

Florida Metropolitan Planning  
Organization Advisory Council



2019 Summary of State Legislation

July 2019

<b>An Act Relating to Wireless Communications While Driving (HB 107)</b> .....	<b>1</b>
Amends s. 316.305, F.S.—Prohibiting texting while driving.....	1
Defines the term “wireless communications device.” .....	1-1
Establishes statewide campaign.....	3
<b>An Act Relating to Transportation (SB 7068)</b> .....	<b>5</b>
Creates the Multi-use Corridors of Regional Economic Significance (M-CORES) Program .....	5
Clarifies M-CORES project are to be tolled facilities.....	5
Pertaining to FDOT convened task force .....	6
Pertaining to funding, design, land donations and PD&E requirements.....	8
Specifies distribution of toll revenue.....	9
Specifies Transportation Disadvantaged Trust Fund eligibility. ....	10
Requires the FDOT establish a workforce development program .....	10
Allowing certain license tax deposits shift from the General Revenue Fund to State Transportation Trust Fund.....	11
Requiring the FDOT amend the current tentative work program, to provide M-COREs funding	12
Authorizing Florida’s Turnpike Enterprise receive \$35 million dollars .....	12
Establishes requirements for settling protests involving FDOT contracts.....	12
<b>An Act Relating to Autonomous Vehicles (HB 311)</b> .....	<b>14</b>
Provides and revises definitions. ....	14
Exempts fully autonomous vehicles from rendering aid requirements .....	14-15
Exempts fully autonomous vehicle operators from attending to parked vehicle .....	15
Allows for video display to be visible from the driver’s seat.....	15
Authorizes operation of a fully autonomous vehicle, without licensed human operator .....	15
Pertaining to Federal and State standards. Requires driver be safely alerted in emergency .....	16
Exempts fully autonomous vehicles operating with the automated driving system engaged.....	17
Authorizes the Florida Turnpike Enterprise to advance autonomous transport technologies ....	17
Amends state law, replacing “autonomous technology” with “automated driving system” .....	18
<b>An Act Relating to Ballot Measures (HB 5)</b> .....	<b>19</b>
Provides new procedures and requirements for adopting or amending discretionary surtaxs...	19
Defines “petition circulator”.....	19
Requires paid petition circulators register with the Secretary of State .....	19
Requires election officials provide circulators with petitions and provide tracking mechanism	20
Pertaining to petition sponsors .....	20
Provides rules to ensure the integrity of the petition gathering process.....	21
Increases (FIEC) review time. Requires a summary of the analysis be distributed with ballot....	21
Specifies compensating petition circulator(s) on a per signature basis constitutes a first-degree misdemeanor.....	22
Specifies petition circulator(s) not registered with the Secretary of State, prior to obtaining signatures constitutes a second-degree misdemeanor.....	23
Clarifies provisions take effect in the 2020 election, ensures validity of previous revisions .....	23
<b>An Act Relating to Motor Vehicle Racing (HB 611)</b> .....	<b>24</b>
Authorizing law enforcement make an arrest provided probable cause .....	24
<b>An Act Relating to Mobility Devices and Motorized Scooters (HB 453)</b> .....	<b>25</b>

Defines “micromobility device” ..... 25  
Pertaining to rights and duties of micromobility device or motorized scooter operators. Allows  
local governments adopt ordinances to govern these devices ..... 25  
**Appropriations (SB 2500) ..... 26**  
Provides appropriations for Fiscal Year 2019-2020 ..... 26

## An Act Relating to Wireless Communications While Driving (HB 107)

### *Section 1 (amends s. 316.305, F.S.)*

- **Authorizes law enforcement to issue citations for texting while driving, as a primary offense. Prohibits law enforcement from confiscating or accessing a wireless device without first obtaining a warrant. Law enforcement must also inform violators of their right to decline a search of his or her device. Requires the race and ethnicity of the violator be recorded, maintained and reported to the Department of Highway Safety and Motor Vehicles. The Department is required to provide an annual report, containing the collected data in the form of statewide totals, to the Governor and Legislature.**
  - “It is the intent of the Legislature to ... Authorize law enforcement officers to stop motor vehicles and issue citations to persons who are texting while driving.”
  - “A law enforcement officer who stops a motor vehicle for a violation of paragraph (a) must inform the motor vehicle operator of his or her right to decline a search of his or her wireless communications device and may not:”
    1. Access the wireless communications device without a warrant.
    2. Confiscate the wireless communications device while awaiting issuance of a warrant to access such device.
    3. Obtain consent from the motor vehicle operator to search his or her wireless communications device through coercion or other improper method. Consent to search a motor vehicle operator’s wireless communications device must be voluntary and unequivocal.”
  - “When a law enforcement officer issues a citation for a violation of this section, the law enforcement officer must record the race and ethnicity of the violator. All law enforcement agencies must maintain such information and report the information to the department in a form and manner determined by the department. Beginning February 1, 2020, the department shall annually report the data collected under this subsection to the Governor, the President of the Senate, and the Speaker of the House of Representatives. The data collected must be reported at least by statewide totals for local law enforcement agencies, state law enforcement agencies, and state university law enforcement agencies. The statewide total for local law enforcement agencies shall combine the data for the county sheriffs and the municipal law enforcement agencies.”

### *Section 2 creates (s. 316.306, F.S.)*

- **Defines the term “wireless communications device.” Prohibits the use of handheld devices in designated school and work zones. Authorizes law enforcement officers to issue citations to persons using handheld devices in designated zones, but provides exceptions. In an effort to introduce the new law, verbal and written warnings may be issued until October 1, 2020. Law enforcement must indicate the type of device within the comment**

**section of the uniform traffic citation. Allows first-time offenders to participate in a wireless device safety program, in lieu of penalties. Upon completion of the program, the clerk of the court must waive the incurred points and may waive costs associated with the infraction. Requires collected fines be deposited into the Emergency Medical Services Trust Fund. Requires information regarding race and ethnicity be handled in the manner outlined in section one.**

