

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Committee on Appropriations

BILL: CS/CS/SB 1220

INTRODUCER: Appropriations Committee on Transportation, Tourism, and Economic Development Committee; Transportation Committee; and Senator Massullo

SUBJECT: Transportation

DATE: February 23, 2026 REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	<u>Johnson</u>	<u>Vickers</u>	<u>TR</u>	<u>Fav/CS</u>
2.	<u>Griffin</u>	<u>Nortelus</u>	<u>ATD</u>	<u>Fav/CS</u>
3.	<u>Griffin</u>	<u>Sadberry</u>	<u>AP</u>	<u>Pre-meeting</u>

Please see Section IX. for Additional Information:

COMMITTEE SUBSTITUTE - Substantial Changes

I. Summary:

CS/CS/SB 1220 addresses a range of issues related to transportation. Specifically, the bill:

- Requires the Florida Greenways and Trails Council to update its prioritization of regionally significant trails after the Florida Department of Transportation (FDOT) submits its triennial report on the Shared-Use Nonmotorized (SUN) Trail program.
- Authorizes the use of additional surface materials on SUNTrail facilities and allows the FDOT to consider sponsorship agreements in prioritizing SUNTrail projects.
- Requires strategic plans for seaports and commercial service airports to provide strategies for obtaining and maintaining critical infrastructure resources.
- Requires the FDOT to identify and prioritize key maritime components in the state’s supply chain to strengthen and expand the state’s maritime industrial base.
- Authorizes personal delivery devices to operate on bike lanes, bike paths, and road shoulders, except on limited access facilities.
- Prohibits counties and municipalities from enacting operating fees or restrictions on commercial advertising on personal delivery devices.
- Repeals statutory authority regarding the development and use of digital driver licenses and identification cards.
- Provides that a local government may not withhold land use approval of a drone delivery service located on a commercial property.

- Provides that the presence of a drone delivery service in a commercial property's parking lot does not reduce the number of parking spaces in the lot for the purpose of meeting minimum parking requirements.
- Requires the FDOT to direct investments in the state's aviation system to facilitate efficiency and to improve passenger experiences and the efficiency of the supply chain.
- Authorizes the FDOT to coordinate with commercial service airports to review and evaluate Transportation Security Administration policies and programs to improve airport efficiency.
- Defines the term "advanced air mobility corridor connection point" and incorporates that term into the definition of the term "transportation corridor."
- Authorizes the FDOT to purchase promotional items related to transportation-related economic development opportunities and advanced air mobility.
- Expands the FDOT's authority regarding research facilities and contracting authority to conduct research.
- Authorizes the FDOT to require local governments to submit applications for federal transportation funding and approve local requests for federal funding for state-owned transportation facilities.
- Authorizes the FDOT to coordinate with and provide assistance to local governments to develop and review local applications for federal funding to ensure that each project receiving federal funds is consistent with FDOT's mission, goals, and objectives.
- Authorizes the FDOT to acquire, own, operate or construct airports to support advanced air mobility.
- Provides that the FDOT is the lead agency for the coordination and procurement of LiDAR mapping systems.
- Increases the percentage of turnpike tolls collected in Palm Beach, Broward, and Miami-Dade counties that are programmed for turnpike projects in those counties.
- Clarifies that certain provisions required for contracts between FDOT and paratransit providers only apply to entities providing paratransit services to persons with disabilities.
- Provides that shooting into an occupied or unoccupied autonomous vehicle is a felony of the second degree.
- Provides that willful or malicious defacement, injury, or damage to an autonomous vehicle, where damage is greater than \$200, is a felony of the third degree.
- Requires the FDOT to study the impact of alternative fuel vehicles on state transportation revenues and evaluate revenue models to address this impact.
- Provides a \$300,000 appropriation for the FDOT study.

This bill will have an indeterminate fiscal impact on private and governmental entities. See Section V., Fiscal Impact Statement.

This bill takes effect July 1, 2026.

II. Present Situation:

For ease of organization and readability, the present situation is discussed below with the effect of proposed changes.

III. Effect of Proposed Changes:

SUNTrail/Greenways and Trails System (Sections 1 and 20)

Present Situation

Managed by the Department of Environmental Protection (DEP), the Florida Greenways and Trails System is a statewide system of greenways and trails.¹ The Florida Greenways and Trails Council advises the DEP regarding this system, including making recommendations for prioritizing the funding of regionally significant trails.²

Part of the Greenways and Trails System, the Florida Department of Transportation's (FDOT) Shared-Use Nonmotorized Trail (SUNTrail) Network provides nonmotorized transportation opportunities for bicyclists and pedestrians. SUNTrail trails must be physically separated from motor vehicle traffic and constructed with asphalt, concrete, or another hard surface.³

The FDOT must annually allocate at least \$50 million for SUNTrail⁴ and prioritize funding for projects that:

- Are recommended as priorities by the Florida Greenways and Trails Council as regionally significant trails.⁵
- Have national, statewide, or regional importance.
- Are otherwise identified by the Florida Greenways and Trails Council as a priority for critical linkage and trail connectedness within the Florida Greenways and Trails System.
- Facilitate an interconnected system of trails by completing gaps between existing trails.
- Support the transportation needs of bicyclists and pedestrians.⁶

The FDOT and local governments are authorized to enter into sponsorship agreements for commercial sponsorship displays on multiuse trails and related facilities. The FDOT or the local government that administers the sponsorship agreement must use sponsorship revenues for maintenance, signage, and amenities on the trails and related facilities.⁷

By June 30, 2026, and every three years thereafter, the FDOT must submit a status report on the SUNTrail network to the Governor, the President of the Senate, and the Speaker of the House of Representatives.⁸ The FDOT's report may include legislative recommendations and must include statistical information regarding the trails and expenditures associated with the network. The FDOT must also provide information regarding trail usage.⁹

¹ Section 260.14, F.S. The Florida Greenways and Trails System is codified in ch. 260, F.S.

² Section 260.0142, F.S.

³ Section 339.81(2), F.S.

⁴ Section 339.81(5)(a), F.S. These funds are distributed from the initial application for a motor vehicle registration. *See s. 320.072(4)(a), F.S.*

⁵ This is pursuant to s. 260.0142(4)(c), F.S.

⁶ Section 339.81(5)(b), F.S.

⁷ Section 339.81(7)(a), F.S.

⁸ This report is in coordination with the Department of Environmental Protection.

⁹ Section 339.81(8), F.S.

Effect of Proposed Changes

The bill amends s. 260.0142, F.S., to require the Florida Greenways and Trails Council to meet within 90 days after FDOT submits its triennial SUNTrail report. The purpose of this meeting is to reprioritize regionally significant trails within the SUNTrail network.

The bill amends s. 339.81, F.S., to authorize SUNTrail facilities to be constructed with any FDOT-approved improved hard surface. The bill also authorizes the FDOT, in prioritizing SUNTrail projects, to consider the existence of sponsorship agreements.

