds in a given fiscal year shall not receive greater than 10 percent of total aviation and airport development project funds appropriated in that fiscal year.

(6) Subject to the availability of appropriated funds, the



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department may participate in the capital cost of eligible public-use ~~public~~ airport and aviation development projects in accordance with the following rates, unless otherwise provided in the General Appropriations Act or the substantive bill implementing the General Appropriations Act:

(a) The department may fund up to 50 percent of the portion of eligible project costs which are not funded by the Federal Government, except that the department may initially fund up to 75 percent of the cost of land acquisition for a new airport or for the expansion of an existing airport which is owned ~~and operated~~ by a municipality, a county, or an authority, and shall be reimbursed to the normal statutory project share when federal funds become available or within 10 years after the date of acquisition, whichever is earlier. Due to federal budgeting constraints, the department may also initially fund the federal portion of eligible project costs subject to:

1. The department receiving adequate assurance from the Federal Government or local sponsor that this amount will be reimbursed to the department; and

2. The department having adequate funds in the work program to fund the project.

Such projects must be contained in the Federal Government's Airport Capital Improvement Program, and the Federal Government must fund, or have funded, the first year of the project.

(b) The department may retroactively reimburse cities, counties, or airport authorities up to 50 percent of the nonfederal share for land acquisition when such land is needed for airport safety, expansion, tall structure control, clear



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zone protection, or noise impact reduction. No land purchased prior to July 1, 1990, or purchased prior to executing the required department agreements shall be eligible for reimbursement.

(c) When federal funds are not available, the department may fund up to 80 percent of master planning and eligible aviation development projects at public-use ~~publicly owned, publicly operated~~ airports. If federal funds are available, the department may fund up to 80 percent of the nonfederal share of such projects. Such funding is limited to general aviation airports, or commercial service airports that have fewer than 100,000 passenger boardings per year as determined by the Federal Aviation Administration.

(d) The department is authorized to fund up to 100 percent of the cost of an eligible project that is statewide in scope or that involves more than one county where no other governmental entity or appropriate jurisdiction exists.

(7) Subject to the availability of appropriated funds in addition to aviation fuel tax revenues, the department may participate in the capital cost of eligible public airport and aviation discretionary capacity improvement projects. The annual legislative budget request shall be based on the funding required for discretionary capacity improvement projects in the aviation and airport work program.

(a) The department shall provide priority funding in support of:

1. Land acquisition which provides additional capacity at the qualifying international airport or at that airport's supplemental air carrier airport.





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2. Runway and taxiway projects that add capacity or are necessary to accommodate technological changes in the aviation industry.

3. Public-use airport access transportation projects that improve direct airport access and are approved by the airport sponsor.

4. International terminal projects that increase international gate capacity.

(d) The department may fund up to 50 percent of the portion of eligible project costs which are not funded by the Federal Government except that the department may initially fund up to 75 percent of the cost of land acquisition for a new public-use airport or for the expansion of an existing public-use airport which is owned ~~and operated~~ by a municipality, a county, or an authority, and shall be reimbursed to the normal statutory project share when federal funds become available or within 10 years after the date of acquisition, whichever is earlier.

(8) The department may also fund eligible projects performed by not-for-profit organizations that represent a majority of public airports in this state. Eligible projects may include activities associated with aviation master planning, professional education, safety and security planning, enhancing economic development and efficiency at airports in this state, or other planning efforts to improve the viability of public-use airports in this state.

(10) Subject to the availability of appropriated funds, and unless otherwise provided in the General Appropriations Act or the substantive bill implementing the General Appropriations Act, the department may fund up to 100 percent of eligible



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project costs of all of the following at a public-use ~~publicly~~  
~~owned, publicly operated~~ airport located in a rural community as  
defined in s. 288.0656 which does not have any scheduled  
commercial service:

(a) The capital cost of runway and taxiway projects that  
add capacity. Such projects must be prioritized based on the  
amount of available nonstate matching funds.

(b) Economic development transportation projects pursuant  
to s. 339.2821.

Any remaining funds must be allocated for projects specified in  
subsection (6).

