A bill to be entitled
An act relating to transportation; amending s. 20.23, F.S.; deleting the requirement that the Secretary of Transportation appoint an inspector general pursuant to s. 20.055, F.S.; deleting the requirement that the district director for the Fort Myers Urban Office of the Department of Transportation be responsible for developing the 5-year Transportation Plan and other duties for specified counties; amending s. 215.82, F.S.; deleting a cross-reference; amending s. 260.0144, F.S.; providing that certain commercial sponsorship may be displayed on state greenway and trail facilities not included within the Florida Shared-Use Nonmotorized Trail Network; deleting provisions relating to the authorization of sponsored state greenways and trails at specified facilities or property; amending s. 311.07, F.S.; increasing the minimum amount that shall be made available annually from the State Transportation Fund to fund the Florida Seaport Transportation and Economic Development Program; amending s. 311.09, F.S.; reducing the number of members of the Florida Seaport Transportation and Economic Development Council; removing Port Citrus from the council membership; increasing the amount per year the department must include in its annual legislative budget request for the Florida Seaport Transportation and Economic Development Program; deleting obsolete language; amending s. 316.003, F.S.; defining and redefining terms; amending s. 316.0895,
F.S.; providing that provisions prohibiting a driver from following certain vehicles within a certain distance do not apply to truck tractor-semitrailer combinations under certain conditions; providing for financial responsibility; amending s. 316.130, F.S.; revising traffic regulations relating to pedestrians crossing roadways; amending s. 316.303, F.S.; providing exceptions to the prohibition of certain television-type receiving equipment and certain electronic displays in vehicles; amending s. 316.515, F.S.; extending the allowable length of certain semitrailers authorized to operate on public roads under certain conditions; authorizing the Department of Transportation to permit truck tractor-semitrailer combinations where the total number of overwidth deliveries of manufactured buildings may be reduced by the transport of multiple sections or single units on an overlength trailer of no more than a specified length under certain circumstances; amending s. 316.545, F.S.; providing a specified penalty for commercial motor vehicles that obtain temporary registration permits entering the state at, or operating on designated routes to, a port-of-entry location; amending s. 333.01, F.S.; defining and redefining terms; amending s. 333.025, F.S.; revising requirements relating to securing a permit for the proposed construction or alteration of structures that would exceed specified federal obstruction standards; requiring such permits only within an airport hazard.
area if the proposed construction is within a set
radius of a certain airport reference point; providing
that existing, planned, and proposed facilities at
public-use airports contained in certain plans or
documents will be protected from structures that
exceed federal obstruction standards; providing that a
permit is not required when political subdivisions
have adopted adequate airport protection zoning
regulations and have established a permitting process,
subject to certain requirements; providing for a
review period by the department to run concurrent with
such permitting process, subject to certain
requirements and exemptions; specifying certain
factors the department shall consider in determining
whether to issue or deny a permit; directing the
department to require an owner of a permitted
obstruction or vegetation to install, operate, and
maintain marking and lighting subject to certain
requirements; prohibiting a permit from being approved
solely on the basis that a proposed structure will not
exceed specified federal obstruction standards;
providing certain administrative review for the denial
of a permit; amending s. 333.03, F.S.; revising the
requirements relating to the adoption of airport
protection zoning regulations by certain political
subdivisions; revising the requirements of such
adopted airport protection zoning regulations;
providing that the department is available to assist
political subdivisions with regard to federal
obstruction standards; revising requirements relating
to airport land use compatibility zoning regulations
that address, at a minimum, landfill locations and
noise contours; requiring adoption of airport zoning
regulations that restrict substantial modifications to
existing incompatible uses within runway protection
zones; requiring that updates and amendments to local
airport zoning codes, rules, and regulations be filed
with the department within a certain time after
adoption; revising requirements relating to
educational structures or sites; providing that a
governing body operating a public-use airport may
establish more restrictive airport protection zoning
regulations for certain purposes; amending s. 333.04,
F.S.; revising provisions relating to comprehensive
plan or policy regulations, including airport
protection zoning regulations under certain
circumstances; amending s. 333.05, F.S.; revising
provisions relating to the procedure for adoption,
amendment, or deletion of airport zoning regulations;
revising provisions relating to airport zoning
commissions; amending s. 333.06, F.S.; revising
provisions relating to airport zoning requirements,
and airport master plans that are prepared by certain
public-use airports; repealing s. 333.065, F.S.,
relating to guidelines regarding land use near
airports; amending s. 333.07, F.S.; revising
provisions relating to permits for use of structures
or vegetation in violation of airport protection
zoning regulations; specifying factors a political
subdivision or its administrative agency must consider
when determining whether to issue or deny a permit;
deleting provisions relating to applying for a
variance from zoning regulations; revising provisions
relating to obstruction marking and lighting
requirements when a political subdivision or its
administrative agency issues a permit; repealing s.
333.08, F.S., relating to appeals in regard to airport
zoning regulations; amending s. 333.09, F.S.;
requiring all airport zoning regulations to provide
for the administration and enforcement of such
regulations by the affected political subdivisions or
an administrative agency created by the subdivisions;
requiring a political subdivision that must adopt
airport zoning regulations to provide a permitting
process subject to certain requirements and
exceptions; providing for an appeals process for
decisions in the administration of airport zoning
regulations, subject to certain requirements;
repealing s. 333.10, F.S., relating to boards of
adjustment provided for by all airport zoning
regulations; amending s. 333.11, F.S.; revising
provisions relating to judicial review for decisions
made by any governing body of a political subdivision,
joint airport zoning board, or administrative agency;
requiring the appellant to exhaust all its remedies
through application for local government permits,
exceptions, and appeals before judicial appeal is
permitted; amending s. 333.12, F.S.; revising provisions relating to the acquisition of air rights; providing that a certain political subdivision may acquire air right, avigation easement, other estate, or interest in a nonconforming structure or use that presents an air hazard and cannot be removed, lowered, or otherwise terminated, subject to certain requirements; creating s. 333.135, F.S.; requiring that certain airport zoning regulations be amended to conform by a certain date; requiring certain political subdivisions to adopt airport zoning regulations by a certain date; directing the department to administer the permitting process for local governments that have not adopted airport protection zoning regulations; repealing s. 333.14, F.S., relating to a short title; amending s. 334.03, F.S.; redefining the term “511” or “511 services”; deleting the term “interactive voice response”; amending s. 334.044, F.S.; removing the provision of interactive voice response telephone systems accessible via the 511 number that may be included in traveler information systems; removing a requirement that applied uniform standards and criteria for collection and dissemination of traveler information using interactive voice response systems; authorizing the department to assume certain responsibilities under the National Environmental Policy Act with respect to highway projects within the state and certain related responsibilities relating to review or approval of a highway project; authorizing
the department to enter into certain agreements related to the federal surface transportation project delivery program under certain federal law; authorizing the department to adopt implementing rules; authorizing the department to adopt certain relevant federal environmental standards; providing a limited waiver of sovereign immunity to civil suit in federal court consistent with certain federal law; amending s. 334.60, F.S.; revising provisions relating to the 511 traveler information system; amending s. 335.065, F.S.; deleting provisions relating to certain commercial sponsorship displays on multiuse trails and related facilities; deleting provisions relating to funding a statewide system of interconnected multiuse trails; creating s. 335.21, F.S.; requiring the governing body of any independent special district created to regulate the operation of public vehicles on public highways to consist of a certain number of members; providing appointment requirements for such members; providing exceptions; amending s. 338.165, F.S.; removing an option to issue certain bonds secured by toll revenues collected on the Beeline-East Expressway and the Navarre Bridge; amending s. 338.227, F.S.; providing that bonds issued are not required to be validated pursuant to ch. 75, F.S., but may be validated at the option of the Division of Bond Finance; providing filing, notice, and service requirements relating to complaints for such validation; amending s. 338.231, F.S.; increasing the
number of years before an inactive prepaid toll account shall be presumed unclaimed; deleting provisions relating to using the revenues from the turnpike system to pay the principal and interest of a specified series of bonds and certain expenses of the Sawgrass Expressway; amending s. 339.175, F.S.; requiring certain long-range transportation plans to include assessment of capital investment and other measures necessary to make the most efficient use of existing transportation facilities to improve safety; requiring the assessments to include consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology; amending s. 339.64, F.S.; requiring the Department of Transportation to coordinate with certain partners and industry representatives to consider infrastructure and technological improvements necessary to accommodate advances in vehicle technology in Strategic Intermodal System facilities; requiring the Strategic Intermodal System Plan to include a needs assessment regarding such infrastructure and technological improvements; creating s. 339.81, F.S.; creating the Florida Shared-Use Nonmotorized Trail Network; specifying the composition, purpose, and requirements of the network; authorizing the department certain powers related to the planning, development, operation, and maintenance of the network; creating s. 339.82, F.S.; directing the department to develop a Shared-Use Nonmotorized
Trail Network Plan, subject to certain requirements; creating s. 339.83, F.S.; creating a trail sponsorship program, subject to certain requirements and restrictions; directing the Office of Economic and Demographic Research to evaluate and determine the economic benefits of the state’s investment in the Department of Transportation’s adopted work program for a certain timeframe, subject to certain requirements; directing the Department of Transportation and each of its district offices to provide the Office of Economic and Demographic Research full access to certain data; requiring the Office of Economic and Demographic Research to submit the analysis to the Legislature by a certain date; repealing s. 341.0532, F.S., relating to statewide transportation corridors; providing a directive to the Division of Law Revision and Information; creating s. 345.0001, F.S.; providing a short title; creating s. 345.0002, F.S.; defining terms; creating s. 345.0003, F.S.; authorizing certain counties to form the Northwest Florida Regional Transportation Finance Authority to construct, maintain, or operate transportation projects in a given region of the state; specifying procedural requirements; creating s. 345.0004, F.S.; specifying the powers and duties of the authority, subject to certain restrictions; requiring that the authority comply with certain reporting and documentation requirements; creating s. 345.0005, F.S.; authorizing the issuing of bonds on
behalf of the authority under the State Bond Act and
by the authority itself; specifying requirements and
restrictions for such bonds under certain
circumstances; creating s. 345.0006, F.S.; providing
rights and remedies of bondholders; creating s.
345.0007, F.S.; designating the Department of
Transportation as the agent of the authority for
specified purposes; authorizing the administration and
management of projects by the department; limiting the
powers of the department as an agent; establishing the
fiscal responsibilities of the authority; creating s.
345.0008, F.S.; authorizing the department to provide
for or commit its resources for the authority project
or system, if approved by the Legislature, subject to
legislative budget request procedures and prohibitions
and appropriation procedures; authorizing the payment
of expenses incurred by the department on behalf of
the authority; requiring the department to receive a
share of the revenue from the authority; providing
calculations for disbursement of revenues; creating s.
345.0009, F.S.; authorizing the authority to acquire
private or public property and property rights for a
project or plan; establishing the rights and
liabilities and remedial actions relating to property
acquired for a transportation project or corridor;
creating s. 345.001, F.S.; authorizing contracts
between governmental entities and the authority;
creating s. 345.0011, F.S.; pledging that the state
will not limit or alter the vested rights of the

CODING: Words _stricken_ are deletions; words **underlined** are additions.
authority or the department with regard to any issued
bonds or other rights relating to the bonds if such
vested rights affect the rights of bondholders;
creating s. 345.0012, F.S.; exempting the authority
from certain taxes and assessments; providing
exceptions; creating s. 345.0013, F.S.; providing that
bonds or obligations issued under this chapter are
legal investments for specified entities; creating s.
345.0014, F.S.; providing applicability; providing
legislative findings and intent relating to
transportation funding; directing the Center for Urban
Transportation Research to conduct a study on
implementing a system in this state which charges
drivers based on their vehicle miles traveled as an
alternative to the present fuel tax structure to fund
transportation projects; specifying requirements of
the study; requiring that the findings of the study be
presented to the Legislature by a certain date;
directing the center, in consultation with the Florida
Transportation Commission, to establish the framework
for a pilot project that will evaluate the feasibility
of implementing a system that charges drivers based on
their vehicle miles traveled; specifying requirements
for the design of the pilot project framework;
authorizing the center to expend up to a certain
amount for the study and pilot project design
contingent upon legislative appropriation; requiring
that the pilot project design be completed by a
certain date and submitted in a report to the

Page 11 of 99
CODING: Words stricken are deletions; words underlined are additions.
Legislature; reenacting s. 350.81(6), F.S., relating
to the definition of the term “airport layout plan,”
to incorporate the amendment made to s. 333.01, F.S.,
in a reference thereto; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Paragraph (d) of subsection (3) and paragraph
(d) of subsection (4) of section 20.23, Florida Statutes, are
amended to read:

20.23 Department of Transportation.—There is created a
Department of Transportation which shall be a decentralized
agency.

(3)
(d) The secretary shall appoint an inspector general
pursuant to s. 20.055 who shall be directly responsible to the
secretary and shall serve at the pleasure of the secretary.

(4)
(d) The district director for the Fort Myers Urban Office
of the Department of Transportation is responsible for
developing the 5-year Transportation Plan for Charlotte,
Collier, DeSoto, Glades, Hendry, and Lee Counties. The Fort
Myers Urban Office also is responsible for providing policy,
direction, local government coordination, and planning for those
counties.

Section 2. Subsection (2) of section 215.82, Florida
Statutes, is amended to read:

215.82 Validation; when required.—
(2) Any bonds issued pursuant to this act which are
validated shall be validated in the manner provided by chapter 75. In actions to validate bonds to be issued in the name of the State Board of Education under s. 9(a) and (d), Art. XII of the State Constitution and bonds to be issued pursuant to chapter 259, the Land Conservation Act of 1972, the complaint shall be filed in the circuit court of the county where the seat of state government is situated, the notice required to be published by s. 75.06 shall be published only in the county where the complaint is filed, and the complaint and order of the circuit court shall be served only on the state attorney of the circuit in which the action is pending. In any action to validate bonds issued pursuant to s. 1010.62 or issued pursuant to s. 9(a)(1), Art. XII of the State Constitution or issued pursuant to s. 215.605 or s. 338.227, the complaint shall be filed in the circuit court of the county where the seat of state government is situated, the notice required to be published by s. 75.06 shall be published in a newspaper of general circulation in the county where the complaint is filed and in two other newspapers of general circulation in the state, and the complaint and order of the circuit court shall be served only on the state attorney of the circuit in which the action is pending; provided, however, that if publication of notice pursuant to this section would require publication in more newspapers than would publication pursuant to s. 75.06, such publication shall be made pursuant to s. 75.06.