Seaport Strategic Plans (Section 2)

Present Situation

Florida's seaports include Jacksonville, Port Canaveral, Port Citrus, Fort Pierce, Palm Beach, Port Everglades, Miami, Port Manatee, St. Petersburg, Putnam County, Tampa, Port St. Joe, Panama City, Pensacola, Key West, and Fernandina.¹⁰

Each seaport must develop a 10-year strategic plan, containing:

- An economic development component;
- An infrastructure development and improvement component;
- A component identifying all available and potential intermodal transportation facilities;
- A component identifying physical, environmental, and regulatory barriers; and
- An intergovernmental coordination component.¹¹

The plan's infrastructure development and improvement component must identify all projected infrastructure improvements within the plan area which require improvement, expansion, or development in order for the seaport to attain a strategic advantage for competition with national and international competitors.¹²

Effect of Proposed Changes

The bill amends s. 311.14, F.S., to require each seaport master plan's infrastructure development and improvement component to contain strategies for obtaining and maintaining critical infrastructure resources for the port and its tenants. Such strategies must include long-term contracts, rights-of-first refusal regarding the sale or lease of property storing such resources, and contingency plans for obtaining such resources.

The bill defines the term "critical infrastructure resources," to include, but not be limited to, access to electricity, fuel, and water resources.

¹⁰ Section 311.09(1), F.S.

¹¹ Section 311.14(2), F.S.

¹² Section 311.14(2)(b), F.S.

Florida Seaport Maritime Industrial Base (Section 3)

Present Situation

On April 9, 2025, President Trump issued an executive order on Restoring America's Maritime Dominance. The executive order provides that it is the policy of the United States to revitalize and rebuild domestic maritime industries and workforce to promote national security and economic prosperity. The executive order requires a Maritime Action Plan and requires an assessment of ways to expand the Maritime Industrial Base, including, but is not limited to, investment and expansion of commercial and defense shipbuilding capabilities, component supply chains, ship repair and marine transportation capabilities, port infrastructure, and the adjacent workforce.¹³

Florida's seaports currently support nearly 1.2 million jobs, contribute over \$195 billion in total economic value. This represents 12.2 percent of Florida's GDP.¹⁴

Effect of Proposed Changes

The bill creates s. 311.26, F.S., to require the FDOT to coordinate with the Florida Department of Commerce, seaports, and the Federal Government to identify and prioritize key maritime components in the supply chain that are essential to strengthening and expanding Florida's maritime industrial base. Seaports must support projects prioritized by the FDOT that directly support the building and construction, maintenance, and modernization of both commercial vessels, including cargo vessels, and vessels designed for national defense. The FDOT must evaluate projects by their estimated return on invested capital, job creation, and contribution to the state's and the United States' economic competitiveness and national security interests. Additional consideration must include the project's anticipated enhancement of Florida's commercial maritime capabilities.

Personal Delivery Devices and Mobile Carriers (Sections 4-6)

Present Situation

Florida law defines the term "personal delivery device" (PDD) to mean an electrically powered device that:

- Is operated on sidewalks and crosswalks and intended primarily for transporting property;
- Has a weight that does not exceed the maximum weight established by the FDOT rule;
- Has a maximum speed of 10 miles per hour; and
- Is equipped with technology to allow for operation of the device with or without the active control or monitoring of a natural person.

A PDD is not considered a vehicle unless expressly defined by law as a vehicle. A mobile carrier is not considered a PDD. The FDOT may adopt rules to implement this provision.¹⁵

¹³ Executive Order on Restoring America's Maritime Dominance, available at: <https://www.whitehouse.gov/presidential-actions/2025/04/restoring-americas-maritime-dominance/> (last visited January 22, 2026).

¹⁴ Florida Seaport Transportation and Economic Development Council, *Seaport Mission Plan 2025-2029*; p. 7. https://ftp.fdot.gov/public/file/tulxiv1wnk-glamtfkz5mg/2025_2029_5-Year_Florida_Seaport_Mission_Plan.pdf (last visited January 28, 2026).

¹⁵ Section 316.003(59), F.S. FDOT currently does not have rules regarding the use PDDs.

A PDD may be operated on sidewalks and crosswalks within a county or municipality when permitted by federal law. This does not restrict a county or municipality from adopting regulations for the safe operation of PDDs.¹⁶ A PDD operating on a sidewalk or crosswalk has the same rights and duties as a pedestrian, except that a PDD may not unreasonably interfere with pedestrians or traffic. A PDD must yield the right-of-way to pedestrians on the sidewalk or crosswalk.¹⁷

A PDD must have a plate or marker with a unique identifying device number and identify the name and contact information of the PDD's operator.¹⁸ A PDD may not:

- Operate on a public highway except to the extent necessary to cross a crosswalk.
- Operate on a sidewalk or crosswalk unless its operator is actively controlling or monitoring its navigation and operation.
- Transport hazardous materials.¹⁹

A person who owns and operates a PDD is required to maintain an insurance policy that provides general liability coverage of at least \$100,000.²⁰

At least one municipality has adopted an ordinance requiring PDDs to be registered with the municipality and obtain an operating permit. The ordinance also prohibits commercial advertising displays on PDDs and mobile carriers.²¹

A mobile carrier is defined as an electrically powered device that:

- Is operated on sidewalks and crosswalks and is intended primarily for transporting property;
- Weighs less than 80 pounds, excluding cargo;
- Has a maximum speed of 12.5 mph; and
- Is equipped with technology to transport personal property with the active monitoring of a property owner and primarily designed to remain within 25 feet of the property owner.

A mobile carrier is not considered a vehicle or personal delivery device unless expressly defined by law as a vehicle or personal delivery device.²²

Mobile carriers have operating provisions similar to PDDs. However, mobile carriers are not required to have a marker with an identifying number and the name and contact information of

¹⁶ Section 316.008(7)(b), F.S. However, a PDD may not be operated on the Florida Shared-Use Nonmotorized Trail Network or the Florida Greenways and Trails System.

¹⁷ Section 316.2071(1), F.S.

¹⁸ Section 316.2071(2)(b), F.S.

¹⁹ Section 316.2071(3), F.S.

²⁰ Section 316.2071(4), F.S.

²¹ *City of Miami Beach*, City Commission Meeting, February 5, 2026, Items R5 H and I.

<https://www.youtube.com/watch?v=80MFjswJT9U> at 3:25:38 - 3:51:23. (Last visited February 12, 2026)

(<https://miamibeachfl.primegov.com/Portal/Meeting?meetingTemplateId=5847> (last visited February 12, 2026) (Copy of ordinance on file with Senate Committee on Transportation.)

²² Section 316.003(43), F.S.

its operator. Mobile carrier operators are also not required to be insured. Additionally, mobile carriers may not transport persons or animals.²³

Effect of Proposed Changes

The bill amends s. 316.003(59), F.S., to update the definition of “personal delivery device” to:

- Authorize the operation of PDDs on bicycle lanes, bicycle paths, or on the shoulder of the street, roadway, or highway, not including a limited access facility;²⁴ and
- Limit a PDDs speed to 20 miles per hour on bicycle lanes, bicycle paths, and on the shoulder of the street, roadway, or highway, not including a limited access facility.