- "... the term "wireless communications device" ... The term includes, but is not limited to, a cell phone, a tablet, a laptop, a two-way messaging device, or an electronic game that is used or capable of being used in a handheld manner. The term does not include a safety, security, or convenience feature built into a motor vehicle which does not require the use of a handheld device."
- "It is the intent of the Legislature to:
  - (a) Improve roadway safety in school and work zones for all vehicle operators, vehicle passengers, bicyclists, pedestrians, and other users.
  - (b) Prevent crashes related to the act of driving while using a wireless communications device in a handheld manner when operating a motor vehicle while the vehicle is in motion.
  - (c) Reduce injuries, deaths, property damage, health care costs, health insurance rates, and automobile insurance rates related to motor vehicle crashes.
  - (d) Authorize law enforcement officers to stop motor vehicles and issue citations to persons who are driving in school or work zones while using a wireless communications device in a handheld ..."
- "A person may not operate a motor vehicle while using a wireless communications device in a handheld manner in a designated school crossing, school zone, or work zone area ... This ... shall only be applicable to work zone areas if construction personnel are present or are operating equipment on the road or immediately adjacent to the work zone area. For the purposes of this paragraph, a motor vehicle that is stationary is not being operated and is not subject to the prohibition in this paragraph."
- "During the period from October 1, 2019, through December 31, 2019, a law enforcement officer may stop motor vehicles to issue verbal or written warnings to persons who are in violation ... for the purposes of informing and educating such persons ..."
- "Effective January 1, 2020, a law enforcement officer may stop motor vehicles and issue citations to persons who are driving while using a wireless communications device in a handheld manner."

- "... does not apply to a motor vehicle operator who is:
  - (2) Performing official duties as an operator of an authorized emergency vehicle, a law enforcement or fire service professional or an emergency medical service professional.
  - (3) Reporting an emergency or criminal or suspicious activity to law enforcement authorities.
  - (4) Receiving messages that are:
    - a. Related to the operation or navigation of the motor vehicle.
    - b. Safety related information, including emergency, traffic, or weather alerts.
    - c. Data used primarily by the motor vehicle
    - d. Radio broadcasts.
  - (5) Using a device or system for navigation purposes.
  - (6) Conducting wireless interpersonal communication that does not require manual entry of multiple letters, numbers, or symbols, except to activate, deactivate, or initiate a feature or function.
  - (7) Conducting wireless interpersonal communication that does not require reading text messages, except to activate, deactivate, or initiate a feature or function.
  - (8) Operating an autonomous vehicle, as defined in s 316.003, in autonomous mode."
  
- "Any person who violates this section commits a noncriminal traffic infraction, punishable as a moving violation ... and shall have 3 points assessed against his or her driver license ... For a first offense under this section, in lieu of the penalty specified ... and the assessment of points, a person ... may elect to participate in a wireless communications device driving safety program approved by the Department of Highway Safety and Motor Vehicles. Upon completion of such program, the penalty ... and associated costs may be waived by the clerk of the court and the assessment of points must be waived..."
  
- "... The clerk of the court may dismiss a case and assess court costs ... for a nonmoving traffic infraction for a person who is cited for a first time violation of this section if the person shows the clerk proof of purchase of equipment that enables his or her wireless communication device to be used in a hands- free manner."
  
- "Notwithstanding ... all proceeds collected ... for violations of this section must be remitted to the Department of Revenue for deposit into the Emergency Medical Services Trust Fund of the Department of Health."

*Section 3 (amends s. 337.11, F.S.)*

- **Allows the Department of Highway Safety and Motor Vehicles, with the Department of Transportation, to implement a statewide campaign to raise awareness of and encourage compliance with the new prohibitions. The department will be permitted to use various media platforms to implement the campaign and may contract with local entities to assist in the statewide campaign.**

- “The Department of Highway Safety and Motor Vehicles, in consultation with the Department of Transportation, may implement a statewide campaign to raise awareness of and encourage compliance ... The Department of Highway Safety and Motor Vehicles may use television messaging, radio broadcasts, print media, digital strategies, social media, and any other form of messaging deemed necessary and appropriate by the department to implement the campaign.”
- “The Department of Highway Safety and Motor Vehicles may contract with counties, local law enforcement agencies, safety councils, and public schools to assist with planning and conducting the statewide campaign.”

## An Act Relating to Transportation (SB 7068)

*Section 1 (creates s. 338.2278, F.S.)*

- **Creates the Multi-use Corridors of Regional Economic Significance (M-CORES) Program within the Florida Department of Transportation (FDOT). Provides the purpose and objectives of the program. Also lists the corridors to be included in the program.**
  - “... The purpose of the program is to revitalize rural communities, encourage job creation, and provide regional connectivity while leveraging technology, enhancing quality of life and public safety, and protecting the environment and natural resources. The objective of the program is to advance the construction of regional corridors that are intended to accommodate multiple modes of transportation and multiple types of infrastructure.”
  - “The intended benefits of the program include, but are not limited to, addressing issues such as:
    - (a) Hurricane evacuation.
    - (b) Congestion mitigation.
    - (c) Trade and logistics.
    - (d) Broadband, water, and sewer connectivity.
    - (e) Energy distribution
    - (f) Autonomous, connected, shared, and electric vehicle technology.
    - (g) ... shared-use nonmotorized trails, freight and passenger rail, and public transit.
    - (h) Mobility as a service
    - (i) Availability of a trained workforce skilled in traditional and emerging technologies.
    - (j) Protection or enhancement of wildlife corridors or environmentally sensitive areas.
    - (k) Protection or enhancement of primary springs zones and farmland preservation areas...”
  - “The program is composed of all of the following corridors:
    - (a) Southwest-Central Florida Connector, extending from Collier County to Polk County.
    - (b) Suncoast Connector, extending from Citrus County to Jefferson County.
    - (c) Northern Turnpike Connector, extending from the northern terminus of the Florida Turnpike northwest to the Suncoast Parkway.”
- **Clarifies M-CORES project are to be tolled facilities, and considered part of the Strategic Intermodal System.**
  - “Projects undertaken in the [identified corridors] are tolled facilities and approved turnpike projects that are part of the turnpike system, and are considered as Strategic Intermodal System facilities. During the project development phase, the department

shall identify opportunities to accommodate or co-locate multiple types of infrastructure-addressing [issues outlined in the program purpose, objectives, and benefits]”