(11) Notwithstanding any other provisions of law, a  
municipality, a county, or an authority that owns a public-use  
airport may participate in the Federal Aviation Administration  
Airport Investment Partnership Program under federal law by  
contracting with a private partner to operate the airport under  
lease or agreement. Subject to the availability of appropriated  
funds from aviation fuel tax revenues, the department may  
provide for improvements under this section to a municipality, a  
county, or an authority that has a private partner under the  
Airport Investment Partnership Program for the capital cost of a  
discretionary improvement project at a public-use airport.

Section 7. Section 332.136, Florida Statutes, is created to  
read:

332.136 Sarasota Manatee Airport Authority; airport pilot  
program.—

(1) There is established at the Sarasota Manatee Airport  
Authority an airport pilot program. The purpose of the pilot



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program is to determine the long-term feasibility of alternative  
airport permitting procedures, such as those provided in ss.  
553.80, 1013.30, 1013.33, and 1013.371.

(2) The department shall adopt rules as necessary to  
implement the pilot program.

(3) By December 1, 2027, the department shall submit  
recommendations to the President of the Senate and the Speaker  
of the House of Representatives about how to expand the pilot  
program to additional airports, amend the pilot program to  
increase its effectiveness, or terminate the pilot program.

(4) This section shall stand repealed on June 30, 2028,  
unless reviewed and saved from appeal through reenactment by the  
Legislature.

Section 8. Subsections (6) and (35) of section 334.044,  
Florida Statutes, are amended to read:

334.044 Powers and duties of the department.—The department  
shall have the following general powers and duties:

(6) To acquire, by the exercise of the power of eminent  
domain as provided by law, all property or property rights,  
whether public or private, which it may determine are necessary  
to the performance of its duties and the execution of its  
powers, including, but not limited to, in advance to preserve a  
corridor for future proposed improvements.

(35) To expend funds for ~~provide~~ a construction workforce  
development program, in consultation with affected stakeholders,  
for delivery of projects designated in the department's work  
program. The department may annually expend up to \$5 million  
from the State Transportation Trust Fund for fiscal years 2025-  
2026 through 2029-2030 in grants to state colleges and school



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districts, with priority given to state colleges and school  
districts in counties that are rural communities as defined in  
s. 288.0656(2), for the purchase of equipment simulators with  
authentic original equipment manufacturer controls and a  
companion curriculum, for the purchase of instructional aids for  
use in conjunction with the equipment simulators, and to support  
offering an elective course in heavy civil construction which  
must, at a minimum, provide the student with an Occupational  
Safety and Health Administration 10-hour certification and a  
fill equipment simulator certification.

Section 9. Subsections (1) and (3) of section 334.065,  
Florida Statutes, are amended to read:

334.065 Center for Urban Transportation Research.—

(1) There is established within ~~at~~ the University of South  
Florida the Florida Center for Urban Transportation Research, ~~to~~  
~~be administered by the Board of Governors of the State~~  
~~University System.~~ The responsibilities of the center include,  
but are not limited to, 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.

(3) An advisory board shall be created to periodically ~~and~~  
~~objectively~~ review and advise the center concerning its research  
program. ~~Except for projects mandated by law, state-funded base~~  
~~projects shall not be undertaken without approval of the~~  
~~advisory board.~~ The membership of the board shall be composed  
~~consist~~ of nine experts in transportation-related areas, as  
follows:



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(a) A member appointed by the President of the Senate.

(b) A member appointed by the Speaker of the House of  
Representatives.

(c) The Secretary of Transportation, or his or her  
designee.

(d) The Secretary of Commerce, or his or her designee.  
~~including the secretaries of the Department of Transportation,  
the Department of Environmental Protection, and the Department  
of Commerce, or their designees, and~~

(e) A member of the Florida Transportation Commission.