The bill amends s. 316.008(7)(b), F.S., relating to the powers of local authorities to authorize PDDs to operate on sidewalks, crosswalks, bicycle lanes, bicycle paths, and on the shoulder of the street, roadway, or highway, but not on a limited access facility. However, this does not restrict a county or municipality from adopting regulations for the safe operation of PDDs.

The bill also prohibits counties or municipalities from enacting, imposing, levying, collecting, or enforcing:

- An operating fee for a PDD, except as expressly authorized by state statute; or
- An advertising regulation that restricts, prohibits, conditions, or otherwise limits commercial advertising on PDDs.

The bill amends s. 316.2071, F.S., to provide that a PDD operating on a sidewalk or a crosswalk has all the rights and duties applicable to a pedestrian under the same circumstances. A PDD may not unreasonably interfere with pedestrians, bicycles, and motor vehicles and must yield the right of way to pedestrians.

A PDD may not do any of the following:

- Operate on a sidewalk, crosswalk, bicycle lane, or shoulder of a street, roadway, or highway, unless it meets the FDOT’s minimum criteria and a human operator is capable of controlling and monitoring its navigation and operation.
- Transport hazardous materials.
- Operate on a limited access facility.

The bill also provides that a mobile carrier may not unreasonably interfere with pedestrians, bicycles, or motor vehicles and must yield the right-of-way to pedestrians.

The bill authorizes the FDOT to adopt rules to implement s. 316.2071, F.S., relating to PDDs and mobile carriers.

²³ Section 316.2071, F.S.

²⁴ Section 316.003(36), F.S., defines the term “limited access facility” to mean a street or highway especially designed for through traffic and over, from, or to which owners or occupants of abutting land or other persons have no right or easement, or only a limited right or easement, of access, light, air, or view by reason of the fact that their property abuts upon such limited access facility or for any other reason. Such highways or streets may be parkways from which trucks, buses, and other commercial vehicles are excluded or may be freeways open to use by all customary forms of street and highway traffic.

Registration Decals for Rental Trucks (Section 7)

Present Situation

With limited exceptions, Florida law requires every motor vehicle operating on its roads to be registered.²⁵ Upon registration, the DHSMV assigns the motor vehicle a registration license number and issues to the owner or lessee a certificate of registration and a registration license plate.²⁶

With each license plate, a validation sticker is issued and must be placed on the upper right hand corner of the plate to indicate the registration renewal period. The registration is for 12 months but may be extended to 24 months.²⁷

Florida law authorizes the following rental vehicles and rental trucks to elect a permanent registration period, provided that the appropriate license taxes and fees are paid annually.

- Motor vehicles that carry under nine passengers;
- Rental trucks with a net weight of not more than 5,000 pounds; and
- Rental heavy trucks with gross vehicle weights of less than 15,000 pounds.²⁸

Effect of Proposed Changes

The bill amends s. 320.06(1)(b), F.S., to increase the weight limit for rental heavy trucks eligible for a permanent registration period to such trucks that weigh no more than 26,001 pounds, provided that the appropriate license taxes are paid annually.

Digital Proof of Driver License or Identification Card (Sections 8-11)

Present Situation

The DHSMV is required to develop a secure and uniform system for issuing an optional digital proof of driver license. The DHSMV may contract with one or more private entities to develop a digital proof of driver license system.²⁹ The digital proof of driver license must allow law enforcement to verify its authenticity.³⁰

In order to be issued a digital driver license or identification card, one must satisfy all of the statutory requirements for the driver license or identification card.³¹

If a private entity scans a digital proof of driver license or identification card, the private entity may not store, sell, or share the personal information collected, except with informed consent of the individual.³²

²⁵ Section 320.02(1), F.S.

²⁶ Section 320.06(1), F.S.

²⁷ Section 320.06(b)(1), F.S.

²⁸ *Id.* Motor vehicle license taxes are pursuant to s. 320.08, F.S.

²⁹ Section 322.032(2), F.S.

³⁰ Section 322.032(3), F.S.

³¹ Section 322.032(4), F.S.

³² Section 322.032(7), F.S.

The DHSMV must invalidate a digital proof of driver license in the event of a driver license suspension.³³ Additionally, the digital proof of driver license may be presented in lieu of a printed driver license.³⁴

By July 1, 2023, the DHSMV was required to have its digital proof of driver license system include the ability to display vehicle registration and insurance information, notify a driver of a lapse in insurance coverage, and allow a driver to update insurance information.³⁵

Effect of Proposed Changes

The bill repeals s. 322.032, F.S., eliminating the DHSMV's authority to develop a digital proof of driver license and identification card. The bill also repeals s. 324.252, F.S., to repeal the requirement that the DHSMV's digital driver license system display vehicle registration and insurance information.

The bill also amends s. 322.059, F.S., to remove a provision related to digital driver licenses and driver license suspension, and amends s. 322.15(1), F.S., to remove a provision regarding presenting a digital proof of driver license in lieu of a printed driver license.

Drone Delivery Services (Section 12)

Present Situation

Florida law defines the term “drone” to mean a powered, aerial vehicle that:

- Does not carry a human operator;
- Uses aerodynamic forces to provide vehicle lift;
- Can fly autonomously or be piloted remotely;
- Can be expendable or recoverable; and
- Can carry a lethal or nonlethal payload.³⁶

Except as provided in federal regulations, authorizations, or exemptions, Florida law vests in the state the authority to regulate the operation of drones.³⁷

For a drone delivery service,³⁸ a political subdivision may not withhold issuance of a business tax receipt, development permit, or other use approval to a drone delivery service or enact or enforce an ordinance or resolution prohibiting a drone delivery service's operation based on the location of its drone port.³⁹ However, a political subdivision may enforce minimum setback and

³³ Section 322.059, F.S.

³⁴ Section 322.15(1), F.S. However, a printed driver license must be presented of a law enforcement officer or authorized representative of the Department of Highway Safety and Motor Vehicles is unable to immediately verify the digital proof of driver license.

³⁵ Section 324.252, ch. 2022-169, Laws of Fla.

³⁶ Section 934.50, F.S. This definition also applies to s. 330.41, F.S. See s. 330.41(2)(c), F.S.

³⁷ Section 330.41(3)(a), F.S.

³⁸ Section 330.41(2)(d), F.S., defines the term “drone delivery service” to mean a person or entity engaged in a business or profession of delivering goods via drone and who is governed by Title 14 of the Code of Federal Regulations.

