



Legislative Session Update





The 2024 regular Legislative Session included:

- 1902 Bills and PCBs filed
- 325 Bills passed both chambers
- 17.1% of total bills passed this session

- 450+ Bills in FAC Bill Tracker
- Nearly 100 Preemptions/Mandates



HB 479 - *Alternative Mobility Funding Systems* (Robinson) **SIGNED** **(amended)**

- Provides that **only** the local government issuing the building permit may charge for transportation impacts on a development.
- The permitting local government is still required to collect and account for extra-jurisdictional impacts (e.g. County roads within municipal boundaries)
- Affected local governments are directed to establish an interlocal agreement (ILA) to coordinate mitigation of transportation impacts.
- **If** they are unable to establish an ILA, it triggers a default process with a penalty:
 - Fees are to be apportioned based on A) the developer's traffic impact study OR B) the adopted mobility plan.
 - The developer receives a 10% reduction in fee
- Exempts Miami-Dade County; Exempts existing interlocal agreements
- Requires impact studies to use recent and localized data



HB 705 - *Public Works Projects* (Shoaf) **SIGNED** (amended)

- Under current law, a “public works project” includes construction projects funded in part or whole by state-appropriated funds. The bill revises the definition to include projects paid for with **local** funding.
- Current law also preempts certain “local preferences” within the procurement phase of a public works project. This includes consideration of geographic location, wage rates, benefits, staffing levels, and recruiting or hiring from preferred sources.
- The bill would expand these preempted activities to projects involving local funds—
 - A local government may still practice geographic preferences **if** it is the sole funding source of the project.
- Goods, services, or work that is incidental to the public works project and other such incidental service items are excluded from this preemption.
 - e.g. janitorial, security, landscaping, maintenance, and transportation services; services that do not require a construction license



HB 433 - *Employment Regulations* (Esposito) **SIGNED**(amended)

- Prohibits a county from using its purchasing or contracting processes to control the wages or benefits provided by its vendors and contractors
 - This includes the use of evaluation factors, qualification of bidders, or otherwise awarding preferences on the basis of the wages or employment benefits provided by vendor.
 - Does not impair contracts entered into before September 30, 2026.
- Prohibits local governments from regulating scheduling, including predictive scheduling, by a private employer
- Preempts the regulation of workplace heat exposure requirements



HB 267 - *Building Regulations (Esposito)* **SIGNED** (amended)

- Tightens the “shot clocks” for a local building department to approve or deny a permit.
 - Current law for single family residential dwellings allows for an initial 30-day review, and an additional 10-day review, once an applicant has cured any deficiencies.
 - A local building department has up to 120 days to review most other permit types.
- The final bill provides for the following revised timelines:
 - 10 days when a statutorily licensed “private provider” is used for plan review, and affixes a professional seal to the affidavit with their approval of the application; **Note:** a local code enforcement agency may not audit a private provider’s performance unless they have adopted a standard audit process
 - 10 days for single family residential dwellings within a Community Block Grant Disaster Recovery area
 - 12 days for a site-specific master building permit application
 - 30 days for residential structures under 7,500 square feet
 - 60 days for residential structures greater than 7,500 square feet; OR nonresidential structures or signage under 25,000 square feet; OR multifamily residential site plan and subdivision plat approvals not requiring a judicial hearing; OR lot grading and site alteration reviews



HB 267 - *Building Regulations (Esposito)* **SIGNED** (amended) cont.

Additional Provisions:

- Building departments may not require a waiver of these timelines as a condition precedent to review of an application.
- A local government must refund 10 percent of the permit fee for every day it does not meet these deadlines. **Note:** The House language originally provided that an application is “deemed approved” by default if these deadlines are not met. This would pose a significant public safety risk if buildings are not properly reviewed for code compliance. This was ultimately removed in a late floor amendment.
- To help streamline the local permitting process, the bill authorizes the use of year-over-year carryforward funds from permit fees to upgrade permit enforcement technology



SB 812 - *Expedited Permitting of Residential Building Permits* (Ingoglia) **SIGNED** **(amended)**

- The bill requires counties of 75,000 residents or more to create a program allowing for expedited batch permitting (up to 50% of total building permits) for eligible planned communities and subdivisions, following preliminary plat approval.
 - By December 31, 2027, eligible subdivisions may receive up to 75% of the total building permits following approval of the preliminary plat.
- An eligible applicant may obtain these expedited permits under the following conditions:
 - Approval of a preliminary plat by the local government
 - The applicant furnishes a copy of the approved plat and plans to the relevant utilities.
 - The applicant holds a valid performance bond up to 130% of the necessary utilities and improvements.
 - An applicant must indemnify and hold harmless the local government for any damages related to the issuance of the building permits.
- Following preliminary plat approval, an applicant is considered to have vested rights in the plat if they meet the following conditions:
 - Good faith reliance in the approved plat and any plat amendments
 - Commencement of construction
 - Incurrence of obligations and expenses on the project
- To expedite the permit process, a developer may use a private provider pursuant to s. 553.791. Local governments are also directed to create and maintain a registry of at least 3 qualified contractors to supplement staff resources.



