

**Florida Metropolitan Planning
Organization Advisory Council**



2011 Summary of State Legislation

May 25, 2011

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**Summary of Items of Interest to MPOs Included in Bills Passed by the
2011 Florida Legislature**

HB 7207- An Act Relating to Growth Management

Section 4 Intent and Purpose (s. 163.3161, F.S.)

- **Changes the name of the act relating to growth management to “Community Planning Act,” replacing “Local Government Comprehensive Planning and Land Development Regulation Act.” Clarifies that the intent of the act is to focus the state role on protecting the functions of important state resources and facilities, while emphasizing the authority of local governments to guide and manage future development.**
 - “This part shall be known and may be cited as the "Community Planning Act."
 - “It is the purpose of this act to utilize and strengthen the existing role, processes, and powers of local governments in the establishment and implementation of comprehensive planning programs to guide and manage future development consistent with the proper role of local government.”
 - “It is the intent of this act to focus the state role in managing growth under this act to protecting the functions of important state resources and facilities.”

Section 12 Comprehensive Planning (s. 163.3177, F.S.)

- **Reproduces much of the language formerly found in Rule Chapter 9J-5 Florida Administrative Code to define and describe the local government comprehensive plan. Comprehensive plans must contain a 5-year capital improvements element.**
 - “The comprehensive plan shall provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements.”
 - “The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities ...”
- **Preserves the requirement that transportation improvements contained in the capital improvements element be coordinated with the MPO TIP and LRTP.**
 - “The schedule must include transportation improvements included in the applicable metropolitan planning organization's transportation improvement program adopted pursuant to s. 339.175(8) to the extent that such improvements are relied upon to ensure concurrency and financial feasibility. The schedule must also be coordinated with the applicable metropolitan planning organization's long-range transportation plan adopted pursuant to s. 339.175(7).”

- **The local government comprehensive plan to contain a transportation element that is multimodal and coordinated with the future land use map (language formerly found in Rule Chapter 9J-5).**
 - "...the comprehensive plan shall include the following elements ... a transportation element addressing mobility issues in relationship to the size and character of the local government. The purpose of the transportation element shall be to plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible. The element shall provide for a safe, convenient multimodal transportation system, coordinated with the future land use map or map series and designed to support all elements of the comprehensive plan."
- **Local government transportation elements are required to be developed in coordination with MPO plans (language formerly found in Rule Chapter 9J-5).**
 - "The element shall be coordinated with the plans and programs of any applicable metropolitan planning organization, transportation authority, Florida Transportation Plan, and Department of Transportation's adopted work program."
- **Requires the transportation element to address existing and projected levels of service, system needs and deficiencies, correcting deficiencies and meeting identified needs (language formerly found in Rule Chapter 9J-5).**
 - "The existing transportation system levels of service and system needs and the availability of transportation facilities and services."
 - "Existing and projected intermodal deficiencies and needs."
 - "The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system."
 - "How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan."
- **Local governments located in an MPO planning area are required to include a transportation element in their comprehensive plan. The plan must address traffic circulation and five additional required components.**
 - "A local government that has all or part of its jurisdiction included within the metropolitan planning area of a metropolitan planning organization (M.P.O.) pursuant to s. 339.175 shall prepare and adopt a transportation element consistent with this subsection."
 - "...All alternative modes of travel, such as public transportation, pedestrian, and bicycle travel."
 - "...aviation, rail, seaport facilities, access to those facilities, and intermodal terminals."

- “The capability to evacuate the coastal population before an impending natural disaster.”
 - “Airports, projected airport and aviation development, and land use compatibility around airports...”
 - “An identification of land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors so as to encourage population densities sufficient to support such systems.”
- **Local governments not in an MPO planning area are required to address traffic circulation, mass transit, ports, aviation and related facilities in their transportation element. Local governments with a population below 50,000 are only required to address transportation circulation in their transportation element.**
 - “Local governments that are not located within the metropolitan planning area of an M.P.O. shall address traffic circulation, mass transit, and ports, and aviation and related facilities consistent with this subsection, except that local governments with a population of 50,000 or less shall only be required to address transportation circulation.”
- **Municipalities larger than 50,000 people and counties larger than 75,000 people must include three additional topics in their transportation element: public transit, port/airport connections, and recreational facilities.**
 - “The provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of the special needs of the transportation disadvantaged.”
 - “Plans for port, aviation, and related facilities coordinated with the general circulation and transportation element.”
 - “Plans for the circulation of recreational traffic, including bicycle facilities, exercise trails, riding facilities, and such other matters as may be related to the improvement and safety of movement of all types of recreational traffic.”
- **Optional airport master plans must demonstrate consistency with MPO long range plans**
 - “At the option of a local government, an airport master plan, and any subsequent amendments to the airport master plan... may be incorporated into the local government comprehensive plan by the local government having jurisdiction ... for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. ... the comprehensive plan amendment shall address land use compatibility ... regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; ... consistency with the local government transportation circulation element and applicable M.P.O. long-range transportation plans ...”