Section 3. Section 260.0144, Florida Statutes, is amended to read:

260.0144 Sponsorship of state greenways and trails.—The department may enter into a concession agreement with a not-for-
profit entity or private sector business or entity for commercial sponsorship to be displayed on state greenway and trail facilities not included within the Florida Shared-Use Nonmotorized Trail Network established in chapter 339 or property specified in this section. The department may establish the cost for entering into a concession agreement.

(1) A concession agreement shall be administered by the department and must include the requirements found in this section.

(2)(a) Space for a commercial sponsorship display may be provided through a concession agreement on certain state-owned greenway or trail facilities or property.

(b) Signage or displays erected under this section shall comply with the provisions of s. 337.407 and chapter 479, and shall be limited as follows:

1. One large sign or display, not to exceed 16 square feet in area, may be located at each trailhead or parking area.

2. One small sign or display, not to exceed 4 square feet in area, may be located at each designated trail public access point.

(c) Before installation, each name or sponsorship display must be approved by the department.

(d) The department shall ensure that the size, color, materials, construction, and location of all signs are consistent with the management plan for the property and the standards of the department, do not intrude on natural and historic settings, and contain only a logo selected by the sponsor and the following sponsorship wording:
...(Name of the sponsor)… proudly sponsors the costs of maintaining the ...(Name of the greenway or trail)....

(e) Sponsored state greenways and trails are authorized at the following facilities or property:

1. Florida Keys Overseas Heritage Trail.
2. Blackwater Heritage Trail.
3. Tallahassee-St. Marks Historic Railroad State Trail.
5. Withlacoochee State Trail.

(f)(g) The department may enter into commercial sponsorship agreements for other state greenways or trails as authorized in this section. A qualified entity that desires to enter into a commercial sponsorship agreement shall apply to the department on forms adopted by department rule.

(f)(g) All costs of a display, including development, construction, installation, operation, maintenance, and removal costs, shall be paid by the concessionaire.

(3) A concession agreement shall be for a minimum of 1 year, but may be for a longer period under a multiyear agreement, and may be terminated for just cause by the department upon 60 days’ advance notice. Just cause for termination of a concession agreement includes, but is not limited to, violation of the terms of the concession agreement or any provision of this section.

(4) Commercial sponsorship pursuant to a concession
agreement is for public relations or advertising purposes of the not-for-profit entity or private sector business or entity, and may not be construed by that not-for-profit entity or private sector business or entity as having a relationship to any other actions of the department.

(5) This section does not create a proprietary or compensable interest in any sign, display site, or location.

(6) Proceeds from concession agreements shall be distributed as follows:

(a) Eighty-five percent shall be deposited into the appropriate department trust fund that is the source of funding for management and operation of state greenway and trail facilities and properties.

(b) Fifteen percent shall be deposited into the State Transportation Trust Fund for use in the Traffic and Bicycle Safety Education Program and the Safe Paths to School Program administered by the Department of Transportation.

(7) The department may adopt rules to administer this section.

Section 4. Subsection (2) of section 311.07, Florida Statutes, is amended to read:

311.07 Florida seaport transportation and economic development funding.—

(2) A minimum of $25 million per year shall be made available from the State Transportation Trust Fund to fund the Florida Seaport Transportation and Economic Development Program. The Florida Seaport Transportation and Economic Development Council created in s. 311.09 shall develop guidelines for project funding. Council staff, the Department of
Transportation, and the Department of Economic Opportunity shall work in cooperation to review projects and allocate funds in accordance with the schedule required for the Department of Transportation to include these projects in the tentative work program developed pursuant to s. 339.135(4).

Section 5. Subsections (1), (9), and (12) of section 311.09, Florida Statutes, are amended to read:

311.09 Florida Seaport Transportation and Economic Development Council.—

(1) The Florida Seaport Transportation and Economic Development Council is created within the Department of Transportation. The council consists of the following 16 17 members: the port director, or the port director’s designee, of each of the ports of Jacksonville, Port Canaveral, Port Citrus, Fort Pierce, Palm Beach, Port Everglades, Miami, Port Manatee, St. Petersburg, Tampa, Port St. Joe, Panama City, Pensacola, Key West, and Fernandina; the secretary of the Department of Transportation or his or her designee; and the director of the Department of Economic Opportunity or his or her designee.

(9) The Department of Transportation shall include at least $25 million per year in its annual legislative budget request for the Florida Seaport Transportation and Economic Development Program funded under s. 311.07. Such budget shall include funding for projects approved by the council which have been determined by each agency to be consistent. The department shall include the specific approved Florida Seaport Transportation and Economic Development Program projects to be funded under s. 311.07 during the ensuing fiscal year in the tentative work program developed pursuant to s. 339.135(4). The
total amount of funding to be allocated to Florida Seaport Transportation and Economic Development Program projects under s. 311.07 during the successive 4 fiscal years shall also be included in the tentative work program developed pursuant to s. 339.135(4). The council may submit to the department a list of approved projects that could be made production-ready within the next 2 years. The list shall be submitted by the department as part of the needs and project list prepared pursuant to s. 339.135(2)(b). However, the department shall, upon written request of the Florida Seaport Transportation and Economic Development Council, submit work program amendments pursuant to s. 339.135(7) to the Governor within 10 days after the later of the date the request is received by the department or the effective date of the amendment, termination, or closure of the applicable funding agreement between the department and the affected seaport, as required to release the funds from the existing commitment. Notwithstanding s. 339.135(7)(c), any work program amendment to transfer prior year funds from one approved seaport project to another seaport project is subject to the procedures in s. 339.135(7)(d). Notwithstanding any provision of law to the contrary, the department may transfer unexpended budget between the seaport projects as identified in the approved work program amendments.

(12) Until July 1, 2014, Citrus County may apply for a grant through the Florida Seaport Transportation and Economic Development Council to perform a feasibility study regarding the establishment of a port in Citrus County. The council shall evaluate such application pursuant to subsections (5)-(8) and, if approved, the Department of Transportation shall include the
feasibility study in its budget request pursuant to subsection (9). If the study determines that a port in Citrus County is not feasible, the membership of Port Citrus on the council shall terminate.

Section 6. Subsections (6), (47), and present subsection (90) of section 316.003, Florida Statutes, are amended, present subsections (91), (92), and (93) of that section are redesignated as subsections (93), (95), and (96), respectively, and new subsections (90), (92), and (94) are added to that section, to read:

316.003 Definitions.—The following words and phrases, when used in this chapter, shall have the meanings respectively ascribed to them in this section, except where the context otherwise requires:

(6) CROSSWALK.—

(a) Unmarked crosswalk.—An unmarked part of the roadway at an intersection used by pedestrians for crossing the roadway.

That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway.

(b) Marked crosswalk.—Pavement marking lines on the roadway surface, which may include contrasting pavement texture, style, or colored portions of the roadway at an intersection used by pedestrians for crossing the roadway.

Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

(c) Midblock crosswalk.—A location between intersections where the roadway surface is marked by pavement marking lines.
which may include contrasting pavement texture, style or colored portion of the roadway at a signalized or unsignalized crosswalk used for pedestrian roadway crossings and may include a pedestrian refuge island.

(47) SIDEWALK.—That portion of a street between the curbs, or the lateral line, of a roadway and the adjacent property lines, intended for use by pedestrians, adjacent to the roadway between the curb or edge of the roadway and the property line.

(90) AUTONOMOUS TECHNOLOGY.—Technology installed on a motor vehicle which has the capability to drive the vehicle on which the technology is installed without the active control of or monitoring by a human operator.

(91) AUTONOMOUS VEHICLE.—Any vehicle equipped with autonomous technology. The term “autonomous technology” means technology installed on a motor vehicle that has the capability to drive the vehicle on which the technology is installed without the active control or monitoring by a human operator. The term excludes a motor vehicle enabled with active safety systems or driver assistance systems, including, without limitation, a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keep assistance, lane departure warning, or traffic jam and queuing assistant, unless any such system alone or in combination with other systems enables the vehicle on which the technology is installed to drive without the active control or monitoring by a human operator.

(92) DRIVER-ASSISTIVE TRUCK PLATOONING TECHNOLOGY.—Vehicle
automation technology that integrates sensor array, wireless communications, vehicle controls, and specialized software to synchronize acceleration and braking between up to two truck tractor-semitrailer combinations, while leaving each vehicle’s steering control and systems command in the control of the vehicle’s driver.

(94) PORT-OF-ENTRY.—A designated location that allows drivers of commercial motor vehicles to purchase temporary registration permits necessary to operate legally within the state. The locations and the designated routes to such locations shall be determined by the Department of Transportation.

Section 7. Subsection (2) of section 316.0895, Florida Statutes, is amended to read:

316.0895 Following too closely.—

(2) It is unlawful for the driver of any motor truck, motor truck drawing another vehicle, or vehicle towing another vehicle or trailer, when traveling upon a roadway outside of a business or residence district, to follow within 300 feet of another motor truck, motor truck drawing another vehicle, or vehicle towing another vehicle or trailer. The provisions of this subsection shall not be construed to prevent overtaking and passing nor shall the same apply upon any lane specially designated for use by motor trucks or other slow-moving vehicles. This subsection does not apply to two truck tractor-semitrailer combinations equipped and connected with driver-assistive truck-platooning technology, as defined in s. 316.003, and operating on a multilane limited access facility, if the owner or operator complies with the financial responsibility requirement of s. 316.86.
Section 8. Paragraphs (b) and (c) of subsection (7) of section 316.130, Florida Statutes, are amended to read:

316.130 Pedestrians; traffic regulations.—

(7)

(b) The driver of a vehicle at any crosswalk location where the approach is not controlled by a traffic signal or stop sign must signage so indicates shall stop and remain stopped to allow a pedestrian to cross a roadway when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or turning, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger. Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided must yield the right-of-way to all vehicles upon the roadway.

(c) When traffic control signals are not in place or in operation and there is no signage indicating otherwise, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger. Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

Section 9. Subsections (1) and (3) of section 316.303, Florida Statutes, are amended to read:

316.303 Television receivers.—
(1) No motor vehicle operated on the highways of this state shall be equipped with television-type receiving equipment so located that the viewer or screen is visible from the driver’s seat, unless the vehicle is equipped with autonomous technology, as defined in s. 316.003(90), and is being operated in autonomous mode, as provided in s. 316.85(2); or unless the vehicle is equipped and operating with driver-assistive truck-platooning technology, as defined in s. 316.003(92).

(3) This section does not prohibit the use of an electronic display used in conjunction with a vehicle navigation system; or an electronic display used by an operator of a vehicle equipped with autonomous technology, as defined in s. 316.003(90), while the vehicle is being operated in autonomous mode, as provided in s. 316.85(2); or an electronic display used by the operator of a vehicle equipped and operating with driver-assistive truck platooning technology, as defined in s. 316.003(92).

Section 10. Paragraph (b) of subsection (3) and subsection (14) of section 316.515, Florida Statutes, are amended to read:

316.515 Maximum width, height, length.—

(3) LENGTH LIMITATION.—Except as otherwise provided in this section, length limitations apply solely to a semitrailer or trailer, and not to a truck tractor or to the overall length of a combination of vehicles. No combination of commercial motor vehicles coupled together and operating on the public roads may consist of more than one truck tractor and two trailing units. Unless otherwise specifically provided for in this section, a combination of vehicles not qualifying as commercial motor vehicles may consist of no more than two units coupled together; such nonqualifying combination of vehicles may not exceed a
total length of 65 feet, inclusive of the load carried thereon, but exclusive of safety and energy conservation devices approved by the department for use on vehicles using public roads. Notwithstanding any other provision of this section, a truck tractor-semitrailer combination engaged in the transportation of automobiles or boats may transport motor vehicles or boats on part of the power unit; and, except as may otherwise be mandated under federal law, an automobile or boat transporter semitrailer may not exceed 50 feet in length, exclusive of the load; however, the load may extend up to an additional 6 feet beyond the rear of the trailer. The 50-feet length limitation does not apply to non-stinger-steered automobile or boat transporters that are 65 feet or less in overall length, exclusive of the load carried thereon, or to stinger-steered automobile or boat transporters that are 75 feet or less in overall length, exclusive of the load carried thereon. For purposes of this subsection, a “stinger-steered automobile or boat transporter” is an automobile or boat transporter configured as a semitrailer combination wherein the fifth wheel is located on a drop frame located behind and below the rearmost axle of the power unit. Notwithstanding paragraphs (a) and (b), any straight truck or truck tractor-semitrailer combination engaged in the transportation of horticultural trees may allow the load to extend up to an additional 10 feet beyond the rear of the vehicle, provided said trees are resting against a retaining bar mounted above the truck bed so that the root balls of the trees rest on the floor and to the front of the truck bed and the tops of the trees extend up over and to the rear of the truck bed, and provided the overhanging portion of the load is covered with
protective fabric.

(b) Semitrailers.—

1. A semitrailer operating in a truck tractor-semitrailer combination may not exceed 48 feet in extreme overall outside dimension, measured from the front of the unit to the rear of the unit and the load carried thereon, exclusive of safety and energy conservation devices approved by the department for use on vehicles using public roads, unless it complies with subparagraph 2. A semitrailer which exceeds 48 feet in length and is used to transport divisible loads may operate in this state only if issued a permit under s. 316.550 and if such trailer meets the requirements of this chapter relating to vehicle equipment and safety. Except for highways on the tandem trailer truck highway network, public roads deemed unsafe for longer semitrailer vehicles or those roads on which such longer vehicles are determined not to be in the interest of public convenience shall, in conformance with s. 316.006, be restricted by the Department of Transportation or by the local authority to use by semitrailers not exceeding a length of 48 feet, inclusive of the load carried thereon but exclusive of safety and energy conservation devices approved by the department for use on vehicles using public roads. Truck tractor-semitrailer combinations shall be afforded reasonable access to terminals; facilities for food, fuel, repairs, and rest; and points of loading and unloading.

