

# **Florida Metropolitan Planning Organization Advisory Council**



## **2015 Summary of State Legislation**

**June 26, 2015**

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## 2015 Summary of State Transportation Legislation

### An Act Relating to the Department of Transportation (SB 2514-A)

#### Section 1 (s. 320.072, F.S.)

- **Redirects revenues from additional fees imposed on certain motor vehicle registration transactions (commonly known as the “New Wheels Fee”) from the General Revue Fund to the State Transportation Trust Fund and provides for the use of moneys from such distribution.**
  - “Additional fee imposed on certain motor vehicle registration transactions.— ... The department shall deposit 85.7 percent of such moneys into the State Transportation Trust Fund and 14.3 percent into the Highway Safety Operating Trust Fund. Notwithstanding any other law, the moneys deposited into the State Transportation Trust Fund ... shall be used by the Department of Transportation for the following:
    - a) The Florida Shared-Use Nonmotorized Trail Network established in s. 339.81, \$25 million.
    - b) The capital funding for the New Starts Transit Program ..., 3.4 percent.
    - c) The Small County Outreach Program ..., 5 percent.
    - d) The Florida Strategic Intermodal System ..., 20.6 percent.
    - e) The Transportation Regional Incentive Program ..., 6.9 percent.
    - f) All remaining funds for any transportation purpose authorized by law.”

#### Section 2 (creates s. 339.81, F.S.)

- **Creates the Florida Shared-Use Nonmotorized Trail Network. Provides legislative findings and intent for the new network, as well as, descriptions and components of the new network. Provides for the planning, development, operation, and maintenance of the network and requires funding to be allocated to the network in the Florida Department of Transportation program and resource plan. Authorizes memoranda of agreement and contracts for maintaining the new network and for the adoption of rules.**
  - “The Legislature finds that increasing demands continue to be placed on the state’s transportation system by a growing economy, continued population growth, and increasing tourism. The Legislature also finds that significant challenges to providing additional capacity to the conventional transportation system exist and will require enhanced accommodation of alternative travel modes to meet the needs of residents and visitors. The Legislature further finds that improving bicyclist and pedestrian safety for both residents and visitors remains a high priority. Therefore, the Legislature declares that the development of a nonmotorized trail network will increase mobility and recreational alternatives for Florida’s residents and visitors, enhance economic prosperity, enrich quality of life, enhance safety, and reflect responsible environmental

- stewardship. To that end, it is the intent of the Legislature that the department make use of its expertise in efficiently providing transportation projects to develop the Florida Shared-Use Nonmotorized Trail Network, consisting of a statewide network of nonmotorized trails which allows nonmotorized vehicles and pedestrians to access a variety of origins and destinations with limited exposure to motorized vehicles.”
- “The Florida Shared-Use Nonmotorized Trail Network is created as a component of the Florida Greenways and Trails System . . . The statewide network consists of multiuse trails or shared-use paths physically separated from motor vehicle traffic and constructed with asphalt, concrete, or another hard surface which, by virtue of design, location, extent of connectivity or potential connectivity, and allowable uses, provides nonmotorized transportation opportunities for bicyclists and pedestrians statewide between and within a wide range of points of origin and destinations, including, but not limited to, communities, conservation areas, state parks, beaches, and other natural or cultural attractions for a variety of trip purposes, including work, school, shopping, and other personal business, as well as social, recreational, and personal fitness purposes.”
  - “Network components do not include sidewalks, nature trails, loop trails wholly within a single park or natural area, or on-road facilities, such as bicycle lanes or routes other than:
    - a) “On-road facilities that are no longer than one-half mile connecting two or more nonmotorized trails, if the provision of non-road facilities is infeasible and if such on-road facilities are signed and marked for nonmotorized use; or
    - b) On-road components of the Florida Keys Overseas Heritage Trail.”
  - “The planning, development, operation, and maintenance of the Florida Shared-Use Nonmotorized Trail Network is declared to be a public purpose, and the department, together with other agencies of this state and all counties, municipalities, and special districts of this state, may spend public funds for such purposes and accept gifts and grants of funds, property, or property rights from public or private sources to be used for such purposes.”
  - “The department shall include the Florida Shared-Use Nonmotorized Trail Network in its work program developed pursuant to s. 339.135. For purposes of funding and maintaining projects within the network, the department shall allocate in its program and resource plan a minimum of \$25 million annually, beginning in the 2015-2016 fiscal year.”
  - “The department may enter into a memorandum of agreement with a local government or other agency of the state to transfer maintenance responsibilities of an individual network component. The department may contract with a not-for-profit entity or private sector business or entity to provide maintenance services on an individual network component.”
  - “The department may adopt rules to aid in the development and maintenance of components of the network.”

