

FLORIDA HOUSE OF REPRESENTATIVES FINAL BILL ANALYSIS

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BILL #: [CS/CS/CS/HB 1093](#)

TITLE: Vertiports

SPONSOR(S): Spencer and Alvarez, J.

COMPANION BILL: [CS/CS/SB 1362](#) (Harrell)

LINKED BILLS: None

RELATED BILLS: None

FINAL HOUSE FLOOR ACTION: 110 Y's

0 N's

GOVERNOR'S ACTION: Pending

SUMMARY

Effect of the Bill:

The bill amends Florida law to specifically include vertiports and charging systems as qualifying projects for funding under public-private partnerships between state and private entities.

The bill authorizes the Florida Department of Transportation (FDOT) to fund all of the project costs of a public vertiport if federal funds are not available. If federal funds are available, FDOT may fund up to 80 percent of the nonfederal share of the project costs.

Fiscal or Economic Impact:

The bill authorizes, but does not necessarily require, additional funding within the FDOT Work Program or other existing FDOT operational resources. The bill authorizes FDOT to fund 100 percent of the project costs of a public vertiport. If FDOT elects to fund vertiport projects, it is anticipated these expenditures will be absorbed within available Work Program revenues.

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ANALYSIS

EFFECT OF THE BILL:

The bill amends Florida law to specifically include [vertiports](#) and charging systems as qualifying projects for funding under [public-private partnerships](#) between state and private entities. (Section [1](#))

The bill authorizes the Florida Department of Transportation (FDOT) to fund all of the project costs of a public vertiport if federal funds are not available. If [federal funds](#) are available, FDOT may fund up to 80 percent of the nonfederal share of the project costs. (Section [2](#))

Subject to the Governor's veto powers, the effective date of this bill is July 1, 2026.

FISCAL OR ECONOMIC IMPACT:

STATE GOVERNMENT:

The bill authorizes, but does not necessarily require, additional funding within the FDOT Work Program or other existing FDOT operational resources.

The bill authorizes FDOT to fund 100 percent of the project costs of a public vertiport. If FDOT elects to fund vertiport projects it is anticipated these expenditures will be absorbed within available Work Program revenues.

RELEVANT INFORMATION

SUBJECT OVERVIEW:

Advanced Air Mobility

STORAGE NAME: h1093z

DATE: 3/11/2026

Advanced air mobility (AAM) is an umbrella term for aircraft that are typically highly automated, electrically powered, and have vertical take-off and landing capability.¹

Numerous uses for AAM are being explored, including air taxi, air cargo, and public services. Air taxis feature passenger transportation within and around urban and regional areas, including routes connecting city centers to airports or to neighboring city centers. Air cargos uses feature cargo transportation supporting the middle-mile of logistics, generally seen as from the cargo port to the distribution center. Public service uses, such as search and rescue, disaster relief, and air ambulance operations are other catalysts for innovation in AAM.

FDOT is currently laying the groundwork to build an intercity AAM “Aerial Highway Network” to connect major metropolitan areas across Florida.² In addition to performing research and development at its SunTrax test facility to accelerate operational viability, FDOT is developing custom curriculums to establish unique requirements for licensing to safely operate within the AAM Network.³

SunTrax, located in Polk County, has been designated as the research and development testing hub of the Florida’s AAM program.⁴ Early development phases of vertiport demonstration will consist of a passenger terminal, at-grade vertiports, access roads with vehicle staging, eVTOL parking positions and charging station, and a research and development hangar.⁵

[eVTOL Aircraft](#)

The term “electric vertical takeoff and landing (eVTOL) aircraft” is not defined in Florida law. However, the term eVTOL aircraft generally refers to electric-powered aircraft that vertically take off and land. Similar to a helicopter, eVTOL aircraft hover and fly and are typically designed to carry two to six people, including a pilot.⁶

[Vertiports](#)

Generally, a vertiport is an area of land, water, or structure used, or intended to be used, to support the landing, takeoff, taxiing, parking, and storage of powered-lift aircraft or other aircraft that vertiport design and performance standards established by the FAA can accommodate.⁷

For the purposes of applying to the Florida Department of Commerce for funding to develop vertiports, Florida law currently defines the term “vertiport” as “a system or infrastructure with supporting services and equipment used for landing, ground handling, and takeoff of manned or unmanned vertical takeoff and landing (VTOL) aircraft.”⁸

Florida Airport Development and Assistance Act

¹ Federal Aviation Administration, *Advanced Air Mobility: Air Taxis*, <https://www.faa.gov/air-taxis> (last visited Jan. 27, 2026).

² Florida Department of Transportation, *From the Ground to the Skies: Florida’s Aerial Highway Network*, November 2025. Available at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/aviation/aam/fdot-2025-advanced-mobility-strategy.pdf?sfvrsn=19eb551c_1 (last visited Jan. 27, 2026).