- **The FDOT must convene a task force for each corridor consisting of representatives from state agencies and other stakeholders to evaluate corridor analysis, environmental and land use impacts, and other impacts of the corridors. The task force must issue the final report including project alignments by October 1, 2020. The FDOT must adhere to the ‘maximum extent feasible’ recommendations of the task force in connection with the design of multimodal transportation options, environmental and ecosystem mitigation, and protection of wildlife habitats. Local governments must also consider the effects of the project and determine if amendments to their comprehensive plans are needed.**
  - “During the project development phase, the department shall utilize an inclusive, consensus-building mechanism for each proposed multi-use corridor identified... For each multi-use corridor ... the department shall convene a corridor task force composed of appropriate representatives of:
    - (a) The Department of Environmental Protection
    - (b) The Department of Economic Opportunity
    - (c) The Department of Education
    - (d) The Department of Health
    - (e) The Fish and Wildlife Conservation Commission
    - (f) The Department of Agriculture and Consumer Services
    - (g) The local water management district or districts
    - (h) A local government official from each local government within a proposed corridor;
    - (i) Metropolitan planning organizations
    - (j) Regional planning councils
    - (k) The community, who may be an individual or a member of a nonprofit community organization, as determined by the department; and”
  - 1. “Appropriate environmental groups, such as 1000 Friends of Florida, Audubon Florida, the Everglades Foundation, The Nature Conservancy, the Florida Sierra Club, and the Florida Wildlife Corridor, as determined by the department.”
- “The secretary of the department shall appoint the members of the respective corridor task forces by August 1, 2019.”
- “Each corridor task force shall coordinate with the department on pertinent aspects of corridor analysis, including accommodation or colocation of multiple types of infrastructure, addressing issues such as those identified in [the program purpose, objectives, and benefits] within or adjacent to the corridor.”

- “Each corridor task force shall evaluate the need for, and the economic and environmental impacts of, hurricane evacuation impacts of, and land use impacts of, the related corridor as identified in [the program purpose, objectives, and benefits] .”
- “Each corridor task force shall hold a public meeting ... in each local government jurisdiction in which a project within an identified corridor is being considered.”
- “To the maximum extent feasible, the department shall adhere to the recommendations of the task force created for each corridor in the design of the multiple modes of transportation and multiple types of infrastructure associated with the corridor. The task force for each corridor may consider and recommend innovative concepts to combine right-of-way acquisition with the acquisition of lands or easements to facilitate environmental mitigation or ecosystem, wildlife habitat, or water quality protection or restoration. The department, in consultation with the Department of Environmental Protection, may incorporate those features into each corridor during the project development phase.”
- “The Southwest-Central Florida Connector corridor task force shall:
  - (a) Address the impacts of the construction of a project within the corridor on panther and other critical wildlife habitat and evaluate in its final report the need for acquisition of lands for state conservation or as mitigation for project construction; and
  - (b) Evaluate wildlife crossing design features to protect panther and other critical wildlife habitat corridor connections.”
- “The Suncoast Connector corridor task force and the Northern Turnpike Connector corridor task force shall evaluate design features and the need for acquisition of state conservation lands that mitigate the impact of project construction within the respective corridors on:
  - a. The water quality and quantity of springs, rivers, and aquifer recharge areas;
  - b. Agricultural land uses; and
  - c. Wildlife habitat.”
- “Each corridor task force shall issue its evaluations in a final report that must be submitted to the Governor, the President of the Senate, and the Speaker of the House of Representatives by October 1, 2020.”
- “The department shall provide affected local governments with a copy of the applicable task force report and project alignments. Not later than December 31, 2023, a local government that has an interchange within its jurisdiction shall review the applicable task force report and its local comprehensive plan ... The local government review must include consideration of whether the area in and around the interchange contains appropriate land uses and natural resource protections and whether the comprehensive plan should be amended to provide such appropriate uses and protections.”

- **Requires that the final corridor task force report be completed and the design phase be 30 percent complete before being eligible for construction funding, with exceptions. Authorizes sources of funding for the projects and allows the FDOT to accept land donations and to secure needed right of way in accordance with proper procedures. Requires the FDOT perform a Project Development and Environment (PD&E) study which evaluates a range of potential impacts to the study area and holds public hearings. Encourages right of way to avoid existing conservation lands.**
  - “Project construction in any corridor ... is not eligible for funding until submission of the final report of the corridor task force for that corridor ... and completion of 30 percent of the design phase of any project within a corridor..., except for project phases that are under construction or for which project alignment has been determined.”
  - “Subject to the economic and environmental feasibility statement ... projects may be funded through turnpike revenue bonds or right-of-way and bridge construction bonds or financing by the Florida Department of Transportation Financing Corporation; by advances from the State Transportation Trust Fund; with funds obtained through the creation of public-private partnerships; or any combination thereof. The department also may accept donations of land for use as transportation rights-of-way or to secure or use transportation rights-of-way for such projects... To the extent legally available, any toll revenues from the turnpike system not required for payment of principal, interest, reserves, or other required deposits for bonds; costs of operations and maintenance; other contractual obligations; or system improvement project costs must be used to repay advances received from the State Transportation Trust Fund.”
  - “Projects undertaken under this section are subject to the department’s delegated responsibilities ... for environmental review, consultation, or other action required under any federal environmental law applicable to review or approval of such projects. For projects that do not receive federal aid or projects that do not require federal action, the department must perform a project evaluation that considers the following:
    - a. Project purpose and need;
    - b. An alternatives analysis;
    - c. Existing conditions of the project area and potential impacts or enhancements the project may have on social, economic, cultural, natural, and connectivity issues and resources;
    - d. Anticipated permits identified during the project development and environmental study;
    - e. Opportunities for stakeholder and regulatory agency coordination; and
    - f. Public and agency comments and coordination.”
  - “To the greatest extent practical, corridor configuration, project alignment, and interchange locations shall be designated so that project rights-of-ways are not located within the conservation lands acquired under the Florida Preservation 2000 Act ... and the Florida Forever program ...”

