

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 Transportation

BILL: SB 1220

INTRODUCER: Senator Massullo

SUBJECT: Transportation

DATE: February 2, 2026

REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Johnson	Vickers	TR	Pre-meeting
2.			ATD	
3.			AP	

I. Summary:

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 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 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.
- 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 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 FDOT to coordinate with commercial service airports to review and evaluate Transportation Security Administration policies and programs to improve airport efficiency.
- Authorizes FDOT to purchase promotional items for transportation-related economic development.
- Expands FDOT’s authority regarding research facilities and contracting authority to conduct research.

- Authorizes FDOT to require local governments to submit applications for federal transportation funding and approve local requests federal funding for state-owned transportation facilities.
- Authorizes FDOT to coordinate with local governments to develop and review local applications for federal funding to ensure that each project will benefit the state's transportation system.
- Authorizes FDOT to maintain, construct, and operate public streets bordering the Capitol Complex.
- Provides that FDOT is the lead agency for the coordination and procurement of LiDAR procurement and mapping.
- Increases the percentage of turnpike tolls collected in Palm Beach, Broward, and Miami-Dade counties that are programmed for turnpike projects in those counties.
- Authorizes Florida to enter into the Rapid Rail Transit Compact and join the Southern Rail Commission.
- 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.

This bill may have a fiscal impact on state and local governmental entities. See Section V., Fiscal Analysis Statement for details.

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 14)

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 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

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.

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

FDOT and local governments are authorized to enter into sponsorship agreements for commercial sponsorship displays on multiuse trails and related facilities. 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, 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 FDOT's report may include legislative recommendations and must include statistical information regarding the trails and expenditures associated with the network. FDOT must also provide information regarding trail usage.⁹

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 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

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.

¹⁰ Section 311.09(1), F.S.

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.

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

¹¹ Section 311.14(2), F.S.

¹² Section 311.14(2)(b), F.S.

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).

Effect of Proposed Changes

The bill creates s. 311.26, F.S., to require 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 FDOT that directly support the construction, maintenance, and modernization of both commercial vessels, including cargo vessels, and vessels designed for national defense. FDOT must evaluate projects by their estimated return on invested capital, job creation, and contribution to the state's 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 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. FDOT may adopt rules to implement this provision.¹⁵

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

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

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.

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

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.²¹

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 its operator. Mobile carrier operators are also not required to be insured. Additionally, mobile carriers may not transport persons or animals.²²

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;²³ 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 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.

²⁰ Section 316.2071(4), F.S.

²¹ Section 316.003(43), F.S.

²² Section 316.2071, F.S.

²³ 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.

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

Drone Delivery Services (Section 7)

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.²⁴

Except as provided in federal regulations, authorizations, or exemptions, Florida law vests in the state the authority to regulate the operation of drones.²⁵

For a drone delivery service,²⁶ 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.²⁷ However, a political subdivision may enforce minimum setback and 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.²⁸

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

²⁴ Section 934.50, F.S. This definition also applies to s. 330.41, F.S. See s. 330.41(2)(c), F.S.

²⁵ Section 330.41(3)(a), F.S.

²⁶ 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.

²⁷ 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.

²⁸ Section 330.41(3)(c), F.S.

minimum requirements is to ensure safe and convenient onsite traffic flow, considering needed vehicle parking.²⁹

Counties and municipalities may have regulations setting 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.³⁰

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.³¹ 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 8 and 9)

Present Situation

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.³² FDOT's may also coordinate and assist in developing of the state's aviation system and assist the state's airports.³³

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.³⁴ Florida currently has 21 commercial service airports.³⁵

The Transportation Security Administration's (TSA)³⁶ 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

²⁹ Section 163.3202, F.S.

³⁰ 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_S10-358SCREPASP (last visited December 23, 2025).

³¹ 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.

³² Section 332.001(1), F.S.

³³ Section 332.006(1), F.S.

³⁴ Federal Aviation Administration (FAA), *Airport Categories*, https://www.faa.gov/airports/planning_capacity/categories (last visited January 13, 2026).

³⁵ FDOT presentation on FDOT and Florida's Aviation Network to the Senate Committee on Transportation, December 2, 2025.

³⁶ The Transportation Security Administration (TSA) is part of the United States Department of Homeland Security.

TSA's security screening procedures.³⁷ Florida airports currently participating in the program are Orlando-Sanford International, Punta Gorda, and Sarasota-Bradenton International.³⁸

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.³⁹

The TSA offers pre-check 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.⁴⁰

Effect of Proposed Changes

The bill amends s. 332.001, F.S., to authorize 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 FDOT to coordinate with commercial service airports to review and evaluate the TSA's policies and programs, including but not limited to, 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.

