

FLORIDA HOUSE OF REPRESENTATIVES BILL ANALYSIS

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BILL #: [CS/HB 1233](#)

TITLE: Transportation

SPONSOR(S): Griffitts and Conerly

COMPANION BILL: [CS/CS/SB 1220](#) (Massullo)

LINKED BILLS: None

RELATED BILLS: None

Committee References

[Economic Infrastructure](#)

15 Y, 0 N, As CS



[Commerce](#)

SUMMARY

Effect of the Bill:

The bill addresses several matters related to state transportation policy, including:

- Duties of the Florida Greenways and Trails Council;
- Seaport planning, and expansion of Florida's maritime industrial base;
- Expansion of the areas within which personal delivery devices may operate;
- Impact of drone delivery services on minimum parking space requirements on commercial property;
- Clarification regarding the use of paratransit services;
- Airport investments, security, and planning;
- Expansion of the Florida Department of Transportation's powers, duties, and responsibilities related to advanced air mobility corridor connection points, promotion of development opportunities and advanced air mobility, review of local government applications for federal funding, operation and maintenance of research facilities, and LiDAR procurement and cost sharing; and
- Limitations on the consideration of nonpecuniary factors in taxpayer-funded project development and environmental studies.

The bill also makes shooting or throwing a dangerous projectile into an occupied or unoccupied autonomous vehicle a second-degree felony and makes the willful or malicious defacement of, injury to, or damage to an autonomous vehicle a third-degree felony in certain circumstances.

Fiscal or Economic Impact:

None.

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ANALYSIS

EFFECT OF THE BILL:

The bill addresses several areas related to state transportation policy.

Florida Greenways and Trails Council

The bill requires the Florida Greenways and Trails Council¹ to meet within 90 days after the [Florida Department of Transportation](#) (FDOT) submits its report summarizing the status of the Florida Shared-Use Nonmotorized Trail

¹ The Florida Greenways and Trails Council is a body tasked with advising the Florida Department of Environmental Protection (FDEP) on greenway and trail related issues, promoting intergovernmental cooperation and private partnerships for developing the greenways and trails system, recommending priorities for critical links in the system, and providing funding recommendations for developing and managing the system. FDEP, *Florida Greenways and Trails Council*, <https://floridadep.gov/parks/ogt/content/florida-greenways-and-trails-council> (last visited Feb. 19, 2026). See also, [S. 260.0142, F.S.](#)

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Network² and to update its recommendations for prioritization of regionally significant trails within the network. (Section [1](#))

Seaports

Seaport Planning

The bill requires Florida's public [seaports](#) to provide strategies for obtaining and maintaining critical infrastructure resources³ for the port and its tenants. The bill requires that 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. (Section [2](#))

Seaport Maritime Industrial Base

The bill requires FDOT to coordinate with the Florida Department of Commerce, Florida's public seaports, the U.S. Department of Commerce, and the U.S. Department of War to identify and prioritize key maritime components of the supply chain essential to strengthening and expanding Florida's [maritime industrial base](#). The bill also requires Florida's seaports to support projects evaluated by FDOT that directly support the construction, maintenance, and modernization of commercial and military vessels. The bill requires that projects be evaluated based on the return on invested capital, job creation, contribution to the economic competitiveness of the state, and support for the national security interests of the U.S., as well as anticipated enhancements of the state's commercial maritime abilities. (Section [3](#))

Vehicle Regulation

Personal Delivery Devices

The bill expands the definition of [personal delivery devices](#) (PDDs) to include devices that operate at a maximum speed of 20 miles per hour on bicycle lanes, bicycle paths, or shoulders on streets, roadways, or highways, excluding limited access facilities.⁴ The bill also makes conforming changes to clarify that PDDs may be operated in such areas. (Sections [4](#), [5](#), and [6](#))

Commercial Drone Delivery

The bill clarifies that, except as otherwise expressly provided, a political subdivision may not withhold any conditional use approval to a drone delivery service on a commercial property or enact or enforce an ordinance or resolution that prohibits a drone delivery service's operation. (Section [7](#))

The bill also provides that the addition of a drone delivery service within the parking area of a commercial property does not reduce the number of parking spaces for the purpose of meeting applicable minimum parking requirements.⁵ (Section [7](#))

Paratransit Services

The bill clarifies that paratransit services provided pursuant to a contract with FDOT are for persons with disabilities. (Section [14](#))

² [S. 339.81\(8\), F.S.](#), requires FDOT, in coordination with FDEP, to submit a report every three years.