³⁹ Section 330.41(2)(e), F.S., defines the term “drone port” to mean a stand-alone building that does not exceed 1,500 square feet in area or 36 feet in height; is located in a nonresidential area; is used or intended for use by a drone delivery service for the storage, launch, landing, and observation of drones.

landscaping regulations that are generally applicable to permitted uses in the drone port's zoning district. This may not be construed to authorize a political subdivision to require additional landscaping as a condition of approving a drone port.⁴⁰

Local Government Minimum Parking Requirements

Florida law requires local land development regulations to contain specific and detailed provisions necessary or desirable to implement its adopted comprehensive plan. Included in the minimum requirements is to ensure safe and convenient onsite traffic flow, considering needed vehicle parking.⁴¹

Counties and municipalities may elect to adopt regulations setting the minimum number of parking spaces required for various land uses, including commercial property. These requirements may be based on factors such as the use of the property and the square footage of buildings on the property.⁴²

Effect of Proposed Changes

The bill amends s. 330.41(3)(c), F.S., to prohibit a political subdivision from withholding land use approval for a drone delivery service on a commercial property.⁴³ The bill also prohibits a political subdivision from enacting an ordinance or resolution prohibiting the operation of a drone delivery service.

The bill provides that the addition of a drone delivery service within a commercial property's parking area does not reduce the number of parking spaces for the purpose of complying with any requirement for minimum number of parking spaces.

FDOT's Aviation Duties (Sections 13 and 14)

Present Situation

The FDOT is authorized to assist and advise, cooperate, and coordinate with the federal, state, local, or private organizations and individuals in planning the state's system of airports.⁴⁴ The FDOT may also coordinate and assist in developing the state's aviation system and assist the state's airports.⁴⁵

⁴⁰ Section 330.41(3)(c), F.S.

⁴¹ Section 163.3202, F.S.

⁴² See Generally, City of Tallahassee Land Development Regulations, Section 10.358 – Schedules of required parking spaces. https://library.municode.com/fl/tallahassee/codes/land_development_code?nodeId=LADECO_CH10ZO_ARTVIOREPALO_VEINRE_DIV2OREPA_S10-358SCREPA SP (last visited December 23, 2025).

⁴³ Section 330.41(1)(a), F.S., defines the term “commercial property” to mean real property other than residential property. The term includes, but is not limited to, a property zoned multifamily residential which is comprised of five or more dwelling units, and real property used for commercial, industrial, or agricultural purposes.

⁴⁴ Section 332.001(1), F.S.

⁴⁵ Section 332.006(1), F.S.

The Federal Aviation Administration (FAA) classifies commercial service airports as publicly-owned airports with at least 2,500 annual passenger enplanements and scheduled air carrier service.⁴⁶ Florida currently has 21 commercial service airports.⁴⁷

The Transportation Security Administration's (TSA)⁴⁸ Screening Partnership Program contracts with qualified private companies to provide security screening services at commercial service airports. These private companies operate under federal oversight and must comply with the TSA's security screening procedures.⁴⁹ Florida airports currently participating in the program are Orlando-Sanford International, Punta Gorda, and Sarasota-Bradenton International.⁵⁰

The TSA's PreCheck program provides low-risk travelers with secure and efficient security screenings using dedicated PreCheck security lanes. PreCheck passengers may leave their shoes, belts, and light jackets on and are not required to remove laptops and certain liquids from carry-on bags. The TSA has authorized three providers to provide PreCheck enrollment and there are over 1,300 enrollment locations nationwide, with five years of PreCheck enrollment costing individuals \$85 or less.⁵¹

The TSA offers PreCheck services to military members and their families. Uniformed service members and civilian employees of the Department of Defense may receive free TSA PreCheck, which may be used for both official and personal travel. The TSA offers a \$25 discount on PreCheck enrollment or renewal for military spouses and free enrollment for eligible family members of fallen service members. The TSA is working with the United States Department of Veterans Affairs to offer free PreCheck to qualified disabled veterans.⁵²

Effect of Proposed Changes

The bill amends s. 332.001, F.S., to authorize the FDOT to plan and direct investments in airport systems to facilitate the efficient movement of passengers and cargo and to continuously improve the experience of the traveling public and the supply chain of this state's businesses.

The bill amends s. 332.006, F.S., to require the FDOT to coordinate with commercial service airports to review and evaluate the TSA's policies and programs, including but not limited to, security screening programs and programs for veterans, active duty service members, and their families. This is to improve efficiency in the security screening process and the overall experience of the flying public.

⁴⁶ Federal Aviation Administration (FAA), *Airport Categories*, https://www.faa.gov/airports/planning_capacity/categories (last visited January 13, 2026).

⁴⁷ FDOT presentation on FDOT and Florida's Aviation Network to the Senate Committee on Transportation, December 2, 2025.

⁴⁸ The Transportation Security Administration (TSA) is part of the United States Department of Homeland Security.

⁴⁹ Transportation Security Administration (TSA), *Screening Partnership Program*, <https://www.tsa.gov/for-industry/screening-partnerships> (last visited January 13, 2026).

⁵⁰ *Id.*

⁵¹ TSA Precheck, <https://www.tsa.gov/precheck> (last visited January 13, 2026).

⁵² TSA Precheck for Uniformed Service Members, <https://www.tsa.gov/precheck/military> (last visited January 13, 2026).

Commercial Service Airport Plans (Section 15)

Present Situation

Federal Aviation Administration (FAA)-required airport master plans are a comprehensive study of the airport that prescribes the short-, medium-, and long-term development plans to meet future aviation demand.⁵³ The master plan provides the framework needed to guide future airport development to cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts. Airport master plans provide aviation forecasts, facility requirements, facilities implementation plans, and a financial feasibility analysis.⁵⁴

Effect of Proposed Changes

The bill amends s. 332.0075, F.S., to require commercial service airports to plan for obtaining and maintaining critical infrastructure resources for the airport, its tenants, and the traveling public. Such plans must include long-term contracts and rights of first refusal regarding the sale of such resources and contingency plans for such resources.

The bill defines the term “critical infrastructure resources” to include, but is not limited to, access to electricity, fuel, and water resources.

Advanced Air Mobility-Related Definitions (Section 16)

Present Situation

Federal law defines the term “Advanced Air Mobility” (AAM) as a transportation system that transports people and property by air between two points in the United States using aircraft with advanced technologies, including electric aircraft or electric vertical take-off and landing aircraft, in controlled and uncontrolled airspace.⁵⁵

AAM encompasses new technologies and business models designed to enable small, low-altitude aircraft operations at increasing scale and decreasing cost. It introduces new aircraft designs, including manned and unmanned aircraft with novel flight characteristics, control schemes, modes of operation and propulsion sources, that can fly quietly and efficiently.⁵⁶ AAM also includes air traffic management solutions to manage high volumes of aircraft safely, securely, and efficiently at low altitudes. Finally, AAM incorporates new and modified infrastructure that integrates flight networks into the hearts of communities.⁵⁷

⁵³ FAA Advisory Circular AC 150/5070-6B, *Airport Master Plans*, January 27, 2015, p. 2

https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_150_5070-6B_with_chg_1&2.pdf (last visited January 13, 2026).

