

## CHAPTER 2019-43

### Committee Substitute for Senate Bill No. 7068

An act relating to transportation; creating s. 338.2278, F.S.; creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; providing the purpose of the program; specifying the corridors included in the program; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or collocate multiple types of infrastructure-addressing issues during the project development phase; requiring the department to utilize an inclusive, consensus-building mechanism for each proposed multi-use corridor identified during the project development phase; requiring the department to convene a corridor task force composed of certain representatives for each multi-use corridor; requiring the secretary of the department to appoint the members of the respective corridor task forces by a specified date; providing requirements for the corridor tasks forces; requiring the department to adhere to certain recommendations of the task force created for each corridor; authorizing the task force for each corridor to consider and recommend certain innovative concepts; authorizing the department, in consultation with the Department of Environmental Protection, to incorporate certain features into each corridor during the project development phase; requiring each corridor task force to submit a certain report to the Governor and the Legislature by a specified date; requiring the department to provide affected local governments with a copy of the applicable task force report and project alignments; requiring a local government that has an interchange within its jurisdiction to review the applicable task force report and its local comprehensive plan by a specified date; providing requirements for the local government review; providing specified requirements that must be met before project construction in any identified corridor is eligible for funding; providing exceptions to such requirements; authorizing sources of funding for the projects; authorizing the department to accept certain donations of land for the projects; requiring that certain toll revenues from the turnpike system be used to repay advances received from the State Transportation Trust Fund; providing requirements for the department relating to certain delegated responsibilities; requiring the department to perform a specified project evaluation on certain projects; requiring that certain decisions on projects be determined in accordance with applicable department rules, policies, and procedures; providing design requirements for corridor configuration, project alignment, and interchange locations; authorizing the Division of Bond Finance, on behalf of the department, to issue certain bonds to finance projects in the program, as provided in the State Bond Act; providing specified dates for the construction of the projects and opening of the corridors; providing for specified transfers from the State Transportation Trust Fund to the

General Revenue Fund; providing for specified allocations of such transfers; providing requirements for use of funds allocated to the Transportation Disadvantaged Trust Fund; providing that allocated funds are in addition to any other statutory funding allocations; requiring that specified uncommitted funds be used by the department to fund program projects; authorizing the adopted work program to be amended to transfer funds between appropriations categories or to increase an appropriation category for a certain purpose; authorizing the department to waive consideration of certain matching funds relating to specified programs for hurricane-impacted counties with respect to certain project awards; amending s. 334.044, F.S.; requiring that the department, in consultation with affected stakeholders, provide a road and bridge construction workforce development program for construction of projects designated in the department's work program; providing intent for the workforce development program; providing requirements for the department and the program; authorizing the department to administer certain workforce development contracts with consultants and nonprofit entities; providing primary purposes for such entities; requiring the department to prepare and provide a certain report to the Governor and the Legislature by a specified date; amending s. 320.08, F.S.; deleting a requirement that specified fees from annual license taxes be deposited into the General Revenue Fund; creating s. 339.1373, F.S.; requiring that the department allocate sufficient funds to implement the Multi-use Corridors of Regional Economic Significance Program, develop a plan to expend revenues, and, prior to its adoption, amend the current tentative work program for specified fiscal years to include program projects; requiring the department to submit a certain budget amendment; requiring that specified increases in revenue to the State Transportation Trust Fund be used by the department to fund the Multi-use Corridors of Regional Economic Significance Program; amending s. 339.0801, F.S.; limiting to specified fiscal years a previously authorized transfer of funds to Florida's Turnpike Enterprise; requiring that, beginning with a specified fiscal year, such transfer be allocated for a certain purpose with certain specified preferences; creating s. 337.1101, F.S.; specifying requirements for the department when the department or any entity or enterprise within the department determines that it is in the best interest of the public to resolve a certain protest of the award of a certain contract; providing requirements for a certain memorandum; providing requirements for certain notifications; prohibiting the department from pledging any current or future action by another branch of state government as a condition of any procurement action; requiring certain settlements to be contingent upon and subject to legislative appropriation or statutory amendment; authorizing the department to agree to use its efforts to procure legislative funding or statutory amendments; providing an effective date.

