

By the Committees on Appropriations; and Transportation; and
Senators Brandes, Taddeo, Campbell, and Gibson

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1 A bill to be entitled
2 An act relating to transportation infrastructure;
3 creating s. 316.0899, F.S.; defining the terms "grid-
4 integrated vehicle" and "matching funds"; creating the
5 Florida Smart City Challenge Grant Program within the
6 Department of Transportation; providing program goals;
7 providing grant eligibility requirements; requiring
8 the department to issue a request for proposals by a
9 specified date; providing proposal requirements;
10 providing requirements for the award of grants and the
11 use of grant funds; providing reporting requirements;
12 requiring administrative support by the department;
13 authorizing the department to select an independent
14 nongovernmental entity to assist in project
15 construction, management, and evaluation for specified
16 purposes; providing requirements for the
17 nongovernmental entity; providing an appropriation;
18 requiring the Florida Transportation Commission to
19 review all sources of revenue for transportation
20 infrastructure and maintenance projects and prepare a
21 report to the Governor and the Legislature when the
22 commission determines that electric and hybrid
23 vehicles make up a certain percentage or more of the
24 total number of vehicles registered in this state;
25 authorizing the commission, in consultation with the
26 Department of Highway Safety and Motor Vehicles, to
27 use certain commercially available data; providing
28 minimum reporting requirements; requiring the
29 commission, in consultation with the Division of

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30 Emergency Management, to make an assessment of
31 transportation infrastructure with respect to
32 emergency evacuations and electric vehicles;
33 specifying requirements for the report; requiring the
34 report to be submitted to the Governor and the
35 Legislature no later than a certain date; authorizing
36 the commission to undertake and complete the review
37 before the specified percentage threshold is reached,
38 under certain circumstances; amending s. 339.175,
39 F.S.; requiring a long-range transportation plan to
40 consider infrastructure and technological improvements
41 necessary to accommodate the increased use of
42 autonomous technology and electric vehicles; amending
43 s. 201.15, F.S.; beginning in a specified fiscal year,
44 revising the annual allocations in the State
45 Transportation Trust Fund for the Transportation
46 Regional Incentive Program; providing for future
47 repeal of a provision that allocates funds annually to
48 the Florida Rail Enterprise; beginning in a specified
49 fiscal year, providing for annual allocations to the
50 Tampa Bay Area Regional Transit Authority and the
51 Statewide Mobility Innovation Program for certain
52 purposes; specifying requirements for matching funds
53 for the Tampa Bay Area Regional Transit Authority;
54 requiring the Department of Transportation to allocate
55 specified funds under certain circumstances to
56 projects in a certain 5-year work program in a certain
57 area, in addition to currently scheduled work program
58 commitments in that area; creating s. 339.84, F.S.;

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59 defining the term "innovative mobility system";
60 creating within the department the Statewide Mobility
61 Innovation Program; providing goals for the program;
62 beginning in a specified fiscal year, requiring the
63 department to use specified funds in a county to fund
64 the design and construction of a certain innovative
65 mobility system; providing requirements for the use of
66 specified funds by the department; requiring a county
67 proposing the use of funds for an innovative mobility
68 system to submit a request to the department, subject
69 to certain requirements; authorizing the submission of
70 joint proposals by two or more counties; requiring
71 local or private matching funds for certain
72 distributions, subject to certain requirements;
73 prohibiting certain funds distributed from being used
74 to subsidize projects with existing funding
75 commitments as of a specified date; requiring each
76 recipient of funds under the program to submit a
77 quarterly report to the department regarding the
78 development, implementation, and operation of the
79 project; requiring the department to submit to the
80 Legislature by a specified date an annual report on
81 the overall status of the program; amending s.
82 341.303, F.S.; prohibiting the department from
83 programing certain projects to be funded in the 5-year
84 work program after June 30, 2018; providing for the
85 future repeal of s. 341.303(5), F.S., relating to fund
86 participation and the Florida Rail Enterprise;
87 amending s. 343.58, F.S.; conforming a provision to

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88 changes made by the act; providing effective dates.

