



FY 20-21 STATE BUDGET

The House and Senate unanimously passed a [\\$93.2 billion FY 20-21 State Budget](#) and adjourned “Sine Die” at 1:49 pm on Thursday 03/19/2020. While the state has \$4 billion in reserves and the budget provided funding for COVID-19 health and economic impacts, there is a chance lawmakers will be forced to redo the budget if revenues fall too far below original estimates. The earliest revised revenue estimates that account for the pandemic’s economic impact will not be provided until May. The budget takes effect on July 1, 2020 and has not yet been sent to the Governor for line-item vetos.

Transportation/Economic Development

Transportation work program- full funding at 9.2 billion.

Transportation Disadvantaged- \$70.4 m

Visit Florida- \$50 m *recurring*

Job Growth Grant Fund - \$10 million

DEM Flood risk analysis - \$2 m

211 Palm Beach Treasure Coast- South Florida Suicide Prevention and Crisis Intervention- \$250,000- (request supported by SFRTA and Brightline)

The budget’s implementing proviso also contained language that ensures projects that were previously commenced but not completed under an SIS designation will continue to receive funding if it was impacted by SIS designation changes made last year.

POLICY

The Legislature passed only 207 of 3,517 bills filed (although many were appropriations projects.) The Department of Transportation packages failed to pass as did many other key pieces of legislation.

What Passed?

Essential State Infrastructure (Electric Vehicle Charging Infrastructure)

The Senate voted unanimously and the House voted 97-19 to pass SB 7018, a priority of the Senate President.

The bill directs the development of a statewide master plan for electric vehicle (EV) infrastructure along the state highway system. The final language requires the Department of Transportation (FDOT) to develop and recommend a master plan by July 1, 2021. FDOT must also submit a status report by December 1, 2020 that includes preliminary findings and legislative recommendations. To develop the master plan :

- FDOT must work with the Public Service Commission (PSC), the Office of Energy, and public/private entities on objectives requiring transportation expertise, like charging station locations, travel barriers to adoption, strategies for expanding EV infrastructure, and impacts to the State Transportation Trust Fund.

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- The PSC must work with DOT, the Office of Energy, and public/private entities on objectives requiring utility expertise, like projecting adequate supply needs, types of stations, regulatory structure of supplying electricity, etc.
- The PSC must work with the Office of Energy to review emerging technologies in the electric and alternative vehicle market (including alternative fuel sources).

The final language also contains legislative findings recognizing the significance of climate change and the role of electric vehicles in combating climate change. Of all EV proposals, this was the only language to pass. Legislation that would have created an Electric Vehicle Infrastructure Grant Program was never considered in committee (HB 1219/SB 1230) nor was linked legislation establishing a license tax on plug-in hybrid electric vehicles to fund the program (HB 1221/ SB 1346).

The bill also contains language important to the Senate President that would further the M-CORES expansion of the Turnpike; a “shot clock” for processing utility permit applications in county & city right-of-ways; and a clarification that property owners may voluntarily negotiate right of access and construction of linear facilities on land subject to a conservation easement.

Subject to the Governor’s veto powers, this act takes effect July 1, 2020.

[SB 7018](#)

Transportation Network Companies

The Senate voted 37-2 and House voted unanimously to approve a bill which allows limousines and luxury sedans to convert their fleet to transportation network company called a “Luxury Ground TNC.” It allows for TNC digital advertising devices. The bill also allows for ADA compliant vehicles owned by a TNC to serve persons with disabilities.

The act takes effect upon the Governor’s signature or July 1, 2020.

[HB 1039](#)

School Bus Safety

The Legislature unanimously passed HB 37. The bill will double civil penalties for failing to stop when passing a stopped school bus- from \$100 to \$200 or, if passing on a side that children are exiting, from \$200 to \$400- effective January 1, 2021.

Subject to the Governor’s veto power, the act takes effect on January 1, 2021.