**General Appropriations (SB 2500-A)**

**Section 5 (s. 339.135, F.S.)**

- **Funds the Department of Transportation Five-Year Work Program (Specific Appropriations 1869 through 1884, 1890 through 1895, 1909 through 1917, 1920 through 1929, and 1970 through 1981). Specific appropriations of interest include:**

- “From the funds in Specific Appropriation 1924, \$800,000 is provided for Keep Florida Beautiful.”
- “From the funds in Specific Appropriation 1927, a portion of the funds shall be allocated as follows:

Citrus Grove Rd from US 27 to Turnpike - Lake.....	1,000,000
CR 466A Phase 3 Right of Way - Lake.....	2,500,000
City of Belle Glade Gateway Redevelopment Roadway Improvement - Palm Beach.....	506,000
Glades Area Street Resurfacing/Reconstruction Phase 2- Palm Beach.....	1,000,000

- From the funds in Specific Appropriation 2256, \$1,500,000 of recurring funds from the State Economic Enhancement and Development Trust Fund shall be used to market and promote the space tourism industry in the State of Florida. Funds may also be used to support marketing and promotion initiatives undertaken by businesses engaged in or relating to the space tourism industry in the State of Florida, which shall include but not be limited to Spaceflight entities ... and entities related to launch and landing sites or launch and landing facilities. No later than February 3, 2016, Space Florida shall submit a report to the Governor, the chair of the Senate Appropriations Committee, the chair of the House Appropriations Committee, and the Department of Economic Opportunity which shall include at a minimum: an overview of the marketing initiatives executed; consumer reach of the marketing initiatives executed; methods, strategies, and messages utilized; total expenditures; and total impact achieved, financial and otherwise, to the space tourism industry in the State of Florida.”

**An Act Implementing the 2015/16 General Appropriations Act (SB 2502-A)**

**Section 61 (s. 339.135, F.S.)**

- **Requires the Department of Transportation to use appropriated funds to support the establishment of a statewide system of interconnected multiuse trails and related facilities during the 2015-2016 fiscal year. Prohibits such funds from reducing, deleting, or deferring other projects funded as of July 1, 2015.**
  - “FUNDING AND DEVELOPING A TENTATIVE WORK PROGRAM.— ... for the 2015-2016 fiscal year only, the Department of Transportation shall use

appropriated funds to support the establishment of a statewide system of interconnected multiuse trails and to pay the costs of planning, land acquisition, design, and construction of such trails and related facilities. Funds specifically appropriated for this purpose may not reduce, delete, or defer any existing projects funded as of July 1, 2015 in the department's 5-year work program. This paragraph expires July 1, 2016.”

- “ADOPTION OF THE WORK PROGRAM.— ... for the 2015-2016 fiscal year only, the department shall use appropriated funds to support the establishment of a statewide system of interconnected multiuse trails and to pay the costs of planning, land acquisition, design, and construction of such trails and related facilities. Funds specifically appropriated for this purpose may not reduce, delete, or defer any existing projects funded as of July 1, 2015 in the department's 5-year work program. This paragraph expires July 1, 2016.”