89
90 Be It Enacted by the Legislature of the State of Florida:

91
92 Section 1. Section 316.0899, Florida Statutes, is created
93 to read:

94 316.0899 Florida Smart City Challenge Grant Program.-

95 (1) DEFINITIONS.-As used in this section, the term:

96 (a) "Grid-integrated vehicle" means a motor vehicle that
97 has the ability for two-way power flow between the vehicle and
98 the electric grid and the communications hardware and software
99 that allow for external control of battery charging and
100 discharging.

101 (b) "Matching funds" includes in-kind services, goods,
102 equipment, or other noncash contributions calculated at fair
103 market value.

104 (2) CREATION; GOALS.-The Florida Smart City Challenge Grant
105 Program is created within the Department of Transportation. The
106 goals of the grant program include, but are not limited to:

107 (a) Providing opportunities to municipalities and other
108 regions of the state to develop innovative smart mobility
109 solutions to local transportation challenges.

110 (b) Deploying smart city technology that has an immediate
111 impact on the safe and efficient movement of people and goods
112 within municipalities and other regions of the state.

113 (c) Advancing autonomous, connected, grid-integrated, and
114 electric vehicle readiness and deployment throughout the state.

115 (d) Providing enhanced education and workforce development
116 opportunities by deploying emerging technologies that support

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117 the state's future workforce.

118 (e) Meeting the mobility needs of residents of this state,
119 particularly transportation disadvantaged persons as defined in
120 s. 427.011, by increasing access to and convenience of
121 transportation within municipalities and other regions of the
122 state.

123 (f) Facilitating the efficient movement of freight within
124 the state, especially in and around airports and seaports.

125 (g) Supporting the reduction or elimination of fossil fuel
126 consumption by relying on renewable energy sources and electric
127 technologies.

128 (h) Creating a smart mobility demonstration community in
129 the state that serves as a model for municipalities and other
130 regions nationwide.

131 (3) ELIGIBILITY REQUIREMENTS.—

132 (a) The following entities may apply to the Department of
133 Transportation for a grant to fund projects under the Florida
134 Smart City Challenge Grant Program:

135 1. A state, county, municipal, regional, or other agency
136 that is responsible for the movement of persons, goods, or
137 services within a defined geographical region, including an
138 entity created pursuant to chapter 343, chapter 348, or chapter
139 349.

140 2. An independent special district with powers that include
141 or are related to infrastructure development or transportation
142 systems and services.

143 3. A metropolitan planning organization or transportation
144 planning organization. Each entity responsible for deploying or
145 operating the project on behalf of a metropolitan planning

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146 organization or transportation planning organization must submit
147 a letter to the department detailing its commitment to the
148 implementation, operation, and maintenance of the project.

149 4. A state university.

150 (b) An applicant for a Florida Smart City Challenge Grant
151 must have in place a plan or framework for the implementation of
152 the proposed project in at least one of the following
153 categories:

154 1. Autonomous vehicle deployment or demonstration.

155 2. Connected vehicle technology deployment.

156 3. Shared mobility services innovation and deployment.

157 4. Acceleration of the use of plug-in electric vehicles and
158 electric charging infrastructure, including deployment of grid-
159 integrated vehicles.

160 (4) PROPOSALS.—By September 1, 2018, the Department of
161 Transportation shall issue a request for proposals for the award
162 of a Florida Smart City Challenge Grant. Each proposal submitted
163 to the department must include:

164 (a) A statement by the applicant certifying that the
165 project will be implemented and operational within 5 years after
166 receipt of the grant.

167 (b) A plan for fulfilling documentation requirements under
168 the department's Statewide Systems Engineering Management Plan
169 within such 5-year period.

170 (c) A description of how operation and maintenance costs
171 for the project will be funded in order to ensure that the
172 department's investment in the project is sustained.

173 (d) A plan for evaluation of the project and the methods by
174 which such evaluation will be shared with residents of the area

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175 served by the project.

176 (e) The procedure for integrating the project's
177 transportation-related data into the department's Data
178 Integration and Video Aggregation System.