³ For purposes of the bill, the term "critical infrastructure resources" includes, but is not limited to, access to electricity, fuel, and water resources.

⁴ Florida law defines "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 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. [S. 334.03\(12\), F.S.](#)

⁵ Authority over minimum parking requirements is a power generally left to local governments and municipalities. See Art. VIII, s. 2(b); [s. 166.021, F.S.](#) However, local governments must adhere to the requirements and limitations of applicable law, such as the requirements for accessible parking spaces for persons with disabilities provided in Florida law and the federal Americans with Disabilities Act (ADA). See [s. 553.5041, F.S.](#)

Commercial Service Airports

Airport Investments

The bill authorizes FDOT to plan and direct investments in airport systems in the state to facilitate the efficient movement of passengers and cargo and to continuously improve the experience for the flying public and the supply chain of this state's businesses. (Section [8](#))

Airport Security

The bill requires FDOT to coordinate with [commercial service airports](#) in this state to review [U.S. Transportation Security Administration](#) policies and programs to increase the efficiency of [passenger screening](#) and the overall customer service experience of the flying public. (Section [9](#))

Airport Duties

The bill requires commercial service airports to provide methods for obtaining and maintaining critical infrastructure resources⁶ 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 and contingency plans for such resources. (Section [10](#))

FDOT Powers and Authority

The bill revises the powers and duties granted to FDOT. Specifically, the bill authorizes FDOT to:

- Designate land areas and transportation facilities as [advanced air mobility](#) corridor connection points⁷;
- Acquire promotional items, as part of public information and education campaigns, for transportation economic development opportunities and for advanced air mobility. The bill removes authority for FDOT to acquire such promotional items for electric vehicle charging stations.
- Operate and maintain [research facilities](#) designated by FDOT and to conduct and enter into contracts and agreements for compensation for conducting research by FDOT and private entities.
- Conduct and enter into contracts and agreements for research and demonstration projects relative to innovative transportation technologies.
- Coordinate with local governments to review and develop applications for federal funding to ensure that each project will have the maximum benefit to the state transportation system, contributing to congestion relief and infrastructure improvements.
- Serve as the point of contact for statewide topographical aerial light detection and ranging (LiDAR) procurement and cost sharing related to statewide geographic information systems and geospatial data sharing. (Sections [11](#) and [12](#))

FDOT Project Development and Environment Studies

The bill establishes a state policy that nonpecuniary factors are not considerations in FDOT's taxpayer-funded [project development and environmental studies](#). For purposes of the bill, the term "nonpecuniary factor" includes any of the following:

- Considerations related to social justice, including diversity, equity, and inclusion or the placement of highways or transportation facilities having a disproportionate effect or impact on a specific demographic;
- Considerations related to environmental justice, including the social or cultural environment being impacted by the actions;
- Sociocultural effect evaluations; or

⁶ See definition of "critical infrastructure resources," *supra* note 3.

⁷ The bill defines the term "advanced air mobility corridor connection point" to mean any land area or transportation facility, including any airspace, designated by the department as suitable to support the efficient movement of people and goods by use as a connection point for advanced air mobility.

- Additional considerations related to climate alarmism, including any benchmark, standard, threshold, goal, or requirement related to emissions, motor vehicle fuel sources, decarbonization, and net-zero policies.⁸ (Section [13](#))

The bill requires that, to the extent that consideration of nonpecuniary factors is a requirement of federal law or is a condition of receipt of federal transportation funding, a governmental entity⁹ must include the following in any publication, document, report, presentation, webpage, or digital application:

- A written statement that federal law requires such considerations as part of the project development and environmental study in question and a reference to such federal law.
- The amount of taxpayer funding required to make such considerations, including the approximate increase in costs related to nonpecuniary factors.
- The estimated cost increase for all project phases for the overall recommended project when nonpecuniary factors are considered. (Section [13](#))