Section 15 Concurrency (s. 163.3180, F.S.)

- **Concurrency is required statewide for sanitary sewer, solid waste, drainage and potable water. Concurrency is not required for transportation, schools, and parks and recreation. Local governments may include concurrency for transportation and other public facilities, subject to certain requirements.**
 - “Sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis.”
 - “Additional public facilities and services may not be made subject to concurrency on a statewide basis without approval by the Legislature; however, any local government may extend the concurrency requirement so that it applies to additional public facilities within its jurisdiction.”
 - “If concurrency is applied to other public facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide its application ...”
 - “The local government comprehensive plan must demonstrate, for required or optional concurrency requirements, that the levels of service adopted can be reasonably met. Infrastructure needed to ensure that adopted level-of-service standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified ... The comprehensive plan must include principles, guidelines, standards, and strategies for the establishment of a concurrency management system.”

- **If a local government opts to apply concurrency standards for transportation facilities, they must provide guiding principles, level of service standards, and capital improvements needed to preserve those standards.**
 - “If concurrency is applied to transportation facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service to guide its application.”
 - “The premise of concurrency is that the public facilities will be provided in order to achieve and maintain the adopted level of service standard. A comprehensive plan that imposes transportation concurrency shall contain appropriate amendments to the capital improvements element of the comprehensive plan... The capital improvements element shall identify facilities necessary to meet adopted levels of service during a 5-year period.”

- **Local governments opting to impose transportation concurrency are encouraged to adopt measures that augment concurrency’s benefits or reduce its negative impacts.**
 - “If a local government applies transportation concurrency in its jurisdiction, it is encouraged to develop policy guidelines and techniques to address potential negative impacts on future development:
 1. In urban infill and redevelopment, and urban service areas.

2. With special part-time demands on the transportation system.
 3. With de minimis impacts.
 4. On community desired types of development, such as redevelopment, or job creation projects.”
- “Local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency such as:
 1. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, and appropriate land use mixes, including intensity and density.
 2. Adoption of an areawide level of service not dependent on any single road segment function.
 3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
 4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.
 5. Establishing multimodal level of service standards that rely primarily on nonvehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
 6. Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed use development in certain areas or districts, or for affordable or workforce housing.”
- **Coordinating transportation concurrency with adjacent local governments.**
 - “...coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts on transportation facilities.”
 - **Consultation with FDOT on transportation concurrency.**
 - “Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.”
 - **Concurrency exemption for public transit facilities.**
 - “Local governments that implement transportation concurrency must...Exempt public transit facilities from concurrency.”
 - **Local governments with transportation concurrency must allow proportionate share contributions from developers. A formula for calculating the proportionate share is provided.**
 - “Local governments that implement transportation concurrency must..., allow an applicant... to satisfy the transportation concurrency requirements of the local

comprehensive plan, the local government's concurrency management system if... the applicant enters into a binding agreement to pay for or construct its proportionate share of required improvements ... the proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility ... [and] the local government has provided a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development ...”

- “The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost...”

- **All language regarding transportation concurrency exception areas shown in s. 163.3780 (5) (b) F.S. are deleted. This includes concurrency exceptions due to the following conditions, among others: multimodal transportation districts, dense urban land areas, urban service areas, counties over 900,000 in population, and community redevelopment areas.**

Section 16 Transportation Deficiencies (s. 163.3182, F.S.)