#### **Section 62 (s. 339.2818, F.S)**

- **Revises the definition of the term “small county” for purposes of the Small County Outreach Program for fiscal year 2015-2016.**
  - “...for the 2015-2016 fiscal year ... the term “small county” means any county that has a population of 165,000 or less as determined by the most recent official estimate ... This paragraph expires July 1, 2016.”

#### **Sections 63 and 64 (s. 341.302, F.S.)**

- **Reenacts existing statute relating to the Department of Transportation's duties and responsibilities for the rail program and provides for the future expiration and reversion of such statute.**
  - “In order to implement ... the 2015-2016 General Appropriations Act, subsection (10) of section 341.302, Florida Statutes, is reenacted ...”
  - “The amendment to s. 341.302(10), Florida Statutes, as carried forward by this act from chapter 2014-53, Laws of Florida, expires July 1, 2016, and the text of that subsection shall revert to that in existence on June 30, 2014, except that any amendments to such text enacted other than by this act shall be preserved and continue to operate to the extent that such amendments are not dependent upon the portions of text which expire pursuant to this section.”

#### **Sections 65 and 66 (s. 339.2816, F.S.)**

- **Increases the amount of funding from the State Transportation Trust Fund that may be used for the Small County Road Assistance Program (up to \$50 million from up to \$25 million) and provides for the future expiration and reversion of such statute.**

- “In the 2015-2016 fiscal year up to \$50 million from the State Transportation Trust Fund may be used for the purposes of funding the Small County Road Assistance Program ...”
- “The amendment made by this act to s. 339.2816(3), Florida Statutes, expires July 1, 2016, and the text of that subsection shall revert to that in existence on June 30, 2015, except that any amendments to such text enacted other than by this act shall be preserved and continue to operate to the extent that such amendments are not dependent upon the portions of text which expire pursuant to this section.”

**An Act Relating to Freight Logistics Zones (HB 257)**

**Section 1 (creates s. 311.103, F.S.)**

- **Provides a definition for the term "freight logistics zone." Authorizes a county or two or more contiguous counties to designate a geographic area or areas within its jurisdiction as a freight logistics zone and requires the adoption of an accompanying strategic plan. Provides that certain projects within freight logistics zones may be eligible for priority in state funding and certain incentive programs based on enumerated evaluation criteria.**
  - “As used in this section, the term "freight logistics zone" means a grouping of activities and infrastructure associated with freight transportation and related services within a defined area around an intermodal logistics center as defined in s. 311.101(2).”
  - “A county, or two or more contiguous counties, may designate a geographic area or areas within its jurisdiction as a freight logistics zone. The designation must be accompanied by a strategic plan adopted by the county or counties. At a minimum, the strategic plan must include, but is not limited to:
    - a) A map depicting the geographic area or areas to be included within the designation.
    - b) Identification of the existing or planned freight facilities or logistics clusters located within the designated zone.
    - c) Identification of existing transportation infrastructure, such as roads, rail, airports, and seaports, within or in close proximity to the proposed freight logistics zone.
    - d) Identification of existing workforce availability within or in close proximity to the proposed zone.
    - e) Identification of any existing or planned local, state, or federal workforce training capabilities available for a business seeking to locate or expand within the proposed zone.
    - f) Identification of any local, state, or federal plans, including transportation, seaport, or airport plans, concerning the movement of freight within or in close proximity to the proposed zone.