Criminal Violations

The bill provides that it is a second-degree felony to wantonly or maliciously [shoot, or to throw](#) any hard substance which would produce death or great bodily harm, at, within, or into any occupied or unoccupied autonomous vehicle. (Section [15](#))

The bill provides that anyone who willfully or maliciously defaces, injures, or damages any autonomous vehicle¹⁰ commits a third-degree felony of [criminal mischief](#), if the damage to the autonomous vehicle is greater than \$200. (Section [16](#))

Miscellaneous Provisions

The bill makes conforming changes. (Sections [17](#) through [28](#))

The bill provides an effective date of July 1, 2026. (Section [29](#))

RELEVANT INFORMATION

SUBJECT OVERVIEW:

Florida Department of Transportation

The Florida Department of Transportation (FDOT) is an executive agency responsible for providing 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.¹¹

⁸ For purposes of the bill, the term "net-zero policies" means achieving a balance between the total amount of greenhouse gases released into the atmosphere and the amount removed, but the term does not include standard reviews related to section 4(f) requirements in federal law, which protect park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation development. See Federal Highway Administration, *Section 4(f) Tutorial*, https://www.environment.fhwa.dot.gov/env_topics/4f_tutorial/overview.aspx?h=e#h (last visited Feb. 19, 2026).

⁹ The term "governmental entity" is defined to mean a unit of government, or any officially designated public agency or authority of a unit of government, that has the responsibility for planning, construction, operation, or maintenance or jurisdiction over transportation facilities; the term includes the Federal Government, the state government, a county, an incorporated municipality, a metropolitan planning organization, an expressway or transportation authority, a road and bridge district, a special road and bridge district, and a regional governmental unit. [S. 334.03\(11\), F.S.](#)

¹⁰ The bill defines the term "autonomous vehicle" by cross-reference to [s. 316.003, F.S.](#), which defines it to mean any vehicle equipped with an automated driving system. [S. 316.003\(3\)\(a\), F.S.](#)

¹¹ [S. 20.23, F.S.](#); FDOT, *About FDOT*, <https://www.fdot.gov/agencyresources/aboutfdot.shtm> (last visited Feb. 19, 2026).

FDOT Research Facilities

Florida law grants FDOT the power to conduct [research](#) studies, research and demonstration projects, and to collect data necessary for the improvement of the state transportation system.¹² FDOT's Research Center Office oversees the agency's research program and contracts with state universities and other research service providers to conduct research in all areas of transportation.¹³ The Research Center also participates in pooled fund studies with other state transportation agencies and contributes to national studies on subjects of benefit to Florida. FDOT's research program contributes to increasing the safety, reliability, capacity, and efficiency of Florida's transportation system.

Additionally, FDOT operates the SunTrax Transportation Testing Center, a facility located in Polk County dedicated to the research, development and testing of emerging transportation technologies in safe and controlled environments.¹⁴ SunTrax serves as a premier facility for advancing transportation technology through comprehensive vehicle testing, research, and industry engagement.¹⁵ Through SunTrax, FDOT is also investing in facilities to test and develop advanced air mobility (AAM) technology.¹⁶

FDOT Project Development and Environment Studies

FDOT conducts [project development and environment \(PD&E\)](#) studies to determine the location and conceptual design of feasible build alternatives for roadway improvement projects as well as their social, economic, and environmental effects.¹⁷ Throughout each study, a no-build alternative, where roads are left in their present state with routine maintenance, remains a viable alternative. A PD&E study is finalized when the Federal Highway Administration reviews the study's documentation and recommendations and provides a Location and Design Concept Acceptance.¹⁸ Florida law requires that PD&E studies for capacity improvement projects on limited access facilities must include the evaluation of alternatives that provide transportation capacity using elevated roadway above existing lanes.¹⁹ Additionally, PD&E studies for new alignment projects and capacity improvement projects must be completed to the maximum extent possible within 18 months after the date of commencement.²⁰