2. A semitrailer which is more than 48 feet but not more than 57.53 feet in extreme overall outside dimension, as measured pursuant to subparagraph 1., may operate on public roads, except roads on the State Highway System which are
restricted by the Department of Transportation or other roads
restricted by local authorities, if:
  a. The distance between the kingpin or other peg that locks
into the fifth wheel of a truck tractor and the center of the
rear axle or rear group of axles does not exceed 41 feet, or, in
the case of a semitrailer used exclusively or primarily to
transport vehicles in connection with motorsports competition
events, the distance does not exceed 46 feet from the kingpin to
the center of the rear axles; and
  b. It is equipped with a substantial rear-end underride
protection device meeting the requirements of 49 C.F.R. s.
393.86, “Rear End Protection.”
(14) MANUFACTURED BUILDINGS.—The Department of
Transportation may, in its discretion and upon application and
good cause shown therefor that the same is not contrary to the
public interest, issue a special permit for truck tractor-
semitrailer combinations where the total number of overwidth
deliveries of manufactured buildings, as defined in s.
553.36(13), may be reduced by permitting the use of multiple
sections or single units on an overlength trailer of no more
than 80' 54 feet.
Section 11. Paragraph (b) of subsection (2) of section
316.545, Florida Statutes, is amended to read:
316.545 Weight and load unlawful; special fuel and motor
fuel tax enforcement; inspection; penalty; review.—
(2)
(b) The officer or inspector shall inspect the license
plate or registration certificate of the commercial vehicle, as
defined in s. 316.003(66), to determine if its gross weight is
in compliance with the declared gross vehicle weight. If its
gross weight exceeds the declared weight, the penalty shall be 5
cents per pound on the difference between such weights. In those
cases when the commercial vehicle, as defined in s. 316.003(66),
is being operated over the highways of the state with an expired
registration or with no registration from this or any other
jurisdiction or is not registered under the applicable
provisions of chapter 320, the penalty herein shall apply on the
basis of 5 cents per pound on that scaled weight which exceeds
35,000 pounds on laden truck tractor-semitrailer combinations or
tandem trailer truck combinations, 10,000 pounds on laden
straight trucks or straight truck-trailer combinations, or
10,000 pounds on any unladen commercial motor vehicle. A
commercial motor vehicle entering the state at a designated
port-of-entry location, as defined in s. 316.003(94), or
operating on designated routes to a port-of-entry location,
which obtains a temporary registration permit shall be assessed
a penalty limited to the difference between its gross weight and
the declared gross vehicle weight at 5 cents per pound. If the
license plate or registration has not been expired for more than
90 days, the penalty imposed under this paragraph may not exceed
$1,000. In the case of special mobile equipment as defined in s.
316.003(48), which qualifies for the license tax provided for in
s. 320.08(5)(b), being operated on the highways of the state
with an expired registration or otherwise not properly
registered under the applicable provisions of chapter 320, a
penalty of $75 shall apply in addition to any other penalty
which may apply in accordance with this chapter. A vehicle found
in violation of this section may be detained until the owner or
operator produces evidence that the vehicle has been properly
registered. Any costs incurred by the retention of the vehicle
shall be the sole responsibility of the owner. A person who has
been assessed a penalty pursuant to this paragraph for failure
to have a valid vehicle registration certificate pursuant to the
provisions of chapter 320 is not subject to the delinquent fee
authorized in s. 320.07 if such person obtains a valid
registration certificate within 10 working days after such
penalty was assessed.

Section 12. Section 333.01, Florida Statutes, is amended to
read:

333.01 Definitions.—For the purpose of this chapter, the
following words, terms, and phrases shall have the following
meanings herein given, unless otherwise specifically defined, or
unless another intention clearly appears, or the context
otherwise requires:

(1) “Aeronautical study” means a Federal Aviation
Administration review conducted pursuant to 14 C.F.R. part 77,
concerning the effect of proposed construction or alteration on
the use of air navigation facilities or navigable airspace by
aircraft. “Aeronautics” means transportation by aircraft, the
operation, construction, repair, or maintenance of aircraft,
aircraft power plants and accessories, including the repair,
packing, and maintenance of parachutes; the design,
establishment, construction, extension, operation, improvement,
repair, or maintenance of airports, restricted landing areas, or
other air navigation facilities, and air instruction.

(2) “Airport” means any area of land or water designed and
set aside for the landing and taking off of aircraft and
utilized or to be utilized in the interest of the public for such purpose.

(3) “Airport hazard” means any obstruction that exceeds structure or tree or use of land which would exceed the federal obstruction standards as contained in 14 C.F.R. ss. 77.15, 77.17, 77.19, 77.21, and 77.23 and which obstructs the airspace required for the flight of aircraft in taking off, maneuvering, or landing, or that is otherwise hazardous to such taking off, maneuvering, or landing of aircraft and for which no person has previously obtained a permit or variance pursuant to s. 333.025 or s. 333.07.

(4) “Airport hazard area” means any area of land or water upon which an airport hazard might be established if not prevented as provided in this chapter.

(5) “Airport land use compatibility zoning” means airport zoning regulations governing restricting the use of land adjacent to or in the immediate vicinity of airports in the manner provided enumerated in ss. 333.03(2) to activities and (3) purposes compatible with the continuation of normal airport operations including landing and takeoff of aircraft in order to promote public health, safety, and general welfare.

(6) “Airport layout plan” means a scaled detailed, scale engineering drawing or set of drawings in either paper or electronic form of the existing, including pertinent dimensions, of an airport’s current and planned airport facilities which provides a graphic representation of the existing and long-term development plan for the airport and demonstrates the preservation and continuity of safety, utility, and efficiency.
of the airport, their locations, and runway usage.

(7) “Airport master plan” means a comprehensive plan for an airport that describes the immediate and long-term development plans to meet future aviation demand.

(8) “Airport protection zoning” means airport zoning regulations governing airport hazards in the manner provided in s. 333.03.

(9) “Department” means the Department of Transportation as created by s. 20.23.

(10) “Educational facility” means any structure, land, or use thereof that includes a public or private kindergarten through grade 12 school, charter school, magnet school, college campus, or university campus. Space used for educational purposes within a multitenant building may not be treated as an educational facility for the purpose of this chapter.

(11) “Landfill” has the same meaning as in s. 403.703.

(12) “Obstruction” means any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used and any permanent or temporary apparatus, or alteration of any permanent or temporary existing structure by a change in its height, including existing or proposed appurtenances, or lateral dimensions, including equipment or material used therein, which exceeds existing or proposed manmade object or object of natural growth or terrain that violates the standards contained in 14 C.F.R. ss. 77.15, 77.17, 77.19, 77.21, and 77.23.

(13) “Person” means any individual, firm, copartnership, corporation, company, association, joint-stock association, or
body politic, and includes any trustee, receiver, assignee, or
other similar representative thereof.

(14) “Political subdivision” means the local government
of any county, city, town, village, or other subdivision or
agency thereof, or any district or special district, port
commission, port authority, or other such agency authorized to
establish or operate airports in the state.

(15) “Public-use airport” means an airport, publicly or
privately owned and licensed by the state, which is open for use
by the public.

(16) “Runway protection clear zone” or “RPZ” means an
area at ground level beyond the runway end which is intended
to enhance the safety and protection of people and property on
the ground clear zone as defined in 14 C.F.R. s. 151.9(b).

(17) “Structure” means any object, constructed,
erected, altered, or installed by humans, including, but without
limitation thereof, buildings, towers, smokestacks, utility
poles, power generation equipment, and overhead transmission
lines.

(18) “Substantial modification” means any repair,
reconstruction, rehabilitation, or improvement of a structure
when the actual cost of the repair, reconstruction,
rehabilitation, or improvement of the structure equals or
exceeds 50 percent of the market value of the structure.

(12) “Tree” includes any plant of the vegetable kingdom.

Section 13. Section 333.025, Florida Statutes, is amended
to read:

333.025 Permit required for structures exceeding federal
obstruction standards.–
(1) A person proposing the construction or alteration of structures hazardous to air navigation, subject to the provisions of subsections (2), (3), and (4), must each person shall secure from the department of Transportation a permit for the proposed construction or alteration, or modification of any structure the result of which would exceed the federal obstruction standards as contained in 14 C.F.R. ss. 77.15, 77.17, 77.19, 77.21, and 77.23, 77.25, 77.28, and 77.29. However, permits from the department of Transportation will be required only within an airport hazard area where federal obstruction standards are exceeded and if the proposed construction is within a 10-nautical-mile radius of the airport reference point, located at the approximate geometric geographical center of all useable runways of public-use airports or a publicly owned or operated airport, a military airport, or an airport licensed by the state for public use.

(2) Existing, planned, and proposed affected airports will be considered as having those facilities at public-use airports contained in an which are shown on the airport master plan, on or an airport layout plan submitted to the Federal Aviation Administration Airport District Office, or in comparable military documents, and will be so protected from structures that exceed federal obstruction standards. Planned or proposed public-use airports which are the subject of a notice or proposal submitted to the Federal Aviation Administration or to the Department of Transportation shall also be protected.

(3) Permit requirements of subsection (1) do shall not apply to structures projects which received construction permits
from the Federal Communications Commission for structures exceeding federal obstruction standards prior to May 20, 1975, provided such structures now exist; nor does subsection (1) shall it apply to previously approved structures now existing, or any necessary replacement or repairs to such existing structures, so long as the height and location is unchanged.

(4) When political subdivisions have adopted adequate airport airspace protection zoning regulations in compliance with s. 333.03 and such regulations are on file with the department of Transportation, and have established a permitting process in compliance with s. 333.09(2), a permit for such structure shall not be required from the department of Transportation. To evaluate technical consistency with this section, there is a 15-day department review period concurrent with the permitting process prescribed by s. 333.09. Upon receipt of a complete permit application, the local government shall forward to the department’s Aviation Office by certified mail, return receipt requested, or by delivery service that provides a receipt evidencing delivery, a copy of the application. Cranes, construction equipment, and other temporary structures, in use or in place for a period not to exceed 18 consecutive months, are exempt from this requirement, unless requested by the department’s Aviation Office.

(5) The department of Transportation shall, within 30 days of the receipt of an application for a permit, issue or deny a permit for the construction or erection, alteration, or modification of any structure the result of which would exceed federal obstruction standards as contained in 14 C.F.R. ss. 77.15, 77.17, 77.19, 77.21, and 77.23.
77.28, and 77.29. The department shall review permit
applications in conformity with s. 120.60.

(6) In determining whether to issue or deny a permit, the
department shall consider:

(a) The safety of persons on the ground and in the air and the
nature of the terrain and height of existing structures.

(b) The safe and efficient use of navigable airspace Public
and private interests and investments.

(c) The nature of the terrain and height of existing
structures The character of flying operations and planned
developments of airports.

(d) Whether the construction of the proposed structure
would impact the state licensing standards for a public-use
airport, contained in chapter 330 and chapter 14-60, Florida
Administrative Code Federal airways as designated by the Federal
Aviation Administration.

(e) The character of existing and planned flight operations
and developments at public-use airports Whether the construction
of the proposed structure would cause an increase in the minimum
descent altitude or the decision height at the affected airport.

(f) Federal airways; visual flight rules, flyways and
corridors; and instrument approaches as designated by the
Federal Aviation Administration Technological advances.

(g) Whether the construction of the proposed structure
would cause an increase in the minimum descent altitude or the
decision height at the affected airport The safety of persons on
the ground and in the air.

(h) The cumulative effects on navigable airspace of all
existing structures and all other known and proposed structures
(i) The safe and efficient use of navigable airspace.

(j) The cumulative effects on navigable airspace of all existing structures, proposed structures identified in the applicable jurisdictions’ comprehensive plans, and all other known proposed structures in the area.

(7) When issuing a permit under this section, the department of Transportation shall, as a specific condition of such permit, require the owner obstruction marking and lighting of the permitted structure or vegetation to install, operate, and maintain thereon, at his or her own expense, marking and lighting in conformance with the specific standards established by the Federal Aviation Administration structure as provided in s. 333.07(3)(b).

(8) The department may of Transportation shall not approve a permit for the construction or alteration erection of a structure unless the applicant submits both documentation showing compliance with the federal requirement for notification of proposed construction or alteration and a valid aeronautical study evaluation, and no permit shall be approved solely on the basis that such proposed structure will not exceed federal obstruction standards as contained in 14 C.F.R. ss. 77.15, 77.17, 77.19, 77.21, or 77.23 77.21, 77.23, 77.25, 77.28, or 77.29, or any other federal aviation regulation.

(9) The denial of a permit under this section is subject to the administrative review provisions of chapter 120.

Section 14. Section 333.03, Florida Statutes, is amended to read:

333.03 Requirement Power to adopt airport zoning
regulations.—

(1)(a) Every In order to prevent the creation or establishment of airport hazards, every political subdivision having an airport hazard area within its territorial limits shall, by October 1, 1977, adopt, administer, and enforce, under the police power and in the manner and upon the conditions hereinafter prescribed in this section, airport protection zoning regulations for such airport hazards hazard area.

(b) Where an airport is owned or controlled by a political subdivision and an any airport hazard area appertaining to such airport is located wholly or partly outside the territorial limits of the said political subdivision, the political subdivision owning or controlling the airport and any the political subdivision within which the airport hazard area is located, must shall either:

1. By interlocal agreement, in accordance with the provisions of chapter 163, adopt, administer, and enforce a set of airport protection zoning regulations applicable to the airport hazard area in question; or

2. By ordinance, regulation, or resolution duly adopted, create a joint airport zoning board, which board shall have the same power to adopt, administer, and enforce a set of airport protection zoning regulations applicable to the airport hazard area in each question as that vested in paragraph (a) in the political subdivision in which the airport hazard such area is located. Each such joint airport zoning board shall have as members two representatives appointed by each participating political subdivision participating in its creation and, in addition, a chair elected by a majority of the
members so appointed. The airport manager or representative of each airport in managers of the affected participating political subdivisions shall serve on the board in a nonvoting capacity.