- **Authorizes project funding through right of way and bridge construction bonds and turnpike revenue bonds. Requires construction of the projects begin by December 31, 2022 (to the maximum extent feasible) and be open to traffic no later than December 31, 2030. Specifies when and how increased revenues resulting from tolls in the new corridors are to be distributed. Authorizes additional funding for the Small County Road Assistance Program, the Small County Outreach Program, and the Transportation Disadvantaged Trust Fund. Also creates and provides funding for a construction workforce development program within the FDOT.**
  - "... the Division of Bond Finance may issue on behalf of the department right-of-way and bridge construction bonds, turnpike revenue bonds, and Florida Department of Transportation Financing Corporation bonds to finance program projects..."
  - "To the maximum extent feasible, construction of the projects shall begin no later than December 31, 2022, with the corridors open to traffic no later than December 31, 2030."
  - "Funds that result from increased revenues to the State Transportation Trust Fund derived from ... this act and deposited into the fund ... must be used as follows:
    - (a) For the 2019-2020 fiscal year, \$45 million shall be retained in the State Transportation Trust Fund, and the remaining funds shall be transferred to the General Revenue Fund.
      - 1. Multi-use Corridors of Regional Economic Significance Program, \$12.5 million ...;
      - 2. Small County Road Assistance Program, \$10 million ... with preference to projects in counties impacted by hurricanes;
      - 3. Small County Outreach Program, \$10 million, to be used ... with preference to projects in countries impacted by hurricanes;
      - 4. Transportation Disadvantaged Trust Fund, \$10 million ...; and
      - 5. Workforce development program, \$2.5 million...
    - (b) For the 2020-2021 fiscal year, \$90 million shall be retained in the State Transportation Trust Fund, and the remaining funds shall be transferred to the General Revenue Fund.
      - 1. Multi-use Corridors of Regional Economic Significance Program, \$57.5 million...;
      - 2. Small County Road Assistance Program, \$10 million ... with preference to projects in counties impacted by hurricanes;
      - 3. Small County Outreach Program, \$10 million ...with preference to projects in counties impacted by hurricanes;
      - 4. Transportation Disadvantaged Trust Fund, \$10 million...; and
      - 5. Workforce development program, \$2.5 million...
    - (c) For the 2021-2022 fiscal year and each fiscal year thereafter, all of the funds shall be retained in the State Transportation Trust Fund.
      - 1. Small County Road Assistance Program, \$10 million ... with preference to projects in counties impacted by hurricanes;

2. Small County Outreach Program, \$10 million ... with preference to projects in counties impacted by hurricanes;
  3. Transportation Disadvantaged Trust Fund, \$10 million ...;
  4. Workforce development program, \$2.5 million ...; and
  5. The remaining funds ... shall be used for the Multi-use Corridors of Regional Economic Significance Program...
- (d) For the 2022-2023 fiscal year and each fiscal year thereafter, to the:
1. Small County Road Assistance Program, \$10 million ... with preference to projects in counties impacted by hurricanes;
  2. Small County Outreach Program, \$10 million ... with preference to projects in counties impacted by hurricanes;
  3. Transportation Disadvantaged Trust Fund, \$10 million ...;
  4. The remaining funds under this paragraph shall be used for the Multi-use Corridors of Regional Economic Significance Program..."

- **Clarifies the eligible grantees and uses of funds from the M-CORES Program to the Transportation Disadvantaged Trust Fund.**
  - “Funds allocated to the Transportation Disadvantaged Trust Fund ... shall be used to award competitive grants to community transportation coordinators and transportation network companies for the purposes of providing cost-effective, door-to-door, on-demand, and scheduled transportation services that:
    1. Increase a transportation disadvantaged person’s access to and departure from job training, employment, health care, and other life-sustaining services;
    2. Enhance regional connectivity and cross-county mobility; or
    3. Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination.”

*Section 2 (amends s. 334.044, F.S.)*

- **Requires the FDOT to establish a workforce development program for construction of projects in the department’s work program which will help to provide employment opportunities and needed labor for communities affected by where the department will construct infrastructure. The FDOT must develop performance and outcome metrics to measure the benefits and cost-effectiveness of the program. Allows the department to contract with various entities for the purposes of workforce recruitment and development of a training curriculum.**
  - “To provide a road and bridge construction workforce development program, in consultation with affected stakeholders, for construction of projects designated in the department’s work program.”
  - “The workforce development program is intended to provide direct economic benefits to communities in which the department is constructing infrastructure projects and to

promote employment opportunities, including within areas of low income and high unemployment.”

- “The department shall merge any of its own existing workforce services into the program to create a robust workforce development program. The workforce development program must serve as a tool to address the construction labor shortage by recruiting and developing a group of skilled workers for infrastructure projects to increase the likelihood of department projects remaining on time and within budget.”
- “To accomplish these activities, the department may administer workforce development contracts with consultants and nonprofit entities, such as local community partners, Florida College System institutions, and technical institutions or centers. These entities, as specified in a contract with the department, shall have the primary purposes of providing all of the following:
  1. Workforce recruitment
  2. A training curriculum for the department’s road and bridge construction projects which includes both traditional and emerging construction methods and skills needed to construct multi-use infrastructure and facilities accommodating emerging technologies.
  3. Support services to remove barriers to work.”
- “The department shall develop performance and outcome metrics to ensure accountability and to measure the benefits and cost-effectiveness of the program. By June 30, 2020, and annually thereafter, the department shall prepare and provide a report to the Governor, President of Senate, and Speaker of the House of Representatives detailing the results of its findings and containing any recommendations relating to future program refinements.”
- “Support services to remove barriers to work. The department shall develop performances and outcome metrics to ensure accountability and to measure the benefits and cost-effectiveness of the program. By June 30, 2020, and annually thereafter, the department shall prepare and provide a report to the Governor, President of Senate, and Speaker of the House of Representatives detailing the results of its findings and containing any recommendations relating to future program refinements.”

*Section 3 (amends s. 320.08, F.S.)*

- **Deleting requirements that specific fees from license taxes be deposited into the General Revenue Fund (allowing funds to instead be directed to the State Transportation Trust Fund).**

*Section 4 (creates s. 339.1373, F.S.)*

- **Requiring the FDOT allocate sufficient funds to implement projects, by amending the current tentative work program to include M-CORES projects through fiscal year 2023-2024.**
  - “The department shall allocate sufficient funds to implement the Multi-use Corridors of Regional Economic Significance Program, develop a plan to expend the revenues ... and, prior to its adoption, amend the current tentative work program for the 2019-2020 through 2023- 2024 fiscal years to include program projects. In addition, prior to adoption of the work program, the department shall submit a budget amendment ... requesting budget authority necessary to implement the program ...”
  - “Notwithstanding any other provision of law, the increase in revenue to the State Transportation Trust Fund derived from [deleting the diversion of specific fees from license taxes to the General Revenue Fund] shall be used by the department to fund the programs...”

*Section 5 (amends s. 339.0801, F.S.)*

- **Authorizing that beginning in fiscal year 2022 the Florida’s Turnpike Enterprise receive \$35 million dollars in increased revenues to be used for M-CORES projects.**
  - “Beginning with the 2022-2023 fiscal year and annually thereafter, \$35 million shall be transferred to Florida’s Turnpike Enterprise, to be used in accordance with [the Multi-use Corridors of Regional Economic Significance Program], with preference to feeder roads, interchanges, and appurtenances that create or facilitate multi-use corridor access and connectivity.”