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

Section 1. Section 338.2278, Florida Statutes, is created to read:

338.2278 Multi-use Corridors of Regional Economic Significance Program.—

(1) There is created within the department the Multi-use Corridors of Regional Economic Significance Program. The purpose of the program is to revitalize rural communities, encourage job creation, and provide regional connectivity while leveraging technology, enhancing quality of life and public safety, and protecting the environment and natural resources. The objective of the program is to advance the construction of regional corridors that are intended to accommodate multiple modes of transportation and multiple types of infrastructure. The intended benefits of the program include, but are not limited to, addressing issues such as:

- (a) Hurricane evacuation.
- (b) Congestion mitigation.
- (c) Trade and logistics.
- (d) Broadband, water, and sewer connectivity.
- (e) Energy distribution.
- (f) Autonomous, connected, shared, and electric vehicle technology.
- (g) Other transportation modes, such as shared-use nonmotorized trails, freight and passenger rail, and public transit.
- (h) Mobility as a service.
- (i) Availability of a trained workforce skilled in traditional and emerging technologies.
- (j) Protection or enhancement of wildlife corridors or environmentally sensitive areas.
- (k) Protection or enhancement of primary springs protection zones and farmland preservation areas designated within local comprehensive plans adopted under chapter 163.

(2) The program is composed of all of the following corridors:

- (a) Southwest-Central Florida Connector, extending from Collier County to Polk County.
- (b) Suncoast Connector, extending from Citrus County to Jefferson County.
- (c) Northern Turnpike Connector, extending from the northern terminus of the Florida Turnpike northwest to the Suncoast Parkway.

(3)(a) Projects undertaken in the corridors identified in subsection (2) are tolled facilities and approved turnpike projects that are part of the turnpike system, and are considered as Strategic Intermodal System facilities.

(b) During the project development phase, the department shall identify opportunities to accommodate or colocate multiple types of infrastructure-addressing issues, such as those identified in subsection (1), within or adjacent to the corridors.

(c)1. During the project development phase, the department shall utilize an inclusive, consensus-building mechanism for each proposed multi-use corridor identified in subsection (2). For each multi-use corridor identified in subsection (2), the department shall convene a corridor task force composed of appropriate representatives of:

- a. The Department of Environmental Protection;
- b. The Department of Economic Opportunity;
- c. The Department of Education;
- d. The Department of Health;
- e. The Fish and Wildlife Conservation Commission;
- f. The Department of Agriculture and Consumer Services;
- g. The local water management district or districts;
- h. A local government official from each local government within a proposed corridor;
- i. Metropolitan planning organizations;
- j. Regional planning councils;
- k. The community, who may be an individual or a member of a nonprofit community organization, as determined by the department; and
1. Appropriate environmental groups, such as 1000 Friends of Florida, Audubon Florida, the Everglades Foundation, The Nature Conservancy, the Florida Sierra Club, and the Florida Wildlife Corridor, as determined by the department.

2. The secretary of the department shall appoint the members of the respective corridor task forces by August 1, 2019.

3. Each corridor task force shall coordinate with the department on pertinent aspects of corridor analysis, including accommodation or colocation of multiple types of infrastructure, addressing issues such as those identified in subsection (1), within or adjacent to the corridor.

4. Each corridor task force shall evaluate the need for, and the economic and environmental impacts of, hurricane evacuation impacts of, and land use impacts of, the related corridor as identified in subsection (2).

5. Each corridor task force shall hold a public meeting in accordance with chapter 286 in each local government jurisdiction in which a project within an identified corridor is being considered.

6. To the maximum extent feasible, the department shall adhere to the recommendations of the task force created for each corridor in the design of the multiple modes of transportation and multiple types of infrastructure associated with the corridor. The task force for each corridor may consider and recommend innovative concepts to combine right-of-way acquisition with the acquisition of lands or easements to facilitate environmental mitigation or ecosystem, wildlife habitat, or water quality protection or restoration. The department, in consultation with the Department of Environmental Protection, may incorporate those features into each corridor during the project development phase.

7. The Southwest-Central Florida Connector corridor task force shall:

a. Address the impacts of the construction of a project within the corridor on panther and other critical wildlife habitat and evaluate in its final report the need for acquisition of lands for state conservation or as mitigation for project construction; and

b. Evaluate wildlife crossing design features to protect panther and other critical wildlife habitat corridor connections.