Commercial Service Airport Master Plans (Section 10)

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.⁴¹ 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.⁴²

³⁷ Transportation Security Administration (TSA), *Screening Partnership Program*, <https://www.tsa.gov/for-industry/screening-partnerships> (last visited January 13, 2026).

³⁸ *Id.*

³⁹ TSA Precheck, <https://www.tsa.gov/precheck> (last visited January 13, 2026).

⁴⁰ TSA Precheck for Uniformed Service Members, <https://www.tsa.gov/precheck/military> (last visited January 13, 2026).

⁴¹ 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).

⁴² *Id.* Table of Contents

Effect of Proposed Changes

The bill amends s. 332.0075, F.S., to require master plans for commercial service airports to contain methods for obtaining and maintaining critical infrastructure resources for the airport, its tenants, and the traveling public. Such strategies 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.

FDOT’s Purchase of Promotional Items (Section 11)

Present Situation

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 development, electric vehicle use and charging stations, autonomous vehicles, and context classification for electric vehicles and autonomous vehicles.⁴³

Effect of Proposed Changes

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

FDOT Research Programs (Section 11)

Present Situation

FDOT is authorized to conduct research studies and collect data necessary to improve the state’s transportation system.⁴⁴ FDOT may also conduct research and demonstration projects related to innovative transportation technologies.⁴⁵ FDOT contracts with state universities and other research service providers to conduct research in all areas of transportation.⁴⁶

Located in Polk County, 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.⁴⁷

Effect of Proposed Changes

The bill amends s. 334.044, F.S., to authorize 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.

⁴³ Section 334.044(5), F.S.

⁴⁴ Section 334.044(20), F.S.

⁴⁵ Section 334.044(21), F.S.

⁴⁶ FDOT, *Research Center*, <https://www.fdot.gov/research> (last visited January 13, 2026).

⁴⁷ SunTrax, <https://suntraxfl.com/about-us/facility-usage/> (last visited January 13, 2026).

The bill authorizes 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 11)

Present Situation

The Florida Transportation Code⁴⁸ establishes state, county, and municipal responsibilities in planning and developing the state's transportation system to assure the development of an integrated, balanced statewide system.⁴⁹

The United States Department of Transportation (USDOT) and its operating administrations administer grant and loan programs that provide direct funding state and local governments.⁵⁰

Often, local governments will submit requests for federal grants to the Federal government and not request FDOT's input and feedback. This process does provide for statewide coordination of grant applications or an assessment of the entire impact on the state transportation system.⁵¹

Effect of Proposed Changes

The bill amends s. 334.044, F.S., relating to the powers and duties of the department to authorize 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 FDOT's review and approval prior to submitting the application to federal government.

The bill authorizes FDOT to coordinate with local governments to review and develop applications for federal funding. This is to ensure that projects will have the maximum benefit to the state transportation system by reducing congestion or providing other infrastructure improvements.

According to FDOT, local government coordination with FDOT prior to submitting federal grant applications will ensure that these applications will be reviewed by FDOT to ensure that each project has the maximum benefit to the state's transportation system.⁵²

Roads Around the Capitol Complex (Section 11)

Present Situation

Florida's Capitol Complex is defined as the portion of the Capitol Center commonly referred to as the Capitol, the Historic Capitol, the Senate Office Building, the House Office Building, the

⁴⁸ Section 334.01, F.S., establishes the Florida Transportation Code as chs. 334-339, 341, 348, and 349 and ss. 332.003-332.007, 351.35, 351.36, 351.37, and 861.011, F.S.

⁴⁹ Section 334.035, F.S.

⁵⁰ Information on various federal transportation is available at: <https://www.transportation.gov/grants/dashboard> (last visited January 29, 2026).

⁵¹ FDOT, SB 1220 Transportation, Reference Sheet. P. 4. (On file with the Senate Committee on Transportation).