- **Transportation Concurrency Backlog Authorities are renamed “Transportation Development Authorities.” Plans created by such authorities are renamed “Transportation Sufficiency Plans” and are no longer required to be financially feasible. All other components of this section are retained, with name changes that reflect the elimination of concurrency as a state mandate.**
 - “A county or municipality may create a transportation development authority if it has an identified transportation deficiency.”
 - “Each transportation development authority shall adopt a transportation sufficiency plan as a part of the local government comprehensive plan within 6 months after the creation of the authority.”
 - “Upon adoption of a transportation sufficiency plan as a part of the local government comprehensive plan, and the plan going into effect, the area subject to the plan shall be deemed to have achieved and maintained transportation level-of-service standards...”

Section 17 Review and Adoption of Comprehensive Plans (s. 163.3184, F.S.)

- **Comprehensive plans and amendments are reviewed by a defined list of interested parties, which include the Department of Transportation and Regional Planning Councils. State agencies are limited to making comments on issues of state concern. RPCs may make comments in instances where the amendment affects the Strategic**

Regional Policy Plan and on impacts inconsistent with comprehensive plans in neighboring local governments.

- “State agencies shall only comment on important state resources and facilities that will be adversely impacted by the amendment if adopted. Comments provided by state agencies shall state with specificity how the plan amendment will adversely impact an important state resource or facility and shall identify measures the local government may take to eliminate, reduce, or mitigate the adverse impacts.”
- “The regional planning council review and comments shall be limited to adverse effects on regional resources or facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A regional planning council may not review and comment on a proposed comprehensive plan amendment prepared by such council unless the plan amendment has been changed by the local government subsequent to the preparation of the plan amendment by the regional planning council.”
- “The Department of Transportation shall limit its comments to issues within the agency's jurisdiction as it relates to transportation resources and facilities of state importance.”

Section 28 Sector Planning (s. 163.3245, F.S.)

- **Sector Plans are authorized for developments in excess of 15,000 acres (previously 5,000 acres). Plans may extend into multiple local government jurisdictions. The purpose of Sector Plans is to emphasize urban form and protect regionally significant resources and public facilities.**
 - “Sector plans are intended for substantial geographic areas that include at least 15,000 acres of one or more local governmental jurisdictions and are to emphasize urban form and protection of regionally significant resources and public facilities.”
- **Sector Planning encompasses two levels: 1) adoption of a long-term master plan for the entire planning area, which is incorporated as a component of the local government comprehensive plan and; 2) specific area plans that are adopted by the responsible local government.**
 - “Sector planning encompasses two levels: adoption pursuant to s. 163.3184 [Adoption of Comprehensive Plans] of a long-term master plan for the entire planning area as part of the comprehensive plan, and adoption by local development order of two or more detailed specific area plans that implement the long-term master plan s. 380.06 [Developments of Regional Impact] is waived.””
- **Long-term master plans must include a land use map, identification of water resources, identification of transportation facilities, other regionally significant public facilities, natural resources, conservation methods, and principles to further intergovernmental**

coordination. Requires that Sector Plans identify transportation facilities that support the future land uses.

- "... identifies allowed uses in various parts of the planning area, specifies maximum and minimum densities and intensities of use, and provides the general framework for the development pattern in developed areas with graphic illustrations based on a hierarchy of places and functional place-making components."
 - "A general identification of the water supplies needed and available sources of water..."
 - "A general identification of the transportation facilities to serve the future land uses in the long-term master plan, including guidelines to be used to establish each modal component intended to optimize mobility."
 - "A general identification of other regionally significant public facilities..."
 - "A general identification of regionally significant natural resources within the planning area"
 - "... the protection and, as appropriate, restoration and management of lands identified for permanent preservation through recordation of conservation easements"
 - "Identification of general procedures and policies to facilitate ensure intergovernmental coordination to address extrajurisdictional impacts from the future land uses"
- **Discussion of transportation facilities may be general in the long-term master plan, but must be specific in the shorter-term specific area plan.**
 - "Detailed identification of the transportation facilities to serve the future land uses in the detailed specific area plan."
 - **Sector Plans are intended to extend beyond the 10-year planning horizon of comprehensive plans.**
 - "A long-term master plan adopted pursuant to this section may be based upon a planning period longer than the generally applicable planning period of the local comprehensive plan, shall specify the projected population within the planning area during the chosen planning period, and may include a phasing or staging schedule that allocates a portion of the local government's future growth to the planning area through the planning period."
 - **Applicable MPO, the FDOT and any urban transit agency, to be consulted regarding the Sector Plan.**
 - "In its review of a long-term master plan, the state land planning agency shall consult with the Department of Transportation, the applicable metropolitan planning organization, and any urban transit agency regarding the location, capacity, design, and phasing or staging of major transportation facilities in the planning area."
 - **MPO long range transportation plan to use population projections and land use information that is consistent with any adopted Sector Plans.**