⁵⁴ *Id.* Table of Contents

⁵⁵ United States Department of Transportation (USDOT), *The Advanced Air Mobility National Strategy, A Bold Policy Vision for 2026-2036*, December 17, 2025, p. 1. Available at: https://www.transportation.gov/sites/dot.gov/files/2025-12/AAM%20National%20Strategy%202025_508c_251201.pdf (last visited January 12, 2026).

⁵⁶ *Id.*

⁵⁷ SunTrax Air, <https://suntraxfl.com/suntrax-air/> (last visited January 28, 2026).

The FDOT is laying the groundwork to build an intercity AAM “Aerial Highway Network” connecting major metropolitan areas across Florida.⁵⁸ In addition to performing research and development at its SunTrax test facility, the FDOT is developing custom curriculums to establish unique requirements for licensing to safely operate within the AAM Network.⁵⁹

SunTrax, the FDOT’s research facility in Polk County, has been designated as the research and development testing hub of the Florida’s AAM program.⁶⁰ 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 research and development hangars.⁶¹

Transportation Corridors

For purposes of the Florida Transportation Code,⁶² the term “transportation corridor” is defined to mean any land area designated by the state, a county, or a municipality which is between two geographic points and which area is used or suitable for the movement of people and goods by one or more modes of transportation, including areas necessary for management of access and securing applicable approvals and permits.⁶³

Effect of Proposed Changes

The bill amends s. 334.03, F.S., to define the term “advanced air mobility corridor connection point” to mean any land area or transportation facility,⁶⁴ including airspace designated by the FDOT as suitable to support the efficient movement of people and goods by use as a connection point for advanced air mobility.”

The bill also amends the statutory definition of “transportation corridor” for purposes of the Florida Transportation Code to include any advanced air mobility connection point into that definition and to exempt such connection points from certain requirements for such corridors.

FDOT’s Purchase of Promotional Items (Section 17)

Present Situation

The FDOT is authorized to purchase promotional items as part of public information and education campaigns. Such items may be purchased to promote environmental management, scenic highways, traffic and train safety awareness, commercial motor vehicle safety, workforce

⁵⁸ 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 January 28, 2026).

⁵⁹ *Id.*

⁶⁰ Central Florida Development Council, SunTrax Named Florida’s Home for Advanced Air Mobility, Positioning Polk as Statewide Innovation Leader, November 18, 2025. <https://www.cfdc.org/suntrax-named-floridas-home-for-advanced-air-mobility-positioning-polk-as-statewide-innovation-leader/> (last visited January 28, 2026).

⁶¹ SunTrax Air, <https://suntraxfl.com/suntrax-air/> (last visited January 28, 2026).

⁶² Chapters 334-339, 341, 348, and 349 and ss. 332.003-332.007, 351.35, 351.36, 351.37, and 861.011, F.S. See s. 334.01, F.S.

⁶³ Section 334.03(29), F.S.

⁶⁴ Section 334.03(30), F.S., defines the term “transportation facility” to mean any means for the transportation of people or property from place to place which is constructed, operated, or maintained in whole or in part from public funds. The term includes the property or property rights, both real and personal, which have been or may be established by public bodies for the transportation of people or property from place to place.

development, electric vehicle use and charging stations, autonomous vehicles, and context classification for electric vehicles and autonomous vehicles.⁶⁵

Effect of Proposed Changes

The bill amends s. 334.044(5), F.S., to authorize the FDOT to purchase promotional items regarding transportation-related economic development opportunities and advanced air mobility. The bill also removes the FDOT's authorization to purchase promotional items regarding the use of electric vehicles and electric vehicle charging stations.

FDOT Research Programs (Section 17)

Present Situation

The FDOT is authorized to conduct research studies and collect data necessary to improve the state's transportation system.⁶⁶ The FDOT may also conduct research and demonstration projects related to innovative transportation technologies.⁶⁷ The FDOT contracts with state universities and other research service providers to conduct research in all areas of transportation.⁶⁸

Located in Polk County, the FDOT's SunTrax research facility is dedicated to the research, development, and testing of emerging transportation technologies in safe and controlled environments, including ground transportation and advanced air mobility.⁶⁹

Effect of Proposed Changes

The bill amends s. 334.044, F.S., to authorize the FDOT to operate and maintain designated research facilities and enter into contracts and agreements for conducting research studies, and to collect data necessary to improve the state's transportation system.

The bill authorizes the FDOT to enter into contracts and agreements for conducting research and demonstration projects related to innovative transportation technologies.

FDOT Coordination with Local Governments for Federal Transportation Funding (Section 17)

Present Situation

The Florida Transportation Code establishes state, county, and municipal responsibilities in planning and developing the state's transportation system to ensure the development of an integrated, balanced statewide system.⁷⁰

⁶⁵ Section 334.044(5), F.S.

⁶⁶ Section 334.044(20), F.S.

⁶⁷ Section 334.044(21), F.S.

⁶⁸ FDOT, *Research Center*, <https://www.fdot.gov/research> (last visited January 13, 2026).

⁶⁹ SunTrax, <https://suntraxfl.com/about-us/facility-usage/> (last visited January 13, 2026).

⁷⁰ Section 334.035, F.S.

The United States Department of Transportation (USDOT) and its operating administrations administer grant and loan programs that provide direct funding state and local governments.⁷¹

Often, local governments will submit requests for federal grants to the Federal government and not request the FDOT's input and feedback. According to the FDOT, this process does not facilitate the statewide coordination of grant applications or an assessment of the entire impact on the state transportation system.⁷²

FDOT Mission, Goals, and Objectives

In planning and developing Florida's multimodal transportation system, the FDOT must consider the following prevailing principles:

- Preserving Florida's transportation infrastructure;
- Supporting its economic competitiveness;
- Promoting the efficient movement of people and goods; and
- preserving Florida's quality of life.⁷³

The FDOT's mission is to provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities.⁷⁴

The FDOT's goals must, at a minimum, address the following prevailing principles:

- Maintaining investments;
- Economic competitiveness;
- Connected transportation system; and
- Preserving Florida's natural resources and quality of life.⁷⁵

Effect of Proposed Changes

The bill amends s. 334.044, F.S., relating the FDOT's powers and duties to authorize the FDOT to require local governments to submit applications for federal funding for projects on state-owned rights-of-way, road, bridges, and limited access facilities. This is for the FDOT's review and approval prior to submitting the application to federal government.

The bill authorizes the FDOT to coordinate with and provide assistance to local governments on the development and review for federal transportation funding to ensure that each project receiving federal funds is consistent with the FDOT's mission, goals, and objectives.

⁷¹ Information on various federal transportation is available at: <https://www.transportation.gov/grants/dashboard> (last visited January 29, 2026).

⁷² FDOT, SB 1220 Transportation, Reference Sheet. P. 4. (On file with the Senate Committee on Transportation).

⁷³ Section 334.046(1), F.S.

⁷⁴ Section 334.046(2), F.S.

⁷⁵ Section 334.046(2), F.S.