(c) Airport protection zoning regulations adopted under paragraph (a) must shall, at as a minimum, require:

1. A permit variance for the erection, construction or alteration, or modification of any structure that would cause the structure to exceed the federal obstruction standards as contained in 14 C.F.R. ss. 77.15, 77.17, 77.19, 77.21, and 77.23. 77.21, 77.23, 77.25, 77.28, and 77.29;

2. Obstruction marking and lighting for structures exceeding the federal obstruction standards as contained in 14 C.F.R. ss. 77.15, 77.17, 77.19, 77.21, and 77.23, as specified in s. 333.07(3) t;

3. Documentation showing compliance with the federal requirement for notification of proposed construction or alteration and a valid aeronautical study evaluation submitted by each person applying for a permit. variance;

4. Consideration of the criteria in s. 333.025(6), when determining whether to issue or deny a permit. variance; and

5. That a permit may not no variance shall be approved solely on the basis that the proposed structure will not exceed federal obstruction standards as contained in 14 C.F.R. ss. 77.15, 77.17, 77.19, 77.21, or 77.23 77.21, 77.23, 77.25, 77.28, or 77.29, or any other federal aviation regulation.

(d) The department is available to provide assistance to political subdivisions with regard to federal obstruction standards shall issue copies of the federal obstruction

CODING: Words stricken are deletions; words underlined are additions.
standards as contained in 14 C.F.R. ss. 77.21, 77.23, 77.25, 77.28, and 77.29 to each political subdivision having airport hazard areas and, in cooperation with political subdivisions, shall issue appropriate airport zoning maps depicting within each county the maximum allowable height of any structure or tree. Material distributed pursuant to this subsection shall be at no cost to authorized recipients.

(2) In the manner provided in subsection (1), interim airport land use compatibility zoning regulations must be adopted, administered, and enforced. Airport land-use compatibility zoning when political subdivisions have adopted land development regulations must, at a minimum, in accordance with the provisions of chapter 163 which address the use of land in the manner consistent with the provisions herein, adoption of airport land use compatibility regulations pursuant to this subsection shall not be required. Interim airport land use compatibility zoning regulations shall consider the following:

(a) Prohibiting any new and restricting any existing

Whether sanitary landfills are located within the following areas:

1. Within 10,000 feet from the nearest point of any runway used or planned to be used by turbine turbojet or turboprop aircraft.

2. Within 5,000 feet from the nearest point of any runway used only by nonturbine piston-type aircraft.

3. Outside the perimeters defined in subparagraphs 1. and 2., but still within the lateral limits of the civil airport imaginary surfaces defined in 14 C.F.R. part 77.19 77.25. Case-by-case review of such landfills is advised.
(b) Where any landfill is located and constructed so that it attracts or sustains hazardous bird movements from feeding, water, or roosting areas into, or across, the runways or approach and departure patterns of aircraft, the political subdivision shall request from the airport authority or other governing body operating the airport a report on such bird feeding or roosting areas that at the time of the request are known to the airport. In preparing its report, the authority, or other governing body, shall consider whether the landfill operator will be required to incorporate bird management techniques or other practices to minimize bird hazards to airborne aircraft. The airport authority or other governing body shall respond to the political subdivision no later than 30 days after receipt of such request.

(c) Where an airport authority or other governing body operating a public-use airport has conducted a noise study in accordance with the provisions of 14 C.F.R. part 150, or where the public-use airport owner has established noise contours pursuant to another public study approved by the Federal Aviation Administration, incompatible uses, as established in 14 C.F.R. part 150, appendix A noise study, or as a part of an alternative FAA-approved public study, may not be permitted within the noise contours established by that study, except where such use is specifically contemplated by such study with appropriate mitigation or similar techniques described in the study neither residential construction nor any educational facility as defined in chapter 1013, with the exception of aviation school facilities, shall be permitted within the area contiguous to the airport defined by an outer noise contour that
is considered incompatible with that type of construction by 14 CFR part 150, Appendix A or an equivalent noise level as established by other types of noise studies.

(d) Where an airport authority or other governing body operating a publicly owned, public-use airport has not conducted a noise study, neither residential construction nor any educational facility as defined in chapter 1013, with the exception of aviation school facilities, shall be permitted within an area contiguous to the airport measuring one-half the length of the longest runway on either side of and at the end of each runway centerline.

(3) In the manner provided in subsection (1), airport zoning regulations shall be adopted which restrict new incompatible uses, activities, or substantial modifications to existing incompatible uses construction within runway protection clear zones shall be adopted, including uses, activities, or construction in runway clear zones which are incompatible with normal airport operations or endanger public health, safety, and welfare by resulting in congregations of people, emissions of light or smoke, or attraction of birds. Such regulations shall prohibit the construction of an educational facility of a public or private school at either end of a runway of a publicly owned, public-use airport within an area which extends 5 miles in a direct line along the centerline of the runway, and which has a width measuring one-half the length of the runway. Exceptions approving construction of an educational facility within the delineated area shall only be granted when the political subdivision administering the zoning regulations makes specific findings detailing how the public policy reasons for allowing
the construction outweigh health and safety concerns prohibiting such a location.

(4) The procedures outlined in subsections (1), (2), and (3) for the adoption of such regulations are supplemental to any existing procedures utilized by political subdivisions in the adoption of such regulations.

(4)(5) The department of Transportation shall provide technical assistance to any political subdivision requesting assistance in the preparation of an airport zoning regulation code. A copy of all local airport zoning codes, rules, and regulations, and amendments and proposed and granted permits variances thereto, shall be filed with the department. All updates and amendments to local airport zoning codes, rules, and regulations must be filed with the department within 30 days after adoption.

(5)(6) Nothing in Subsection (2) and subsection (3) may not be construed to require the removal, alteration, sound conditioning, or other change, or to interfere with the continued use or adjacent expansion of any educational structure or site in existence on July 1, 1993, or be construed to prohibit the construction of any new structure for which a site has been determined as provided in former s. 235.19, as of July 1, 1993.

(6) This section may not preclude an airport authority, local government, or other governing body operating a public-use airport from establishing airport protection zoning regulations more restrictive than herein prescribed in order to protect the safety and welfare of the public in the air and on the ground.

Section 15. Section 333.04, Florida Statutes, is amended to
333.04 Comprehensive zoning regulations; most stringent to prevail where conflicts occur.—

(1) INCORPORATION.—In the event that a political subdivision has adopted, or hereafter adopts, a comprehensive plan or policy zoning ordinance regulating, among other things, the height of buildings, structures, and natural objects, and uses of property, any airport zoning regulations applicable to the same area or portion thereof may be incorporated in and made a part of such comprehensive plans or policies zoning regulations, and be administered and enforced in connection therewith.

(2) CONFLICT.—In the event of conflict between any airport zoning regulations adopted under this chapter and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or vegetation, trees, the use of land, or any other matter, and whether such regulations were adopted by the political subdivision which adopted the airport zoning regulations or by some other political subdivision, the more stringent limitation or requirement shall govern and prevail.

Section 16. Section 333.05, Florida Statutes, is amended to read:

333.05 Procedure for adoption of zoning regulations.—

(1) NOTICE AND HEARING.—No Airport zoning regulations may not be adopted, amended, or deleted under this chapter except by action of the legislative body of the political subdivision in question, or the joint board provided in s. 333.03(1)(b) by the political subdivisions therein.
provided and set forth, after a public hearing in relation thereto, at which parties in interest and citizens shall have an opportunity to be heard. Notice of the hearing shall be published at least once a week for 2 consecutive weeks in an official paper, or a paper of general circulation, in the political subdivision or subdivisions where in which are located the airport zoning regulations are areas to be adopted, amended, or deleted zoned.

(2) AIRPORT ZONING COMMISSION.—Prior to the initial zoning of any airport area under this chapter the political subdivision or joint airport zoning board which is to adopt, administer, and enforce the regulations shall appoint a commission, to be known as the airport zoning commission, to recommend the boundaries of the various zones to be established and the regulations to be adopted therefor. Such commission shall make a preliminary report and hold public hearings thereon before submitting its final report, and the legislative body of the political subdivision or the joint airport zoning board shall not hold its public hearings or take any action until it has received the final report of such commission, and at least 15 days shall elapse between the receipt of the final report of the commission and the hearing to be held by the latter board. Where a planning city plan commission, airport commission, or comprehensive zoning commission already exists, it may be appointed as the airport zoning commission.

Section 17. Section 333.06, Florida Statutes, is amended to read:

333.06 Airport zoning requirements.—

(1) REASONABLENESS.—All airport zoning regulations adopted
under this chapter shall be reasonable and none shall not impose any requirement or restriction which is not reasonably necessary to effectuate the purposes of this chapter. In determining what regulations it may adopt, each political subdivision and joint airport zoning board shall consider, among other things, the character of the flying operations expected to be conducted at the airport, the nature of the terrain within the airport hazard area and runway protection clear zones, the character of the neighborhood, the uses to which the property to be zoned is put and adaptable, and the impact of any new use, activity, or construction on the airport’s operating capability and capacity.

(2) INDEPENDENT JUSTIFICATION.—The purpose of all airport zoning regulations adopted under this chapter is to provide both airspace protection and land uses use compatible with airport operations. Each aspect of this purpose requires independent justification in order to promote the public interest in safety, health, and general welfare. Specifically, construction in a runway protection clear zone which does not exceed airspace height restrictions is not conclusive evidence per se that such use, activity, or construction is compatible with airport operations.

(3) NONCONFORMING USES.—No airport protection zoning regulations adopted under this chapter shall require the removal, lowering, or other change or alteration of any structure or vegetation tree not conforming to the regulations when adopted or amended, or otherwise interfere with the continuance of any nonconforming use, except as provided in s. 333.07(1) and (3).

(4) ADOPTION OF AIRPORT MASTER PLAN AND NOTICE TO AFFECTED
LOCAL GOVERNMENTS.—An airport master plan shall be prepared by each public-use publicly owned and operated airport licensed by the department of Transportation under chapter 330. The authorized entity having responsibility for governing the operation of the airport, when either requesting from or submitting to a state or federal governmental agency with funding or approval jurisdiction a “finding of no significant impact,” an environmental assessment, a site-selection study, an airport master plan, or any amendment to an airport master plan, shall submit simultaneously a copy of said request, submittal, assessment, study, plan, or amendments by certified mail to all affected local governments. For the purposes of this subsection, “affected local government” is defined as any city or county having jurisdiction over the airport and any city or county located within 2 miles of the boundaries of the land subject to the airport master plan.

Section 18. Section 333.065, Florida Statutes, is repealed.

Section 19. Section 333.07, Florida Statutes, is amended to read:

333.07 Local government permitting of airspace obstructions
Permits and variances.—

(1) PERMITS.—

(a) Any person proposing to erect, construct, or alter any structure, increase the height of any structure, permit the growth of any vegetation, or otherwise use his or her property in violation of the airport protection zoning regulations adopted under this chapter shall apply for a permit. A Any airport zoning regulations adopted under this chapter may require that a permit be obtained before any new structure or
use may be constructed or established and before any existing use or structure may be substantially changed or substantially altered or repaired. In any event, however, all such regulations shall provide that before any nonconforming structure or tree may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher, or replanted, a permit must be secured from the administrative agency authorized to administer and enforce the regulations, authorizing such replacement, change, or repair. No permit may not shall be issued grant that would allow the establishment or creation of an airport hazard or would permit a nonconforming structure or vegetation tree or nonconforming use to be made or become higher or to become a greater hazard to air navigation than it was when the applicable regulation was adopted or than it is when the application for a permit is made.

(b) Whenever the political subdivision or its administrative agency determines that a nonconforming use or nonconforming structure or vegetation tree has been abandoned or is more than 80 percent torn down, destroyed, deteriorated, or decayed, a no permit may not shall be granted that would allow the said structure or vegetation tree to exceed the applicable height limit or otherwise deviate from the zoning regulations. and, Whether an application is made for a permit under this subsection or not, the said agency may by appropriate action, compel the owner of the nonconforming structure or vegetation may be required tree, at his or her own expense, to lower, remove, reconstruct, alter, or equip such object as may be necessary to conform to the regulations. If the owner of the nonconforming structure or vegetation neglects or refuses tree
shall neglect or refuse to comply with the such order for 10
days after notice thereof, the said agency may report the
violation to the political subdivision involved therein. The
which subdivision, through its appropriate agency, may proceed
to have the object so lowered, removed, reconstructed, altered,
or equipped, and assess the cost and expense thereof upon the
object or the land whereon it is or was located, and, unless such an assessment is paid within 90 days from the
service of notice thereof on the owner or the owner’s agent, of
such object or land, the sum shall be a lien on said land, and
shall bear interest thereafter at the rate of 6 percent per
annum until paid, and shall be collected in the same manner as
taxes on real property are collected by said political
subdivision, or, at the option of said political subdivision,
said lien may be enforced in the manner provided for enforcement
of liens by chapter 85.

(c) Except as provided herein, applications for permits
shall be granted, provided the matter applied for meets the
provisions of this chapter and the regulations adopted and in
force hereunder.

(2) CONSIDERATIONS WHEN ISSUING OR DENYING PERMITS.—In
dertermining whether to issue or deny a permit, the political
subdivision or its administrative agency must consider the
following, as applicable:

(a) The safety of persons on the ground and in the air.

(b) The safe and efficient use of navigable airspace.

(c) The nature of the terrain and height of existing
structures.

(d) The construction or alteration of the proposed
structure on the state licensing standards for a public-use
airport, contained in chapter 330 and chapter 14-60 of the
Florida Administrative Code.

(e) The character of existing and planned flight operations
and developments at public-use airports.

(f) Federal airways; visual flight rules, flyways and
corridors; and instrument approaches as designated by the
Federal Aviation Administration.