- “Any long-range transportation plan developed by a metropolitan planning organization pursuant to s. 339.175(7) must be consistent, to the maximum extent feasible, with the long-term master plan, including, but not limited to, the projected population and the approved uses and densities and intensities of use and their distribution within the planning area.”
- **Sector Plan transportation facilities to be developed in coordination with adopted MPO LRTPs.**
 - “The transportation facilities identified in adopted plans... must be developed in coordination with the adopted M.P.O. long-range transportation plan.”

Section 48 Additional Transportation Plans (s. 339.155, F.S.)

- **Regional transportation plans not required to be consistent with FDOT Level of Service standards.**
 - “The regional transportation plan developed pursuant to this section must, at a minimum, identify regionally significant transportation facilities located within a regional transportation area and contain a prioritized list of regionally significant projects. The projects shall be adopted into the capital improvements schedule of the local government comprehensive plan pursuant to s. 163.3177(3).”

Section 72 Repeal of Rule Chapter 9J-5 (No Statutory Reference)

- **Repeals Rule Chapters 9J-5 “Minimum Criteria for Review of Local Government Comprehensive Plans and Plan Amendments, Evaluation and Appraisal Reports, Land Development Regulations and Determinations of Compliance” and 9J-11.023 “Procedure for the Designation of a Rural Land Stewardship Area.” Throughout the bill, conforming language and definitions that were previously found in Rule Chapter 9J-5 have been added to the act.**
 - “Rules 9J-5 and 9J-11.023, Florida Administrative Code, are repealed, and the Department of State is directed to remove those rules from the Florida Administrative Code.”

SB 2156 – An Act Relating to Governmental Reorganization

Section 13 Creation of the Department of Economic Opportunity (s. 20.50, F.S.)

- **The Department of Economic Opportunity is created. The Department is headed by an Executive Director appointed by the Governor and subject to Senate confirmation.**
 - “There is created the Department of Economic Opportunity.”
 - “The head of the department is the executive director, who shall be appointed by the Governor, subject to confirmation by the Senate. The executive director shall serve at the pleasure of and report to the Governor.”

- **The Division of Community Development is established under the Department of Economic Opportunity. The Division of Community Development is specifically charged with assisting local governments, administering certain state and federal grant programs and assisting in the development of a 5-year statewide strategic plan.**
 - “Division of Community Development shall:
 1. Assist local governments and their communities in finding creative planning solutions to help them foster vibrant, healthy communities, while protecting the functions of important state resources and facilities.
 2. Administer state and federal grant programs as provided by law to provide community development and project planning activities to maintain viable communities, revitalize existing communities, and expand economic development and employment opportunities
 3. Assist in developing the 5-year statewide strategic plan required by this section.”

Section 15 Funding of the SEED Trust Fund (s. 201.15, F.S.)

- **Transfers \$190 million over three fiscal years and \$75 million each year thereafter from the State Transportation Trust Fund to the State Economic Enhancement and Development Trust Fund.**
 - “The State Transportation Trust Fund in the Department of Transportation in the amount of the lesser of 38.2 percent of the remainder or \$541.75 million in each fiscal year. Out of such funds, the first \$50 million for the 2012-2013 fiscal year; \$65 million for the 2013-2014 fiscal year; and \$75 million for the 2014-2015 fiscal year and all subsequent years, shall be transferred to the State Economic Enhancement and Development Trust Fund within the Department of Economic Opportunity.”