Under Florida law, FDOT has the power to assume the responsibilities of the U.S. Department of Transportation with respect to highway projects within the state under the National Environmental Policy Act²¹ (NEPA) and with respect to related responsibilities for environmental review, consultation, or other action required under any federal environmental law pertaining to review or approval of a highway project within the state.²² FDOT maintains a Project Development and Environment Manual as its procedure for complying with NEPA and other applicable federal and state laws and regulations.²³ FDOT's PD&E studies satisfy federal NEPA requirements, but even if a project does not use federal funds, FDOT policy requires a PD&E study to meet similar state requirements and to maintain eligibility for potential federal funding.²⁴

¹² [S. 334.044\(20\)-\(21\), F.S.](#)

¹³ FDOT, *Research Center*, <https://www.fdot.gov/research/default.shtm> (last visited Feb. 19, 2026).

¹⁴ ITS Florida, *SunTrax*, Dec. 11, 2018, <https://www.itsflorida.org/suntrax> (last visited Feb. 19, 2026).

¹⁵ SunTrax, *Facility Usage*, <https://suntraxfl.com/about-us/facility-usage/> (last visited Feb. 19, 2026).

¹⁶ SunTrax, *SunTrax Air*, <https://suntraxfl.com/suntrax-air/> (last visited Feb. 19, 2026).

¹⁷ FDOT District 7, *What is a PD&E Study?*, <https://www.fdotd7studies.com/projects/what-is-a-pde-study/>, (last visited Feb. 19, 2026).

¹⁸ *Id.*

¹⁹ [S. 334.63\(1\), F.S.](#)

²⁰ [S. 334.63\(2\), F.S.](#)

²¹ National Environmental Policy Act of 1969, U.S.C. § 4321 et. seq (2025). NEPA was the first major environmental law in the United States. It establishes a national policy for the environment, and it requires federal agencies to assess the environmental effects of proposed actions prior to making decisions. See NEPA.gov, *Homepage*, <https://ceq.doe.gov/index.html> (last visited Feb. 19, 2026).

²² [S. 334.044\(34\), F.S.](#) See also, FDOT, Office of Environmental Management, *NEPA Assignment*, <https://www.fdot.gov/environment/oem-divisions/qa-qc/nepa-assignment>. (last visited Feb. 19, 2026).

²³ FDOT, *Project Development and Environment (PD&E) Manual*, <https://www.fdot.gov/environment/pde-manual/pdeman-current> (last visited Feb. 19, 2026).

²⁴ DOT District 7, *What is a PD&E Study?*, *supra* note 17; FDOT, *Frequently Asked Questions for the Local Agency Program*, <https://www.fdot.gov/programmanagement/lap/faq.shtm> (last visited Feb. 19, 2026).

Recent Federal Activity Related to NEPA and Environmental Studies

There have been recent shifts related to NEPA interpretation and implementation as a consequence of executive, regulatory, and judicial decisions.

The Council on Environmental Quality (CEQ) was established by NEPA in 1970 and is housed within the Executive Office of the President to consult and coordinate with federal agencies, provide guidance on the implementation of NEPA to ensure timely environmental review and permitting processes across the federal government, and to advise and assist the President on policies that promote the improvement of environmental quality, while supporting the economic prosperity and energy security of the American people.²⁵ Historically, the CEQ issued guidance and regulations outlining how federal agencies can comply with NEPA.²⁶ CEQ's regulations were treated as carrying the force of agency rulemaking and binding on federal agencies, influencing the rulemaking decisions of other agencies.²⁷ Agencies adopted their own NEPA implementation procedures and submitted them to CEQ for review.²⁸

During the Obama and Biden presidencies, executive orders and CEQ regulations expanded the scope of NEPA analyses conducted by federal agencies to prioritize consideration of greenhouse gas emissions and the effect of climate change; require consideration of direct, indirect, and cumulative environmental impacts; and to promote environmental justice as a goal in NEPA implementation.²⁹ In President Trump's terms, executive orders and CEQ guidance rescinded those Obama- and Biden-era directives in an effort to reduce NEPA's regulatory and fiscal burdens and to promote efficiency and economic growth.³⁰