*Section 6 (creates s. 337.1101, F.S.)*

- **Establishes requirements for settling protests in which the FDOT awards \$1 million or more. FDOT must document in the secretary’s memorandum specific reasons why such settlement and payment is beneficial to the state. Prohibits the FDOT from pledging any current or future action by another branch of state government as a condition of any procurement action.**
  - “When the department, or any entity or enterprise within the department, determines that it is in the best interest of the public to resolve a protest filed in accordance with [state law] of the award of a contract being procured ... or related to the purchase of personal property or contractual services being procured pursuant to [state law], through a settlement that requires the department to pay a nonselected responsive bidder a total sum of \$1 million or more, including any amount paid pursuant to [state law], or any other law, the department must:
    - (a) Document in a written memorandum by the secretary the specific reasons that such settlement and payment to a nonselected responsive bidder is in the best

interest of the state. The written memorandum must be included and maintained in the department's permanent files concerning the procurement and must include:

1. A description of the property rights, patent rights, copyrights, trademarks, or the engineering design or other design work that the department will acquire or retain as a result of such settlement; and
  2. The specific appropriation in the existing General Appropriations Act which the department intends to use to provide such payment.
- (b) Provide prior written notification to the President of the Senate, the Speaker of the House of Representatives ... at least 5 business days ... before the department makes the settlement agreement final..."
- "The department may not pledge any current or future action by another branch of state government as a condition of any procurement action. Any settlement that commits the state to spending any amount in excess of current appropriations, to the appropriation of funds in a subsequent fiscal year, or to policy changes inconsistent with current state law must be contingent upon and subject to legislative appropriation or statutory amendment. The department may agree to use its efforts to procure legislative funding or statutory amendments."

## An Act Relating to Autonomous Vehicles (HB 311)

### *Section 1 (amends s. 316.003, F.S.)*

- **Provides and revises definitions. Replaces “autonomous vehicle” with “automated driving system” and adds several definitions for elements of an automated driving system.**
  - “AUTOMATED DRIVING SYSTEM. —The hardware and software that are collectively capable of performing the entire dynamic driving task of an autonomous vehicle on a sustained basis, regardless of whether it is limited to a specific operational design domain. The term:
    - (a) ‘*Autonomous vehicle*’ means any vehicle equipped with an automated driving system.
    - (b) ‘*Dynamic driving task*’ means all of the real-time operational and tactical functions required to operate a vehicle in on-road traffic within its specific operational design domain, if any, excluding strategic functions such as trip scheduling and selection of destinations and waypoints.”
    - (c) ‘*Fully autonomous vehicle*’ means a vehicle equipped with an automated driving system designed to function without a human operator.
    - (d) ‘*Operational design domain*’ means a description of the specific operating domain in which an automated driving system is designed to properly operate, including, but not limited to, roadway types, speed ranges, environmental conditions such as weather and time of day, and other domain constraints.”
  - “ON-DEMAND AUTONOMOUS VEHICLE NETWORK. —A passenger transportation network that uses a software application or other digital means to connect passengers to fully autonomous vehicles, exclusively or in addition to other vehicles, for transportation, including for-hire transportation and transportation for compensation.”
  - “TELEOPERATION SYSTEM. —The hardware and software installed in a motor vehicle which allow a remote human operator to supervise or perform aspects of, or the entirety of, the dynamic driving task. The term “remote human operator” means a natural person who is not physically present in a vehicle equipped with an automated driving system who engages or monitors the vehicle from a remote location. A remote human operator may have the ability to perform aspects of, or the entirety of, the dynamic driving task for the vehicle or cause the vehicle to achieve a minimal risk condition ... A remote human operator must be physically present in the United States and be licensed to operate a motor vehicle by a United States jurisdiction.”

### *Sections 2, 3, and 4 (add to s. 316.062, 316.063, and 316.065, F.S.)*

- **These sections exempt fully autonomous vehicles operating with the automated driving system engaged from the duty to give information and rendering aid in the event of an accident or the duty to provide information upon damaging an unattended vehicle or other property, provided the vehicle owner or autonomous vehicle promptly alerts a law**

enforcement agency of the crash. Also, exempts the driver involved in a crash resulting in injury to or death of any persons or damage to any vehicle or other property in an apparent amount of at least \$500 from immediately giving notice of the crash to the appropriate authorities. Instead, the vehicle owner, a person acting on behalf of the vehicle owner, or the autonomous vehicle itself must promptly contact a law enforcement agency to report the crash.

- "... does not apply to a fully autonomous vehicle operating with the automated driving system engaged in the event of a crash involving the vehicle if the vehicle owner, or a person on behalf of the vehicle owner, promptly contacts a law enforcement agency to report the crash or if the fully autonomous vehicle has the capability of alerting a law enforcement agency to the crash."

*Section 5 (adds to s. 316.1975, F.S.)*

- **Exempts a fully autonomous vehicle operating with the automated driving system engaged from state law that prohibits a person driving or in charge of any motor vehicle from allowing it to stand unattended without first stopping the engine, locking the ignition, and removing the key.**
  - "... does not apply to a fully autonomous vehicle operating with the automated driving system engaged."

*Section 6 (amends s. 316.303, F.S.)*

- **Allows for video display to be visible from the driver's seat in a fully autonomous vehicle while the vehicle is in motion, as long as the vehicle is being operated with the automated driving system engaged.**
  - "A motor vehicle may not be operated on the highways of this state if the vehicle is actively displaying moving television broadcast or pre-recorded video entertainment content that is visible from the driver's seat while the vehicle is in motion, unless the vehicle is being operated with the automated driving system engaged."