8. The Suncoast Connector corridor task force and the Northern Turnpike Connector corridor task force shall evaluate design features and the need for acquisition of state conservation lands that mitigate the impact of project construction within the respective corridors on:

a. The water quality and quantity of springs, rivers, and aquifer recharge areas;

b. Agricultural land uses; and

c. Wildlife habitat.

9. Each corridor task force shall issue its evaluations in a final report that must be submitted to the Governor, the President of the Senate, and the Speaker of the House of Representatives by October 1, 2020.

10. The department shall provide affected local governments with a copy of the applicable task force report and project alignments. Not later than December 31, 2023, a local government that has an interchange within its jurisdiction shall review the applicable task force report and its local comprehensive plan as adopted under chapter 163. The local government review must include consideration of whether the area in and around the

interchange contains appropriate land uses and natural resource protections and whether the comprehensive plan should be amended to provide such appropriate uses and protections.

(4)(a) Project construction in any corridor identified in subsection (2) is not eligible for funding until submission of the final report of the corridor task force for that corridor required in subsection (3) and completion of 30 percent of the design phase of any project within a corridor identified in subsection (2), except for project phases that are under construction or for which project alignment has been determined.

(b) Subject to the economic and environmental feasibility statement requirements of s. 338.223, projects may be funded through turnpike revenue bonds or right-of-way and bridge construction bonds or financing by the Florida Department of Transportation Financing Corporation; by advances from the State Transportation Trust Fund; with funds obtained through the creation of public-private partnerships; or any combination thereof. The department also may accept donations of land for use as transportation rights-of-way or to secure or use transportation rights-of-way for such projects in accordance with s. 337.25. 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.

(c)1. Projects undertaken under this section are subject to the department's delegated responsibilities under s. 334.044(34) for environmental review, consultation, or other action required under any federal environmental law applicable to review or approval of such projects. For projects that do not receive federal aid or projects that do not require federal action, the department must perform a project evaluation that considers the following:

- a. Project purpose and need;
- b. An alternatives analysis;
- c. Existing conditions of the project area and potential impacts or enhancements the project may have on social, economic, cultural, natural, and connectivity issues and resources;
- d. Anticipated permits identified during the project development and environmental study;
- e. Opportunities for stakeholder and regulatory agency coordination; and
- f. Public and agency comments and coordination.

2. At a minimum, for projects constructed under this section, decisions on matters such as corridor configuration, project alignment, and interchange locations must be determined in accordance with applicable department rules, policies, and procedures.

3. To the greatest extent practical, corridor configuration, 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 as established in s. 259.101, and the Florida Forever program as established in s. 259.105.

(5) 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 and bridge construction bonds, turnpike revenue bonds, and Florida Department of Transportation Financing Corporation bonds to finance program projects, as provided in the State Bond Act.

(6) To the maximum extent feasible, construction of the projects shall begin no later than December 31, 2022, with the corridors open to traffic no later than December 31, 2030.

(7) Funds that result from increased revenues to the State Transportation Trust Fund derived from the amendments to s. 320.08 made by this act and deposited into the fund pursuant to s. 320.20(5)(a) must be used as follows:

(a) For the 2019-2020 fiscal year, \$45 million shall be retained in the State Transportation Trust Fund, and the remaining funds shall be transferred to the General Revenue Fund.

(b) For the 2020-2021 fiscal year, \$90 million shall be retained in the State Transportation Trust Fund, and the remaining funds shall be transferred to the General Revenue Fund.

(c) For the 2021-2022 fiscal year and each fiscal year thereafter, all of the funds shall be retained in the State Transportation Trust Fund.

(8) The amounts identified in subsection (7) by fiscal year shall be allocated as follows:

(a) For the 2019-2020 fiscal year, to the:

1. Multi-use Corridors of Regional Economic Significance Program, \$12.5 million, to be used as specified in this section;

2. Small County Road Assistance Program, \$10 million, to be used as specified in s. 339.2816, with preference to projects in counties impacted by hurricanes;

3. Small County Outreach Program, \$10 million, to be used as specified in s. 339.2818, with preference to projects in counties impacted by hurricanes;

4. Transportation Disadvantaged Trust Fund, \$10 million, to be used as specified in s. 427.0159; and

5. Workforce development program, \$2.5 million, to be used as specified in s. 334.044(35).

(b) For the 2020-2021 fiscal year, to the:

1. Multi-use Corridors of Regional Economic Significance Program, \$57.5 million, to be used as specified in this section;

2. Small County Road Assistance Program, \$10 million, to be used as specified in s. 339.2816, with preference to projects in counties impacted by hurricanes;

3. Small County Outreach Program, \$10 million, to be used as specified in s. 339.2818, with preference to projects in counties impacted by hurricanes;

4. Transportation Disadvantaged Trust Fund, \$10 million, to be used as specified in s. 427.0159; and

5. Workforce development program, \$2.5 million, to be used as specified in s. 334.044(35).

(c) For the 2021-2022 fiscal year, to the:

1. Small County Road Assistance Program, \$10 million, to be used as specified in s. 339.2816, with preference to projects in counties impacted by hurricanes;

2. Small County Outreach Program, \$10 million, to be used as specified in s. 339.2818, with preference to projects in counties impacted by hurricanes;

3. Transportation Disadvantaged Trust Fund, \$10 million, to be used as specified in s. 427.0159;

4. Workforce development program, \$2.5 million, to be used as specified in s. 334.044(35); and

5. The remaining funds under this paragraph shall be used for the Multi-use Corridors of Regional Economic Significance Program, as specified in this section.

(d) For the 2022-2023 fiscal year and each fiscal year thereafter, to the:



1. Small County Road Assistance Program, \$10 million, to be used as specified in s. 339.2816, with preference to projects in counties impacted by hurricanes;

2. Small County Outreach Program, \$10 million, to be used as specified in s. 339.2818, with preference to projects in counties impacted by hurricanes;

3. Transportation Disadvantaged Trust Fund, \$10 million, to be used as specified in s. 427.0159; and

4. The remaining funds under this paragraph shall be used for the Multi-use Corridors of Regional Economic Significance Program, as specified in this section.

(e) Funds allocated to the Transportation Disadvantaged Trust Fund in this subsection shall be used to award competitive grants to community transportation coordinators and transportation network companies for the purposes of providing cost-effective, door-to-door, on-demand, and scheduled transportation services that:

1. Increase a transportation disadvantaged person’s access to and departure from job training, employment, health care, and other life-sustaining services;

2. Enhance regional connectivity and cross-county mobility; or

3. Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination.

(f) The funds allocated as provided in this subsection shall be in addition to any other statutory funding allocations provided by law.

(g) In each fiscal year in which funding provided under this subsection for the Small County Road Assistance Program, the Small County Outreach Program, the Transportation Disadvantaged Trust Fund, or the workforce development program is not committed by the end of each fiscal year, such uncommitted funds shall be used by the department to fund Multi-use Corridors of Regional Economic Significance Program projects. As provided in s. 339.135(7), the adopted work program may be amended to transfer funds between appropriations categories or to increase an appropriation category to implement this paragraph.

(9) The department, in its discretion and for hurricane-impacted counties, may waive consideration of local matching funds under s. 339.2816, relating to the Small County Road Assistance Program, and may waive the match requirement of s. 339.2818, relating to the Small County Outreach Program, with respect to project awards funded by the allocations to those programs provided in this section.

Section 2. Subsection (35) is added to section 334.044, Florida Statutes, to read:

334.044 Powers and duties of the department.—The department shall have the following general powers and duties:

(35) To provide a road and bridge construction workforce development program, in consultation with affected stakeholders, for construction of projects designated in the department's work program.

(a) The workforce development program is intended to provide direct economic benefits to communities in which the department is constructing infrastructure projects and to promote employment opportunities, including within areas of low income and high unemployment.

(b) The department shall merge any of its own existing workforce services into the program to create a robust workforce development program. The workforce development program must serve as a tool to address the construction labor shortage by recruiting and developing a group of skilled workers for infrastructure projects to increase the likelihood of department projects remaining on time and within budget.

(c) To accomplish these activities, the department may administer workforce development contracts with consultants and nonprofit entities, such as local community partners, Florida College System institutions, and technical institutions or centers. These entities, as specified in a contract with the department, shall have the primary purposes of providing all of the following:

1. Workforce recruitment.

2. A training curriculum for the department's road and bridge construction projects which includes both traditional and emerging construction methods and skills needed to construct multi-use infrastructure and facilities accommodating emerging technologies.