According to the FDOT, local government coordination with the FDOT prior to submitting federal grant applications will ensure that these applications will be reviewed by the FDOT to ensure that each project has the maximum benefit to the state's transportation system.⁷⁶

FDOT Owning and Operating Airports (Section 17)

Present Situation

For purposes of the State Airport Licensing Law,⁷⁷ the term “airport” is defined to mean a specific area of land or water or a structure used for, or intended to be used for, aircraft operations, which may include appurtenant areas, buildings, facilities, or rights-of-way necessary to facilitate such use or intended use. The term includes, but is not limited to, airparks, airports, gliderports, heliports, helistops, seaplane bases, ultralight flightparks, vertiports, and vertistops.⁷⁸

The FDOT's Aviation Office develops the Florida Aviation System Plan, promotes the development and improvement of Florida's airports, regulates airports, and protects airport approaches. The office's activities include aviation system development, aviation grant program, airport regulation, intergovernmental coordination, aviation outreach and aviation emergency operations management.⁷⁹

In Florida, publicly-owned airports are governed by counties or municipalities or as a special district. The FDOT does not currently own or operate an airport.

Effect of Proposed Changes

The bill creates s. 334.044(42), F.S., to authorize the FDOT, notwithstanding any other law, to acquire, own, construct, or operate, or any combination thereof, one or more airports to support advanced air mobility. The FDOT may adopt rules to implement this provision.

LiDAR Procurement and Mapping (Section 18)

Present Situation

Currently, the DEP serves as the lead agency of the executive branch for developing and reviewing policies, practices, and standards related to geospatial data managed by state agencies and water management districts.⁸⁰

In 2025, the Legislature required the FDOT to coordinate with all state agencies to establish a workgroup to review state statutes, policies, practices, and standards relating to statewide mapping programs. The FDOT, in coordination with the workgroup, was required make recommendations to the President of the Senate and the Speaker of the House of Representatives by November 15, 2025, for any legislative action necessary to establish the FDOT as the primary point of contact for statewide geographic information systems and to update statutes relating to

⁷⁶ *Id.*

⁷⁷ Sections 330.27-330.39, F.S.

⁷⁸ Section 330.27, F.S.,

⁷⁹ FDOT, *Welcome to Aviation Office*, <https://www.fdot.gov/aviation> (last visited February 2, 2026).

⁸⁰ Section 20.255(9), F.S.

geographic information systems and geospatial data sharing to allow for coordination and access to such systems and geospatial data.⁸¹

In November 2025, the FDOT submitted its review and recommendations. One recommendation was to provide statutory authority for interagency agreements to support cost sharing for aerial topographic LiDAR and to define roles and responsibilities regarding topographical LiDAR data collection.⁸²

Effect of Proposed Changes

The bill creates s. 334.64, F.S., to establish the FDOT as the primary point of contact for statewide topographic aerial LiDAR procurement and cost-sharing related to statewide geographic information systems and geospatial data sharing. The FDOT may provide these services to other state and local governmental entities by entering into an interagency agreement.⁸³

The bill requires all state agencies and local governmental entities conducting programs or exercising powers relating to topographic aerial LiDAR mapping to enter into an interagency agreement with the FDOT for the FDOT's provision of topographic aerial LiDAR procurement and cost-sharing services. The agreement will also delegate the authority to conduct programs and exercise powers relating to topographic aerial LiDAR mapping procurement and cost-sharing services to the FDOT pursuant to the interagency agreement. The FDOT may adopt rules to implement this program.

South Florida Turnpike Tolls (Section 19)

Present Situation

The FDOT is required to fix, adjust, charge, and collect tolls for the use of its turnpike system. The FDOT uses toll revenues to maintain, improve, repair, and operate the system, to pay the principal and interest on turnpike bonds, and to create appropriate reserves.⁸⁴

From July 1, 1998, through June 30, 2027,⁸⁵ the FDOT must, to the maximum extent feasible, program sufficient funds in its tentative work program such that the percentage of turnpike toll and bond financed commitments in Miami-Dade, Broward, and Palm Beach counties as compared to total turnpike toll and bond financed commitments is at least 90 percent of the share of net toll collections attributable to users of the turnpike system in those counties as compared to total net toll collections attributable to users of the turnpike system.⁸⁶

⁸¹ Chapter 2025-155, Laws of Fla.

⁸² FDOT, *Statewide Geospatial Data and Mapping Recommendations*, November 15, 2025, pp. i and 11. (On file with Senate Committee on Transportation).

⁸³ Such interagency agreements must be consistent with ch. 216, F.S., relating to planning and budgeting.

⁸⁴ Section 338.231, F.S.

⁸⁵ This provision was initially created in 1997, for the period of July 1, 1998, through June 30, 2007 (s. 10 of ch. 97-280, Laws of Fla.). In 2007, it was extended until June 30, 2017 (s. 37 of ch. 2007-196, Laws of Fla.). In 2017, it was extended until June 30, 2027 (s. 3 of ch. 2017-182, Laws of Fla.).

⁸⁶ Section 338.231(3)(a), F.S. This provision does not apply when applying this requirement would violate bond covenants.

Effect of Proposed Changes

The bill amends s. 338.231(3), F.S., to extend, through June 30, 2029, the requirement that 90 percent of the turnpike revenues collected in Miami-Dade, Broward, and Palm Beach Counties be used in those counties.

Beginning in fiscal year 2029-2030, the bill requires the FDOT, to the maximum extent feasible, to program sufficient funds in its tentative work program such that 100 percent of the net toll collections attributable to turnpike users in Miami Dade, Broward, and Palm Beach counties are used for turnpike toll and bond financed commitments in those counties.

Paratransit Services to Persons with Disabilities (Section 21)***Present Situation***

Florida law defines the term “paratransit service” to mean those elements of public transit which provide service between specific origins and destinations selected by the individual user with such service being provided at a time that is agreed upon by the user and the provider of the service.⁸⁷

In 2024, the Legislature passed CS/CS/SB 1380⁸⁸ relating to transportation services for persons with disabilities and the transportation disadvantaged.⁸⁹ That bill amended the FDOT’s transit responsibilities to require the FDOT to ensure that all grants and agreements between the FDOT and entities providing paratransit services include, at a minimum, the following provisions:

- Performance requirements for the delivery of services, including clear penalties for repeated or continuing violations.
- Minimum liability insurance requirements for all transportation services purchased, provided, or coordinated for the transportation disadvantaged through the contracted vendor or its subcontractor.
- Complaint and grievance processes for paratransit users, including a requirement that all reported complaints, grievances, and resolutions be reported to FDOT on a quarterly basis.
- A requirement that the provisions above be included in any agreement between an entity receiving a grant or an agreement from FDOT and such entity's contractors or subcontractors that provide paratransit services.⁹⁰

Effect of Proposed Changes

The bill amends s. 341.041, F.S., to provide that the above requirements for grants and agreements between the FDOT and entities providing paratransit services only apply to those entities providing such services to persons with disabilities.

⁸⁷ Section 341.031(5), F.S. Paratransit service is provided by taxis, limousines, “dial-a-ride” buses, and other demand-responsive operations that are characterized by their nonscheduled, nonfixed route nature.