*Section 8 (amends s. 316.85, F.S.)*

- **Authorizes operation of a fully autonomous vehicle on Florida roads. A licensed human operator is not required for a fully autonomous vehicle to operate. A vehicle equipped with a teleoperation system engaged may operate without a human physically present. Legislative intent is changed to reflect uniform laws regarding autonomous vehicles. Local governments may not impose taxes, fees or other requirements on automated driving systems or their operators. Seaports and airports are not prohibited from charging reasonable fees consistent with any fees charged to companies that provide similar services for their use of the airport's or seaport's facilities, nor does it prohibit the airport or seaport from designating locations for staging, pickup, or other similar operations.**

- “Notwithstanding any other law, a licensed human operator is not required to operate a fully autonomous vehicle ...”
- “A fully autonomous vehicle may operate in this state regardless of whether a human operator is physically present in the vehicle.”
- “Unless otherwise provided by law, applicable traffic or motor vehicle laws of this state may not be construed to:
  1. Prohibit the automated driving system from being deemed the operator of an autonomous vehicle operating with the automated driving system engaged.
  2. Require a licensed human operator to operate a fully autonomous vehicle.”
- “An on-demand autonomous vehicle network shall operate pursuant to state laws governing the operation of transportation network companies and transportation network company vehicles ..., except that any provision ... that reasonably applies only to a human driver does not apply to the operation of a fully autonomous vehicle with the automated driving system engaged while logged on to an on-demand autonomous vehicle network. A fully autonomous vehicle with the automated driving system engaged while logged on to an on-demand autonomous vehicle network must meet the insurance requirements ...”
- “... an autonomous vehicle or a fully autonomous vehicle equipped with a teleoperation system may operate without a human operator physically present in the vehicle when the teleoperation system is engaged...”
- “It is the intent of the Legislature to provide for uniformity of laws governing autonomous vehicles throughout the state. A local government may not impose any tax, fee, for-hire vehicle requirement, or other requirement on automated driving systems or autonomous vehicles or on a person who operates an autonomous vehicle, including, but not limited to, a person who operates an autonomous vehicle for purposes of providing passenger transportation services. This subsection does not prohibit an airport or a seaport from charging reasonable fees consistent with any fees charged to companies that provide similar services at that airport or seaport for their use of the airport's or seaport's facilities, nor does it prohibit the airport or seaport from designating locations for staging, pickup, or other similar operations at the airport or seaport.”

*Section 9 (amends s. 319.145, F.S.)*

- **Requires autonomous vehicles meet federal standards and regulations, as well as state traffic and motor vehicle laws, in order to be registered. If the vehicle is not fully autonomous, it must have a system to safely alert a physically present licensed human operator in the event a failure is detected. The system must require the operator to take control and achieve “minimal risk condition.”**

- “An autonomous vehicle registered in this state must continue to meet all of the following requirements:
  - (a) When required by federal law:
    - (1) Have been certified in accordance with federal regulations ... as being in compliance with applicable federal motor vehicle safety standards.
    - (2) Bear the required certification label or labels including reference to any exemption granted under applicable federal law...
  - (b) “Be capable of being operated in compliance with the applicable traffic and motor vehicle laws of this state, regardless of whether the vehicle is operating with the 280 automated driving system engaged.”
  
- “If the autonomous vehicle is not fully autonomous, the vehicle must have a system to safely alert a licensed human physically present in the vehicle if an automated driving system failure is detected while the automated driving system is engaged. When an alert is given, the system must require the licensed human operator to take control of the autonomous vehicle or must achieve a minimal risk condition. The term "minimal risk condition" means a reasonably safe state, such as bringing the vehicle to a complete stop and activating the vehicle's hazard lamps.”
  
- “If the autonomous vehicle is fully autonomous, it must be able to achieve a minimal risk condition if a failure of the automated driving system occurs which renders that system unable to perform the entire dynamic driving task relevant to its intended operational design domain.”

*Section 10 (creates s. 322.015, F.S.)*

- **Exempts fully autonomous vehicles operating with the automated driving system engaged from state laws pertaining to drivers’ licenses.**
  - “Exemption. —This chapter does not apply when a fully autonomous vehicle is operated with the automated driving system engaged and without a human operator.”

*Section 11 (amends s. 319.145, F.S.)*

- **Authorizes the Florida Turnpike Enterprise to enter into agreements to fund, construct, and operate facilities for the advancement of autonomous and connected innovative transportation technologies.**
  - “The Florida Turnpike Enterprise may enter into one or more agreements to fund, construct, and operate facilities for the advancement of autonomous and connected innovative transportation technologies for the purposes of improving safety and decreasing congestion for the traveling public. Such agreements may include terms that authorize a private entity to sell or provide products or business opportunities at the facilities which benefit the traveling public, provide additional revenue, or otherwise advance the enterprise's objectives as set forth in the Florida Transportation Code.”

*Section 12 (amends s. 339.175, F.S.)*

- **Amends state law to replace the term “autonomous technology” with “automated driving system” as it relates to an MPO’s role in developing a long-range transportation plan.**

*Section 13 (amends s. 339.64, F.S.)*

- **Amends state law to replace the term “autonomous technology” with “automated driving system” as it relates to the Strategic Intermodal System (SIS) Plan.**

*Section 16 (creates s. 627.749, F.S.)*

- **Provides insurance requirements for autonomous vehicles.**
  - “A fully autonomous vehicle with the automated driving system engaged while logged on to an on-demand autonomous vehicle network or engaged in a prearranged ride must be covered by a policy of automobile insurance which provides:
    1. Primary liability coverage of at least \$1 million for death, bodily injury, and property damage.
    2. Personal injury protection benefits that meet the minimum coverage amounts required ...
    3. Uninsured and underinsured vehicle coverage as required ...”
  - “The coverage requirements ... may be satisfied by:
    1. Automobile insurance maintained by the owner of a fully autonomous vehicle with the automated driving system engaged while logged on to an on-demand autonomous vehicle network or engaged in a prearranged ride;
    2. Automobile insurance maintained by the on-demand autonomous vehicle network; or
    3. A combination of ... 1. and 2.”
  - “The owner or registrant of a fully autonomous vehicle ... must furnish proof of ability to respond in damages for the owner's or registrant's liability on account of crashes arising out of the use of a motor vehicle:
    1. In the amount of \$1 million because of bodily injury to, or death of, one person in any one crash.
    2. Subject to such limits for one person, in the amount of \$1 million because of bodily injury to, or death of, two or more persons in any one crash.
    3. In the amount of \$1 million because of injury to, or destruction of, property of others in any one crash.
    4. With respect to commercial motor vehicles and nonpublic sector buses that are fully autonomous vehicles, in the amounts specified in [state law], respectively.”