Additionally, two recent federal court decisions have altered the landscape of NEPA regulations. First, in 2024, the U.S. Court of Appeals for the District of Columbia found that the CEQ had no lawful authority to promulgate binding regulations and called into question whether agency rules issued to comply with such CEQ rules were a permissible exercise of rulemaking authority.³¹ As a result of this decision, on January 8, 2026, the CEQ issued a final rule rescinding all NEPA-implementing regulations, finding that neither NEPA nor any other federal statute gives the CEQ power to issue binding NEPA regulations, much less legislative rules with the force of law.³²

In a second federal court case, decided in 2025, the U.S. Supreme Court found that judicial review of NEPA cases had, over the years, imposed additional substantive requirements on federal agencies to comply with NEPA, stating that "[a] 1970 legislative acorn has grown over the years into a judicial oak that has hindered infrastructure development 'under the guise' of just a little more process," and finding that "[a] course correction of sorts is appropriate to bring judicial review under NEPA back in line with the statutory text and common sense."³³ The court found that NEPA grants agencies discretion to weigh environmental consequences of a proposed action as the agency reasonably sees fit under its governing statute and applicable laws, and that the role of the courts in

²⁵ The White House, *Council on Environmental Quality*, <https://www.whitehouse.gov/ceq/> (last visited Feb. 19, 2026).

²⁶ Harvard Law School, Env'tl. & Energy Law Program, *NEPA Environmental Review Requirements*, <https://eelp.law.harvard.edu/tracker/nepa-environmental-review-requirements/> updated Jan. 21, 2026 (last visited Feb. 19, 2026).

²⁷ *Marin Audubon Society v. FAA*, 121 F. 4th 902, 910-14 (D.C. Cir. 2024);

²⁸ *Id.*

²⁹ See Harvard Law School, *NEPA Environmental Review Requirements*, *supra* note 26; Dr. Jalonne L. White-Newsome, *A New Environmental Justice Playbook for Federal Agencies*, Nov. 3, 2023, available at <https://bidenwhitehouse.archives.gov/ceq/news-updates/2023/11/03/a-new-environmental-justice-playbook-for-federal-agencies/> (last visited Feb. 19, 2026).

³⁰ Harvard Law School, *NEPA Environmental Review Requirements*, *supra* note 26.

³¹ *Marin Audubon Society v. FAA*, 121 F. 4th at 914-15.

³² Removal of National Environmental Policy Act Implementing Regulations, 91 Fed. Reg. 618 (Jan. 8, 2026) (to be codified at 40 C.F.R. parts 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, and 1508).

³³ *Seven Cty. Infrastructure Coal. v. Eagle Cty. Colo.*, 605 U.S. 168, 184 (2025).

judicial review is to show deference to the agency’s decision as to the scope and contents of its environmental study.³⁴

Commercial Seaport Activity

Florida Seaports

Florida has 16 publicly owned [seaports](#) located around the state.³⁵ The governing board of each seaport is a government entity, either a county or city department, an independent special district, or an independent port authority. Florida law establishes the Florida Seaport Transportation and Economic Development (FSTED) Council, comprised of the port directors of each of Florida’s sixteen seaports, along with representatives from FDOT and the Department of Commerce.³⁶

Maritime Industrial Base

The term “[maritime industrial base](#)” refers to the commercial infrastructure and resources supporting the nation’s shipbuilding and repair industry both for commercial as well as military purposes. In 2024, the Maritime Industrial Base (MIB) Program was created within the U.S. Navy with a mission to ensure the nation’s industrial base is prepared, capable, and resilient enough to meet the Navy’s long-term fleet requirements across submarines, surface combatants, and the full spectrum of maritime platforms.³⁷ In the MIB Program, the U.S. Navy coordinates with industry and state-level partners to invest in surface shipbuilding and munitions production, bringing together necessary suppliers, technologies, and workforce partners to create a unified effort to modernize and grow the nation’s shipbuilding capacity, preparedness, and resilience.³⁸ In 2025, the MIB Program’s supply chain expansion and stabilization efforts managed 169 projects totaling \$648 million across 32 states and engaged over 40,000 K-12 students through MIB-aligned education programs across 30 states.³⁹