(f) Four members nominated ~~The nomination of the remaining  
members of the board shall be made to the President of the  
University of South Florida by the College of Engineering at the  
University of South Florida and approved by the university's  
president, and The appointment of these members must be reviewed  
and approved by the Florida Transportation Commission and  
confirmed by the Board of Governors.~~

Section 10. Section 334.63, Florida Statutes, is created to  
read:

334.63 Project concept studies and project development and  
environment studies.—

(1) Project concept studies and project development and  
environment studies for capacity improvement projects on limited  
access facilities must include the evaluation of alternatives  
that provide transportation capacity using elevated roadway  
above existing lanes.

(2) Project development and environment studies for new  
alignment projects and capacity improvement projects must be  
completed to the maximum extent possible within 18 months after



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the date of commencement.

Section 11. Subsection (4), paragraph (b) of subsection (7), and subsection (15) of section 337.11, Florida Statutes, are amended to read:

337.11 Contracting authority of department; bids; emergency repairs, supplemental agreements, and change orders; combined design and construction contracts; progress payments; records; requirements of vehicle registration.—

(4)(a) Except as provided in paragraph (b), the department may award the proposed construction and maintenance work to the lowest responsible bidder, or in the instance of a time-plus-money contract, the lowest evaluated responsible bidder, or it may reject all bids and proceed to rebid the work in accordance with subsection (2) or otherwise perform the work.

(b) Notwithstanding any other provision of law, if the department intends to reject all bids on any project after announcing, but before posting official notice of, such intent, the department must provide to the lowest responsive, responsible bidder the opportunity to negotiate the scope of work with a corresponding reduction in price, as provided in the bid, to provide a reduced bid without filing a protest or posting a bond under paragraph (5)(a). Upon reaching a decision regarding the lowest bidder's reduced bid, the department must post notice of final agency action to either reject all bids or accept the reduced bid.

(c) This subsection does not prohibit the filing of a protest by any bidder or alter the deadlines provided in s. 120.57.

(d) Notwithstanding the requirements of ss. 120.57(3)(c)



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and 287.057(25), upon receipt of a formal written protest that is timely filed, the department may continue the process provided in this subsection but may not take final agency action as to the lowest bidder except as part of the department's final agency action in the protest or upon dismissal of the protest by the protesting party.

(7)

(b) If the department determines that it is in the best interests of the public, the department may combine the design and construction phases of a project fully funded in the work program into a single contract and select the design-build firm in the early stages of a project to ensure that the design-build firm is part of the collaboration and development of the design as part of a step-by-step progression through construction. Such a contract is referred to as a phased design-build contract. For phased design-build contracts, selection and award must include a two-phase process. For phase one, the department shall competitively award the contract to a design-build firm based upon qualifications, provided that the department receives at least three statements of qualifications from qualified design-build firms. If during phase one the department elects to enter into contracts with more than one design-build firm based upon qualifications, the department must competitively select a single design-build firm to perform the work associated with phase two. For phase two, the design-build firm may self-perform portions of the work and shall competitively bid construction trade subcontractor packages and, based upon these bids, negotiate with the department a fixed firm price or guaranteed maximum price that meets the project budget and scope as



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advertised in the request for qualifications.

(15) Each contract let by the department for performance of bridge construction or maintenance over navigable waters must contain a provision requiring marine general liability insurance, in an amount to be determined by the department, which covers third-party personal injury and property damage caused by vessels used by the contractor in the performance of the work. For a contract let by the department on or after July 1, 2025, such insurance must include protection and indemnity coverage, which may be covered by endorsement on the marine general liability insurance policy or may be a separate policy.

Section 12. Subsections (1), (2), and (8) of section 337.14, Florida Statutes, are amended to read:

337.14 Application for qualification; certificate of qualification; restrictions; request for hearing.—

(1) Any contractor desiring to bid for the performance of any construction contract in excess of \$250,000 which the department proposes to let must first be certified by the department as qualified pursuant to this section and rules of the department. The rules of the department must address the qualification of contractors to bid on construction contracts in excess of \$250,000 and must include requirements with respect to the equipment, past record, experience, financial resources, and organizational personnel of the applying contractor which are necessary to perform the specific class of work for which the contractor seeks certification. Any contractor who desires to bid on contracts in excess of \$50 million and who is not qualified and in good standing with the department as of January 1, 2019, must first be certified by the department as qualified