(g) The construction or alteration of the proposed
structure on the minimum descent altitude or the decision height
at the affected airport.

(h) The cumulative effects on navigable airspace of all
existing structures, and all other known proposed structures in
the area.

(i) Requirements contained in s. 333.03(2) and (3).

(j) Additional requirements adopted by the local
jurisdiction pertinent to evaluation and protection of airspace
and airport operations.

(2) VARIANCES.—

(a) Any person desiring to erect any structure, increase
the height of any structure, permit the growth of any tree, or
otherwise use his or her property in violation of the airport
zoning regulations adopted under this chapter or any land
development regulation adopted pursuant to the provisions of
chapter 163 pertaining to airport land use compatibility, may
apply to the board of adjustment for a variance from the zoning
regulations in question. At the time of filing the application,
the applicant shall forward to the department by certified mail,
return receipt requested, a copy of the application. The
department shall have 45 days from receipt of the application to comment and to provide its comments or waiver of that right to the applicant and the board of adjustment. The department shall include its explanation for any objections stated in its comments. If the department fails to provide its comments within 45 days of receipt of the application, its right to comment is waived. The board of adjustment may proceed with its consideration of the application only upon the receipt of the department’s comments or waiver of that right as demonstrated by the filing of a copy of the return receipt with the board.

Noncompliance with this section shall be grounds to appeal pursuant to s. 333.08 and to apply for judicial relief pursuant to s. 333.11. Such variances may only be allowed where a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and where the relief granted would not be contrary to the public interest but would do substantial justice and be in accordance with the spirit of the regulations and this chapter. However, any variance may be allowed subject to any reasonable conditions that the board of adjustment may deem necessary to effectuate the purposes of this chapter.

(b) The Department of Transportation shall have the authority to appeal any variance granted under this chapter pursuant to s. 333.08, and to apply for judicial relief pursuant to s. 333.11.

(3) OBSTRUCTION MARKING AND LIGHTING.—

(a) In issuing any permit or variance under this section, the political subdivision or its administrative agency or board of adjustment shall require the owner of the structure
or vegetation tree in question to install, operate, and maintain thereon, at his or her own expense, such marking and lighting in conformance with the specific standards established by the Federal Aviation Administration as may be necessary to indicate to aircraft pilots the presence of an obstruction.

(b) Such marking and lighting shall conform to the specific standards established by rule by the department of Transportation.

(c) Existing structures not in compliance on October 1, 1988, shall be required to comply whenever the existing marking requires refurbishment, whenever the existing lighting requires replacement, or within 5 years of October 1, 1988, whichever occurs first.

Section 20. Section 333.08, Florida Statutes, is repealed.

Section 21. Section 333.09, Florida Statutes, is amended to read:

333.09 Administration of airport zoning regulations.—

(1) ADMINISTRATION AND ENFORCEMENT.—All airport zoning regulations adopted under this chapter shall provide for the administration and enforcement of such regulations by the political subdivisions or their by an administrative agency which may be an agency created by such regulations or any official, board, or other existing agency of the political subdivision adopting the regulations or of one of the political subdivisions which participated in the creation of the joint airport zoning board adopting the regulations, if satisfactory to that political subdivision, but in no case shall such administrative agency be or include any member of the board of adjustment. The duties of any administrative agency designated
pursuant to this chapter shall include that of hearing and
deciding all permits under s. 333.07 s. 333.07(1), deciding all
matters under s. 333.07(3), as they pertain to such agency, and
all other matters under this chapter applying to said agency,
but such agency shall not have or exercise any of the powers
herein delegated to the board of adjustment.

(2) LOCAL GOVERNMENT PROCESS.—
(a) Any political subdivision required to adopt airport
zoning regulations under this chapter must provide a process to:
1. Issue or deny permits consistent with s. 333.07,
including requests for exceptions to airport zoning regulations.
2. Notify the department of receipt of a complete permit
application consistent with s. 333.025(4).
3. Enforce any permit, order, requirement, decision, or
determination made by the administrative agency with respect to
the airport zoning regulations.

(b) Where a zoning board or permitting body already exists
within a political subdivision, the zoning board or permitting
body may implement the permitting and appeals process.
Otherwise, the political subdivision shall implement the
permitting and appeals process in a manner consistent with its
constitutional powers and areas of jurisdiction.

(3) APPEALS.—
(a) Any person, political subdivision or its administrative
agency, or any joint airport zoning board, which contends that
the decision made by a political subdivision or its
administrative agency is an improper application of airport
zoning regulations may use the process established for an
appeal.
(b) All appeals taken under this section must be taken within a reasonable time, as provided by the political subdivision or its administrative agency, by filing with the entity from which appeal is taken a notice of appeal specifying the grounds for appeal.

(c) An appeal stays all proceedings in the underlying action, unless the entity from which the appeal is taken certifies pursuant to the rules for appeal that by reason of the facts stated in the certificate, a stay would, in its opinion, cause imminent peril to life or property. In that case, proceedings may not be stayed except by an order of the political subdivision or its administrative agency following notice to the entity from which the appeal is taken and on good cause shown.

(d) The political subdivision or its administrative agency must set a reasonable time for the hearing of appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. At the hearing, a party may appear in person, by agent, or by attorney.

(e) The political subdivision or its administrative agency may, in conformity with the provisions of this chapter, reverse, affirm, or modify the underlying order, requirement, decision, or determination from which the appeal is taken.

Section 22. Section 333.10, Florida Statutes, is repealed.
Section 23. Section 333.11, Florida Statutes, is amended to read:

333.11 Judicial review.—

(1) Any person aggrieved, or taxpayer affected, by any decision of a board of adjustment, or any governing body of a
political subdivision or its administrative agency, or the Department of Transportation or any joint airport zoning board affected by a decision of a political subdivision or its of any administrative agency hereunder, may apply for judicial relief to the circuit court in the judicial circuit where the political subdivision board of adjustment is located within 30 days after rendition of the decision by the board of adjustment. Review shall be by petition for writ of certiorari, which shall be governed by the Florida Rules of Appellate Procedure.

(2) Upon presentation of such petition to the court, it may allow a writ of certiorari, directed to the board of adjustment, to review such decision of the board. The allowance of the writ shall not stay the proceedings upon the decision appealed from, but the court may, on application, on notice to the board, on due hearing and due cause shown, grant a restraining order.

(3) The board of adjustment shall not be required to return the original papers acted upon by it, but it shall be sufficient to return certified or sworn copies thereof or of such portions thereof as may be called for by the writ. The return shall concisely set forth such other facts as may be pertinent and material to show the grounds of the decision appealed from and shall be verified.

(2)(4) The court shall have exclusive jurisdiction to affirm, modify, or set aside the decision brought up for review in whole or in part, and if need be, to order further proceedings by the political subdivision or its administrative agency board of adjustment. The findings of fact by the political subdivision or its administrative agency board, if supported by substantial evidence, shall be accepted by the
court as conclusive. An, and no objection to a decision of the political subdivision or its administrative agency may not be considered by the court unless such objection was raised in the underlying proceeding shall have been urged before the board, or, if it was not so urged, unless there were reasonable grounds for failure to do so.

(3) (5) If in any case in which airport zoning regulations adopted under this chapter, although generally reasonable, are held by a court to interfere with the use and enjoyment of a particular structure or parcel of land to such an extent, or to be so onerous in their application to such a structure or parcel of land, as to constitute a taking or deprivation of that property in violation of the State Constitution or the Constitution of the United States, such holding shall not affect the application of such regulations to other structures and parcels of land, or such regulations as are not involved in the particular decision.

(4) (6) No judicial appeal shall be or is not permitted under this section, to any courts until the appellant has exhausted all its remedies through application for local government permits, exceptions, and appeals, as herein provided, save and except an appeal from a decision of the board of adjustment, the appeal herein provided being from such final decision of such board only, the appellant being hereby required to exhaust his or her remedies hereunder of application for permits, exceptions and variances, and appeal to the board of adjustment, and gaining a determination by said board, before being permitted to appeal to the court hereunder.

Section 24. Section 333.12, Florida Statutes, is amended to
333.12 Acquisition of air rights.—When in any case which it is desired to remove, lower or otherwise terminate a nonconforming structure or use presents an air hazard and the structure cannot be removed, lowered, or otherwise terminated; or the approach protection necessary cannot, because of constitutional limitations, be provided by airport regulations under this chapter; or it appears advisable that the necessary approach protection be provided by acquisition of property rights rather than by airport zoning regulations, the political subdivision within which the property or nonconforming use is located, or the political subdivision owning or operating the airport or being served by it, may acquire, by purchase, grant, or condemnation in the manner provided by chapter 73, such air right, navigation easement conveying the airspace over another property for use by the airport, or other estate, portion or interest in the property or nonconforming structure or use or such interest in the air above such property, vegetation, tree, structure, or use, in question, as may be necessary to effectuate the purposes of this chapter, and in so doing, if by condemnation, to have the right to take immediate possession of the property, interest in property, air right, or other right sought to be condemned, at the time, and in the manner and form, and as authorized by chapter 74. In the case of the purchase of any property, or any easement, or estate or interest therein or the acquisition of the same by the power of eminent domain, the political subdivision making such purchase or exercising such power shall in addition to the damages for the taking, injury, or destruction of property also pay the cost.
of the removal and relocation of any structure or any public utility which is required to be moved to a new location.

Section 25. Section 333.135, Florida Statutes, is created to read:

333.135 Transition provisions.—
(1) A provision of an airport zoning regulation in effect on July 1, 2015, that conflicts with this chapter must be amended to conform to the requirements of this chapter by July 1, 2016.

(2) By October 1, 2017, a political subdivision having an airport within its territorial limits, which has not adopted airport zoning regulations, must adopt airport zoning regulations which are consistent with this chapter.

(3) For those political subdivisions that have not yet adopted airport zoning regulations pursuant to this chapter, the department shall administer the permitting process as provided in s. 333.025.

Section 26. Section 333.14, Florida Statutes, is repealed.

Section 27. Subsections (36) and (37) of section 334.03, Florida Statutes, are amended to read:

334.03 Definitions.—When used in the Florida Transportation Code, the term:

(36) “511” or “511 services” means all three-digit telecommunications dialing to access interactive voice response telephone traveler information services provided in the state to include, but not be limited to, the terms as defined by the Federal Communications Commission in FCC Order No. 00-256, July 31, 2000.

(37) “Interactive voice response” means a software
application that accepts a combination of voice telephone input  
and touch-tone keypad selection and provides appropriate  
responses in the form of voice, fax, callback, e-mail, and other  
media.

Section 28. Subsection (31) of section 334.044, Florida  
Statutes, is amended, and subsection (34) of that section is  
created, to read:

334.044 Department; powers and duties.—The department shall  
have the following general powers and duties:

(31) To provide oversight of traveler information systems  
that may include the provision of interactive voice response  
television systems accessible via the 511 services number as  
assigned by the Federal Communications Commission for traveler  
information services. The department shall ensure that uniform  
standards and criteria for the collection and dissemination of  
traveler information are applied using interactive voice  
response systems.

(34) The department may assume responsibilities of the  
United States Department of Transportation with respect to  
highway projects within the state under the National  
Environmental Policy Act of 1969 (42 U.S.C. s. 4321 et seq.) and  
with respect to related responsibilities for environmental  
review, consultation, or other action required under any federal  
environmental law pertaining to review or approval of a highway  
project within the state. The department may assume  
responsibilities under 23 U.S.C. s. 327 and enter into one or  
more agreements, including memoranda of understanding, with the  
United States Secretary of Transportation related to the federal  
surface transportation project delivery program for the delivery
of highway projects, as provided by 23 U.S.C. s. 327. The department may adopt rules to implement this subsection and may adopt relevant federal environmental standards as the standards for this state for a program described in this subsection. Sovereign immunity to civil suit in federal court is waived consistent with 23 U.S.C. s. 327 and limited to the compliance, discharge, or enforcement of a responsibility assumed by the department under this subsection.

Section 29. Section 334.60, Florida Statutes, is amended to read:

334.60 511 traveler information system.—The department is the state’s lead agency for implementing 511 services and is the state’s point of contact for coordinating all 511 services with telecommunications service providers.

(1) The department shall:
   (a) Implement and administer 511 services in the state;
   (b) Coordinate with other transportation authorities in the state to provide multimodal traveler information through 511 services and other means;
   (c) Develop uniform standards and criteria for the collection and dissemination of traveler information using the 511 services number or other interactive voice response systems; and
   (d) Enter into joint participation agreements or contracts with highway authorities and public transit districts to share the costs of implementing and administering 511 services in the state. The department may also enter into other agreements or contracts with private firms relating to the 511 services to offset the costs of implementing and administering
511 services in the state.

(2) The department shall adopt rules to administer the coordination of 511 traveler information phone services in the state.

Section 30. Subsections (3) and (4) of section 335.065, Florida Statutes, are amended to read:

335.065 Bicycle and pedestrian ways along state roads and transportation facilities.—

(3) The department, in cooperation with the Department of Environmental Protection, shall establish a statewide integrated system of bicycle and pedestrian ways in such a manner as to take full advantage of any such ways which are maintained by any governmental entity. The department may enter into a concession agreement with a not-for-profit entity or private sector business or entity for commercial sponsorship displays on multiuse trails and related facilities and use any concession agreement revenues for the maintenance of the multiuse trails and related facilities. Commercial sponsorship displays are subject to the requirements of the Highway Beautification Act of 1965 and all federal laws and agreements, when applicable. For the purposes of this section, bicycle facilities may be established as part of or separate from the actual roadway and may utilize existing road rights-of-way or other rights-of-way or easements acquired for public use.

(a) A concession agreement shall be administered by the department and must include the requirements of this section.

(b) 1. Signage or displays erected under this section shall comply with s. 337.407 and chapter 479 and shall be limited as follows:

CODING: Words stricken are deletions; words underlined are additions.
a. One large sign or display, not to exceed 16 square feet in area, may be located at each trailhead or parking area.

b. One small sign or display, not to exceed 4 square feet in area, may be located at each designated trail public access point.

