

Legislative Update for the week ending 02/26/2016

Today is Day 46 of the regularly scheduled session. This leaves only 14 more days to go. The dominant topic over the next two weeks will be the budget. Each chamber has a budget proposal, they differ by about \$1 Billion and of course the details of each vary. The two chambers will be working on matching up (read compromise) the two proposals so that one budget can be passed by both chambers and sent to the Governor at the end of the session. Budget discussions will begin this weekend.

With the limited time left on the regularly scheduled session, a sense of urgency is being felt in some, but not all, corners of the Capitol. As you can imagine, since not everyone has decided to find a sense of urgency yet there are some strains that are beginning to show. On Tuesday the House calendar had 71 bills up for the day's session. The first bill, a controversial one to be sure, took 2 hours to debate. Yes, the legislators were reminded repeatedly by the Speaker that business must be conducted more quickly. In spite of regular reminders about the amount of time being spent on this one bill and the 70 other bills that had to be dealt with that day, the debate went on. Later in the week, there had been short talk of holding session this weekend, that talk quickly died and legislators left town for their home districts. The pace and length of chamber sessions will increase during these last two weeks, that is a certainty. The House schedule reads "Session 10:30 – Until Completion" for four days next week, some late nights and lots of coffee are in order.

Committee meetings of interest to the membership that took place this week:

Senate General Session
House General Session
Senate Community Affairs Committee
Senate Transportation Committee
House Appropriations Committee
Senate Transportation, Tourism and Economic Development Appropriations Subcommittee

Meetings of interest next week:

House General Session each day except Monday
Senate General Session each day except Monday and Tuesday
Senate Appropriations Committee

Legislation that is of interest to the membership:

Updates are shown in Red

SB 168 – Traffic Infraction Detectors (Brandes). This bill could be re-named the “no more red light cameras bill”. I believe this summarizes the intent of the bill and the bill narrowly passed out of the Transportation Committee after much debate. The Transportation Committee Chair (Brandes) is a strong opponent of red light cameras and he is pushing this bill forward. The next stop for this bill is the Senate Transportation, Tourism and Economic Development Appropriations Subcommittee. Committee Substitute – read 1st time. **No Change**

SB 1372 – Transportation (Flores) – Companion Bill HB1377. This bill contains the provision for Transportation Reinvestment Zones (TRZs). The bill was a late introduction and therefore does not have an analysis. A further read of the bill illuminated a 50% reduction in TRIP funds. The bill has been referred to committees but has not been called by any of the committees. This bill appears to be stalled and is not likely to make it out of the committees. The companion bill is not identical and does not contain a decrease in TRIP funding or the provision for TRZs. **No Change**. See HB 1377 Below. **No Change**

HB 1377 – Expressway Authorities (Nunez) – Companion Bill SB1372. This bill is the companion bill to SB 1372 however the two bills are not identical and really aren't that similar. Senate and House staff have linked the two bills, but they only share a few similarities. At the first committee stop, staff temporarily postponed this bill. It appears stalled for now.

This bill had a strikethrough and rewrite. The strikethrough has been TP'ed (temporarily postponed) in two committees and like the Senate companion bill, this bill looks to be stalled. **No Change**

HB 357 – Traffic Safety (Plasencia) – Companion Bill SB522. Called Chloe's Law. This bill requires Florida DOT to install roadside barriers to shield water bodies contiguous with state roads anywhere there has been a motor vehicle crash that resulted in a drowning death in the past 10 years. The law does provide that the chief engineer can decide to not construct a barrier if the barrier itself will create a greater danger by its presence. The bill also requires DOT to conduct a study related to motor vehicle accidents on state roads contiguous with water bodies and requires DOT to submit the report to Legislature. The bill passed through the Highways and Waterways Safety Subcommittee, it is now in the Transportation and Economic Development Appropriations Subcommittee. It does not appear to have opposition but has undergone some technical and operational amendments. **No Change**

SB 756 – Transportation (Brandes) – This is the FDOT bill and it contains a number of provisions. The bill creates the FDOT Financing Corporation, transfers the Pinellas Bayway System to the Turnpike, increases the funding for the Florida Seaport Transportation and Economic Development Program from \$15M to \$25M, establishes Florida DOT as the lead agency for the NEPA process on highway projects and revises airport zoning regulations. This

bill has passed out of committees without a single dissenting vote and is now on the Senate Floor. This bill was set for a 2nd reading in the Senate and was Temporarily Postponed. **This bill has had several amendments, otherwise no change**

SB 7000 – Developments of Regional Impact (Community Affairs general bill) – This bill would increase the acreage for annexation of “enclaves” from 10 acres to 150 acres. An enclave is any unincorporated improved or developed are lying within a single municipality, or surrounded by a single municipality and a manmade or natural obstacle that permits traffic to enter only through the municipality. This bill has passed out of two committees and is now in the Fiscal Policy Committee. The Fiscal Policy Committee Substitute went through 1st reading in the Senate. **Has passed both Senate Fiscal Committee and Senate Rules Committee. On 2nd reading in the Senate.**

SB 786 – Electric Vehicles (Sachs) – This bill gives a tax exemption for electric vehicles and would require a study of a mileage based user tax. The bill has not been heard in any committee and appears to be stalled. A similar bill is in the House (HB661), it also has not been heard in any committee and appears to be stalled. **No Change.**

SB 416 – Location of Utilities (Flores) – This bill would require a state or local government to bear the responsibility for the cost of relocating utility facilities in public easement if there is not an agreement to the contrary. This bill has passed out of committees and is headed to the Senate floor. The Bill passed the Senate (34-4) and an identical bill in the House is through two committees. **This Bill passed the House (109-4) on 02/24/2016.**

SB 1392 – Transportation (Brandes) – This bill would require traffic control devices in school zones that do not conform to the MUTCD (Manual on Uniform Traffic Control Devices) be removed by Florida DOT. Also makes a number of changes specific to the operation and regulation of autonomous vehicles. One provision requires MPOs to accommodate advances in vehicle technology when developing LRTPs. The bill also raises the population cap for the Small County Outreach Program from 150,000 to 170,000. The population would allow Charlotte, Martin and Santa Rosa counties to be eligible for the SCOP program, under current population limits they are not eligible. The bill passed out of the Transportation Committee and is now in Senate Transportation, Tourism and Economic Development Appropriations Subcommittee and is on the 02/17/2016 agenda. **This Bill passed Senate Transportation, Tourism and Economic Development Appropriations Subcommittee and is now in the Senate Appropriations Committee.**

HB 7027 – Transportation (Rooney – Co-Introducers Artiles and Miller) – This bill will increase funding for the Florida Seaport and Economic Development Program from \$15 Million per year to \$25 Million per Year, give Florida DOT the authority to assume the responsibility for the NEPA process from FHWA and establish the Florida Department of Transportation Financing Corporation. This last provision will give Florida DOT additional financing options to fund the work program by being allowed to borrow money and refinance projects. This Bill has passed

the House and has been referred to the Senate Committees for Transportation, Appropriations and the Appropriations Subcommittee for Transportation, Tourism and Economic Development.