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and must have satisfactorily completed two projects, each in excess of \$15 million, for the department or for any other state department of transportation. The department may limit the dollar amount of any contract upon which a contractor is qualified to bid or the aggregate total dollar volume of contracts such contractor is allowed to have under contract at any one time. Each applying contractor seeking qualification to bid on construction contracts in excess of \$250,000 shall furnish the department a statement under oath, on such forms as the department may prescribe, setting forth detailed information as required on the application. Each application for certification must be accompanied by audited, certified financial statements prepared in accordance with generally accepted accounting principles and auditing standards by a certified public accountant licensed in this state or another state. The audited, certified financial statements must be for the applying contractor and must have been prepared within the immediately preceding 12 months. The department may not consider any financial information of the parent entity of the applying contractor, if any. The department may not certify as qualified any applying contractor who fails to submit the audited, certified financial statements required by this subsection. If the application or the annual financial statement shows the financial condition of the applying contractor more than 4 months before the date on which the application is received by the department, the applicant must also submit interim audited, certified financial statements prepared in accordance with generally accepted accounting principles and auditing standards by a certified public accountant licensed in this state or



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another state. The interim financial statements must cover the period from the end date of the annual statement and must show the financial condition of the applying contractor no more than 4 months before the date that the interim financial statements are received by the department. However, upon the request of the applying contractor, an application and accompanying annual or interim financial statement received by the department within 15 days after either 4-month period under this subsection shall be considered timely. An applying contractor desiring to bid exclusively for the performance of construction contracts with proposed budget estimates of less than \$2 million may submit reviewed annual or reviewed interim financial statements prepared by a certified public accountant. The information required by this subsection is confidential and exempt from s. 119.07(1). The department shall act upon the application for qualification within 30 days after the department determines that the application is complete. The department may waive the requirements of this subsection for push-button projects having a contract price of \$1 million or less, or for non-push-button projects having a contract price of \$500,000 or less, if the department determines that the project is of a noncritical nature and the waiver will not endanger public health, safety, or property.

(2) Certification is ~~shall be~~ necessary in order to bid on a road, bridge, or public transportation construction contract of more than \$250,000. However, the successful bidder on any construction contract must furnish a contract bond before ~~prior~~ to the award of the contract. The department may waive the requirement for all or a portion of a contract bond for



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contracts of \$250,000 ~~\$150,000~~ or less under s. 337.18(1).

(8) This section does not apply to maintenance contracts. Notwithstanding any other provision of law, a contractor seeking to bid on a maintenance contract in which the majority of the work includes repair and replacement of safety appurtenances, including, but not limited to, guardrails, attenuators, traffic signals, and striping, must possess the prescribed qualifications, equipment, record, and experience to perform such repair and replacement.

Section 13. Subsections (4) and (5) of section 337.185, Florida Statutes, are amended to read:

337.185 State Arbitration Board.—

(4) The contractor may submit a claim greater than \$250,000 up to \$2 ~~\$1~~ million per contract or, upon agreement of the parties, greater than ~~up to~~ \$2 million per contract to be arbitrated by the board. An award issued by the board pursuant to this subsection is final if a request for a trial de novo is not filed within the time provided by Rule 1.830, Florida Rules of Civil Procedure. At the trial de novo, the court may not admit evidence that there has been an arbitration proceeding, the nature or amount of the award, or any other matter concerning the conduct of the arbitration proceeding, except that testimony given in connection with ~~at~~ an arbitration hearing may be used for any purpose otherwise permitted by the Florida Evidence Code. If a request for trial de novo is not filed within the time provided, the award issued by the board is final and enforceable by a court of law.

(5) An arbitration request may not be made to the board before final acceptance but must be made to the board within 820



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days after final acceptance. An arbitration request related to a warranty notice provided by the department must be made to the board within 360 days after such notice or 820 days after final acceptance, whichever is later.