- g) Identification of financial or other local government incentives to encourage new development, expansion of existing development, or redevelopment within the proposed zone.
- h) Documentation that the plan is consistent with applicable local government comprehensive plans and adopted long-range transportation plans of a metropolitan planning organization, where applicable.”
- “Projects within freight logistics zones ... which are consistent with the Freight Mobility and Trade Plan ... may be eligible for priority in state funding and incentive programs relating to freight logistics zones...”
- “When evaluating projects within a designated freight logistics zone for purposes of determining funding or incentive program eligibility... consideration must be given to:
  - a) The presence of an existing or planned intermodal logistics center within the freight logistics zone.
  - b) Whether the project serves a strategic state interest.
  - c) Whether the project facilitates the cost-effective and efficient movement of goods.
  - d) The extent to which the project contributes to economic activity, including job creation, increased wages, and revenues.
  - e) The extent to which the project efficiently interacts with and supports the existing or planned transportation network.
  - f) The amount of investment or commitments made by the owner or developer of the existing or proposed facility.
  - g) The extent to which the county or counties have commitments with private sector businesses planning to locate operations within the freight logistics zone.
  - h) Demonstrated local financial support and commitment to the project, including in-kind contributions.”

### **An Act Hazardous Walking Conditions (HB 41)**

#### **Section 1 (no statute number specified)**

- **Names the law "Gabby's Law for Student Safety."**
  - “This act may be cited as "Gabby's Law for Student Safety."

#### **Section 2 (s. 1006.23, F.S.)**

- **Revises criteria that determine a hazardous walking condition for public school students and procedures for inspection and identification of hazardous walking conditions. Authorizes a school district superintendent to initiate a formal request for correction of a hazardous walking condition and a school district board to initiate a declaratory judgment proceeding under certain circumstances and subject to certain requirements. Requires a school district**

**board to provide transportation to students who would be subjected to hazardous walking conditions and state or local governmental entities with jurisdiction over a road with a hazardous walking condition to correct the condition within a reasonable period of time. Provides requirements for a governmental entity relating to its transportation work program and requirements relating to a civil action for damages. Also provides that certain interlocal agreements that meet specified criteria are not prohibited under this section of law.**

- “This act may be cited as "Gabby's Law for Student Safety."
- “It shall be considered a hazardous walking condition with respect to any road along which students must walk in order to walk to and from school if there is not an area at least 4 feet wide adjacent to the road, not including drainage ditches, sluiceways, swales, or channels, having a surface upon which students may walk without being required to walk on the road surface. In addition, whenever the road along which students must walk is uncurbed and has a posted speed limit of 50 miles per hour or greater, the area as described above for students to walk upon shall be set off the road by no less than 3 feet from the edge of the road.”
- “It shall be considered a hazardous walking condition with respect to any road at any uncontrolled crossing site which students must walk in order to walk to and from school if:
  1. The road has a posted speed limit of 50 miles per hour or greater; or
  2. The road has six lanes or more, not including turn lanes, regardless of the speed limit.”
- “IDENTIFICATION OF HAZARDOUS CONDITIONS.—
  - a) When a request for review is made by the district school superintendent with respect to a road over which a state or local governmental entity has jurisdiction concerning a condition perceived to be hazardous to students in that district who live within the 2-mile limit and who walk to school, such condition shall be inspected jointly by a representative of the school district, a representative of the state or local governmental entity with jurisdiction over the perceived hazardous location, and a representative of the municipal police department for a municipal road, a representative of the sheriff's office for a county road, or a representative of the Department of Transportation for a state road. If the jurisdiction is within an area for which there is a metropolitan planning organization, a representative of that organization shall also be included. The governmental representatives shall determine whether the condition constitutes a hazardous walking condition ... If the governmental representatives concur that a condition constitutes a hazardous walking condition ... the governmental entity with jurisdiction shall report that determination in writing to the district school superintendent, who shall initiate a formal request for correction ...
  - b) “If the governmental representatives are unable to reach a consensus, the reasons for lack of consensus shall be reported to the district school superintendent, who shall provide a report and recommendation to the district school board. The

district school board may initiate a proceeding under chapter 86 seeking a determination as to whether the condition constitutes a hazardous walking condition ... after providing at least 30 days' notice in writing to the state or local governmental entity having jurisdiction over the road of its intent to do so unless, within 30 days after such notice is provided, the state or local governmental entity concurs in writing that the condition is a hazardous walking condition ... If a proceeding is initiated ... the district school board has the burden of proving such condition by the greater weight of evidence. If the district school board prevails, the district school superintendent shall report the outcome to the Department of Education and initiate a formal request for correction of the hazardous walking condition ...”