2. Before installation, each name or sponsorship display must be approved by the department.

3. The department shall ensure that the size, color, materials, construction, and location of all signs are consistent with the management plan for the property and the standards of the department, do not intrude on natural and historic settings, and contain only a logo selected by the sponsor and the following sponsorship wording:

...(Name of the sponsor)... proudly sponsors the costs of maintaining the ...(Name of the greenway or trail)....

4. All costs of a display, including development, construction, installation, operation, maintenance, and removal costs, shall be paid by the concessionaire.

(c) A concession agreement shall be for a minimum of 1 year, but may be for a longer period under a multiyear agreement, and may be terminated for just cause by the department upon 60 days’ advance notice. Just cause for termination of a concession agreement includes, but is not limited to, violation of the terms of the concession agreement or this section.

(4)(a) The department may 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. The department shall give funding priority to projects that:

1. Are identified by the Florida Greenways and Trails Council as a priority within the Florida Greenways and Trails System under chapter 260.

2. Support the transportation needs of bicyclists and pedestrians.

3. Have national, statewide, or regional importance.

4. Facilitate an interconnected system of trails by completing gaps between existing trails.

(b) A project funded under this subsection shall:

1. Be included in the department’s work program developed in accordance with s. 339.135.

2. Be operated and maintained by an entity other than the department upon completion of construction. The department is not obligated to provide funds for the operation and maintenance of the project.

Section 31. Section 335.21, Florida Statutes, is created to read:

335.21 Governing bodies of independent special districts regulating the operation of public vehicles on public highways.— Notwithstanding any provision of local law, the membership of the governing body of any independent special district created for the purpose of regulating the operation of public vehicles upon the public highways under the jurisdiction of any such independent special district shall consist of seven members.
Four members shall be appointed by the Governor, one member shall be appointed by the governing body of the largest municipality situated within the jurisdiction of the independent special district, and two members shall be appointed by the governing body of the county in which the independent special district has jurisdiction. All appointees must be residents of the county in which the independent special district has jurisdiction. This section does not apply to any entity authorized under s. 163.567 or under chapter 343, chapter 348, or chapter 349.

Section 32. Subsection (4) of section 338.165, Florida Statutes, is amended to read:

338.165 Continuation of tolls.—

(4) Notwithstanding any other law to the contrary, pursuant to s. 11, Art. VII of the State Constitution, and subject to the requirements of subsection (2), the Department of Transportation may request the Division of Bond Finance to issue bonds secured by toll revenues collected on the Alligator Alley, the Sunshine Skyway Bridge, the Beeline-East Expressway, the Navarre Bridge, and the Pinellas Bayway to fund transportation projects located within the county or counties in which the project is located and contained in the adopted work program of the department.

Section 33. Subsection (5) is added to section 338.227, Florida Statutes, to read:

338.227 Turnpike revenue bonds.—

(5) Notwithstanding s. 215.82, bonds issued pursuant to this section are not required to be validated pursuant to chapter 75, but may be validated at the option of the Division of Bond Finance. Any complaint for such validation must be filed...
in the circuit court of the county where the seat of state
government is situated. The notice required to be published by
s. 75.06 must be published only in the county where the
complaint is filed. The complaint and order of the circuit court
shall be served only on the state attorney of the circuit in
which the action is pending.

Section 34. Paragraph (c) of subsection (3) of section
338.231, Florida Statutes, and subsections (5) and (6) of that
section, are amended to read:

338.231 Turnpike tolls, fixing; pledge of tolls and other
revenues.—The department shall at all times fix, adjust, charge,
and collect such tolls and amounts for the use of the turnpike
system as are required in order to provide a fund sufficient
with other revenues of the turnpike system to pay the cost of
maintaining, improving, repairing, and operating such turnpike
system; to pay the principal of and interest on all bonds issued
to finance or refinance any portion of the turnpike system as
the same become due and payable; and to create reserves for all
such purposes.

(3)

(c) Notwithstanding any other provision of law to the
contrary, any prepaid toll account of any kind which has
remained inactive for 10 years shall be presumed unclaimed and
its disposition shall be handled by the Department of Financial
Services in accordance with all applicable provisions of chapter
717 relating to the disposition of unclaimed property, and the
prepaid toll account shall be closed by the department.

(5) In each fiscal year while any of the bonds of the
Broward County Expressway Authority series 1984 and series 1986-
A remain outstanding, the department is authorized to pledge revenues from the turnpike system to the payment of principal and interest of such series of bonds and the operation and maintenance expenses of the Sawgrass Expressway, to the extent gross toll revenues of the Sawgrass Expressway are insufficient to make such payments. The terms of an agreement relative to the pledge of turnpike system revenue will be negotiated with the parties of the 1984 and 1986 Broward County Expressway Authority lease-purchase agreements, and subject to the covenants of those agreements. The agreement must establish that the Sawgrass Expressway is subject to the planning, management, and operating control of the department limited only by the terms of the lease-purchase agreements. The department shall provide for the payment of operation and maintenance expenses of the Sawgrass Expressway until such agreement is in effect. This pledge of turnpike system revenues is subordinate to the debt service requirements of any future issue of turnpike bonds, the payment of turnpike system operation and maintenance expenses, and subject to any subsequent resolution or trust indenture relating to the issuance of such turnpike bonds.

(5) (6) The use and disposition of revenues pledged to bonds are subject to ss. 338.22-338.241 and such regulations as the resolution authorizing the issuance of the bonds or such trust agreement may provide.

Section 35. Paragraph (c) of subsection (7) of section 339.175, Florida Statutes, is amended to read:

339.175 Metropolitan planning organization.—

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

(c) Assess capital investment and other measures necessary
to:

1. Ensure the preservation of the existing metropolitan
transportation system including requirements for the operation,
resurfacing, restoration, and rehabilitation of major roadways
and requirements for the operation, maintenance, modernization,
and rehabilitation of public transportation facilities; and

2. Make the most efficient use of existing transportation
facilities to relieve vehicular congestion, improve safety, and
maximize the mobility of people and goods. Such efforts shall
include, but not be limited to, consideration of infrastructure

CODING: Words stricken are deletions; words underlined are additions.
and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous vehicle technology and other developments.

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

Section 36. Paragraph (c) is added to subsection (3) of section 339.64, Florida Statutes, and paragraph (a) of subsection (4) of that section is amended, to read:

339.64 Strategic Intermodal System Plan.—

(3)

(c) The department also shall coordinate with federal, regional, and local partners, as well as industry representatives, to consider infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous vehicle technology and other developments, in Strategic Intermodal System facilities.

(4) The Strategic Intermodal System Plan shall include the following:

(a) A needs assessment. Such assessment shall include, but not be limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in
vehicle technology, such as autonomous vehicle technology and other developments.

Section 37. Section 339.81, Florida Statutes, is created to read:

339.81 Florida Shared-Use Nonmotorized Trail Network.—

(1) The Florida Shared-Use Nonmotorized Trail Network is created as a component of the Florida Greenways and Trails System established in chapter 260. The 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, provide nonmotorized transportation opportunities for bicyclists and pedestrians 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.

(2) 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 greater than one-half mile in length connecting two or more nonmotorized trails, if the provision of non-road facilities is unfeasible 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.

(3) The department shall include a project to be constructed as part of the Shared-Use Nonmotorized Trail Network in its work program developed pursuant to s. 339.135.

(4) The planning, development, operation, and maintenance of the 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 may accept gifts and grants of funds, property, or property rights from public or private sources to be used for such purposes.

(5) 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.

(6) The department may adopt rules to aid in the development and maintenance of components of the network.

Section 38. Section 339.82, Florida Statutes, is created to read:

339.82 Shared-Use Nonmotorized Trail Network Plan.—

(1) The department shall develop a Shared-Use Nonmotorized Trail Network Plan in coordination with the Department of Environmental Protection, metropolitan planning organizations, affected local governments and public agencies, and the Florida Greenways and Trails Council. The plan must be consistent with
the Florida Greenways and Trails Plan developed under s. 260.014
and must be updated at least once every 5 years.

(2) The Shared-Use Nonmotorized Trail Network Plan must include all of the following:

(a) A needs assessment, including, but not limited to, a comprehensive inventory and analysis of existing trails that may be considered for inclusion in the Shared-Use Nonmotorized Trail Network.

(b) A project prioritization process that includes assigning funding priority to projects that:

1. Are identified by the Florida Greenways and Trails Council as a priority within the Florida Greenways and Trails System under chapter 260;

2. Facilitate an interconnected network of trails by completing gaps between existing facilities; and

3. Maximize use of federal, local, and private funding and support mechanisms, including, but not limited to, donation of funds, real property, and maintenance responsibilities.

(c) A map illustrating existing and planned facilities and identifying critical gaps between facilities.

(d) A finance plan based on reasonable projections of anticipated revenues, including both 5-year and 10-year cost-feasible components.

(e) Performance measures that include quantifiable increases in trail network access and connectivity.

(f) A timeline for the completion of the base network using new and existing data from the department, the Department of Environmental Protection, and other sources.

(g) A marketing plan prepared in consultation with the
Florida Tourism Industry Marketing Corporation.

Section 39. Section 339.83, Florida Statutes, is created to read:

339.83 Sponsorship of Shared-Use Nonmotorized Trails.—

(1) The department may enter into a concession agreement with a not-for-profit entity or private sector business or entity for commercial sponsorship signs, pavement markings, and exhibits on nonmotorized trails and related facilities constructed as part of the Shared-Use Nonmotorized Trail Network. The concession agreement may also provide for recognition of trail sponsors in any brochure, map, or website providing trail information. Trail websites may provide links to sponsors. Revenue from such agreements may be used for the maintenance of the nonmotorized trails and related facilities.

(a) A concession agreement shall be administered by the department.

(b) 1. Signage, pavement markings, or exhibits erected pursuant to this section must comply with s. 337.407 and chapter 479 and are limited as follows:

a. One large sign, pavement marking, or exhibit, not to exceed 16 square feet in area, may be located at each trailhead or parking area.

b. One small sign, pavement marking, or exhibit, not to exceed 4 square feet in area, may be located at each designated trail public access point where parking is not provided.

c. Pavement markings denoting specified distances must be located at least 1 mile apart.

2. Before installation, each sign, pavement marking, or exhibit must be approved by the department.
3. The department shall ensure that the size, color, materials, construction, and location of all signs, pavement markings, and exhibits are consistent with the management plan for the property and the standards of the department, do not intrude on natural and historic settings, and contain a logo selected by the sponsor and the following sponsorship wording:

   ...(Name of the sponsor) ... proudly sponsors the costs of maintaining the ...(Name of the greenway or trail)....

4. Exhibits may provide additional information and materials including, but not limited to, maps and brochures for trail user services related or proximate to the trail. Pavement markings may display mile marker information.

5. The costs of a sign, pavement marking, or exhibit, including development, construction, installation, operation, maintenance, and removal costs, shall be paid by the concessionaire.

   (c) A concession agreement shall be for a minimum of 1 year, but may be for a longer period under a multiyear agreement, and may be terminated for just cause by the department upon 60 days’ advance notice. Just cause for termination of a concession agreement includes, but is not limited to, violation of the terms of the concession agreement or this section.

   (2) Pursuant to s. 287.057, the department may contract for the provision of services related to the trail sponsorship program, including recruitment and qualification of businesses,
review of applications, permit issuance, and fabrication, installation, and maintenance of signs, pavement markings, and exhibits. The department may reject all proposals and seek another request for proposals or otherwise perform the work. The contract may allow the contractor to retain a portion of the annual fees as compensation for its services.

(3) This section does not create a proprietary or compensable interest in any sponsorship site or location for any permittee, and the department may terminate permits or change locations of sponsorship sites as it determines necessary for construction or improvement of facilities.

(4) The department may adopt rules to establish requirements for qualification of businesses, qualification and location of sponsorship sites, and permit applications and processing. The department may adopt rules to establish other criteria necessary to implement this section and to provide for variances when necessary to serve the interest of the public or when required to ensure equitable treatment of program participants.

Section 40. (1) The Office of Economic and Demographic Research shall evaluate and determine the economic benefits, as defined in s. 288.005(1), Florida Statutes, of the state’s investment in the Department of Transportation’s adopted work program developed in accordance with s. 339.135(5), Florida Statutes, for fiscal year 2015-2016, including the following 4 fiscal years. At a minimum, a separate return on investment shall be projected for each of the following areas:

(a) Roads and highways;

(b) Rails;
The analysis is limited to the funding anticipated by the adopted work program, but may address the continuing economic impact for those transportation projects in the 5 years beyond the conclusion of the adopted work program. The analysis must also evaluate the number of jobs created, the increase or decrease in personal income, and the impact on gross domestic product from the direct, indirect, and induced effects on the state’s investment in each area.

(2) The Department of Transportation and each of its district offices shall provide the Office of Economic and Demographic Research full access to all data necessary to complete the analysis, including any confidential data.

(3) The Office of Economic and Demographic Research shall submit the analysis to the President of the Senate and the Speaker of the House of Representatives by January 1, 2016.
Section 44. Section 345.0002, Florida Statutes, is created to read:

345.0002 Definitions.—As used in this chapter, the term:

1) "Agency of the state" means the state and any department of, or any corporation, agency, or instrumentality created, designated, or established by, the state.

2) "Area served" means Escambia County. However, upon a contiguous county’s consent to inclusion within the area served by the authority and with the agreement of the authority, the term shall also include the geographical area of such county contiguous to Escambia County.

3) "Authority" means the Northwest Florida Regional Transportation Finance Authority, a body politic and corporate, and an agency of the state, established under this chapter.

4) "Bonds" means the notes, bonds, refunding bonds, or other evidences of indebtedness or obligations, in temporary or definitive form, which the authority may issue under this chapter.

5) "Department" means the Department of Transportation.

6) "Division" means the Division of Bond Finance of the State Board of Administration.

7) "Federal agency" means the United States, the President of the United States, and any department of, or any bureau, corporation, agency, or instrumentality created, designated, or established by, the United States Government.