Section 14. Present subsection (10) of section 339.175, Florida Statutes, is redesignated as subsection (11), a new subsection (10) is added to that section, and subsection (1), paragraph (a) of subsection (2), paragraphs (b), (i), and (j) of subsection (6), and paragraphs (b) and (d) of subsection (7) of that section are amended, to read:

339.175 Metropolitan planning organization.—

(1) PURPOSE.—It is the intent of the Legislature to encourage and promote the safe and efficient management, operation, and development of multimodal ~~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 in accordance with the department's mission statement ~~while minimizing transportation-related fuel consumption, air pollution, and greenhouse gas emissions through metropolitan transportation planning processes identified in this section.~~ To accomplish these objectives, metropolitan planning organizations, referred to in this section as M.P.O.'s, shall develop, in cooperation with the state and public transit operators, transportation plans and programs for metropolitan areas. The plans and programs for each metropolitan area must provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities that will function as an intermodal transportation



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system for the metropolitan area, based upon the prevailing principles provided in s. 334.046(1). The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive, to the degree appropriate, based on the complexity of the transportation problems to be addressed. To ensure that the process is integrated with the statewide planning process, M.P.O.'s shall develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions. For the purposes of this section, those facilities include the facilities on the Strategic Intermodal System designated under s. 339.63 and facilities for which projects have been identified pursuant to s. 339.2819(4).

(2) DESIGNATION.—

(a)1. An M.P.O. shall be designated for each urbanized area of the state; however, this does not require that an individual M.P.O. be designated for each such area. Such designation shall be accomplished by agreement between the Governor and units of general-purpose local government representing at least 75 percent of the population of the urbanized area; however, the unit of general-purpose local government that represents the central city or cities within the M.P.O. jurisdiction, as defined by the United States Bureau of the Census, must be a party to such agreement.

2. To the extent possible, only one M.P.O. shall be designated for each urbanized area or group of contiguous urbanized areas. More than one M.P.O. may be designated within



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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. After July 1, 2025, no additional M.P.O.'s may be designated in this state except in urbanized areas, as defined by the United States Census Bureau, where the urbanized area boundary is not contiguous to an urbanized area designated before the 2020 census, ~~in which case each M.P.O. designated for the area must:~~

~~a. Consult with every other M.P.O. designated for the urbanized area and the state to coordinate plans and transportation improvement programs.~~

~~b. 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.~~

Each M.P.O. required under this section must be fully operative no later than 6 months following its designation.

(6) POWERS, DUTIES, AND RESPONSIBILITIES.—The powers, privileges, and authority of an M.P.O. are those specified in this section or incorporated in an interlocal agreement authorized under s. 163.01. Each M.P.O. shall perform all acts required by federal or state laws or rules, now and subsequently applicable, which are necessary to qualify for federal aid. It is the intent of this section that each M.P.O. be involved in the planning and programming of transportation facilities, including, but not limited to, airports, intercity and high-speed rail lines, seaports, and intermodal facilities, to the extent permitted by state or federal law. An M.P.O. may not



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perform project production or delivery for capital improvement projects on the State Highway System.

(b) In developing the long-range transportation plan and the transportation improvement program required under paragraph (a), each M.P.O. shall provide for consideration of projects and strategies that will:

1. Support the economic vitality of the contiguous urbanized metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

2. Increase the safety and security of the transportation system for motorized and nonmotorized users.

3. Increase the accessibility and mobility options available to people and for freight.

4. Protect and enhance the environment, conserve natural resources ~~promote energy conservation~~, and improve quality of life.

5. Enhance the integration and connectivity of the transportation system, across and between modes and contiguous urbanized metropolitan areas, for people and freight.