⁵² *Id.*

Knott Building, the Pepper Building, the Holland Building, the Elliot Building, the R.A. Gray Building, and the associated parking garages and curtilage of each, including the state-owned lands and public streets adjacent thereto within an area bounded by and including Calhoun Street, East Pensacola Street, Monroe Street, Jefferson Street, West Pensacola Street, Martin Luther King Jr. Boulevard, and Gaines Street.⁵³

The Department of Management Services is charged with managing and maintaining Capitol Complex.⁵⁴ FDOT, Leon County, and the City of Tallahassee each have jurisdiction over some of the public streets within the Capitol Complex.⁵⁵

Under Florida law, the transfer of the jurisdiction of a public road must be by mutual agreement of the affected governmental entities. The decision to transfer roads to or from the State Highway System must be based upon the consideration of criteria including, but not limited to, the following:

- National defense needs;
- Travel to and through urban areas;
- Access to intermodal facilities:⁵⁶ including but not limited to airports, seaports, major terminals and transfer points;
- Access to regional public facilities; and
- Disaster preparedness and emergency evacuation.⁵⁷

Additionally, all transfers of public roads to or from the State Highway System must be by mutual agreement of the affected governmental entities and approved by the secretary of FDOT.

Effect of Proposed Changes

The bill amends s. 334.044, F.S., to authorize FDOT to maintain, construct, and operate the public streets bordering the Capitol Complex. The bill lists the streets listed above.

LiDAR Procurement and Mapping (Section 12)

Present Situation

Currently, 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.⁵⁸

In 2025, the Legislature required FDOT to coordinate with all state agencies to establish a workgroup to review state statutes, policies, practices, and standards relating to statewide mapping programs. FDOT, in coordination with the workgroup, was required make

⁵³ Section 272.09(1), F.S. The Capitol Complex does not include the Supreme Court Building or the public streets adjacent thereto.

⁵⁴ Section 272.09(2), F.S.

⁵⁵ E-mail from Jack Rogers, FDOT Legislative Affairs Director, (no subject), January 14, 2026. (On file with Senate Committee on Transportation).

⁵⁶ These include airports, seaports, and major terminal and transfer points.

⁵⁷ Sections 335.0415(3)-(4).

⁵⁸ Section 20.255(9), F.S.

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 FDOT as the primary point of contact for statewide geographic information systems and to update statutes relating to geographic information systems and geospatial data sharing to allow for coordination and access to such systems and geospatial data.⁵⁹

In November 2025, 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.⁶⁰

Effect of Proposed Changes

The bill creates s. 334.64, F.S., to establish 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. FDOT may provide these services to other state and local governmental entities by entering into an interagency agreement.⁶¹

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 FDOT for 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 FDOT pursuant to the interagency agreement. FDOT may adopt rules to implement this program.

South Florida Turnpike Tolls (Section 13)

Present Situation

FDOT is required to fix, adjust, charge, and collect tolls for the use of its turnpike system. 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.⁶²

From July 1, 1998, through June 30, 2027,⁶³ 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.⁶⁴

⁵⁹ Chapter 2025-155, Laws of Fla.

⁶⁰ FDOT, *Statewide Geospatial Data and Mapping Recommendations*, November 15, 2025, pp. i and 11. (On file with Senate Committee on Transportation).

⁶¹ Such interagency agreements must be consistent with ch. 216, F.S., relating to planning and budgeting.

⁶² Section 338.231, F.S.

⁶³ 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.).

⁶⁴ 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 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.

Rapid Rail Transit Compact (Section 15)

Present Situation

In 1982, Congress authorized an Interstate Rail Compact,⁶⁵ which has been approved by the state legislatures of Louisiana, Mississippi, and Alabama.⁶⁶ The purpose of the compact is to study the feasibility of rapid transit service between Mississippi and Louisiana and Alabama and to the joint Southern Rail Commission to assist in this effort.

The vision of the Southern Rail Commission is to promote the safe, reliable and efficient movement of people and goods to enhance economic development along rail corridors; provide transportation choices; and facilitate emergency evacuation routes.⁶⁷

One SRC project is to link the entire Gulf Coast with passenger rail service. This service will begin with a segment between New Orleans and Mobile and to eventually extend to South Florida. In 2015, the SRC commissioned AMTRAK to evaluate potential service options along the Gulf Coast.⁶⁸

Effect of Proposed Changes

The bill creates s. 351.41, F.S., to authorize the Governor, on behalf of the state, to execute the Rapid Rail Transit Compact (compact) with the states of Alabama, Louisiana, and Mississippi. Additionally, the Legislature signifies in advance its approval of and ratification of the compact. The bill essentially codifies the substance of the compact in Florida law.

The purpose of the compact is to study the feasibility of rapid rail transit service between the states of Alabama, Florida, Louisiana, and Mississippi and to establish a joint interstate commission to assist in this effort.

The states that are parties to the compact (party states) establish and create as the Southern Rail Commission (Commission) as a joint agency.⁶⁹ Commission members consist of:

⁶⁵ Pub. L. 97-213.

⁶⁶ Southern Rail Commission, *History*, <https://www.southernrailcommission.org/history> (last visited January 14, 2026).