## An Act Relating to Ballot Measures (HB 5)

### *Section 1 (amends s. 212.055, F.S.)*

- **Requires a referendum to adopt or amend a local discretionary sales surtax (including the charter county and regional transportation system surtax) be approved in a referendum held at a general election. If the proposed surtax is by initiative, then the petition sponsor must file the initiative petition with valid signatures to the supervisor of elections at least 180 days before the proposed referendum and provide a copy of the final resolution or ordinance to the Office of Program Policy Analysis and Government Accountability for the purposes of an audit. A failure to comply with these requirements renders any referendum held void.**
  - “The proposal to adopt a discretionary sales surtax ... and to create a trust fund within the county accounts shall be placed on the ballot in accordance with law and must be approved in a referendum held at a general election...”
  - “If the proposal to adopt a surtax is by initiative, the petition sponsor must, at least 180 days before the proposed referendum, comply with all of the following
    - a. Provide a copy of the final resolution or ordinance to the Office of Program Policy Analysis and Government Accountability. The Office of Program Policy Analysis and Government Accountability shall procure a certified public accountant ... for the performance of an audit.
    - b. File the initiative petition and its required valid signatures with the supervisor of elections. The supervisor of elections shall verify signatures and retain signature forms in the same manner as required for initiatives...”
  - “The failure of an initiative sponsor to comply with the requirements ... renders any referendum held void.”

### *Section 2 (amends s. 97.021, F.S.)*

- **Defines “petition circulator” as “an entity or individual who collects signatures for compensation for the purpose of qualifying a proposed constitutional amendment for ballot placement.”**

### *Section 3 (amends s. 100.371, F.S.)*

- **Paid petition circulators must register with the Secretary of State prior to obtaining signatures, and consent to the jurisdiction in the State. An application for registration includes a ballot summary, ballot title and applicant’s name and permanent address as well as date of birth. Circulators must also sign an affidavit which verifies their witness to petition signatures.**
  - “A person may not collect signatures or initiative petitions for compensation unless the person is registered as a petition circulator with the Secretary of State.”

- “An application for registration must be submitted in the format required by the Secretary of State and must include the following:
  - (a) The information required to be on the petition form..., including the ballot summary and title as approved by the Secretary of State.
  - (b) The applicant's name, permanent address, temporary address, if applicable, and date of birth.
  - (c) An address in this state at which the applicant will accept service of process related to disputes concerning the petition process, if the applicant is not a resident of this state.
  - (d) A statement that the applicant consents to the jurisdiction of the courts of this state in resolving disputes concerning the petition process.
  - (e) Any information required by the Secretary of State to verify the applicant's identity or address.”
- “All petitions collected by a petition circulator must contain, in a format required by the Secretary of State, a completed Petition Circulator's Affidavit which includes:
  - (a) The circulator's name and permanent address;
  - (b) The following statement, which must be signed by the circulator:

By my signature below, as petition circulator, I verify that the petition was signed in my presence. Under penalties of perjury, I declare that I have read the foregoing Petition Circulator's Affidavit and the facts stated in it are true.”

- **The Florida Division of Elections (DOE) or county supervisors of elections are responsible for making petition forms available to circulators, and must develop a tracking system for petition forms and circulators.**
  - “The division or the supervisor of elections shall make petition forms available to registered petition circulators. All such forms must contain information identifying the petition circulator to which the forms are provided. The division shall maintain a database of all registered petition circulators and the petition forms assigned to each. Each supervisor of elections shall provide to the division information on petition forms assigned to and received from petition circulators. The information must be provided in a format and at times as required by the division by rule. The division must update information on petition forms daily and make the information publicly available.”
- **Petition sponsors are fiduciaries responsible for ensuring submitting signed petitions to supervisors within 30 days after they are signed. The sponsor is liable for fines, with exceptions, for petitions submitted late or not at all.**
  - “A sponsor that collects petition forms or uses a petition circulator to collect petition forms serves as a fiduciary to the elector signing the petition form, ensuring that any petition form entrusted to the petition circulator shall be promptly delivered to the supervisor of elections within 30 days after the elector signs the form. If a petition form

collected by any petition circulator is not promptly delivered to the supervisor of elections, the sponsor is liable for the following fines:

1. A fine in the amount of \$50 for each petition form received by the supervisor of elections more than 30 days after the elector signed the petition form or the next business day, if the office is closed. A fine in the amount of \$250 for each petition form received if the sponsor or petition circulator acted willfully.
  2. A fine in the amount of \$500 for each petition form collected by a petition circulator which is not submitted to the supervisor of elections. A fine in the amount of \$1,000 for any petition form not submitted if the sponsor or petition circulator acted willfully.”
- “A showing by the sponsor that the failure to deliver the petition form within the required timeframe is based upon force majeure or impossibility of performance is an affirmative defense to a violation of this subsection. The fines described in this subsection may be waived upon a showing that the failure to deliver the petition form promptly is based upon force majeure or impossibility of performance.”
- **Requires the Division of Elections adopt rules to ensure the integrity of the petition gathering process, including having a complaint form and process, requiring sponsors account for all petition forms used by their agents and requiring sponsors or petition circulators provide identification information on each petition form as determined by the department.**
    - “The division shall adopt by rule a complaint form for an elector who claims to have had his or her signature misrepresented, forged, or not delivered to the supervisor. The division shall also adopt rules to ensure the integrity of the petition form gathering process, including rules requiring sponsors to account for all petition forms used by their agents. Such rules may require a sponsor or petition circulator to provide identification information on each petition form as determined by the department as needed to assist in the accounting of petition forms.”
    - “The date on which an elector signs a petition form is presumed to be the date on which the petition circulator received or collected the petition form.”
  - **Increases the time limit in which the Financial Impact Estimating Conference (FIEC) prepares an analysis and financial impact statement of proposed revision or amendment from 45 to 75 days. The 75-day time limit is tolled when Legislature is in session. This prepared financial statement included on the ballot is expanded in length and scope; from 75 to 150 words and to include economic impacts on both state and local economies. Initiatives which result in decreased revenues, increased costs and negative impacts on state and local economies must include such statement on the ballot measure, in bold font. Supervisors must also distribute the summary of each initiative’s financial information statement with additional internet addresses, along with their sample ballots.**
    - “Within 75 days after receipt of a proposed revision or amendment to the State Constitution by initiative petition from the Secretary of State, the [FIEC] shall complete

an analysis and financial impact statement to be placed on the ballot of the estimated increase or decrease in any revenues or costs to state or local governments, estimated economic impact on the state and local economy, and the overall impact to the state budget resulting from the proposed initiative. The 75-day time limit is tolled when the Legislature is in session...”