3. Support services to remove barriers to work.

(d) The department shall develop performance and outcome metrics to ensure accountability and to measure the benefits and cost-effectiveness of the program. By June 30, 2020, and annually thereafter, the department shall prepare and provide a report to the Governor, President of Senate, and Speaker of the House of Representatives detailing the results of its findings and containing any recommendations relating to future program refinements.

Section 3. Subsections (1), (4) through (9), and (12) through (15) of section 320.08, Florida Statutes, are amended to read:

320.08 License taxes.—Except as otherwise provided herein, there are hereby levied and imposed annual license taxes for the operation of motor

vehicles, mopeds, motorized bicycles as defined in s. 316.003(4), tri-vehicles as defined in s. 316.003, and mobile homes as defined in s. 320.01, which shall be paid to and collected by the department or its agent upon the registration or renewal of registration of the following:

(1) MOTORCYCLES AND MOPEDS.—

(a) Any motorcycle: \$10 flat.

(b) Any moped: \$5 flat.

(c) Upon registration of a motorcycle, motor-driven cycle, or moped, in addition to the license taxes specified in this subsection, a nonrefundable motorcycle safety education fee in the amount of \$2.50 shall be paid. The proceeds of such additional fee shall be deposited in the Highway Safety Operating Trust Fund to fund a motorcycle driver improvement program implemented pursuant to s. 322.025, the Florida Motorcycle Safety Education Program established in s. 322.0255, or the general operations of the department.

(d) An ancient or antique motorcycle: \$7.50 flat, ~~of which \$2.50 shall be deposited into the General Revenue Fund.~~

(4) HEAVY TRUCKS, TRUCK TRACTORS, FEES ACCORDING TO GROSS VEHICLE WEIGHT.—

(a) Gross vehicle weight of 5,001 pounds or more, but less than 6,000 pounds: \$60.75 flat, ~~of which \$15.75 shall be deposited into the General Revenue Fund.~~

(b) Gross vehicle weight of 6,000 pounds or more, but less than 8,000 pounds: \$87.75 flat, ~~of which \$22.75 shall be deposited into the General Revenue Fund.~~

(c) Gross vehicle weight of 8,000 pounds or more, but less than 10,000 pounds: \$103 flat, ~~of which \$27 shall be deposited into the General Revenue Fund.~~

(d) Gross vehicle weight of 10,000 pounds or more, but less than 15,000 pounds: \$118 flat, ~~of which \$31 shall be deposited into the General Revenue Fund.~~

(e) Gross vehicle weight of 15,000 pounds or more, but less than 20,000 pounds: \$177 flat, ~~of which \$46 shall be deposited into the General Revenue Fund.~~

(f) Gross vehicle weight of 20,000 pounds or more, but less than 26,001 pounds: \$251 flat, ~~of which \$65 shall be deposited into the General Revenue Fund.~~

(g) Gross vehicle weight of 26,001 pounds or more, but less than 35,000: ~~\$324 flat, of which \$84 shall be deposited into the General Revenue Fund.~~

(h) Gross vehicle weight of 35,000 pounds or more, but less than 44,000 pounds: ~~\$405 flat, of which \$105 shall be deposited into the General Revenue Fund.~~

(i) Gross vehicle weight of 44,000 pounds or more, but less than 55,000 pounds: ~~\$773 flat, of which \$201 shall be deposited into the General Revenue Fund.~~

(j) Gross vehicle weight of 55,000 pounds or more, but less than 62,000 pounds: ~~\$916 flat, of which \$238 shall be deposited into the General Revenue Fund.~~

(k) Gross vehicle weight of 62,000 pounds or more, but less than 72,000 pounds: ~~\$1,080 flat, of which \$280 shall be deposited into the General Revenue Fund.~~

(l) Gross vehicle weight of 72,000 pounds or more: ~~\$1,322 flat, of which \$343 shall be deposited into the General Revenue Fund.~~

(m) Notwithstanding the declared gross vehicle weight, a truck tractor used within the state or within a 150-mile radius of its home address is eligible for a license plate for a fee of \$324 flat if:

1. The truck tractor is used exclusively for hauling forestry products; or
2. The truck tractor is used primarily for the hauling of forestry products, and is also used for the hauling of associated forestry harvesting equipment used by the owner of the truck tractor.