6. Promote efficient system management and operation.

7. Emphasize the preservation of the existing transportation system.

8. Improve the resilience of transportation infrastructure.

9. Reduce traffic and congestion.

~~(i) By December 31, 2023, the M.P.O.'s serving Hillsborough, Pasco, and Pinellas Counties must submit 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~~



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~~M.P.O. serving the contiguous urbanized area, the goal of which would be to:~~

~~1. Coordinate transportation projects deemed to be regionally significant.~~

~~2. Review the impact of regionally significant land use decisions on the region.~~

~~3. Review all proposed regionally significant transportation projects in the transportation improvement programs.~~

~~(i)1.(j)1. To more fully accomplish the purposes for which M.P.O.'s have been mandated, the department shall, at least annually, convene M.P.O.'s of similar size, based on the size of population served, for the purpose of exchanging best practices. M.P.O.'s may shall develop committees or working groups as needed to accomplish such purpose. At the discretion of the department, training for new M.P.O. governing board members shall be provided by the department, by an entity pursuant to a contract with the department, by the Florida Center for Urban Transportation Research, or by the Implementing Solutions from Transportation Research and Evaluation of Emerging Technologies (I-STREET) living lab coordination mechanisms with one another to expand and improve transportation within the state. The appropriate method of coordination between M.P.O.'s shall vary depending upon the project involved and given local and regional needs. Consequently, it is appropriate to set forth a flexible methodology that can be used by M.P.O.'s to coordinate with other M.P.O.'s and appropriate political subdivisions as circumstances demand.~~

2. Any M.P.O. may join with any other M.P.O. or any





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individual political subdivision to coordinate activities or to achieve any federal or state transportation planning or development goals or purposes consistent with federal or state law. When an M.P.O. determines that it is appropriate to join with another M.P.O. or any political subdivision to coordinate activities, the M.P.O. or political subdivision shall enter into an interlocal agreement pursuant to s. 163.01, which, at a minimum, creates a separate legal or administrative entity to coordinate the transportation planning or development activities required to achieve the goal or purpose; provides the purpose for which the entity is created; provides the duration of the agreement and the entity and specifies how the agreement may be terminated, modified, or rescinded; describes the precise organization of the entity, including who has voting rights on the governing board, whether alternative voting members are provided for, how voting members are appointed, and what the relative voting strength is for each constituent M.P.O. or political subdivision; provides the manner in which the parties to the agreement will provide for the financial support of the entity and payment of costs and expenses of the entity; provides the manner in which funds may be paid to and disbursed from the entity; and provides how members of the entity will resolve disagreements regarding interpretation of the interlocal agreement or disputes relating to the operation of the entity. Such interlocal agreement shall become effective upon its recordation in the official public records of each county in which a member of the entity created by the interlocal agreement has a voting member. Multiple M.P.O.'s may merge, combine, or otherwise join together as a single M.P.O.



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(7) LONG-RANGE TRANSPORTATION PLAN.—Each M.P.O. must develop a long-range transportation plan that addresses at least a 20-year planning horizon. The plan must include both long-range and short-range strategies and must comply with all other state and federal requirements. The prevailing principles to be considered in the long-range transportation plan are: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. The long-range transportation plan must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the M.P.O. Each M.P.O. is encouraged to consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions. The approved long-range transportation plan must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. The long-range transportation plan must, at a minimum:

(b) 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. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing



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the long-range transportation plan, the M.P.O. and the department shall 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, public-private partnerships, the use of value capture financing, or the use of value pricing. Multiple M.P.O.'s within a contiguous urbanized area must ensure, to the maximum extent possible, the consistency of data used in the planning process.

(d) 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, integration of advanced air mobility, and integration of autonomous and electric vehicles, electric bicycles, and motorized scooters used for freight, commuter, or micromobility purposes ~~historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising.~~

In the development of its long-range transportation plan, 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 long-range transportation plan. The long-range transportation plan must be approved by the



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M.P.O.

(10) AGREEMENTS; ACCOUNTABILITY.—

(a) Each M.P.O. may execute a written agreement with the department, which shall be reviewed, and updated as necessary, every 5 years, which clearly establishes the cooperative relationship essential to accomplish the transportation planning requirements of state and federal law. Roles, responsibilities, and expectations for accomplishing consistency with federal and state requirements and priorities must be set forth in the agreement. In addition, the agreement must set forth the M.P.O.'s responsibility, in collaboration with the department, to identify, prioritize, and present to the department a complete list of multimodal transportation projects consistent with the needs of the metropolitan planning area. It is the department's responsibility to program projects in the state transportation improvement program.