On April 1, 2025, President Donald J. Trump issued an executive order outlining a policy and plan to revitalize and rebuild domestic maritime industries and workforce to promote national security and economic prosperity.⁴⁰ The order required various federal agencies, including Transportation, Commerce, Treasury, Homeland Security, and the military, to coordinate on a plan to encourage and support workforce development and infrastructure investment aimed at revitalizing U.S. shipbuilding-related industries.⁴¹

Commercial Service Airport Security

Commercial Service Airports

Florida law defines the term “[commercial service airport](#)” to mean an airport providing commercial service, including large, medium, small, and nonhub airports as classified by the Federal Aviation Administration (FAA),

³⁴ *Id.* at 173, 179-80, 192; *Id.* at 169 (holding that “courts should afford substantial deference and should not micromanage those agency choices so long as they fall within a broad zone of reasonableness”).

³⁵ Florida’s sixteen seaports are Port of Pensacola, Port Panama City, Port of Port St. Joe, Port Citrus, Port Tampa Bay, Port St. Pete, Seaport Manatee, Port of Key West, PortMiami, Port Everglades, Port of Palm Beach, Port of Fort Pierce, Port Canaveral, Port Putnam, Jaxport, and Port of Fernandina. Florida Seaport Transportation and Economic Development Council, *2025-2029 Seaport Mission Plan*, at page 6, available at https://flaports.org/wp-content/uploads/2025_SeaportMissionPlan.pdf (last visited Feb. 19, 2026).

³⁶ *Id.* at page 3.; *see also* [s. 311.09\(1\), F.S.](#)

³⁷ U.S. Navy, Maritime Industrial Base, *2025 Maritime Industrial Base Program: Year in Review*, at page 4, <https://www.secnav.navy.mil/rda/mib/Documents/2025%20Year%20in%20Review%20Report.pdf> (last visited Feb. 19, 2026).

³⁸ *Id.* at 4-5.

³⁹ *Id.* at 7-9.

⁴⁰ White House, Executive Order, *Restoring America’s Maritime Dominance*, Apr. 9, 2025, <https://www.whitehouse.gov/presidential-actions/2025/04/restoring-americas-maritime-dominance/> (last visited Feb. 19, 2026).

⁴¹ *Id.*

and the term includes all public airports with at least 2,500 passenger boardings each year and receiving scheduled passenger aircraft service.⁴²

As of 2025, Florida had 20 commercial service airports.⁴³ These airports are St Pete-Clearwater International, in Clearwater; Daytona Beach International, in Daytona Beach; Fort Lauderdale/Hollywood International and Fort Lauderdale Exec, in Fort Lauderdale; Southwest Florida International, in Fort Myers; Gainesville Regional, in Gainesville; Jacksonville International, in Jacksonville; Key West International, in Key West; Melbourne Orlando International, in Melbourne; Miami International, in Miami; Orlando International, in Orlando; Northwest Florida Beaches International, in Panama City; Pensacola International, in Pensacola; Punta Gorda Airport, in Punta Gorda; Orlando Sanford International, in Sanford; Sarasota-Bradenton International, in Sarasota; Tallahassee International, in Tallahassee; Tampa International, in Tampa; Eglin AFB/Destin-Ft Walton Beach, in Valparaiso; Vero Beach Regional, in Vero Beach; and Palm Beach International, in West Palm Beach.⁴⁴

U.S. Transportation Security Administration (TSA)

The [U.S. Transportation Security Administration](#) (TSA) was created in the wake of the September 11, 2001, terrorist attacks in New York, Pennsylvania, and Virginia.⁴⁵ The TSA's mission is to protect the nation's transportation systems to ensure freedom of movement for people and commerce.⁴⁶ TSA conducts [security screening services](#) at commercial airports, now screening all passengers into, out of, and within the United States.⁴⁷ However, TSA maintains a Screening Partnership Program (SPP) under which airport operators can apply to receive security screening services from a qualified private company operating under a contract with TSA and in compliance with applicable TSA security screening procedures.⁴⁸

Currently, there are three Florida airports receiving security screening services from private providers under the TSA's SPP program: Orlando Sanford International, in Sanford; Punta Gorda Airport, in Punta Gorda; and Sarasota-Bradenton International, in Sarasota.⁴⁹