- “TRANSPORTATION; CORRECTION OF HAZARDS.—
  - a) A district school board and other governmental entities shall work cooperatively to identify conditions that are hazardous along student walking routes to school, and a district school board shall provide transportation to students who would be subjected to such conditions. Additionally, state or local governmental entities with jurisdiction over a road along which a hazardous walking condition is determined to exist shall correct the condition within a reasonable period of time.
  - b) Upon a determination ... that a hazardous walking condition exists, the district school superintendent shall request a position statement with respect to correction of such condition from the state or local governmental entity with jurisdiction over the road. Within 90 days after receiving such request, the state or local governmental entity shall inform the district school superintendent whether the entity will include correction of the hazardous walking condition in its next annual 5-year transportation work program and, if so, when correction of the condition will be completed. If the hazardous walking condition will not be included in the state or local governmental entity's next annual 5-year transportation work program, the factors justifying such conclusion must be stated in writing to the district school superintendent and the Department of Education.
  - c) State funds shall be allocated for the transportation of students subjected to a hazardous walking condition. However, such funding shall cease upon correction of the hazardous walking condition or upon the projected completion date, whichever occurs first.”
- “In a civil action for damages brought against a governmental entity ... the designation of a hazardous walking condition ... is not admissible in evidence.”
- “This section does not prohibit a district school board and other governmental entities from entering into an interlocal agreement ... that addresses the identification and correction of hazardous walking conditions, if such agreement:
  - a) Implements the Safe Paths to Schools Program ...; or
  - b) Establishes standards for the safety of students walking to school and procedures for identifying and correcting hazardous walking conditions that meet or exceed the standards and procedures provided...”

**Section 3 (s. 1012.45, F.S.)**

- **Provides that a school district board may implement a safe driver toll-free telephone hotline to report improper driving or operation of a school bus.**
  - “Each district school board may implement a safe driver toll-free telephone hotline for motorists or others who observe improper driving or operation by a school bus driver to report such violations to the district school board for investigation and corrective or disciplinary action by the school board.”

**An Act Relating to Community Development, amending 163.3175 and amending 163.3177 (CS/CS/SB 1216)**

The bill is an omnibus growth management bill primarily related to five subjects:

- mitigation of sinkhole damages;
- elimination of one regional planning council (RPC) and;
- elimination of statutory duties of RPCs that are already completed, duplicative or unnecessary;
- requirement that certain new projects go through the State Coordinated Review Process rather than the development of regional impact (DRI) process;
- clarification of the sector plan law; and creation of a pilot project for Pasco County.

The bill expands the definition of the term “blighted area” to enable community redevelopment agencies to enter into voluntary contracts to mitigate property damage caused by sinkholes.

The bill designates 10 RPCs and their borders and deletes several of the RPCs’ statutory duties and requirements because they are already completed, unnecessary or duplicative. The Withlacoochee Regional Planning Council is dissolved and the five counties currently within the boundaries of that council are incorporated into three existing councils.

The bill removes the requirement that certain new projects go through the DRI process. The bill shifts review of these projects to the State Coordinated Review Process for comprehensive plan amendments. Currently, comprehensive plan amendments subject to the State Coordinated Review Process involve large scale development plans or plan amendments in areas of critical state concern.

The State Coordinated Review Process requires a proposed comprehensive plan amendment to receive three local public hearings, followed by review by state and regional entities. The first local public hearing is held by the local city or county planning commission. Then the full city or county commission must hold a public hearing regarding the proposed amendment. If approved by the local government, the amendment is sent to several statutorily identified reviewing state and regional agencies, including the Department of Economic Opportunity (DEO), the Department of Transportation, the

Department of Environmental Protection, the appropriate RPC, and the appropriate water management district, among others.