(b) The department must establish, in collaboration with each M.P.O., quality performance metrics, such as safety, infrastructure condition, congestion relief, and mobility. Each M.P.O. must, as part of its long-range transportation plan, in direct coordination with the department, develop targets for each performance measure within the metropolitan planning area boundary. The performance targets must support efficient and safe movement of people and goods both within the metropolitan planning area and between regions. Each M.P.O. must report progress toward establishing performance targets for each measure annually in its transportation improvement plan. The department shall evaluate and post on its website whether each M.P.O. has made significant progress toward its target for the



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applicable reporting period.

Section 15. Subsection (4) of section 339.65, Florida Statutes, is amended to read:

339.65 Strategic Intermodal System highway corridors.—

(4) The department shall develop and maintain a plan of Strategic Intermodal System highway corridor projects that are anticipated to be let to contract for construction within a time period of at least 20 years. The department shall prioritize projects affecting gaps in a corridor so that the corridor becomes contiguous in its functional characteristics across the corridor. The plan must ~~shall~~ also identify when segments of the corridor will meet the standards and criteria developed pursuant to subsection (5).

Section 16. Section 339.85, Florida Statutes, is created to read:

339.85 Next-generation traffic signal modernization program.—

(1) The department shall implement a next-generation traffic signal modernization program. The program must consist of retrofitting existing traffic signals and controllers and providing a communication system for remote operations and management of such signals on the State Highway System and other road systems. Signal upgrades must be prioritized based on average annual daily traffic and the impact of adding to an existing interconnected system.

(2) The program must consist of an advanced traffic management platform that uses radar-camera fusion to deliver accurate detection in all weather conditions, offering fully integrated stop bar and advance detection alongside dilemma zone



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and pedestrian protection. In addition to supporting time-of-day signal timing plans, the program must provide real-time traffic optimization to improve traffic flow and enhance safety. The program must comply with leading cybersecurity standards, such as SOC 2 and ISO 27001, ensuring robust data protection.

(3) Beginning in the 2025-2026 fiscal year and annually thereafter for 5 years, \$10 million shall be allocated from the State Transportation Trust Fund to the program. Fifty percent of such funds must be used for roads that are not a part of the State Highway System through the use of grants that require a 50 percent funding match.

Section 17. Paragraph (a) of subsection (3) of section 348.0304, Florida Statutes, is amended to read:

348.0304 Greater Miami Expressway Agency.—

(3) (a) The governing body of the agency shall consist of nine voting members. Except for the district secretary of the department, each member must be a permanent resident of a county served by the agency and may not hold, or have held in the previous 2 years, elected or appointed office in such county, except that this paragraph does not apply to any initial appointment under paragraph (b) or to any member who previously served on the governing body of the former Greater Miami Expressway Agency. Each member may only serve two terms of 4 years each, except that there is no restriction on the term of the department's district secretary. Four members, each of whom must be a permanent resident of Miami-Dade County, shall be appointed by the Governor, subject to confirmation by the Senate at the next regular session of the Legislature. Refusal or failure of the Senate to confirm an appointment shall create a



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vacancy. Appointments made by the Governor and board of county commissioners of Miami-Dade County shall reflect the state's interests in the transportation sector and represent the intent, duties, and purpose of the Greater Miami Expressway Agency, and have at least 3 years of professional experience in one or more of the following areas: finance; land use planning; tolling industry; or transportation engineering. Two members, who must be residents of an unincorporated portion of the geographic area described in subsection (1) and residing within 15 miles of an ~~area with the highest amount of agency toll~~ road ~~roads~~, shall be appointed by the board of county commissioners of Miami-Dade County. Two members, who must be residents of incorporated municipalities within a county served by the agency, shall be appointed by the metropolitan planning organization for a county served by the agency. The district secretary of the department serving in the district that contains Miami-Dade County shall serve as an ex officio voting member of the governing body.