⁸⁸ Chapter 2024-171, Laws of Fla.

⁸⁹ Section 427.011(1), F.S., defines the term “transportation disadvantaged” to mean those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk.

⁹⁰ Section 341.041(16), F.S.

Shooting or Throwing Objects into an Autonomous Vehicle (Section 22)

Present Situation

Florida law defines the term “autonomous vehicle” to mean any vehicle equipped with an automated driving system.⁹¹ Autonomous vehicles use technology to partially or entirely replace a human driver in navigating vehicles, responding to traffic conditions, and avoiding road hazards. The National Highway Traffic Safety Administration (NHTSA) uses a classification system developed by the Society of Automotive Engineers, based on the degree of human intervention.⁹² The levels of automation are classified as:

- Level 0 - Vehicles equipped with no automated features, requiring the driver to be in complete control of the vehicle.
- Level 1 - Vehicles equipped with one or more primary automated features, such as cruise control, but require the driver to perform all other tasks.
- Level 2 - Vehicles equipped with two or more primary features, such as adaptive cruise control and lane-keeping, that work together to relieve the driver from controlling those functions.
- Level 3 - Vehicles equipped with features that allow the driver to relinquish control of the vehicle’s safety-critical functions depending on traffic and environmental conditions. The driver is expected to take over control of the vehicle given the constraints of the automated features after an appropriately timed transition period.
- Level 4 - Vehicles equipped with features that allow the driver to relinquish control of the vehicle’s safety-critical functions. The vehicle can perform all aspects of driving even if the driver does not respond to a request to intervene.
- Level 5 - Fully autonomous vehicles that monitor roadway conditions and perform safety-critical tasks throughout the duration of the trip with or without a driver present. This level of autonomy is appropriate for occupied and unoccupied trips.⁹³

At least one autonomous ride hailing service is now available to riders in Miami.⁹⁴ That company has plans to expand into Orlando and Tampa.⁹⁵ Nationally, there have been cases of autonomous ride hailing vehicles being vandalized.⁹⁶

Shooting or Throwing an Object into a Vehicle

Section 790.19, F.S., provides that whoever, wantonly or maliciously, shoots at, within, or into, or throws any missile or hurls or projects a stone or other hard substance which would produce death or great bodily harm, at, within, or in any occupied or unoccupied public or private

⁹¹ Section 316.003(3)(a), F.S. Section 316.003(3), F.S., defines the term “automated driving system” to mean the hardware and software that are collectively capable of performing the entire dynamic driving task of an autonomous vehicle on a sustained basis, regardless of whether it is limited to a specific operational design domain.

⁹² University of Michigan, Center for Sustainable Systems, *Autonomous Vehicle Fact Sheet*, <https://css.umich.edu/publications/factsheets/mobility/autonomous-vehicles-factsheet> (last visited December 17, 2025).

⁹³ *Id.*

⁹⁴ Jordan Kissane, Patrick Chalvire, and Kevin Boulandier, Waymo opens fully autonomous ride-hailing service to public in Miami, January 22, 2026, <https://wsvn.com/news/local/miami-dade/waymo-opens-fully-autonomous-ride-hailing-service-to-public-in-miami/?FBWSVN>, (last visited January 29, 2026).

⁹⁵ Waymo, *Where Waymo is Driving*, <https://waymo.com/> (last visited January 29, 2026).

⁹⁶ Owen Bellwood, *Crowd Shatters Windows, Rips Door Off Empty Waymo Cab Stopped In LA*, January 28, 2026, <https://autos.yahoo.com/crowd-shatters-windows-rips-door-170000618.html> (last visited January 29, 2026).

building, public or private bus or any train, or vehicle of any kind which is being used or occupied by any person, or any boat lying in or plying the waters of this state, or aircraft flying through the airspace of this state commits a felony of the second degree, punishable by a term of imprisonment not to exceed 15 years, a fine not to exceed \$10,000, or as a habitual offender.⁹⁷

Effect of Proposed Changes

The bill amends s. 790.19, F.S., to provide that shooting into or throwing a deadly missile into an occupied or unoccupied autonomous vehicle is a felony of the second degree. This is punishable by a term of imprisonment not to exceed 15 years, a fine not to exceed \$10,000, or as a habitual offender.

Criminal Mischief – Autonomous Vehicles (Section 23)

Present Situation

Section 806.13, F.S., provides that a person commits criminal mischief if he or she willfully and maliciously injures or damages by any means any real or personal property belonging to another, including, but not limited to, the placement of graffiti or other acts of vandalism.

Criminal mischief is categorized as follows:

- If the property damage is \$200 or less, it is a misdemeanor of the second degree, punishable by a term of imprisonment not exceeding 60 days or a fine not to exceed \$500.
- If the property damage is greater than \$200 but less than \$1,000, it is a misdemeanor of the first degree, punishable by a term of imprisonment not exceeding one year or a fine not to exceed \$1,000.
- If the damage is \$1,000 or greater, or if there is interruption or impairment of a business operation, a public utility or power, or other public service which costs \$1,000 or more in labor and supplies to restore, it is a felony of the third degree, punishable by a term of imprisonment of not exceeding five years, a fine not to exceed \$5,000, or as a habitual offender.
- If the person has one or more previous convictions for criminal mischief, the offense for which the person is charged is reclassified as a felony of the third degree, punishable by a term of imprisonment of not exceeding five years, a fine not to exceed \$5,000, or as a habitual offender.⁹⁸

Effect of Proposed Changes

The bill amends s. 806.13, F.S., to provide that any person who willfully or maliciously defaces, injures, or damages any autonomous vehicle and the damage to the autonomous vehicle is greater than \$200 commits a felony of the third degree. This is punishable by a term of imprisonment of not exceeding five years, a fine not to exceed \$5,000, or as a habitual offender.⁹⁹

⁹⁷ Sections 775.082, 775.083, and 775.084, F.S.

⁹⁸ Section 806.13(1)(b), F.S. The penalties are contained in ss. 775.082, 775.083, and 775.084, F.S.

⁹⁹ Sections 775.082, 775.083, and 775.084, F.S.