8) "Members" means the governing body of the authority, and the term "member" means one of the individuals constituting such governing body.
(9) “Regional system” or “system” means, generally, a modern system of roads, bridges, causeways, tunnels, and mass transit services within the area of the authority, with access limited or unlimited as the authority may determine, and the buildings and structures and appurtenances and facilities related to the system, including all approaches, streets, roads, bridges, and avenues of access for the system.

(10) “Revenues” means the tolls, revenues, rates, fees, charges, receipts, rentals, contributions, and other income derived from or in connection with the operation or ownership of a regional system, including the proceeds of any use and occupancy insurance on any portion of the system, but excluding state funds available to the authority and any other municipal or county funds available to the authority under an agreement with a municipality or county.

Section 45. Section 18. Section 345.0003, Florida Statutes, is created to read:

345.0003 Regional transportation finance authority formation and membership.—

(1) Escambia County, alone or together with any consenting contiguous county, may form a regional finance authority for the purposes of constructing, maintaining, and operating transportation projects in the northwest region of this state. The authority shall be governed in accordance with this chapter. The area served by the authority may not be expanded beyond Escambia County without the approval of the county commission of each contiguous county that will be a part of the authority.

(2) The governing body of the authority shall consist of a board of voting members as follows:
(a) The county commission of each county in the area served by the authority shall appoint two members. Each member must be a resident of the county from which he or she is appointed and, if possible, must represent the business and civic interests of the community.

(b) The Governor shall appoint an equal number of members to the board as those appointed by the county commissions. The members appointed by the Governor must be residents of the area served by the authority.

(c) The district secretary of the department serving in the district that includes Escambia County.

(3) The term of office of each member shall be for 4 years or until his or her successor is appointed and qualified.

(4) A member may not hold an elected office during the term of his or her membership.

(5) A vacancy occurring in the governing body before the expiration of the member’s term shall be filled for the remainder of the unexpired term by the respective appointing authority in the same manner as the original appointment.

(6) Before entering upon his or her official duties, each member must take and subscribe to an oath before an official authorized by law to administer oaths that he or she will honestly, faithfully, and impartially perform the duties of his or her office as a member of the governing body of the authority and that he or she will not neglect any duties imposed on him or her by this chapter.

(7) The Governor may remove from office a member of the authority for misconduct, malfeasance, misfeasance, or nonfeasance in office.
(8) Members of the authority shall designate a chair from
among the membership.

(9) Members of the authority shall serve without
compensation, but are entitled to reimbursement for per diem and
other expenses in accordance with s. 112.061 while in
performance of their official duties.

(10) A majority of the members of the authority shall
constitute a quorum, and resolutions enacted or adopted by a
vote of a majority of the members present and voting at any
meeting are effective without publication, posting, or any
further action of the authority.

Section 46. Section 345.0004, Florida Statutes, is created
to read:

345.0004 Powers and duties.—

(1) The authority shall plan, develop, finance, construct,
reconstruct, improve, own, operate, and maintain a regional
system in the area served by the authority. The authority may
not exercise these powers with respect to an existing system for
transporting people and goods by any means that is owned by
another entity without the consent of that entity. If the
authority acquires, purchases, or inherits an existing entity,
the authority shall inherit and assume all rights, assets,
appropriations, privileges, and obligations of the existing
entity.

(2) The authority may exercise all powers necessary,
appurtenant, convenient, or incidental to the carrying out of
the purposes of this section, including, but not limited to, the
following rights and powers:

(a) To sue and be sued, implead and be impleaded, and
complain and defend in all courts in its own name.

(b) To adopt and use a corporate seal.

(c) To have the power of eminent domain, including the
procedural powers granted under chapters 73 and 74.

(d) To acquire, purchase, hold, lease as a lessee, and use
any property, real, personal, or mixed, tangible or intangible,
or any interest therein, necessary or desirable for carrying out
the purposes of the authority.

(e) To sell, convey, exchange, lease, or otherwise dispose
of any real or personal property acquired by the authority,
including air rights, which the authority and the department
have determined is not needed for the construction, operation,
and maintenance of the system.

(f) To fix, alter, charge, establish, and collect rates,
fees, rentals, and other charges for the use of any system owned
or operated by the authority, which rates, fees, rentals, and
other charges must be sufficient to comply with any covenants
made with the holders of any bonds issued under this act. This
right and power may be assigned or delegated by the authority to
the department.

(g) To borrow money; to make and issue negotiable notes,
bonds, refunding bonds, and other evidences of indebtedness or
obligations, in temporary or definitive form, to finance all or
part of the improvement of the authority’s system and
appurtenant facilities, including the approaches, streets,
roads, bridges, and avenues of access for the system and for any
other purpose authorized by this chapter, the bonds to mature no
more than 30 years after the date of the issuance; to secure the
payment of such bonds or any part thereof by a pledge of its
revenues, rates, fees, rentals, or other charges, including
municipal or county funds received by the authority under an
agreement between the authority and a municipality or county;
and, in general, to provide for the security of the bonds and
the rights and remedies of the holders of the bonds. However,
municipal or county funds may not be pledged for the
construction of a project for which a toll is to be charged
unless the anticipated tolls are reasonably estimated by the
governing board of the municipality or county, on the date of
its resolution pledging the funds, to be sufficient to cover the
principal and interest of such obligations during the period
when the pledge of funds is in effect.

1. The authority shall reimburse a municipality or county
for sums spent from municipal or county funds used for the
payment of the bond obligations.

2. If the authority elects to fund or refund bonds issued
by the authority before the maturity of the bonds, the proceeds
of the funding or refunding bonds, pending the prior redemption
of the bonds to be funded or refunded, shall be invested in
direct obligations of the United States, and the outstanding
bonds may be funded or refunded by the issuance of bonds under
this chapter.

(h) To make contracts of every name and nature, including,
but not limited to, partnerships providing for participation in
ownership and revenues, and to execute each instrument necessary
or convenient for the conduct of its business.

(i) Without limitation of the foregoing, to cooperate with,
to accept grants from, and to enter into contracts or other
transactions with any federal agency, the state, or any agency
or any other public body of the state.

(j) To employ an executive director, attorney, staff, and consultants. Upon the request of the authority, the department shall furnish the services of a department employee to act as the executive director of the authority.

(k) To accept funds or other property from private donations.

(l) To act and do things necessary or convenient for the conduct of its business and the general welfare of the authority, in order to carry out the powers granted to it by this act or any other law.

(3) The authority may not pledge the credit or taxing power of the state or a political subdivision or agency of the state. Obligations of the authority may not be considered to be obligations of the state or of any other political subdivision or agency of the state. Except for the authority, the state or any political subdivision or agency of the state is not liable for the payment of the principal of or interest on such obligations.

(4) The authority may not, other than by consent of the affected county or an affected municipality, enter into an agreement that would legally prohibit the construction of a road by the county or the municipality.

(5) The authority shall comply with the statutory requirements of general application which relate to the filing of a report or documentation required by law, including the requirements of ss. 189.015, 189.016, 189.051, and 189.08.

Section 47. Section 345.0005, Florida Statutes, is created to read:
345.0005 Bonds.—

(1) Bonds may be issued on behalf of the authority pursuant to the State Bond Act in such principal amount as the authority determines is necessary to achieve its corporate purposes, including construction, reconstruction, improvement, extension, and repair of the regional system; the acquisition cost of real property; interest on bonds during construction and for a reasonable period thereafter; and establishment of reserves to secure bonds.

(2) Bonds issued on behalf of the authority under subsection (1) must:

(a) Be authorized by resolution of the members of the authority and bear such date or dates; mature at such time or times not exceeding 30 years after their respective dates; bear interest at a rate or rates not exceeding the maximum rate fixed by general law for authorities; be in such denominations; be in such form, either coupon or fully registered; carry such registration, exchangeability, and interchangeability privileges; be payable in such medium of payment and at such place or places; be subject to such terms of redemption; and be entitled to such priorities of lien on the revenues and other available moneys as such resolution or any resolution after the bonds’ issuance provides.

(b) Be sold at public sale in the manner provided in the State Bond Act. Temporary bonds or interim certificates may be issued to the purchaser or purchasers of such bonds pending the preparation of definitive bonds and may contain such terms and conditions as determined by the authority.

(3) A resolution that authorizes bonds may specify
provisions that must be part of the contract with the holders of the bonds as to:

(a) The pledging of all or any part of the revenues, available municipal or county funds, or other charges or receipts of the authority derived from the regional system.

(b) The construction, reconstruction, improvement, extension, repair, maintenance, and operation of the system, or any part or parts of the system, and the duties and obligations of the authority with reference thereto.

(c) Limitations on the purposes to which the proceeds of the bonds, then or thereafter issued, or of any loan or grant by any federal agency or the state or any political subdivision of the state may be applied.

(d) The fixing, charging, establishing, revising, increasing, reducing, and collecting of tolls, rates, fees, rentals, or other charges for use of the services and facilities of the system or any part of the system.

(e) The setting aside of reserves or sinking funds and the regulation and disposition of such reserves or sinking funds.

(f) Limitations on the issuance of additional bonds.

(g) The terms of any deed of trust or indenture securing the bonds, or under which the bonds may be issued.

(h) Any other or additional matters, of like or different character, which in any way affect the security or protection of the bonds.

(4) The authority may enter into deeds of trust, indentures, or other agreements with banks or trust companies within or without the state, as security for such bonds, and may, under such agreements, assign and pledge any of the
revenues and other available moneys, including any available municipal or county funds, under the terms of this chapter. The deed of trust, indenture, or other agreement may contain provisions that are customary in such instruments or that the authority may authorize, including, but without limitation, provisions that:

(a) Pledge any part of the revenues or other moneys lawfully available.

(b) Apply funds and safeguard funds on hand or on deposit.

(c) Provide for the rights and remedies of the trustee and the holders of the bonds.

(d) Provide for the terms of the bonds or for resolutions authorizing the issuance of the bonds.

(e) Provide for any additional matters, of like or different character, which affect the security or protection of the bonds.

(5) Bonds issued under this act are negotiable instruments and have the qualities and incidents of negotiable instruments under the law merchant and the negotiable instruments law of the state.

(6) A resolution that authorizes the issuance of authority bonds and pledges the revenues of the system must require that revenues of the system be periodically deposited into appropriate accounts in sufficient sums to pay the costs of operation and maintenance of the system for the current fiscal year as set forth in the annual budget of the authority and to reimburse the department for any unreimbursed costs of operation and maintenance of the system from prior fiscal years before revenues of the system are deposited into accounts for the
payment of interest or principal owing or that may become owing on such bonds.

(7) State funds may not be used or pledged to pay the principal of or interest on any authority bonds, and all such bonds must contain a statement on their face to this effect.

Section 48. Section 345.0006, Florida Statutes, is created to read:

345.0006 Remedies of bondholders.—

(1) The rights and the remedies granted to authority bondholders under this chapter are in addition to and not in limitation of any rights and remedies lawfully granted to such bondholders by the resolution or indenture providing for the issuance of bonds, or by any deed of trust, indenture, or other agreement under which the bonds may be issued or secured. If the authority defaults in the payment of the principal or interest on the bonds issued under this chapter after such principal or interest becomes due, whether at maturity or upon call for redemption, as provided in the resolution or indenture, and such default continues for 30 days, or if the authority fails or refuses to comply with this chapter or any agreement made with, or for the benefit of, the holders of the bonds, the holders of 25 percent in aggregate principal amount of the bonds then outstanding are entitled as of right to the appointment of a trustee to represent such bondholders for the purposes of the default if the holders of 25 percent in aggregate principal amount of the bonds then outstanding first give written notice to the authority and to the department of their intention to appoint a trustee.

(2) The trustee and a trustee under a deed of trust,
indenture, or other agreement may, or upon the written request
of the holders of 25 percent or such other percentages specified
in any deed of trust, indenture, or other agreement, in
principal amount of the bonds then outstanding, shall, in any
court of competent jurisdiction, in its own name:

(a) By mandamus or other suit, action, or proceeding at
law, or in equity, enforce all rights of the bondholders,
including the right to require the authority to fix, establish,
maintain, collect, and charge rates, fees, rentals, and other
charges, adequate to carry out any agreement as to, or pledge
of, the revenues, and to require the authority to carry out any
other covenants and agreements with or for the benefit of the
bondholders, and to perform its and their duties under this
chapter.

(b) Bring suit upon the bonds.

(c) By action or suit in equity, require the authority to
account as if it were the trustee of an express trust for the
bondholders.

(d) By action or suit in equity, enjoin any acts or things
that may be unlawful or in violation of the rights of the
bondholders.

(3) A trustee, if appointed under this section or acting
under a deed of trust, indenture, or other agreement, and
regardless of whether all bonds have been declared due and
payable, is entitled to the appointment of a receiver. The
receiver may enter upon and take possession of the system or the
facilities or any part or parts of the system, the revenues, and
other pledged moneys, for and on behalf of and in the name of,
the authority and the bondholders. The receiver may collect and
receive revenues and other pledged moneys in the same manner as
the authority. The receiver shall deposit such revenues and
moneys in a separate account and apply all such revenues and
moneys remaining after allowance for payment of all costs of
operation and maintenance of the system in such manner as the
court directs. In a suit, action, or proceeding by the trustee,
the fees, counsel fees, and expenses of the trustee, and the
receiver, if any, and all costs and disbursements allowed by the
court must be a first charge on any revenues after payment of
the costs of operation and maintenance of the system. The
trustee also has all other powers necessary or appropriate for
the exercise of any functions specifically described in this
section or incident to the representation of the bondholders in
the enforcement and protection of their rights.

(4) A receiver appointed pursuant to this section to
operate and maintain the system or a facility or a part of a
facility may not sell, assign, mortgage, or otherwise dispose of
any of the assets belonging to the authority. The powers of the
receiver are limited to the operation and maintenance of the
system or any facility or part of a facility and to the
collection and application of revenues and other moneys due the
authority, in the name and for and on behalf of the authority
and the bondholders. A holder of bonds or a trustee does not
have the right in any suit, action, or proceeding, at law or in
equity, to compel a receiver, or a receiver may not be
authorized or a court may not direct a receiver, to sell,
assign, mortgage, or otherwise dispose of any assets of whatever
kind or character belonging to the authority.