179 (5) AWARD OF GRANTS.—The Department of Transportation shall
180 award a Florida Smart City Challenge Grant to at least three
181 recipients. Each award may not exceed \$6 million. The department
182 shall distribute the award to each recipient by January 1, 2019.

183 (a) The grant may fund up to 50 percent of project costs.
184 At least 10 percent of project costs must be funded by the grant
185 recipient. An additional minimum of 10 percent of project costs
186 must be funded by the private sector. Grant funds must be used
187 exclusively for startup costs, including, but not limited to,
188 acquisition of hardware, software, and assets associated with
189 implementation of the project, and may not be used for costs
190 associated with operation or maintenance of the project.

191 (b) In selecting grant recipients, the department shall
192 give priority to those proposals that demonstrate the
193 availability of matching funds from partner organizations to
194 fund project costs and that include a plan for documenting the
195 acquisition and expenditure of such matching funds.

196 1. The department shall give further priority to those
197 proposals that include larger amounts of matching funds from
198 private-sector partner organizations; however, local public
199 funds may also be used.

200 2. Matching funds may be used for costs associated with
201 operation, maintenance, and evaluation of the project.

202 3. A grant recipient that receives matching funds must
203 document the contribution of such funds in a quarterly report

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204 that details the manner in which the value of such contribution
205 is calculated.

206 (6) REPORTING REQUIREMENTS.—

207 (a) Each recipient of a Florida Smart City Challenge Grant
208 shall submit a quarterly report to the Department of
209 Transportation regarding the development, implementation, and
210 operation of the project. Such report must include information
211 documented pursuant to subparagraph (5)(b)3.

212 (b) The Department of Transportation must submit a
213 quarterly report to the President of the Senate and the Speaker
214 of the House of Representatives regarding the overall status of
215 the grant program.

216 (c) After implementation of the project is complete, each
217 recipient must submit an initial report to the Governor, the
218 President of the Senate, and the Speaker of the House of
219 Representatives which details the project's impact on the
220 transportation system within the area served by the project, the
221 extent to which the goals of the grant program have been met,
222 and recommendations for project revisions or improvements to
223 guide future deployment activities. A final report must be
224 submitted 2 years after submission of the initial report.

225 (7) ADMINISTRATIVE SUPPORT.—The Department of
226 Transportation shall provide administrative support to the
227 Florida Smart City Challenge Grant Program in order to
228 facilitate the deployment of smart city technology within the
229 state, including, but not limited to, expedited review of
230 proposals submitted under subsection (4). The department may
231 select an independent nongovernmental entity to assist in
232 project construction, management, and evaluation; to oversee the

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233 implementation of the project; and to analyze and document
234 lessons learned during, and benefits derived from,
235 implementation of the project. The nongovernmental entity must
236 have experience with the national Smart Cities Initiative,
237 advanced transportation deployment experience in this state,
238 extensive engineering experience, or expertise in stakeholder
239 engagement of potential partners to create a demonstration
240 community as described in paragraph (2) (h).

241 Section 2. For the 2018-2019 fiscal year, the sum of \$15
242 million in nonrecurring funds is appropriated from the State
243 Transportation Trust Fund to the Department of Transportation
244 for the purpose of implementing s. 316.0899, Florida Statutes.

245 Section 3. Florida Transportation Commission review;
246 electric and hybrid vehicles report.-

247 (1) (a) The Florida Transportation Commission shall review
248 all sources of revenue for transportation infrastructure and
249 maintenance projects and prepare a report to the Governor and
250 the Legislature when the commission determines that electric
251 vehicles, as defined in s. 320.01(36), Florida Statutes, and
252 hybrid vehicles, as defined in s. 316.0741, Florida Statutes,
253 make up 2 percent or more of the total number of vehicles
254 registered in this state.

255 (b) The commission, in consultation with the Department of
256 Highway Safety and Motor Vehicles, may use commercially
257 available data that the commission deems reliable to support its
258 determination and report. The report must, at a minimum, assess
259 the effect of projected electric and hybrid vehicle use in this
260 state on future revenue from existing taxes, fees, and
261 surcharges related to nonelectric, private-use motorcycles,

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262 mopeds, automobiles, tri-vehicles, and trucks.