The required state and regional entities provide comments within their respective areas of expertise on important state resources or facilities that will be adversely impacted if the amendment is adopted. RPCs are required by law to comment on extra jurisdictional impacts caused by the plan amendment that would be inconsistent with the comprehensive plan of any affected local government within the region, as well as adverse effects on regional resources and facilities. The DEO comments on those important state resources and facilities that fall outside the jurisdiction of the other commenting state agencies; however, it is also empowered to provide comments on “countervailing planning policies and objectives that should be balanced against adverse impacts on important state resources and functions.” These comments assist the local government in deciding whether or not to adopt the amendment.

Whenever an adverse impact on important state resources or facilities is identified, the state agencies must also identify measures that will eliminate, reduce, or mitigate the identified adverse impacts. Within 60 days after receipt of a complete amendment, the DEO issues an Objections, Recommendations and Comments Report (often referred to as an “ORC Report”) to the local government, and the department may also comment on whether a plan or plan amendment is “in compliance.”

The permitting local government must then hold a second public hearing within 180 days after receipt of the DEO’s ORC Report. Within 30 days after the local government adoption of the amendment, an affected person may file a petition with the Department of Administrative Hearings challenging the amendment on the ground that it is not “in compliance” with the requirements of state law.

The bill clarifies that the planning standards of the sector planning statute supersede generally applicable planning standards found elsewhere in ch. 163, F.S. The bill provides more flexibility in the designation of conservation easements related to sector plans but still requires they be designated prior to the beginning of construction. The bill requires certain state agencies to review whether a detailed specific area plan would be consistent with the comprehensive plan and the long-term master plan. It authorizes a water management district to issue a longer than normal consumptive use permit for certain projects. The associated water allocation may be phased in over the duration of the permit to correspond to actual needs. The bill clarifies that a local government may require more data and analysis in support of an application to develop a sector plan than the minimum requirements provided for in this law.

The bill names Pasco County as a pilot community for connected-city corridor plan amendments, which is a locally-controlled comprehensive plan amendment process designed to facilitate the development of technologically advanced areas. The bill requires community development districts of 7,000 acres or less and within a connected-city corridor to be adopted by a county ordinance. The bill directs the Office of Program

Policy Analysis and Government Accountability to submit a report on the pilot project to the Governor and Legislature in 10 years.

The bill also exempts local governments that use less than 1 percent of a large public water utility's total permitted allocation from a requirement to update their comprehensive plans in response to an updated regional water supply plan. Finally, the bill allows the Monroe County Land Authority to contribute tourist impact tax revenues to the City of Key West or the Key West Housing Authority at the request of the City Commission for the construction, redevelopment or preservation of affordable housing.

### **An Act Relating to Highway Safety and Motor Vehicles (CB/HB 7055)**

The bill revises multiple laws administered by the Department of Highway Safety and Motor Vehicles (DHSMV). More specifically, the bill:

- Allows an employing state agency to pay up to \$5,000 directly to a venue to cover funeral and burial expenses for full-time law enforcement, correctional, or correctional probation officers killed in the line of duty (amending 112.19);
- Allows a golf cart to be operated on a two-lane county road within the jurisdiction of a municipality, if allowed by such municipality (amending 316.212);
- Revises the size of required red hazard flags from 12-inches square to 18-inches square on loads that extend four feet or more beyond a vehicle's perimeter, to comply with federal regulations (amending 316.228);
- Authorizes the Department of Transportation to issue a special permit for truck tractor-semitrailer combinations carrying multiple sections or single units of manufactured buildings on an over-length trailer of no more than 80 feet (amending 316.515);
- Increases the fine a local government may issue for an unlawfully displayed vehicle for sale, hire, or rental, which is parked upon public property or parked upon private property without permission from the property owner, from \$100 per violation to \$500 per violation (amending 318.18).
- Extends the repeal of the Pilot Rebuilt Motor Vehicle Inspection program from July 1, 2015 to July 1, 2018, and revises program requirements (amending 319.414), including:
  - Increases the amount of the required surety bond or irrevocable letter of credit an applicant must have from \$50,000 to \$100,000;
  - Requires an applicant to secure and maintain a facility at a permanent structure where the only services provided are rebuilt inspection services;
  - Requires the operator of such facility to annually attest he or she is not employed by, does not have an ownership interest in, or does not have a financial arrangement with certain entities from which he or she receives remuneration, directly or indirectly, for the referral of customers for rebuilt inspection services;
  - Requires program participants to maintain records of each rebuilt vehicle examination processed at the facility for at least five years; and