HB 149 – *Continuing Contracts (Alvarez)* **SIGNED**

- Revises the maximum threshold for construction costs under a “continuing contract” from \$4 million (per individual project) to \$7.5 million.
- Additionally, this cost threshold will be annually indexed to CPI, beginning July 1, 2025, and every July 1 thereafter.
- Firms under a continuing contract are able to provide professional services on multiple projects under the cost threshold, without having to resubmit a competitive bid for each respective project. This is thought to streamline the procurement process and reduce administrative costs.



HB 287 – *Transportation (Esposito)* **SIGNED**

- Prohibits the Florida Department of Transportation from committing more than 20% of state fuel tax revenues to transit projects; this is meant to prioritize road projects
- Creates the statutory framework for the “Local Agency Program,” in which FDOT stewards and oversees the use of federal grant funding for local transportation projects;
 - This program concept already exists, de facto—the bill merely codifies it in statute.
- Provides that a claimant must institute an action against a contractor or surety within 365 days after the performance of the labor or completion of delivery of the materials or supplies.
 - Current law stipulates 365 days following final acceptance of the contract work



HB 1301 – *Department of Transportation (Abbott)* **SIGNED**

- Revises the means of selecting the Secretary of the Florida Department of Transportation (FDOT) and revises FDOT's areas of program responsibility as well as its overall mission, goals, and objectives.
- Allows certain local governments to compete for additional project funding under the Small County Outreach Program. This includes local governments within the Everglades Agricultural Area, Peace River Basin, and Suwannee River Basin.
 - Additional funds may cover up to 100% of project costs, excluding capacity improvement projects.
- Revises airport land use compatibility zoning regulations.
- Requires a local government seeking to repurpose one or more traffic lanes to conduct a traffic study to evaluate potential adverse impacts, as well as hold at least one public meeting regarding the project
- Prohibits the use of state funds to support a public transit provider, authority, public-use airport, or port that does not comply with s. 381.00316, F.S., regarding protected health care choices
- Provides for certain prioritization of funding for arterial highway projects.
- Provides requirements for marketing and advertising by a public transit provider.
- Requires public transit providers to disclose certain information and documentation relating to its budgeted and general administrative costs.



SB 28/HB 107 – *License Taxes (Hooper/Esposito)* **FAILED**

- These two bills began as identical companions; however, the language drifted apart following a strike-all amendment on the House side.
- **Senate:** Imposes an annual registration fee of \$200 for electric vehicles (EVs) and \$50 for plug-in hybrid electric vehicles (PHEVs), rising to \$250 and \$100 in 2029. 36% of the associated revenues are allocated to counties for transportation-related expenses. This represents an effort to replace lost revenue from local fuel taxes with more non-fuel vehicles on the road.
- **House:** Directs the Revenue Estimating Conference to conduct a Special Estimating Session to determine the General Revenue (GR) impact resulting from the sales tax on electricity used for charging electric vehicles. One-twelfth of this revenue estimate is to be distributed monthly from GR to the State Transportation Trust Fund—**no money** will be allocated to counties or municipalities.
- The House bill also directs the Office of Economic and Demographic Research to study the long-term fiscal impacts of continued EV and PHEV adoption to the State Transportation Trust Fund and sales tax/gross receipts revenues.



SB 1032/HB 7049 – *Transportation (MPO's) (Gruters/McFarland)* **FAILED**

- Imposes a moratorium on new MPOs adjacent to existing MPOs and repeals the Metropolitan Planning Organization Advisory Council (MPOAC).
- Creates a new accountability structure for MPO's; MPO's will be subject to evaluation through a “quality performance metric.”
- FDOT is directed to establish performance standards to comprise the metric, including, but not limited to:
 - Safety of the transportation system
 - Construction and professional services contracts procured and delivered on time and within budget
 - Preservation of the State Highway System
 - Financial management
 - Effectiveness of other state and federally mandated programs
- The bill also includes the following provisions:
 - Requires FDOT to annually convene MPO's to exchange best practices.
 - Requires FDOT to provide training for new MPO governing board members.
 - Requires FDOT to submit a comprehensive review of its district boundaries and whether any district boundaries should be redrawn as a result of population growth and increased urban density.



Also Failed:

- **SB 784 – *Installation of Waterway Markers (Gruters)***
- **SB 1506 – *Strategic Infrastructure Investment Plan (DiCeglie)***
- **SB 1580 – *Autonomous Vehicles (Torres)***



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