Vehicle Regulation

Personal Delivery Devices

Under current Florida law, a [personal delivery device](#) (PDD) is 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.⁵⁰

PDDs are not considered vehicles unless expressly defined by law as such.⁵¹ PDDs do not have any dimensional requirements under current Florida law. A PDD may operate on sidewalks and crosswalks where it has all the

⁴² [S. 332.0075\(1\)\(a\), F.S.](#); 47 U.S.C. § 47102(7). The FAA classifies airports as commercial, reliever, and general aviation airports. See FAA, *Airport Categories*, https://www.faa.gov/airports/planning_capacity/categories (last visited Feb. 19, 2026).

⁴³ FAA, *National Plan of Integrated Airport Systems (2025-2029) – Appendix A: List of NPIAS Airports*, available at https://www.faa.gov/sites/faa.gov/files/airports/planning_capacity/npias/current/ARP-NPIAS-2025-2029-Appendix-A.pdf (last visited Feb. 19, 2026).

⁴⁴ *Id.*

⁴⁵ TSA, *Mission*, <https://www.tsa.gov/about/tsa-mission> (last visited Feb. 19, 2026).

⁴⁶ *Id.*

⁴⁷ U.S. Dep't of Homeland Security, *Transportation Security*, <https://www.dhs.gov/topics/transportation-security> (last visited Feb. 19, 2026).

⁴⁸ TSA, *Screening Partnership Program*, <https://www.tsa.gov/for-industry/screening-partnerships> (last visited Feb. 19, 2026).

⁴⁹ *Id.*

⁵⁰ [S. 316.003\(59\), F.S.](#)

⁵¹ *Id.*

rights and duties applicable to a pedestrian, except that a PDD may not unreasonably interfere with pedestrians or traffic and must yield the right-of-way to pedestrians on the sidewalk or crosswalk.⁵²

A PDD must obey all official traffic and pedestrian control signals and devices, display identifying information, and be equipped with a braking system.⁵³ Under current Florida law, 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 the PDD operator is actively controlling or monitoring its navigation and operation; or
- Transport hazardous materials.⁵⁴

Advanced Air Mobility

[Advanced air mobility](#) (AAM) is an umbrella term for aircraft that are typically highly automated, electrically powered, and have vertical take-off and landing capability.⁵⁵

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

FDOT is currently laying the groundwork to build an intercity AAM “Aerial Highway Network” to connect major metropolitan areas across Florida.⁵⁶ In addition to performing research and development at its SunTrax test facility to accelerate operational viability, FDOT is developing custom curriculums to establish unique requirements for licensing to safely operate within the AAM Network.⁵⁷

SunTrax, located in Polk County, has been designated as the research and development testing hub of the Florida’s AAM program.⁵⁸ Early development phases of vertiport demonstration will consist of a passenger terminal, at-grade vertiports, access roads with vehicle staging, eVTOL⁵⁹ parking positions and charging station, and research and development hangar.⁶⁰

Criminal Violations

Shooting or Throwing Into Dwellings, Buildings, and Vehicles

Florida law provides that it is a second-degree felony to wantonly or maliciously [shoot, or to throw](#) any hard substance which would produce death or great bodily harm, at, within, or in:

- Any public or private building, whether occupied or unoccupied;

⁵² [S. 316.008\(7\), F.S.](#)

⁵³ [S. 316.2071, F.S.](#)

⁵⁴ *Id.*

⁵⁵ Federal Aviation Administration, *Advanced Air Mobility: Air Taxis*, <https://www.faa.gov/air-taxis> (last visited Feb. 19, 2026).

⁵⁶ FDOT, *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 Feb. 19, 2026).

⁵⁷ *Id.*

⁵⁸ Central Florida Development Council, *SunTrax Named Florida’s Home for Advanced Air Mobility, Positioning Polk as Statewide Innovation Leader*, Nov. 18, 2025, <https://www.cfdc.org/suntrax-named-floridas-home-for-advanced-air-mobility-positioning-polk-as-statewide-innovation-leader/> (last visited Feb. 19, 2026).

