The Committee on Appropriations (Harrell) recommended the following:

**Senate Amendment (with title amendment)**

Delete lines 316 - 434 and insert:

signalized intersection for through traffic. Such improvements must be made with the goal of enhancing the economic prosperity and preserving the character of the communities impacted by such improvements.

(a) The department may not reduce any nontolled general use lanes of an existing facility.
(b) The department shall maintain existing access points to the roadway provided by designated streets, graded roads, or driveways.

(c) Upon application or as otherwise agreed to by the department, after construction is completed, property owners with parcels of land having no existing access shall have the right to one access point, and property owners having more than 1 mile of roadway frontage shall be allowed one access point for each mile owned.

(d) Any tolling points must be located such that a nontolled alternative exists for local traffic.

(4) Any tolled facilities are approved turnpike projects that are part of the turnpike system. A controlled-access portion of a roadway constructed pursuant to this section is considered a Strategic Intermodal System facility.

(5) Any existing applicable requirements relating to department projects shall apply to projects undertaken by the department pursuant to this section. The department shall take into consideration the guidance and recommendations of any previous studies or reports relevant to the projects authorized in this section.

(6) Any existing applicable requirements relating to turnpike projects shall apply to projects undertaken by the Turnpike Enterprise pursuant to this section. The Turnpike Enterprise shall take into consideration the guidance and recommendations of any previous studies or reports relevant to the projects authorized in this section.

(7) The department shall consider innovative concepts to combine right-of-way acquisition with the acquisition of lands
or easements to facilitate environmental mitigation or ecosystem, wildlife habitat, or water quality protection or restoration.

(8)(a) Decisions on matters such as configuration, project alignment, and interchange locations must be determined in accordance with applicable department rules, policies, and procedures.

(b) To the greatest extent practicable, roadway alignments, project alignment, and interchange locations shall be designed so that project rights-of-way are not located within conservation lands acquired under the Florida Preservation 2000 Act established in s. 259.101 and the Florida Forever Act established in s. 259.105.

(9) Subject to applicability of existing requirements as provided in subsections (5) and (6), projects may be funded through turnpike revenue bonds or right-of-way acquisition and bridge construction bonds or financing by the Florida Department of Transportation Financing Corporation; by advances from the State Transportation Trust Fund; with funds obtained through the creation of public-private partnerships; or any combination thereof. The department also may accept donations of land for use as transportation rights-of-way or to secure or use transportation rights-of-way for such projects in accordance with s. 337.2505. To the extent legally available, any toll revenues from the turnpike system not required for payment of principal, interest, reserves, or other required deposits for bonds; costs of operations and maintenance; other contractual obligations; or system improvement project costs must be used to repay advances received from the State Transportation Trust
Fund.

(10) Project construction is not eligible for funding until completion of 30 percent of the design phase, except for projects that are under construction or for which project alignment has been determined.

(11) In accordance with ss. 337.276, 338.227, and 339.0809, the Division of Bond Finance may issue, on behalf of the department, right-of-way acquisition and bridge construction bonds, turnpike revenue bonds, and Florida Department of Transportation Financing Corporation bonds to finance projects as provided in the State Bond Act.

Section 10. Section 339.67, Florida Statutes, is created to read:

339.67 U.S. 19 controlled access facilities.—The department shall develop and include in the work program the construction of controlled access facilities as necessary to achieve free flow of traffic on U.S. 19, beginning at the terminus of the Suncoast Parkway 2 Phase 3, north predominantly along U.S. 19 to a logical terminus on Interstate 10 in Madison County. This Strategic Intermodal System facility shall be developed using existing roadway, or portions thereof, to ensure the free flow of traffic along the roadway by improvements such as limited access alignments to manage congestion points and retrofitting existing roadway with a series of grade separations that provide an alternative to a signalized intersection for through traffic. To the maximum extent feasible, the facilities shall be developed no later than December 31, 2035.

Section 11. Section 339.68, Florida Statutes, is created to read:
339.68 Arterial rural highway projects.—The department shall identify and include in the work program projects to increase capacity by widening existing two-lane arterial rural roads to four lanes. To be included in a work program project, the road must be classified as an arterial rural road, and truck traffic using the road must amount to at least 15 percent of all such traffic, as determined by the department. The department shall fund at least $20 million annually for such projects.

Section 12. The Legislature finds that the extension of the Florida Turnpike from its northerly terminus in Wildwood to a logical and appropriate terminus as determined by the Department of Transportation is in the strategic interest of the state. The department shall commence the project development and environmental phase of the extension and shall consider project configuration, alignment, cost, and schedule. The department shall prepare a report summarizing the status of the project development and

And the title is amended as follows:

Delete lines 51 - 54

and insert:

providing for applicability of certain requirements;
requiring the department and Turnpike Enterprise to take into consideration guidance and recommendations of certain studies and reports; requiring certain