³ *Id.*

⁴ Central Florida Development Council, SunTrax Named Florida’s Home for Advanced Air Mobility, Positioning Polk as Statewide Innovation Leader, <https://www.cfdc.org/suntrax-named-floridas-home-for-advanced-air-mobility-positioning-polk-as-statewide-innovation-leader/> (last visited Jan. 23, 2026).

⁵ SunTrax Air, <https://suntraxfl.com/suntrax-air/> (last visited Jan. 23, 2026).

⁶ Matthew Urwin, *Electricity-powered flying taxis are almost ready for liftoff*, December 3, 2024, available at: <https://builtin.com/articles/evtol-aircraft> (last visited Jan. 23, 2026).

⁷ Federal Aviation Administration, *Advanced Air Mobility Infrastructure*, <https://www.faa.gov/airports/new-entrants/aam-infrastructure> (last visited Jan. 27, 2026).

⁸ S. 288.102(d), F.S.

The Florida Airport Development and Assistance Act (FADAA)⁹ provides FDOT with certain statutory duties regarding aviation development and assistance. These duties include providing financial and technical assistance to airports¹⁰ and encouraging the maximum allocation of federal funds to local airport projects.¹¹

For purposes of the FADAA, the term “public-use airport” means any publicly owned airport which is used or to be used for public purposes.¹² Further, the term “eligible agency” means a political subdivision of the state or an authority which owns or seeks to develop a public-use airport.¹³

FDOT’s annual legislative budget request for aviation and airport development projects is based on the funding required for development projects in its aviation and airport work program. DOT must prioritize funding to support the planning, design, and construction of proposed projects by local sponsors, with special emphasis on projects for runways and taxiways, including the painting and marking of runways and taxiways, lighting, other related airside activities, and airport access transportation facility projects on airport property.¹⁴

FDOT is authorized to fund certain aviation and airport-related projects, subject to certain requirements and limits on airport funding from the State Transportation Trust Fund (STTF). Requirements can be based on the airport type, availability of federal funds, project type, and size of the airport.¹⁵

Public-private Partnerships

Public-private partnerships (P3s) are contractual arrangements between public entities and private sector entities¹⁶ that facilitate increased private sector involvement in the funding and execution of public building and infrastructure projects.¹⁷ These agreements enable the collaboration of skills and assets from both public and private sectors to provide services or facilities for the benefit of the general public.

Responsible public entities (RPEs)¹⁸ may engage in P3 projects aimed at developing an extensive array of public-use facilities or projects that fulfill a public purpose. Examples of qualifying projects¹⁹ include those for mass transit, vehicle parking, airports or seaports, educational facilities, and public sector buildings or complexes such as courthouses or city halls. RPEs must adhere to specific requirements, including protocols for reviewing and approving proposals.

⁹ [S. 332.003, F.S.](#), through [s. 332.007, F.S.](#)

¹⁰ [S. 332.006\(4\), F.S.](#)

¹¹ [S. 332.006\(8\), F.S.](#)

¹² [S. 332.004\(14\), F.S.](#)

¹³ [S. 332.004\(7\), F.S.](#)

¹⁴ [S. 332.007\(4\)\(a\), F.S.](#)

¹⁵ [S. 332.007\(7\), F.S.](#)

¹⁶ “Private entity” means any natural person, corporation, general partnership, limited liability company, limited partnership, joint venture, business trust, public benefit corporation, nonprofit entity, or other private business entity. [S. 255.065\(1\)\(g\), F.S.](#)

¹⁷ [S. 255.065\(2\)\(b\), F.S.](#)

¹⁸ “Responsible public entity” means a county, municipality, school district, special district, or any other political subdivision of the state; a public body corporate and politic; or a regional entity that serves a public purpose and is authorized to develop or operate a qualifying project. [S. 255.065\(1\)\(j\), F.S.](#)

¹⁹ “Qualifying project” means a facility or project that serves a public purpose; an improvement, including equipment, of a building that will be principally used by a public entity or the public at large or that supports a service delivery system in the public sector; a water, wastewater, or surface water management facility or other related infrastructure; or projects that involve a facility owned or operated by the governing board of a county, district, or municipal hospital or health care system, or projects that involve a facility owned or operated by a municipal electric utility, only those projects that the governing board designates as qualifying projects. [S. 255.065\(1\)\(i\), F.S.](#)

Federal Airport Investment Partnership Program

The federal Airport Investment Partnership Program,²⁰ authorizes private companies to own, manage, lease, and develop public airports. Public airport sponsors and private operators may jointly manage an airport. The airport owner or leaseholder may be exempt from repayment of federal grants, return of property acquired with federal assistance, and the use of proceeds from the airport's sale or lease to be used exclusively for airport purposes.²¹

²⁰ 49 U.S.C. s. 47134, the program was previously known as the Airport Privatization Pilot Program.

²¹ Federal Aviation Administration, *Airport Investment Partnership Program*, formerly Airport Privatization Pilot Program, https://www.faa.gov/airports/airport_compliance/privatization (last visit Jan. 23, 2026).