⁶⁷ Southern Rail Commission, *Our Mission*, <https://www.southernrailcommission.org/mission> (last visited January 14, 2026).

⁶⁸ Southern Rail Commission, *Connecting the Entire Gulf Coast with Comprehensive Passenger Rail*, <https://www.southernrailcommission.org/gulf-coast-rail> (last visited January 29, 2026).

⁶⁹ This includes any successor name adopted by all members of the commission.

- The governor of each party state.
- One representative each from:
 - The Mississippi Energy and Transportation Board;
 - The Office of Aviation and Public Transportation of the Louisiana Department of Transportation and Development;
 - The Alabama Department of Energy; and
 - The Florida Department of Transportation;⁷⁰ and
- Five other citizen members from each party state, appointed by the governor of each party state.

The commission’s duty is to study the feasibility of providing interstate rapid rail transit service between the party states. Toward this end, the commission may:

- Hold hearings;
- Conduct studies and surveys of all problems, benefits and other matters associated with such service and make related reports;
- Acquire such money or property as may be provided to properly perform its functions, and to hold and dispose of such money or property;
- Cooperate with other public or private groups sharing an interest in such service;
- Formulate and execute plans and policies emphasizing the compact’s purposes before Congress and other appropriate federal officers and agencies; and
- Exercise such other powers as may be appropriate to enable it to accomplish its functions and duties and to carry out the compact’s purposes.

The compact provides terms of commissioners and for the filling of vacancies for unexpired terms, meetings, and the appointment of a chair and vice chair. The compact also addresses funding, and possibly withdrawal from the commission.

Shooting or Throwing Objects Into an Autonomous Vehicle (Section 16)

Present Situation

Florida law defines the term “autonomous vehicle” to mean any vehicle equipped with an automated driving system.⁷¹

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.⁷² 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.

⁷⁰ This includes successor agencies to agencies named in the compact.

⁷¹ 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.

⁷² 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).

- 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.⁷³

At least one autonomous ride hailing service is now available to riders in Miami.⁷⁴ That company has plans to expand into Orlando and Tampa.⁷⁵ Nationally, there have been cases of autonomous ride hailing vehicles being vandalized.⁷⁶

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 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.⁷⁷

Effect of Proposed Changes

The bill amends 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.

⁷³ *Id.*

⁷⁴ 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).

⁷⁵ Waymo, *Where Waymo is Driving*, <https://waymo.com/> (last visited January 29, 2026).

⁷⁶ 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).

⁷⁷ Sections 775.082, 775.083, and 775.084, F.S.

Criminal Mischief – Autonomous Vehicles (Section 17)

Present Situation

Section 806.13, F.S., provides 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.⁷⁸

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.⁷⁹

Conforming Changes (Sections 18-20)

The bill reenacts the following statutes to incorporate the amendment to s. 316.003, F.S., amending the definition of 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.

⁷⁸ Section 806.13(1)(b), F.S. The penalties are contained in ss. 775.082, 775.083, and 775.084, F.S.

⁷⁹ Sections 775.082, 775.083, and 775.084, F.S.

Effective Date (Section 21)

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:

None.

C. Government Sector Impact:

Seaports and airports may incur additional indeterminate costs associated with additional planning requirements in the bill. (Sections 2 and 10)

FDOT indicates that the opportunity to review local federal funding requests prior to submission will allow 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 FDOT to better plan, prepare, and deliver an integrated, balance statewide transportation system.⁸⁰ (Section 11)

⁸⁰ E-mail from Jack Rogers, FDOT Legislative Affairs Director, (no subject), January 14, 2026. (On file with Senate Committee on Transportation).

State and local governmental entities may experience some cost savings due to the statewide coordination regarding the procurement of LiDAR technologies. (Section 12)

The state will incur indeterminate costs associated with joining the Rapid Rail Transit Compact and participating in the Southern Rail Commission. These costs are expected to be insignificant. (Section 15)

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 16 and 17)

VI. Technical Deficiencies

None.

VII. Related Issues:

None.

VIII. Statutes Affected:

This bill substantially amends the following sections of the Florida Statutes: 260.0142, 311.14, 316.003, 316.008, 316.2071, 330.41, 332.001, 332.006, 332.0075, 334.044, 338.231, 339.81, 790.19, and 806.13.

This bill creates the following sections of the Florida Statutes: 311.26, 334.64, and 351.41.

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

IX. Additional Information:

A. Committee Substitute – Statement of Changes:

(Summarizing differences between the Committee Substitute and the prior version of the bill.)

None.

B. Amendments:

None.