- **Transfers \$35 million annually from the State Housing Trust Fund to the SEED Trust Fund.**

- “Seven and fifty-three hundredths percent of the remaining taxes shall be paid into the State Treasury to the credit of the State Housing Trust Fund. Out of such funds, beginning in the 2012-2013 fiscal year, the first \$35 million shall be transferred annually... to the State Economic Enhancement and Development Trust Fund within the Department of Economic Opportunity.”
- **An additional \$40 million per year is transferred from the State Housing Trust Fund to the SEED Trust Fund.**
 - “Eight and sixty-six hundredths percent of the remaining taxes shall be paid into the State Treasury to the credit of the State Housing Trust Fund. Out of such funds, beginning in the 2012-2013 fiscal year, the first \$40 million shall be transferred annually... to the State Economic Enhancement and Development Trust Fund within the Department of Economic Opportunity.”

Section 240 Metropolitan Planning Organization (s. 339.175 (8) (f), F.S.)

- **MPOs are required to submit copies of the adopted TIP to the Department of Economic Opportunity. The requirements of this section are identical to previous requirements of sending MPO documents to DCA.**
 - “The adopted annual transportation improvement program for M.P.O.’s in nonattainment or maintenance areas must be submitted to the district secretary and the Department of Economic Opportunity at least 90 days before the submission of the state transportation improvement program by the department to the appropriate federal agencies. The annual transportation improvement program for M.P.O.’s in attainment areas must be submitted to the district secretary and the Department of Economic Opportunity at least 45 days before the department submits the state transportation improvement program to the appropriate federal agencies; however, the department, the Department of Economic Opportunity, and a metropolitan planning organization may, in writing, agree to vary this submittal date.”
- **The Department of Economic Opportunity will review the TIP for consistency with the local government comprehensive plans in the MPO area (identical to previous duties of DCA).**
 - “The Department of Economic Opportunity shall review the annual transportation improvement program of each M.P.O. for consistency with the approved local government comprehensive plans of the units of local government whose boundaries are within the metropolitan area of each M.P.O. and shall identify those projects that are inconsistent with such comprehensive plans. The Department of Economic Opportunity shall notify an M.P.O. of any transportation projects contained in its transportation improvement program which are inconsistent with the approved local government comprehensive plans of the units of local government whose boundaries are within the metropolitan area of the M.P.O.”

HB 7205 – An Act Relating to Trust Funds

Section 1 State Economic Enhancement and Development Trust Fund (s. 288.120, F.S.)

- **The State Economic Enhancement and Development (SEED) Trust Fund is created within the Department of Economic Opportunity.**
 - “There is created within the Department of Economic Opportunity the State Economic Enhancement and Development Trust Fund. Moneys deposited in the trust fund shall be used for infrastructure and job creation opportunities...”
- **Money in the SEED Trust fund is available for use on transportation facilities, affordable housing programs, economic development incentives, workforce training, or tourism promotion.**
 - “Transportation facilities that meet a strategic and essential state interest with respect to the economic development of the state...”
 - “Economic development incentives for job creation and capital investment...”
- **Funding comes primarily from documentary stamp revenues, and is subject to legislative appropriation.**
 - “The trust fund is established for use as a depository for funds to be used for the purposes specified in subsection (1). Moneys to be credited to the trust fund shall consist of documentary stamp tax proceeds as specified in law, local financial support funds, interest earnings, and cash advances from other trust funds. Funds shall be expended only pursuant to legislative appropriation...”
- **The Trust Fund sunsets on July 1, 2015.**
 - “...the trust fund shall, unless terminated sooner, be terminated on July 1, 2015.”

SB 2000 – Appropriations

Section 110 Revenue Transfers (pursuant to section 215.32(2)(b)4.a., F.S.)

- **Transfers \$150,000,000 from the State Transportation Trust Fund to the State School Trust Fund. Transfers will occur in four equal installments.**
 - “For transfer to State School Trust Fund:
DEPARTMENT OF TRANSPORTATION
State Transportation Trust Fund..... 150,000,000”
 - “The transfer of funds from the State Transportation Trust fund to the State School Trust Fund for Fiscal Year 2011-2012 shall occur in September and December of 2011, and in January and April of 2012.”

HB 399- An Act Relating to Infrastructure Investment

Section 1 Duties of FDOT Assistant Secretary (s. 20.23(1)(d), F.S.)