~~Of the fee imposed by this paragraph, \$84 shall be deposited into the General Revenue Fund.~~

(n) A truck tractor or heavy truck, not operated as a for-hire vehicle and which is engaged exclusively in transporting raw, unprocessed, and nonmanufactured agricultural or horticultural products within the state or within a 150-mile radius of its home address is eligible for a restricted license plate for a fee of:

1. If such vehicle's declared gross vehicle weight is less than 44,000 pounds, ~~\$87.75 flat, of which \$22.75 shall be deposited into the General Revenue Fund.~~

2. If such vehicle's declared gross vehicle weight is 44,000 pounds or more and such vehicle only transports from the point of production to the point of primary manufacture; to the point of assembling the same; or to a shipping point of a rail, water, or motor transportation company, ~~\$324 flat, of which \$84 shall be deposited into the General Revenue Fund.~~

Such not-for-hire truck tractors and heavy trucks used exclusively in transporting raw, unprocessed, and nonmanufactured agricultural or horticultural products may be incidentally used to haul farm implements and fertilizers delivered direct to the growers. The department may require any documentation deemed necessary to determine eligibility before issuance of this license plate. For the purpose of this paragraph, “not-for-hire” means the owner of the motor vehicle must also be the owner of the raw, unprocessed, and nonmanufactured agricultural or horticultural product, or the user of the farm implements and fertilizer being delivered.

(5) SEMITRAILERS, FEES ACCORDING TO GROSS VEHICLE WEIGHT; SCHOOL BUSES; SPECIAL PURPOSE VEHICLES.—

(a)1. A semitrailer drawn by a GVW truck tractor by means of a fifth-wheel arrangement: \$13.50 flat per registration year or any part thereof, ~~of which \$3.50 shall be deposited into the General Revenue Fund.~~

2. A semitrailer drawn by a GVW truck tractor by means of a fifth-wheel arrangement: \$68 flat per permanent registration, ~~of which \$18 shall be deposited into the General Revenue Fund.~~

(b) A motor vehicle equipped with machinery and designed for the exclusive purpose of well drilling, excavation, construction, spraying, or similar activity, and which is not designed or used to transport loads other than the machinery described above over public roads: \$44 flat, ~~of which \$11.50 shall be deposited into the General Revenue Fund.~~

(c) A school bus used exclusively to transport pupils to and from school or school or church activities or functions within their own county: \$41 flat, ~~of which \$11 shall be deposited into the General Revenue Fund.~~

(d) A wrecker, as defined in s. 320.01, which is used to tow a vessel as defined in s. 327.02, a disabled, abandoned, stolen-recovered, or impounded motor vehicle as defined in s. 320.01, or a replacement motor vehicle as defined in s. 320.01: \$41 flat, ~~of which \$11 shall be deposited into the General Revenue Fund.~~

(e) A wrecker that is used to tow any nondisabled motor vehicle, a vessel, or any other cargo unless used as defined in paragraph (d), as follows:

1. Gross vehicle weight of 10,000 pounds or more, but less than 15,000 pounds: \$118 flat, ~~of which \$31 shall be deposited into the General Revenue Fund.~~

2. Gross vehicle weight of 15,000 pounds or more, but less than 20,000 pounds: \$177 flat, ~~of which \$46 shall be deposited into the General Revenue Fund.~~

3. Gross vehicle weight of 20,000 pounds or more, but less than 26,000 pounds: \$251 flat, ~~of which \$65 shall be deposited into the General Revenue Fund.~~

4. Gross vehicle weight of 26,000 pounds or more, but less than 35,000 pounds: \$324 flat, ~~of which \$84 shall be deposited into the General Revenue Fund.~~

5. Gross vehicle weight of 35,000 pounds or more, but less than 44,000 pounds: \$405 flat, ~~of which \$105 shall be deposited into the General Revenue Fund.~~

6. Gross vehicle weight of 44,000 pounds or more, but less than 55,000 pounds: \$772 flat, ~~of which \$200 shall be deposited into the General Revenue Fund.~~

7. Gross vehicle weight of 55,000 pounds or more, but less than 62,000 pounds: \$915 flat, ~~of which \$237 shall be deposited into the General Revenue Fund.~~

8. Gross vehicle weight of 62,000 pounds or more, but less than 72,000 pounds: \$1,080 flat, ~~of which \$280 shall be deposited into the General Revenue Fund.~~