- “Immediately upon receipt of a proposed revision or amendment from the Secretary of State, the Coordinator of the Office of Economic and Demographic Research shall contact the person identified as the sponsor to request an official list of all persons authorized to speak on behalf of the named sponsor and, if there is one, the sponsoring organization at meetings held by the Financial Impact Estimating Conference. All other persons shall be deemed interested parties or proponents or opponents of the initiative. The Financial Impact Estimating Conference shall provide an opportunity for any representatives of the sponsor, interested parties, proponents, or opponents of the initiative to submit information and may solicit information or analysis from any other entities or agencies...”
- “Principals of the Financial Impact Estimating Conference shall reach a consensus or majority concurrence on a clear and unambiguous financial impact statement, no more than 150 words in length, and immediately submit the statement to the Attorney General.”
- “If the financial impact statement estimates increased costs, decreased revenues, a negative impact on the state or local economy, or an indeterminate impact for any of these areas, the ballot must include a statement indicating such estimated effect in bold font.”
- “... The initiative financial information statement should describe in greater detail than the financial impact statement any projected increase or decrease in revenues or costs that the state or local governments would likely experience and the estimated economic impact on the state and local economy if the ballot measure were approved.”
- “Each supervisor shall include a copy of each summary from the initiative financial information statements and the Internet addresses for the information statements on the Secretary of State's and the Office of Economic and Demographic Research's websites in the publication or mailing...”

*Section 4 (creates s. 104.186, F.S.)*

- **Specifies a person in violation of the defined “petition circulator” in respect to compensation on a per signature basis constitutes a first-degree misdemeanor.**

- “Initiative petitions; violations. — A person who compensates a petition circulator ... based on the number of petition forms gathered commits a misdemeanor of the first degree ... This ... does not prohibit employment relationships that do not base payment on the number of signatures collected.”

*Section 5 (creates s. 104.187 F.S.)*

- **Specifies a person in violation of the defined “petition circulator” in respect to registering with the Secretary of State prior to obtaining signatures constitutes a second-degree misdemeanor.**
  - “Initiative petitions; registration. - A person who violates s. 100.371 (3) commits a misdemeanor of the second degree...”

*Section 6 (no statute number specified)*

- **Clarifies that the provisions of the act will apply to all revisions or amendments that are proposed for the 2020 election ballot and each ballot thereafter. However, it does not affect the validity of any petition form gathered before the effective date.**
  - “The provisions of this act apply to all revisions or amendments to the State Constitution by initiative that are proposed for the 2020 election ballot and each ballot thereafter; provided, however, that nothing in this act affects the validity of any petition form gathered before the effective date of this act or any contract entered into before the effective date of this act.”

## **An Act Relating to Motor Vehicle Racing (HB 611)**

*Section 1 (amends 316.191 and 901.15, F.S.)*

- **Authorizes a law enforcement officer to arrest a person without a warrant given probable cause that the person committed a criminal racing violation. Removes the requirement that officers can only make an arrest upon immediately witnessing the offense.**
  - “Whenever a law enforcement officer has probable cause to believe that a person [committed a racing violation], the officer may arrest and take such person into custody without a warrant...”

## An Act Relating to Mobility Devices and Motorized Scooters (HB 453)

### *Section 1 (amends s. 316.003, F.S.)*

- **Defines “micromobility device” and revises the definition of “motorized scooter” to include micromobility devices. The revised definition requires a scooter not be capable of exceeding speeds of 20 miles per hour.**
  - “MICROMOBILITY DEVICE.— Any motorized transportation device made available for private use by reservation through an online application, website, or software for point-to-point trips and which is not capable of traveling at a speed greater than miles per hour on level ground. This term includes motorized scooters and bicycles.”
  - “MOTORIZED SCOOTER.—Any vehicle or micromobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground.”

### *Section 3 (amends s. 316.2128, F.S.)*

- **Grants the same rights and duties to micromobility device or motorized scooter operators as those of a bicycle rider. Specifies that local governments are not prevented from adopting ordinances to govern these devices. Excludes micromobility devices or motorized scooters from compliance with vehicle registration, licensing and license-plate display. Allows operation of these devices without a valid driver’s license. A supplier of these devices is required to secure all such devices in the event of a tropical storm or hurricane warning issued by the National Weather Service.**
  - “The operator of a motorized scooter or micromobility device has all of the rights and duties applicable to the rider of a bicycle ... However, this ... may not be construed to prevent a local government, through the exercise of its powers ... from adopting an ordinance governing the operation of micromobility devices and motorized scooters on streets, highways, sidewalks, and sidewalk areas under the local government's jurisdiction.”
  - “A motorized scooter or micromobility device is not required to satisfy the registration and insurance requirements ... or the licensing requirements ... [of the state]”
  - “A person is not required to have a driver license to operate a motorized scooter or micromobility device.”
  - “A person who offers motorized scooters or micromobility devices for hire is responsible for securing all such devices located in any area of the state where an active tropical storm or hurricane warning has been issued by the National Weather Service.”

## Appropriations (SB 2500)

- **The General Appropriations Act for Fiscal Year 2019-2020, provides for a total budget of \$91.1 billion. The Department of Transportation is allocated \$10.8 billion. Trust Fund (TF) General Revenue Fund (GR).**
  - Transportation Work Program – 9.8 billion. TF
    - Tamiami Trail - \$40 million
    - Highway and Bridge Construction – \$3.6 billion
    - Resurfacing and Maintenance – \$1.1 billion
    - Design and Engineering -- \$1.1 billion
    - Right of Way Land Acquisition \$673.1 million
    - Public Transit Development Grants -- \$668.1 million
    - Rail Development Grants -- \$222.9 million
    - County Transportation Programs:
      - Small County Road Resurface Assistance Program (SCRAP) - \$29.3 million
      - Small County Outreach Program (SCOP) - \$71.3 million, including:
        - Municipalities in Rural Areas of Opportunity - \$9 million
        - Municipalities and Counties Impacted by Hurricane Michael - \$15 million
      - Other County Transportation Programs - \$55 million
    - Aviation Development Grants -- \$266.5 million
    - Seaport and Intermodal Development Grants – \$229.2 million
    - Local Transportation Initiatives (Road Fund) Projects - \$85.3 million, including:
      - Hurricane Michael Recovery Projects - \$5.6 million TF
    - Transportation Disadvantaged Program - \$55.9 million TF
  - Department of Highway Safety and Motor Vehicles – \$ 498.4 million
    - Motorist Modernization Project - Phase I and II - \$16.1 million TF
    - Renovations to the Neil Kirkman Building - \$4 million TF
    - Florida Highway Patrol Troop D Headquarters, Orlando - \$3.1 million TF