- Requires the DHSMV to terminate an operator from the program who does not meet the minimum eligibility requirements.
- Provides that residential manufactured buildings located on mobile home lots shall be treated as a mobile home for purposes of ch. 319.20, F.S., which addresses titling;
- Directs the DHSMV to include language on motor vehicle registration, driver license, and identification card application forms, permitting a voluntary contribution of \$1 or more per applicant, for the Florida Breast Cancer Foundation (amending 320.08);
- Requires the DHSMV, and their authorized agents, to provide each applicant for a motor vehicle registration or driver license the option to register emergency contact information and to be contacted with information about state and federal benefits available as a result of military service (amending 320.03);
- Removes certain obsolete requirements for establishing a specialty license plate, including the application fee, marketing strategy, and financial analysis of the requested specialty plate (amending 320.08053);
- Removes provisions for the issuance of the Corrections Foundation license plate, the Children First license plate, and the Veterans of Foreign Wars license plate, which have been discontinued by the DHSMV for failure to meet minimum sale or presale requirements (amending 320.08056);
- Includes Major League Soccer within the Florida Professional Sports Team license plate (amending 320.08058);
- Revises the identification of ancient and antique motor vehicles by requiring the use of the model date of the vehicle to determine its age rather than the manufacture date of a vehicle's engine (amending 320.086);
- Allows disclosure of confidential personal injury protection and property damage liability insurance policy numbers of a person involved in a motor vehicle accident to DHSMV-approved third parties that provide data collection services to an insurer of any person involved in such accident, and to governmental entities if necessary to perform its duties (amending 324.242);
- Provides that certified emergency medical technicians with proper training can administer emergency allergy treatments (amending 381.88); and
- Provides reenactments and conforming cross-references to reflect the changes made in this bill.

**The following bills were not adopted:**

HB63 – Public/Private Partnerships – Died in Appropriations Committee

HB231 – Transportation - Laid on Table, Substituted CS/CS/SB908 – Died in Senate returning Messages

HB817 – Transportation Network Companies – Died on Calendar

HB933 – Growth Management – Laid on Table, companion bill passed, see CS/CS/SB 1216

HB7039 – Transportation – Died in Transportation

HB7071 – Relating to Traffic Control – Died on Calendar

HB7075 – Relating to Transportation – Died in Transportation, companion bill passed, see CS/HB 7055

SB192 – Wireless Communications Devices – Died in Transportation

SB246 – Texting While Driving – Died in Transportation

SB484 – Regional Planning Councils – Died in Appropriations, companion bill passed, see CS/CS/SB 1216

SB562 – Growth Management – Died on Calendar, companion bill passed, see CS/CS/SB 1216

SB896 – Location of Utilities – Died in Appropriations

SB908 – Traffic Safety – Died in returning Messages

SB1186 – Transportation – Died in Regulated Industries, companion bill passed, see CS/HB 7055

SB1298 – Minimum Insurance Requirements – Died on Calendar

SB1326 – Transportation Network Companies – Died in Regulated Industries

SB1554 – Transportation – Died in Appropriations, companion bill passed, see CS/HB 7055

SB7054 – Department of Transportation – Died in returning Messages