9. Gross vehicle weight of 72,000 pounds or more: \$1,322 flat, ~~of which \$343 shall be deposited into the General Revenue Fund.~~

(f) A hearse or ambulance: \$40.50 flat, ~~of which \$10.50 shall be deposited into the General Revenue Fund.~~

(6) MOTOR VEHICLES FOR HIRE.—

(a) Under nine passengers: \$17 flat, ~~of which \$4.50 shall be deposited into the General Revenue Fund; plus \$1.50 per cwt, of which 50 cents shall be deposited into the General Revenue Fund.~~

(b) Nine passengers and over: \$17 flat, ~~of which \$4.50 shall be deposited into the General Revenue Fund; plus \$2 per cwt, of which 50 cents shall be deposited into the General Revenue Fund.~~

(7) TRAILERS FOR PRIVATE USE.—

(a) Any trailer weighing 500 pounds or less: \$6.75 flat per year or any part thereof, ~~of which \$1.75 shall be deposited into the General Revenue Fund.~~

(b) Net weight over 500 pounds: \$3.50 flat, ~~of which \$1 shall be deposited into the General Revenue Fund; plus \$1 per cwt, of which 25 cents shall be deposited into the General Revenue Fund.~~

(8) TRAILERS FOR HIRE.—

(a) Net weight under 2,000 pounds: \$3.50 flat, ~~of which \$1 shall be deposited into the General Revenue Fund; plus \$1.50 per cwt, of which 50 cents shall be deposited into the General Revenue Fund.~~

(b) Net weight 2,000 pounds or more: \$13.50 flat, ~~of which \$3.50 shall be deposited into the General Revenue Fund;~~ plus \$1.50 per cwt, ~~of which 50 cents shall be deposited into the General Revenue Fund.~~

(9) RECREATIONAL VEHICLE-TYPE UNITS.—

(a) A travel trailer or fifth-wheel trailer, as defined by s. 320.01(1)(b), that does not exceed 35 feet in length: \$27 flat, ~~of which \$7 shall be deposited into the General Revenue Fund.~~

(b) A camping trailer, as defined by s. 320.01(1)(b)2.: \$13.50 flat, ~~of which \$3.50 shall be deposited into the General Revenue Fund.~~

(c) A motor home, as defined by s. 320.01(1)(b)4.:

1. Net weight of less than 4,500 pounds: \$27 flat, ~~of which \$7 shall be deposited into the General Revenue Fund.~~

2. Net weight of 4,500 pounds or more: \$47.25 flat, ~~of which \$12.25 shall be deposited into the General Revenue Fund.~~

(d) A truck camper as defined by s. 320.01(1)(b)3.:

1. Net weight of less than 4,500 pounds: \$27 flat, ~~of which \$7 shall be deposited into the General Revenue Fund.~~

2. Net weight of 4,500 pounds or more: \$47.25 flat, ~~of which \$12.25 shall be deposited into the General Revenue Fund.~~

(e) A private motor coach as defined by s. 320.01(1)(b)5.:

1. Net weight of less than 4,500 pounds: \$27 flat, ~~of which \$7 shall be deposited into the General Revenue Fund.~~

2. Net weight of 4,500 pounds or more: \$47.25 flat, ~~of which \$12.25 shall be deposited into the General Revenue Fund.~~

(12) DEALER AND MANUFACTURER LICENSE PLATES.—A franchised motor vehicle dealer, independent motor vehicle dealer, marine boat trailer dealer, or mobile home dealer and manufacturer license plate: \$17 flat, ~~of which \$4.50 shall be deposited into the General Revenue Fund.~~

(13) EXEMPT OR OFFICIAL LICENSE PLATES.—Any exempt or official license plate: \$4 flat, ~~of which \$1 shall be deposited into the General Revenue Fund,~~ except that the registration or renewal of a registration of a marine boat trailer exempt under s. 320.102 is not subject to any license tax.