263 (c) The commission, in consultation with the Division of
264 Emergency Management, shall also make an assessment of
265 transportation infrastructure with respect to emergency
266 evacuations and electric vehicles, including, but not limited
267 to, the availability of electric vehicle charging stations in
268 this state.

269 (2) The report must include recommendations to the
270 Legislature:

271 (a) To ensure continued funding for necessary maintenance
272 that provides for adequate levels of service on existing
273 transportation infrastructure;

274 (b) To accomplish improvements and capacity projects on
275 transportation infrastructure which meet the demand from
276 projected population and economic growth; and

277 (c) To accomplish necessary improvements to transportation
278 infrastructure that would support emergency evacuations by users
279 of electric vehicles.

280 (3) The report shall be submitted to the Governor and the
281 Legislature no later than September 1 of the year immediately
282 after the year in which the commission determines that electric
283 vehicles, as defined in s. 320.01(36), Florida Statutes, and
284 hybrid vehicles, as defined in s. 316.0741, Florida Statutes,
285 make up 2 percent or more of the total number of vehicles
286 registered in this state.

287 (4) Notwithstanding any other provisions of this section,
288 the commission may undertake and complete the review and report
289 before the 2-percent threshold is reached if the commission
290 finds that earlier completion is appropriate to maintain a

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291 financially stable, long-term transportation work program.

292 Section 4. Paragraph (c) of subsection (7) of section
293 339.175, Florida Statutes, is amended to read:

294 339.175 Metropolitan planning organization.—

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

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

317 1. Ensure the preservation of the existing metropolitan
318 transportation system including requirements for the operation,
319 resurfacing, restoration, and rehabilitation of major roadways

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320 and requirements for the operation, maintenance, modernization,
321 and rehabilitation of public transportation facilities; and

322 2. Make the most efficient use of existing transportation
323 facilities to relieve vehicular congestion, improve safety, and
324 maximize the mobility of people and goods. Such efforts must
325 include, but are not limited to, consideration of infrastructure
326 and technological improvements necessary to accommodate advances
327 in vehicle technology, such as the increased use of autonomous
328 technology and electric vehicles, and other developments.

329

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

339 Section 5. Paragraph (a) of subsection (4) of section
340 201.15, Florida Statutes, is amended, and paragraph (b) of that
341 subsection is republished, to read:

342 201.15 Distribution of taxes collected.—All taxes collected
343 under this chapter are hereby pledged and shall be first made
344 available to make payments when due on bonds issued pursuant to
345 s. 215.618 or s. 215.619, or any other bonds authorized to be
346 issued on a parity basis with such bonds. Such pledge and
347 availability for the payment of these bonds shall have priority
348 over any requirement for the payment of service charges or costs

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349 of collection and enforcement under this section. All taxes
350 collected under this chapter, except taxes distributed to the
351 Land Acquisition Trust Fund pursuant to subsections (1) and (2),
352 are subject to the service charge imposed in s. 215.20(1).
353 Before distribution pursuant to this section, the Department of
354 Revenue shall deduct amounts necessary to pay the costs of the
355 collection and enforcement of the tax levied by this chapter.
356 The costs and service charge may not be levied against any
357 portion of taxes pledged to debt service on bonds to the extent
358 that the costs and service charge are required to pay any
359 amounts relating to the bonds. All of the costs of the
360 collection and enforcement of the tax levied by this chapter and
361 the service charge shall be available and transferred to the
362 extent necessary to pay debt service and any other amounts
363 payable with respect to bonds authorized before January 1, 2017,
364 secured by revenues distributed pursuant to this section. All
365 taxes remaining after deduction of costs shall be distributed as
366 follows:

367 (4) After the required distributions to the Land
368 Acquisition Trust Fund pursuant to subsections (1) and (2) and
369 deduction of the service charge imposed pursuant to s.
370 215.20(1), the remainder shall be distributed as follows:

371 (a) The lesser of 24.18442 percent of the remainder or
372 \$541.75 million in each fiscal year shall be paid into the State
373 Treasury to the credit of the State Transportation Trust Fund.
374 Of such funds, \$75 million for each fiscal year shall be
375 transferred to the General Revenue Fund. Notwithstanding any
376 other law, the remaining amount credited to the State
377 Transportation Trust Fund shall be used for:

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378 1. Capital funding for the New Starts Transit Program,
379 authorized by Title 49, U.S.C. s. 5309 and specified in s.
380 341.051, in the amount of 10 percent of the funds;

381 2. The Small County Outreach Program specified in s.
382 339.2818, in the amount of 10 percent of the funds;

383 3. The Strategic Intermodal System specified in ss. 339.61,
384 339.62, 339.63, and 339.64, in the amount of 75 percent of the
385 funds after deduction of the payments required pursuant to
386 subparagraphs 1. and 2.; and

387 4.a. The Transportation Regional Incentive Program
388 specified in s. 339.2819, in the amount of 25 percent of the
389 funds after deduction of the payments required pursuant to
390 subparagraphs 1. and 2.

391 b. In fiscal years 2018-2019, 2019-2020, and 2020-2021, the
392 first \$60 million of the funds allocated pursuant to this
393 subparagraph ~~must~~ shall be allocated annually to the Florida
394 Rail Enterprise for the purposes established in s. 341.303(5).
395 This sub-subparagraph expires July 1, 2021.

396 c. Beginning in the 2021-2022 fiscal year, the first \$60
397 million of the funds allocated pursuant to this subparagraph
398 must be allocated annually as follows:

399 (I) Twenty-five million dollars on a matching basis to the
400 Tampa Bay Area Regional Transit Authority for the design and
401 construction of an innovative mobility system, as defined in s.
402 339.84. One dollar in local or private matching funds must be
403 provided for each dollar distributed under this sub-sub-
404 subparagraph. Federal funds may not be substituted for the local
405 or private matching funds. In any fiscal year in which the Tampa
406 Bay Area Regional Transit Authority notifies the Department of

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407 Transportation that the authority will not request all of the
408 funds allocated under this sub-sub-subparagraph for an
409 innovative mobility system, the Department of Transportation
410 shall allocate such funds to projects in the 5-year work program
411 under s. 339.135 in the area described in s. 343.91(1)(a) and
412 such funds shall be in addition to currently scheduled work
413 program commitments in that area.

414 (II) Thirty-five million dollars to the Statewide Mobility
415 Innovation Program for the purposes established in s. 339.84.

416 (b) The lesser of 0.1456 percent of the remainder or \$3.25
417 million in each fiscal year shall be paid into the State
418 Treasury to the credit of the Grants and Donations Trust Fund in
419 the Department of Economic Opportunity to fund technical
420 assistance to local governments.

421
422 Moneys distributed pursuant to paragraphs (a) and (b) may not be
423 pledged for debt service unless such pledge is approved by
424 referendum of the voters.

425 Section 6. Section 339.84, Florida Statutes, is created to
426 read:

427 339.84 Statewide Mobility Innovation Program.-

428 (1) As used in this section the term "innovative mobility
429 system" means a system of infrastructure, appurtenances, and
430 technology designed to move the greatest number of people in the
431 least amount of time. The term includes, but is not limited to,
432 autonomous vehicles as defined in s. 316.003, automated people
433 movers, bus rapid transit networks, transportation network
434 companies as defined in s. 627.748, ridesharing as defined in s.
435 341.031(9)(a), and commuter highway vehicles as defined in 49

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436 U.S.C. s. 5323(i)(2)(C)(ii). The term does not include other
437 traditional uses of a roadway system for conveyance.

438 (2) The Statewide Mobility Innovation Program is created
439 within the department. The goals of the program include, but are
440 not limited to:

441 (a) Evaluating, financing, and overseeing proposals for
442 innovative mobility systems in this state.

443 (b) Expending funds to publicize and promote innovative
444 mobility systems and to contract with entities to accomplish
445 these purposes.

446 (c) Soliciting proposals in accordance with chapter 287 for
447 the design and construction of innovative mobility systems and
448 contracting with entities to expend funds to accomplish this
449 purpose.