- **Charges the Secretary of Transportation to assign economic development duties to one of the three Assistant Secretaries of Transportation.**
 - “The secretary may appoint up to three assistant secretaries who shall be directly responsible to the secretary and who shall perform such duties as are assigned by the secretary. The secretary shall designate to an assistant secretary the duties related to enhancing economic prosperity, including, but not limited to, the responsibility of liaison with the head of economic development in the Executive Office of the Governor. Such assistant secretary shall be directly responsible for providing the Executive Office of the Governor with investment opportunities and transportation projects that expand the state's role as a global hub for trade and investment and enhance the supply chain system in the state to process, assemble, and ship goods to markets throughout the eastern United States, Canada, the Caribbean, and Latin America.”

Section 2 Selection of Statewide Project Priorities (s. 311.09(3), F.S.)

- **The Florida Seaport Transportation and Economic Development Council to approve a list of project priorities and submit the list to FDOT.**
 - “The Florida Seaport Mission Plan shall include specific recommendations for the construction of transportation facilities connecting any port to another transportation mode and for the efficient, cost-effective development of transportation facilities or port facilities for the purpose of enhancing trade, promoting cargo flow, increasing cruise passenger movements, increasing port revenues, and providing economic benefits to the state. The council shall develop a priority list of projects based on these recommendations annually and submit the list to the Department of Transportation.”

Section 3 Requirement to Adopt Strategic Plans (s. 311.14(3), F.S.)

- **Requires that all ports develop a strategic plan.**
 - “Each port shall develop a strategic plan with a 10-year horizon.”
- **Each port strategic plan must include components discussing economic development opportunities, infrastructure improvements, identification of intermodal facilities, barriers to plan success, and intergovernmental coordination.**
 - “Each plan must include the following:

- a) An economic development component that identifies targeted business opportunities for increasing business and attracting new business for which a particular facility has a strategic advantage over its competitors, identifies financial resources and other inducements to encourage growth of existing business and acquisition of new business, and provides a projected schedule for attainment of the plan's goals.
- b) An infrastructure development and improvement component that identifies all projected infrastructure improvements within the plan area which require improvement, expansion, or development in order for a port to attain a strategic advantage for competition with national and international competitors.
- c) A component that identifies all intermodal transportation facilities, including sea, air, rail, or road facilities, which are available or have potential, with improvements, to be available for necessary national and international commercial linkages and provides a plan for the integration of port, airport, and railroad activities with existing and planned transportation infrastructure.
- d) A component that identifies physical, environmental, and regulatory barriers to achievement of the plan's goals and provides recommendations for overcoming those barriers.
- e) An intergovernmental coordination component that specifies modes and methods to coordinate plan goals and missions with the missions of the Department of Transportation, other state agencies, and affected local, general-purpose governments.”

- **The port strategic plan must be consistent with local government comprehensive plans.**

- “To the extent feasible, the port strategic plan must be consistent with the local government comprehensive plans of the units of local government in which the port is located.”

- **The Florida Seaport Transportation and Economic Development Council to review each strategic plan and prioritize needs for inclusion in the statewide Florida Seaport Mission Plan.**

- “The Florida Seaport Transportation and Economic Development Council shall review the strategic plans submitted by each port and prioritize strategic needs for inclusion in the Florida Seaport Mission Plan ...”

Section 4 Florida Transportation Plan (s. 339.155, F.S.)

- **The Florida Transportation Plan prevailing principles expanded to include trade and investment.**

- "... based upon the prevailing principles of ... Expanding the state's role as a hub for trade and investment."

Section 5 Strategic Intermodal System (s. 339.63, F.S.)

- **Expands types of facilities eligible to be included on the SIS.**
 - "The Strategic Intermodal System and the Emerging Strategic Intermodal System include four different types of facilities..."
 - "Existing or planned facilities that significantly improve the state's competitive position to compete for the movement of additional goods into and through this state."

SB 2152 – An Act Relating to Transportation

Section 16 (s. 348.0006, F.S.)

- **Repeals the definition of lease-purchase agreements, effectively removing the ability of any expressway authority created under this section to enter into lease-purchase agreements.**
 - “Section 348.0006, Florida Statutes, is repealed.”

Sections 17, 18, 19, 20, 21, and 22 (s. 348, Part II, Part III, Part VI, Part VII, Part VIII, and Part X, F.S.)

- **Repeals the enabling legislation of the Brevard County Expressway Authority, Broward County Expressway Authority, Pasco County Expressway Authority, St. Lucie Expressway and Bridge Authority, Seminole County Expressway Authority, and Southwest Florida Expressway Authority.**