Section 49. Section 345.0007, Florida Statutes, is created
to read:

345.0007 Department to construct, operate, and maintain facilities.—

(1) The department is the agent of the authority for the purpose of performing all phases of a project, including, but not limited to, constructing improvements and extensions to the system, with the exception of the transit facilities. The division and the authority shall provide to the department complete copies of the documents, agreements, resolutions, contracts, and instruments that relate to the project and shall request that the department perform the construction work, including the planning, surveying, design, and actual construction of the completion of, extensions of, and improvements to the system. After the issuance of bonds to finance construction of an improvement or addition to the system, the division and the authority shall transfer to the credit of an account of the department in the State Treasury the necessary funds for construction. The department shall proceed with construction and use the funds for the purpose authorized by law for construction of roads and bridges. The authority may alternatively, with the consent and approval of the department, elect to appoint a local agency certified by the department to administer federal aid projects in accordance with federal law as the authority’s agent for the purpose of performing each phase of a project.

(2) Notwithstanding subsection (1), the department is the agent of the authority for the purpose of operating and maintaining the system, with the exception of transit facilities. The costs incurred by the department for operation
and maintenance shall be reimbursed from revenues of the system.
The appointment of the department as agent for the authority
does not create an independent obligation on the part of the
department to operate and maintain a system. The authority shall
remain obligated as principal to operate and maintain its
system, and the authority’s bondholders do not have an
independent right to compel the department to operate or
maintain the authority’s system.

(3) The authority shall fix, alter, charge, establish, and
collect tolls, rates, fees, rentals, and other charges for the
authority’s facilities, as otherwise provided in this chapter.

Section 50. Section 345.0008, Florida Statutes, is created
to read:

345.0008 Department contributions to authority projects.—
(1) Subject to appropriation by the Legislature, the
department may, at the request of the authority, pay all or part
of the cost of financial, engineering, or traffic feasibility
studies or of the design, financing, acquisition, or
construction of an authority project or portion of the system
that is included in the 10-year Strategic Intermodal Plan.

(a) Pursuant to chapter 216, the department shall include
funding for such payments in its legislative budget request. The
request for funding may be included in the 5-year Tentative Work
Program developed under s. 339.135; however, it must appear as a
distinct funding item in the legislative budget request and must
be supported by a financial feasibility test provided by the
department.

(b) Funding provided for authority projects shall appear in
the General Appropriations Act as a distinct fixed capital
outlay item and must clearly identify the related authority project.

(c) The department may not make a budget request to fund the acquisition or construction of a proposed authority project unless the estimated net revenues of the proposed project will be sufficient to pay at least 50 percent of the annual debt service on the bonds associated with the project by the end of 12 years of operation and at least 100 percent of the debt service on the bonds by the end of 30 years of operation.

(2) The department may use its engineers and other personnel, including consulting engineers and traffic engineers, to conduct the feasibility studies authorized under subsection (1).

(3) The department may participate in authority-funded projects that, at a minimum:

(a) Serve national, statewide, or regional functions and function as part of an integrated regional transportation system.

(b) Are identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163. Further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management.

(c) Are consistent with the Strategic Intermodal System Plan developed under s. 339.64.

(d) Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.

(4) Before approval, the department must determine that the
proposed project:

(a) Is in the public’s best interest;
(b) Does not require state funding, unless the project is on the State Highway System;
(c) Has adequate safeguards in place to ensure that no additional costs will be imposed on or service disruptions will affect the traveling public and residents of this state if the department cancels or defaults on the agreement; and
(d) Has adequate safeguards in place to ensure that the department and the authority have the opportunity to add capacity to the proposed project and other transportation facilities serving similar origins and destinations.

(5) An obligation or expense incurred by the department under this section is a part of the cost of the authority project for which the obligation or expense was incurred. The department may require that money contributed by the department under this section be repaid from tolls of the project on which the money was spent, other revenue of the authority, or other sources of funds.

(6) The department shall receive from the authority a share of the authority’s net revenues equal to the ratio of the department’s total contributions to the authority under this section to the sum of: the department’s total contributions under this section; contributions by any local government to the cost of revenue-producing authority projects; and the sale proceeds of authority bonds after payment of costs of issuance. For the purpose of this subsection, the net revenues of the authority are determined by deducting from gross revenues the payment of debt service, administrative expenses, operations and
maintenance expenses, and all reserves required to be
established under any resolution under which authority bonds are
issued.

Section 51. Section 345.0009, Florida Statutes, is created
to read:

345.0009 Acquisition of lands and property.—
(1) For the purposes of this chapter, the authority may
acquire private or public property and property rights,
including rights of access, air, view, and light, by gift,
devise, purchase, condemnation by eminent domain proceedings, or
transfer from another political subdivision of the state, as the
authority may find necessary for any of the purposes of this
chapter, including, but not limited to, any lands reasonably
necessary for securing applicable permits, areas necessary for
management of access, borrow pits, drainage ditches, water
retention areas, rest areas, replacement access for landowners
whose access is impaired due to the construction of a facility,
and replacement rights-of-way for relocated rail and utility
facilities; for existing, proposed, or anticipated
transportation facilities on the system or in a transportation
corridor designated by the authority; or for the purposes of
screening, relocation, removal, or disposal of junkyards and
scrap metal processing facilities. Each authority shall also
have the power to condemn any material and property necessary
for such purposes.

(2) The authority shall exercise the right of eminent
domain conferred under this section in the manner provided by
law.

(3) An authority that acquires property for a
transportation facility or in a transportation corridor is not liable under chapter 376 or chapter 403 for preexisting soil or groundwater contamination due solely to its ownership. This section does not affect the rights or liabilities of any past or future owners of the acquired property or the liability of any governmental entity for the results of its actions which create or exacerbate a pollution source. The authority and the Department of Environmental Protection may enter into interagency agreements for the performance, funding, and reimbursement of the investigative and remedial acts necessary for property acquired by the authority.

Section 52. Section 345.001, Florida Statutes, is created to read:

345.001 Cooperation with other units, boards, agencies, and individuals.—A county, municipality, drainage district, road and bridge district, school district, or any other political subdivision, board, commission, or individual in, or of, the state may make and enter into a contract, lease, conveyance, partnership, or other agreement with the authority which complies with this chapter. The authority may make and enter into contracts, leases, conveyances, partnerships, and other agreements with any political subdivision, agency, or instrumentality of the state and any federal agency, corporation, or individual to carry out the purposes of this chapter.

Section 53. Section 345.0011, Florida Statutes, is created to read:

345.0011 Covenant of the state.—The state pledges to, and agrees with, any person, firm, or corporation, or federal or
state agency subscribing to or acquiring the bonds to be issued by the authority for the purposes of this chapter that the state will not limit or alter the rights vested by this chapter in the authority and the department until all bonds at any time issued, together with the interest thereon, are fully paid and discharged insofar as the rights vested in the authority and the department affect the rights of the holders of bonds issued under this chapter. The state further pledges to, and agrees with, the United States that if a federal agency constructs or contributes any funds for the completion, extension, or improvement of the system, or any parts of the system, the state will not alter or limit the rights and powers of the authority and the department in any manner that is inconsistent with the continued maintenance and operation of the system or the completion, extension, or improvement of the system, or that would be inconsistent with the due performance of any agreements between the authority and any such federal agency, and the authority and the department shall continue to have and may exercise all powers granted in this section, so long as the powers are necessary or desirable to carry out the purposes of this chapter and the purposes of the United States in the completion, extension, or improvement of the system, or any part of the system.

Section 54. Section 345.0012, Florida Statutes, is created to read:

345.0012 Exemption from taxation.—The authority created under this chapter is for the benefit of the people of the state, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions. The
authority performs essential governmental functions under this chapter, therefore, the authority is not required to pay any taxes or assessments of any kind or nature upon any property acquired or used by it for such purposes, or upon any rates, fees, rentals, receipts, income, or charges received by it. Also, the bonds issued by the authority, their transfer and the income from their issuance, including any profits made on the sale of the bonds, shall be free from taxation by the state or by any political subdivision, taxing agency, or instrumentality of the state. The exemption granted by this section does not apply to any tax imposed by chapter 220 on interest, income, or profits on debt obligations owned by corporations.

Section 55. Section 345.0013, Florida Statutes, is created to read:

345.0013 Eligibility for investments and security.—Bonds or other obligations issued under this chapter are legal investments for banks, savings banks, trustees, executors, administrators, and all other fiduciaries, and for all state, municipal, and other public funds, and are also securities eligible for deposit as security for all state, municipal, or other public funds, notwithstanding any other law to the contrary.

Section 56. Section 345.0014, Florida Statutes, is created to read:

345.0014 Applicability.—

(1) The powers conferred by this chapter are in addition to the powers conferred by other laws and do not repeal any other general or special law or local ordinance, but supplement them, and provide a complete method for the exercise of the powers
granted in this chapter. The extension and improvement of a
system, and the issuance of bonds under this chapter to finance
all or part of the cost of such extension or improvement, may be
accomplished through compliance with this chapter without regard
to or necessity for compliance with the limitations or
restrictions contained in any other general, special, or local
law, including, but not limited to, s. 215.821. Approval of any
bonds issued under this act by the qualified electors or
qualified electors who are freeholders in the state or in any
political subdivision of the state is not required for the
issuance of such bonds under this chapter.

(2) This act does not repeal, rescind, or modify any other
law relating to the State Board of Administration, the
Department of Transportation, or the Division of Bond Finance of
the State Board of Administration; however, this chapter
supersedes any other law that is inconsistent with its
provisions, including, but not limited to, s. 215.821.

Section 57. (1) LEGISLATIVE FINDINGS AND INTENT.—The
Legislature recognizes that the existing fuel tax structure used
to derive revenues for the funding of transportation projects in
this state will soon be inadequate to meet the state’s needs. To
address this emerging need, the Legislature directs the Center
for Urban Transportation Research to establish an extensive
study on the impact of implementing a system that charges
drivers based on the vehicle miles traveled as an alternative,
sustainable source of transportation funding and to establish
the framework for implementation of a pilot demonstration
project. The Legislature recognizes that, over time, the current
fuel tax structure has become less viable as the primary funding
source for transportation projects. While the fuel tax has functioned as a true user fee for decades, significant increases in mandated vehicle fuel efficiency and the introduction of electric and hybrid vehicles have significantly eroded the revenues derived from this tax. The Legislature also recognizes that there are legitimate privacy concerns related to a tax mechanism that would charge users of the highway system on the basis of miles traveled. Other concerns include the cost of implementing such a system and institutional issues associated with revenue sharing. Therefore, it is the intent of the Legislature that this study and demonstration design will, at a minimum, address these issues. To accomplish this task, the Center for Urban Transportation Research in consultation with the Florida Transportation Commission shall establish a project advisory board to assist the center in analyzing this alternative funding concept and in developing specific elements of the pilot project that will demonstrate the feasibility of transitioning Florida to a transportation funding system based on vehicle miles traveled.

(2) VEHICLE-MILES-TRAVELED STUDY.—The Center for Urban Transportation Research shall conduct a study on the viability of implementing a system in this state which charges drivers based on their vehicle miles traveled as an alternative to the present fuel tax structure to fund transportation projects. The study will inventory previous research and findings from pilot projects being conducted in other states. The study will address at a minimum previous work conducted in these broad areas: assessment of technologies; behavioral and privacy concerns; equity impacts; and policy implications of a vehicle miles
traveled road charging system. The effort will also quantify the
current costs to collect traditional highway user fees. This
study will synthesize findings of completed research and
demonstrations in the area of vehicle-miles-traveled charges and
analyze their applicability to Florida. The Center for Urban
Transportation Research shall present the findings of this study
phase to the Legislature no later than January 30, 2016.

(3) VEHICLE-MILES-TRAVELED PILOT PROJECT DESIGN.—

(a) In the course of the study, the Center for Urban
Transportation Research in consultation with the Florida
Transportation Commission shall establish the framework for a
pilot project that will evaluate the feasibility of implementing
a system that charges drivers based on their vehicle miles
traveled.

(b) In the design of the pilot project framework, the
Center for Urban Transportation Research shall address at a
minimum these elements: the geographic location for the pilot;
special fleets or classes of vehicles; evaluation criteria for
the demonstration; consumer choice in the method of reporting
miles traveled; privacy options for participants in the pilot
project; the recording of miles traveled with and without
locational information; records retention and destruction; and
cyber security.

(c) Contingent upon legislative appropriation, the Center
for Urban Transportation Research may expend up to $400,000 for
the study and pilot project design.

(d) The pilot project design shall be completed no later
than December 31, 2016, and submitted in a report to the
Legislature so that implementation of a pilot project can occur
Section 58. For the purpose of incorporating the amendment made by this act to section 333.01, Florida Statutes, in a reference thereto, subsection (6) of section 350.81, Florida Statutes, is reenacted to read:

350.81 Communications services offered by governmental entities.—

(6) To ensure the safe and secure transportation of passengers and freight through an airport facility, as defined in s. 159.27(17), an airport authority or other governmental entity that provides or is proposing to provide communications services only within the boundaries of its airport layout plan, as defined in s. 333.01(6), to subscribers which are integral and essential to the safe and secure transportation of passengers and freight through the airport facility, is exempt from this section. An airport authority or other governmental entity that provides or is proposing to provide shared-tenant service under s. 364.339, but not dial tone enabling subscribers to complete calls outside the airport layout plan, to one or more subscribers within its airport layout plan which are not integral and essential to the safe and secure transportation of passengers and freight through the airport facility is exempt from this section. An airport authority or other governmental entity that provides or is proposing to provide communications services to one or more subscribers within its airport layout plan which are not integral and essential to the safe and secure transportation of passengers and freight through the airport facility, or to one or more subscribers outside its airport layout plan, is not exempt from this section. By way of example
and not limitation, the integral, essential subscribers may include airlines and emergency service entities, and the nonintegral, nonessential subscribers may include retail shops, restaurants, hotels, or rental car companies.

Section 59. This act shall take effect July 1, 2015.