450 (3) Beginning in the 2021-2022 fiscal year, the department
451 shall use funds allocated pursuant to s. 201.15(4)(a)4.c.(II) in
452 a county to fund the design and construction of an innovative
453 mobility system based on a proposal that the county submits to
454 the department which the department approves as being consistent
455 with the requirements of this section.

456 (4) Of the \$35 million allocated under s.
457 201.15(4)(a)4.c.(II), the department must use:

458 (a) Twenty-five million dollars for an innovative mobility
459 system in a county as defined in s. 125.011(1) and \$5 million
460 for an alternative transportation system within the jurisdiction
461 of the Jacksonville Transportation Authority. In any fiscal year
462 in which a county as defined in s. 125.011(1) notifies the
463 department that the county will not request all of the funds
464 allocated under this paragraph for an innovative mobility

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465 system, the department shall allocate such funds to projects in
466 the 5-year work program under s. 339.135 in the county and such
467 funds shall be in addition to currently scheduled work program
468 commitments in that area.

469 (b) The remainder for such a system in any other county or
470 counties in the state.

471 (5) A county proposing the use of funds for an innovative
472 mobility system must submit a request to the department which
473 must include a detailed project and financial plan. The funding
474 request must specify the duration of the project and the total
475 amount sought by state fiscal year. Two or more counties may
476 submit a joint proposal to the department.

477 (6) One dollar in local or private matching funds must be
478 provided for each dollar distributed under this section. Federal
479 funds may not be substituted for the local or private matching
480 funds.

481 (7) Funds distributed under this section may not be used to
482 subsidize projects with existing funding commitments as of July
483 1, 2018.

484 (8) Each recipient of funds under this program must submit
485 a quarterly report to the department regarding the development,
486 implementation, and operation of the project. The department
487 must submit an annual report by September 1 to the President of
488 the Senate and the Speaker of the House of Representatives
489 regarding the overall status of the program.

490 Section 7. Subsection (5) of section 341.303, Florida
491 Statutes, is amended to read:

492 341.303 Funding authorization and appropriations;
493 eligibility and participation.—

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494 (5) FUND PARTICIPATION; FLORIDA RAIL ENTERPRISE.—The
495 department, through the Florida Rail Enterprise, is authorized
496 to use funds provided pursuant to s. 201.15(4)(a)4. to fund:

497 (a) Up to 50 percent of the nonfederal share of the costs
498 of any eligible passenger rail capital improvement project.

499 (b) Up to 100 percent of planning and development costs
500 related to the provision of a passenger rail system, including,
501 but not limited to, preliminary engineering, revenue studies,
502 environmental impact studies, financial advisory services,
503 engineering design, and other appropriate professional services.

504 (c) The high-speed rail system.

505 (d) Projects necessary to identify or address anticipated
506 impacts of increased freight rail traffic resulting from the
507 implementation of passenger rail systems as provided in s.
508 341.302(3)(b).

509
510 After June 30, 2018, the department may not program any projects
511 to be funded pursuant to this subsection for any year of the
512 work program if the project was not in the 5-year work program
513 adopted for the 2017-2018 fiscal year.

514 Section 8. Effective July 1, 2021, subsection (5) of
515 section 341.303, Florida Statutes, is repealed.

516 Section 9. Effective July 1, 2021, paragraph (b) of
517 subsection (4) of section 343.58, Florida Statutes, is amended
518 to read:

519 343.58 County funding for the South Florida Regional
520 Transportation Authority.—

521 (4) Notwithstanding any other provision of law to the
522 contrary and effective July 1, 2010, until as provided in

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523 paragraph (d), the department shall transfer annually from the
524 State Transportation Trust Fund to the South Florida Regional
525 Transportation Authority the amounts specified in subparagraph
526 (a)1. or subparagraph (a)2.

527 (b) Funding required by this subsection may not be provided
528 from the funds dedicated to the Florida Rail Enterprise or the
529 Statewide Mobility Innovation Program pursuant to s.
530 201.15(4)(a)4.

531 Section 10. Except as otherwise expressly provided in this
532 act, this act shall take effect July 1, 2018.