(14) LOCALLY OPERATED MOTOR VEHICLES FOR HIRE.—A motor vehicle for hire operated wholly within a city or within 25 miles thereof: \$17 flat, ~~of which \$4.50 shall be deposited into the General Revenue Fund;~~ plus \$2 per cwt, ~~of which 50 cents shall be deposited into the General Revenue Fund.~~

(15) TRANSPORTER.—Any transporter license plate issued to a transporter pursuant to s. 320.133: \$101.25 flat, ~~of which \$26.25 shall be deposited into the General Revenue Fund.~~

Section 4. Section 339.1373, Florida Statutes, is created to read:

339.1373 Multi-use Corridors of Regional Economic Significance Program; funding.—

(1) The department shall allocate sufficient funds to implement the Multi-use Corridors of Regional Economic Significance Program, develop a plan to expend the revenues as specified in s. 338.2278, and, prior to its adoption, amend the current tentative work program for the 2019-2020 through 2023-2024 fiscal years to include program projects. In addition, prior to adoption of the work program, the department shall submit a budget amendment pursuant to s. 339.135(7), requesting budget authority necessary to implement the program as specified in s. 338.2278.

(2) Notwithstanding any other provision of law, the increase in revenue to the State Transportation Trust Fund derived from the amendments to s. 320.08 made by this act and deposited into the fund pursuant to s. 320.20(5)(a) shall be used by the department to fund the programs as specified in s. 338.2278.

Section 5. Subsection (2) of section 339.0801, Florida Statutes, is amended to read:

339.0801 Allocation of increased revenues derived from amendments to s. 319.32(5)(a) by ch. 2012-128.—Funds that result from increased revenues to the State Transportation Trust Fund derived from the amendments to s. 319.32(5)(a) made by this act must be used annually, first as set forth in subsection (1) and then as set forth in subsections (2)-(5), notwithstanding any other provision of law:

(2)(a) For each of the 2019-2020, 2020-2021, and 2021-2022 fiscal years Beginning in the 2013-2014 fiscal year and annually for up to 30 years thereafter, \$35 million shall be transferred to Florida's Turnpike Enterprise, to be used in accordance with Florida Turnpike Enterprise Law, to the maximum extent feasible for feeder roads, structures, interchanges, appurtenances, and other rights to create or facilitate access to the existing turnpike system.

(b) Beginning with the 2022-2023 fiscal year and annually thereafter, \$35 million shall be transferred to Florida's Turnpike Enterprise, to be used in accordance with s. 338.2278, with preference to feeder roads, interchanges, and appurtenances that create or facilitate multi-use corridor access and connectivity.

Section 6. Section 337.1101, Florida Statutes, is created to read:



337.1101 Contracting and procurement authority of the department; settlements; notification required.—

(1) When the department, or any entity or enterprise within the department, determines that it is in the best interest of the public to resolve a protest filed in accordance with s. 120.57(3) of the award of a contract being procured pursuant to s. 337.11 or related to the purchase of personal property or contractual services being procured pursuant to s. 287.057, through a settlement that requires the department to pay a nonselected responsive bidder a total sum of \$1 million or more, including any amount paid pursuant to s. 334.049, s. 337.11(8), or any other law, the department must:

(a) Document in a written memorandum by the secretary the specific reasons that such settlement and payment to a nonselected responsive bidder is in the best interest of the state. The written memorandum must be included and maintained in the department's permanent files concerning the procurement and must include:

1. A description of the property rights, patent rights, copyrights, trademarks, or the engineering design or other design work that the department will acquire or retain as a result of such settlement; and

2. The specific appropriation in the existing General Appropriations Act which the department intends to use to provide such payment.

(b) Provide prior written notification to the President of the Senate, the Speaker of the House of Representatives, the Senate and House of Representatives minority leaders, the chair and vice chair of the Legislative Budget Commission, and the Attorney General at least 5 business days, or as soon thereafter as practicable, before the department makes the settlement agreement final. Such written notification must include the written memorandum required pursuant to paragraph (a).

(c) Provide, at the time settlement discussions regarding any such payment have begun in earnest, written notification of such discussions to the President of the Senate, the Speaker of the House of Representatives, the Senate and House of Representatives minority leaders, the chair and vice chair of the Legislative Budget Commission, and the Attorney General.

(2) The department may not pledge any current or future action by another branch of state government as a condition of any procurement action. Any settlement that commits the state to spending any amount in excess of current appropriations, to the appropriation of funds in a subsequent fiscal year, or to policy changes inconsistent with current state law must be contingent upon and subject to legislative appropriation or statutory amendment. The department may agree to use its efforts to procure legislative funding or statutory amendments.

Section 7. This act shall take effect July 1, 2019.

Approved by the Governor May 17, 2019.

Filed in Office Secretary of State May 17, 2019.