Alternative Fuel Study (Sections 24 and 25)

Present Situation

State Transportation Funding

The State Transportation Trust Fund (STTF) primarily receives revenues from state taxes and fees, including fuel taxes and motor vehicle license-related fees. For Fiscal Year 2024-2025, \$5.3 billion in state revenues was deposited into the STTF from the following sources:

Revenue Source¹⁰⁰	Dollar Amount (In millions)	Percentage of Total
Fuel Taxes	\$3,103	58%
Motor Vehicle License Fees	\$1,556	29%
Rental Car Surcharge	\$134	3%
Local Option Distribution	\$49	1%
Documentary Stamp Tax	\$467	9%

Between 2016 and 2023, the number of electric vehicles (EVs) registered in Florida increased by 2,097 percent to about 255,000 vehicles. Additionally, the number of plug-in hybrid electric vehicles (PHEVs) registered in Florida increased by 467 percent to about 57,000 vehicles. Additionally, there are projections that indicate that by 2030, 40 to 50 percent of passenger car sales in the United States will be EVs.¹⁰¹

While EVs and PHEVs pay sales tax at public charging statutes, they do not pay taxes, such as fuel taxes, dedicated to fund transportation. Due to the increased number of EVs and PHEVs, by 2040, transportation revenues may fall short of projected revenues by up to 20 percent. One estimate is that EVs have already reduced Florida’s annual motor fuel tax revenues by \$46.4 million to \$73.8 million.¹⁰²

Effect of Proposed Changes

The bill requires the FDOT to evaluate the long-term impact of alternative fuel vehicles on state transportation revenues and identify potential policy options to address projected revenue reductions. The study must:

- Identify the projected impact of specific alternative fuel vehicle types and the corresponding projected impact on state transportation revenues.
- Evaluate new transportation revenue models, including, but not limited to, alternative fuel vehicle-specific registration fees and taxes; technological and industry partnerships that could facilitate fees based on miles-per-gallon usage equivalences; and revenue models that are based on vehicle miles-based taxes.
- Analyze the advantages, disadvantages, and projected revenue impacts from each transportation revenue model.

¹⁰⁰ FDOT, Office of Work Program and Budget, *Florida’s Transportation Tax Sources, A Primer*, 2026. p. 2. <https://fdotewpl.dot.state.fl.us/FMSupportApps/Documents/pra/Primer.pdf> (last visited February 2, 2026).

¹⁰¹ Florida Tax Watch, *Fair Share Taxes Driven Away by Electric Vehicles*, April 2025, <https://floridatwatch.org/Research/Blog/fair-share-taxes-driven-away-by-electric-vehicles> (last visited February 3, 2026).

¹⁰² *Id.*

The bill requires the FDOT, by January 1, 2027, to submit a report the Governor, the President of the Senate, and the Speaker of the House of Representatives providing the results of the study.

The bill appropriates \$300,000 in nonrecurring funds from the State Transportation Trust Fund to the FDOT for the purpose of this study.

Conforming Changes (Sections 26-39)

The bill amends ss. 311.07, 316.0777, 316.515, 336.01, 338.222, 341.8225, 376.3071, 403.7211, 479.261, 715.07, 1006.23, F.S., to conform cross-references.

The bill reenacts the following statutes to incorporate the changes made to s. 316.003, F.S., which amends the definition of the term personal delivery device:

- Section 320.02(21), F.S., providing that a PDD is not required to satisfy motor vehicle registration and insurance requirements;
- Section 324.021(1), F.S., defining the term “motor vehicle” as it relates to motor vehicle financial responsibility; and
- Section 324.022(2)(a), F.S., defining the term “motor vehicle” as it relates to the definition of “motor vehicle” as it relates to the financial responsibility for property damage.

Effective Date (Section 40)

This bill takes effect July 1, 2026.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

D. State Tax or Fee Increases:

None.

E. Other Constitutional Issues:

None identified.

V. Fiscal Impact Statement:**A. Tax/Fee Issues:**

None.

B. Private Sector Impact:

Authorizing permanent registration decals for additional rental heavy trucks may provide enhanced operating efficiency for truck rental businesses. (Section 7)

Persons violating the prohibitions on criminal activity involving autonomous vehicles will be subject to specified penalties. (Section 21 and 22)

C. Government Sector Impact:

Seaports and airports may incur indeterminate costs associated with additional planning requirements in the bill. (Sections 2 and 15)

The FDOT indicates that the opportunity to review local federal funding requests prior to submission will allow the FDOT to review projects for consistency with its work program, production schedules, and evaluate funding trade-offs which may result from prioritizing a competitive grant ahead of the existing program. This insight will allow the FDOT to better plan, prepare, and deliver an integrated, balanced statewide transportation system.¹⁰³ However, the fiscal impact of this provision is indeterminate. (Section 17)

State and local governmental entities may experience some cost savings due to the statewide coordination regarding the procurement of LiDAR technologies. (Section 18)

The bill creates new criminal penalties regarding intentional damage to autonomous vehicles, which may have an indeterminate fiscal impact on local and state corrections systems. (Sections 21 and 22)

The bill appropriates \$300,000 from the STTF to the FDOT to evaluate the long-term impact of alternative fuel vehicles on state transportation revenues. (Section 25)

VI. Technical Deficiencies

None.

VII. Related Issues:

None.

¹⁰³ E-mail from Jack Rogers, FDOT Legislative Affairs Director, (no subject), January 14, 2026. (On file with Senate Committee on Transportation).

VIII. Statutes Affected:

This bill substantially amends the following sections of the Florida Statutes: 260.0142, 311.14, 316.003, 316.008, 316.2071, 320.06, 322.059, 322.15 330.41, 332.001, 332.006, 332.0075, 334.03, 334.044, 338.231, 339.81, 341.041, 790.19, 806.13, 311.07, 316.0777, 316.515, 336.01, 341.8225, 376.3071, 403.7211, 479.261, 715.07, and 1006.23.

This bill creates the following sections of the Florida Statutes: 311.26 and 334.64.

This bill repeals the following sections of the Florida Statutes: 322.032 and 324.252.

This bill reenacts the following sections of the Florida Statutes: 320.02, 324.021, and 324.022.

This bill creates two undesignated sections of Florida law.

IX. Additional Information:

- A. **Committee Substitute – Statement of Substantial Changes:**
(Summarizing differences between the Committee Substitute and the prior version of the bill.)

CS/CS by Appropriation Committee on Transportation, Tourism and Economic Development on February 12, 2026:

The committee substitute:

- Prohibits counties or municipalities from levying a fee on or restricting commercial advertising on personal delivery devices.
- Revises provisions regarding the FDOT coordination with local governments on local applications for federal funding.
- Limits the FDOT's authority on owning and operating airports for the sole purpose of supporting advanced air mobility.
- Clarifies that certain requirements for agreements between the FDOT and paratransit providers are limited to providing such services to persons with disabilities.

CS by Transportation on February 3, 2026:

The committee substitute:

- Removes from the bill the provision authorizing the FDOT to construct operate and maintain certain roads bordering the Capitol Complex.
- Removes provisions from the bill related to the Rapid Rail Transit Compact and the Southern Rail Commission.
- Increases the weight limit for rental trucks that are eligible to receive permanent registration decals.
- Repeals the statutory authority for the development and use of digital driver licenses and identification cards.
- Defines the term “advanced air mobility corridor connection point” and incorporates that term into the definition of the term “transportation corridor.”
- Authorizes the FDOT to acquire, own, construct, or operate airports, including for purposes of supporting advanced air mobility.

- Requires the FDOT to study and evaluate the long-term impact of alternative fuel vehicles on state transportation revenues and identify policy options to address potential revenue reductions and appropriates \$300,000 for the study.
- Clarifies the FDOT and airport review of TSA programs includes security screening programs.
- Makes additional technical, conforming, and clarifying changes.

B. Amendments:

None.