[HB 37](#)

Electric Bicycles

The Legislature unanimously passed HB 971. The legislation conforms Florida statutes to current E-bike technology. The bill retains local control so operation of e-bikes on sidewalks will be decided on a community-by-community basis. The bill makes licensure

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and insurance requirements for e-bikes consistent with non-electric bikes. Finally, it requires labels for e-bikes from manufacturers and prohibits tampering with or modifying the e-bike unless a new label is applied.

Subject to the Governor's veto powers, this act takes effect July 1, 2020.

[HB 971](#)

Public Financing of Construction Projects (SLIP Study)

The Legislature voted unanimously to pass SB 178, which requires a sea-level increase projection (SLIP) study prior to a public entity commencing a state-funded construction project in a coastal construction zone. DEP must publish a study on its website for 30 days prior to commencement of construction and for 10 years afterwards. If a project is commenced without satisfying the SLIP requirement, DEP can seek a cause of action for civil liability, seek an injunction to stop a project, or seek a refund of state dollars expended on the project.

Subject to the Governor's veto powers, the act takes effect July 1, 2020.

[SB 178](#)

Commercial Service Airports

The House voted unanimously and the Senate voted 36-3 to pass HB 915, a bill that would place good governance requirements on commercial service airports (CSAs). The bill places budget, audit, transparency, procurement and ethics requirements on commercial service airports (such as Fort Lauderdale/Hollywood Int'l).

Subject to the Governor's veto powers, this act takes effect October 1, 2020.

[SB 1258](#)

Reduced Tax Cut Package

The House and Senate agreed to a \$47.4 million tax cut package, significantly reduced from over \$100 million. The final package does not include: a 1/3 reduction in the aviation fuel tax authorization of Tourism Development Tax revenue to fund water infrastructure projects and other county or municipal issues tied to tourism; or a sunset of the Miami-Dade Charter County and Regional Transportation System Surtax in December 2049 (when bonds expire). The final package does include a 20-year time limit on future transportation surtaxes.

Subject to the Governor's veto power, the overall act takes effect on July 1, 2020.

[HB 7097](#)

Impact Fees

The House voted 81-37 and the Senate voted unanimously to pass SB 1066 after it had radically been amended the previous week. The final bill prevents local governments from applying increased fees to pending projects and provides credits for over-contributions are

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transferable at any time to other projects with infrastructure needs within the same impact fee zone or district. The credit may be applied to projects in adjoining zones or districts if the zone or district that generated the credit directly benefits. The purpose of credits is to ensure against collecting fees more than once for the same impact.

Subject to the Governor's veto power, the act takes effect July 1, 2020. .

[SB 1066](#)

Affordable Housing

The House voted 101-10 and the Senate voted unanimously to pass HB 1339, a massive housing package. Among other things, the bill adds additional criteria to evaluate SAIL funding applications to include policies that promote public transportation and reduce need for on-site parking.

Subject to the Governor's veto power, the act becomes effective July 1, 2020.

[HB 1339](#)

Growth Management

The House voted 71-43 and the Senate voted 26-14 to approve legislation adding a property rights element comprehensive plans of local governments by July 1, 2023. Local governments may use their own wording for the element that does not conflict with the bill. The bill also prohibits counties from imposing land use or zoning or density/intensity ordinances on municipalities but carves out to counties with populations of 750,000 or more.

Subject to the Governor's veto powers, the act takes effect on July 1, 2020.

[SB 410](#)

What Failed?

Department of Transportation Packages (HB 1315 SB 7054 HB 395)

Midblock Crosswalk Replacements (SB 1000 HB 1371)

Transportation Disadvantaged (HB 551 SB 76)

Assault on Transit Workers (SB 1416 HB 951)

Express Lanes (SB 1090)

High-Speed Rail (SB 676)

Marina Evacuations (SB 826)

Peer-to-Peer Car Rentals (SB 478 HB 377 HB 723)

Aviation Fuel Tax Repeal (SB 1192)