===== T I T L E   A M E N D M E N T =====

And the title is amended as follows:

Delete lines 2 - 101

and insert:

An act relating to transportation; creating s.  
218.3215, F.S.; requiring counties to report certain  
information to the Office of Economic and Demographic  
Research annually by a specified date; requiring  
counties to report the information in the format  
specified by the office; requiring the office to  
provide a certain report to the Legislature and the



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Department of Transportation; amending s. 316.183, F.S.; requiring the department to determine the safe and advisable minimum speed limit on certain highways; amending s. 316.187, F.S.; revising the maximum allowable speed limit on certain highways and roadways; amending s. 332.004, F.S.; revising definitions; amending s. 332.006, F.S.; revising duties and responsibilities of the department relating to airports; amending s. 332.007, F.S.; revising provisions relating to the administration and financing of certain aviation and airport programs and projects; authorizing certain airports to participate in a specified federal program in a certain manner; authorizing the department to provide for improvements to certain entities for the capital cost of a discretionary improvement project at a public-use airport, subject to the availability of certain funds; creating s. 332.136, F.S.; establishing an airport pilot program at the Sarasota Manatee Airport Authority; providing the purpose of the pilot program; requiring the department to adopt rules; requiring the department, by a specified date, to submit certain recommendations to the Governor and the Legislature; providing for the future repeal of specified provisions; amending s. 334.044, F.S.; authorizing the department to acquire property or property rights in advance to preserve a corridor for future proposed improvements; authorizing the department to expend from the State Transportation Trust Fund a certain





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amount of grant funds annually to state colleges and school districts for certain construction workforce development programs; requiring that priority be given to certain colleges and school districts; amending s. 334.065, F.S.; deleting a provision specifying that the Florida Center for Urban Transportation Research shall be administered by the Board of Governors of the State University System; deleting a provision prohibiting the undertaking of certain projects without the approval of the Center for Urban Transportation Research advisory board; revising membership of such advisory board; creating s. 334.63, F.S.; providing requirements for certain project concept studies and project development and environment studies; amending s. 337.11, F.S.; revising the bidding and award process for contracts for road construction and maintenance projects; revising the circumstances in which the department must competitively award a phased design-build contract for phase one; requiring the department to select a single design-build firm to perform the work associated with phase two under certain circumstances; authorizing a design-build firm to self-perform portions of work under a contract; requiring that contracts let by the department on or after a certain date for bridge construction or maintenance over navigable waters include protection and indemnity coverage; amending s. 337.14, F.S.; authorizing the department to waive contractor certification



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requirements for certain projects; revising the threshold value of contracts for which the department may waive a contract bond requirement; requiring that a contractor seeking to bid on certain maintenance contracts possess certain qualifications; amending s. 337.185, F.S.; increasing the limits of claims per contract which a contractor may submit to the State Arbitration Board; revising the period in which an arbitration request may be made for a claim related to a warranty notice; amending s. 339.175, F.S.; revising legislative intent; revising requirements for the designation of additional metropolitan planning organizations (M.P.O.'s); revising projects and strategies to be considered in developing an M.P.O.'s long-range transportation plan and transportation improvement program; deleting obsolete provisions; requiring the department to convene M.P.O.'s of similar size to exchange best practices at least annually; authorizing M.P.O.'s to develop committees or working groups; requiring training for new M.P.O. governing board members to be provided by the department or another specified entity; deleting provisions relating to M.P.O. coordination mechanisms; including public-private partnerships in authorized financing techniques; revising proposed transportation enhancement activities that must be indicated by the long-range transportation plan; authorizing each M.P.O. to execute a written agreement with the department regarding state and federal transportation



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planning requirements; requiring the department, in collaboration with M.P.O.'s, to establish certain quality performance metrics and develop certain performance targets; requiring the department to evaluate and post on its website whether each M.P.O. has made significant progress toward such targets; amending s. 339.65, F.S.; requiring the department to prioritize certain Strategic Intermodal System highway corridor projects; creating s. 339.85, F.S.; requiring the department to implement a next-generation traffic signal modernization program; providing program requirements; requiring the allocation of funds from the State Transportation Trust Fund to the program; requiring that a certain percentage of such funds be used for certain roads through the use of matching grants; amending s. 348.0304, F.S.; revising membership of the governing body of the Greater Miami Expressway Agency; reenacting s.