⁵⁹ The term “eVTOL” refers to electric-powered aircraft that vertically take off and land, typically designed to carry two to six people, including a pilot. See Matthew Urwin, *What are eVTOLs? Are They the Future of Aviation? Electricity-powered Flying Taxis are Almost Ready for Liftoff*, updated Sep. 12, 2025, available at <https://builtin.com/articles/evtol-aircraft> (last visited Feb. 19, 2026).

⁶⁰ SunTrax, SunTrax Air, <https://suntraxfl.com/suntrax-air/> (last visited Feb. 19, 2026).

- Any vehicle of any kind which is being used or occupied by any person;
- Any boat, vessel, ship, or barge lying in or plying the waters of this state; or
- Any aircraft flying through the airspace of the state.⁶¹

Criminal Mischief

A person commits [criminal mischief](#) by willfully and maliciously injuring or damaging any real or personal property of another, including by vandalism or graffiti.⁶² If the damage is \$200 or less, the offense is a second-degree misdemeanor; if it is between \$200 and \$1000, the offense is a first-degree misdemeanor; if the damage is \$1,000 or greater, or if it causes interruption or impairment of a business operation or any public service which costs \$1,000 or more in labor and supplies to restore, the offense is a third-degree felony.⁶³ An offender with a previous criminal mischief convictions who commits a subsequent violation is charged with a third-degree felony, regardless of the amount of damage.⁶⁴

Additionally, certain violations are also enhanced to the level of a third-degree felony, including when a person damages a:

- Church, synagogue, mosque, or other place of worship, or a religious article therein, if the damage to the property is greater than \$200.⁶⁵
- A memorial⁶⁶ or historic property,⁶⁷ if the damage is valued at greater than \$200.⁶⁸
- Public telephone, under certain circumstances, regardless of the value of the damage.⁶⁹
- Sexually violent predator⁷⁰ detention or commitment facility, if the damage is valued at greater than \$200.⁷¹

⁶¹ [S. 790.17, F.S.](#)

⁶² [S. 806.13\(1\)\(a\), F.S.](#)

⁶³ [S. 806.13\(1\)\(b\), F.S.](#)

⁶⁴ *Id.*

⁶⁵ [S. 806.13\(2\), F.S.](#)

⁶⁶ “Memorial” means a plaque, statue, marker, flag, banner, cenotaph, religious symbol, painting, seal, tombstone, structure name, or display that is constructed and located with the intent of being permanently displayed or perpetually maintained; is dedicated to a historical person, an entity, an event, or a series of events; and honors or recounts the military service of any past or present United States Armed Forces military personnel, or the past or present public service of a resident of the geographical area comprising the state or the United States. The term includes, but is not limited to, certain memorials established under ch. 265, F.S. [S. 806.135\(1\)\(b\), F.S.](#)

⁶⁷ “Historic property” means any building, structure, site, or object that has been officially designated as a historic building, historic structure, historic site, or historic object through a federal, state, or local designation program. [S. 806.135\(1\)\(a\), F.S.](#)

⁶⁸ [S. 806.13\(3\), F.S.](#)

⁶⁹ [S. 806.13\(5\), F.S.](#)

⁷⁰ The term “sexually violent predator” means any person who (a) has been convicted of a sexually violent offense; and (b) suffers from a mental abnormality or personality disorder that makes the person likely to engage in acts of sexual violence if not confined in a secure facility for long-term control, care, and treatment. [S. 394.912\(10\), F.S.](#)

⁷¹ [S. 806.13\(6\), F.S.](#)

BILL HISTORY

COMMITTEE REFERENCE	ACTION	DATE	STAFF DIRECTOR/ POLICY CHIEF	ANALYSIS PREPARED BY
Economic Infrastructure Subcommittee	15 Y, 0 N, As CS	2/4/2026	Keating	Rubottom
THE CHANGES ADOPTED BY THE COMMITTEE:	<ul style="list-style-type: none"> • Required seaports and commercial service airports to undertake certain actions and obligations. • Revised FDOT’s duties and obligations with respect to commercial service airports and airport systems, research facilities and contracts, and application by local governments for federal transportation grants. • Modified provisions related to consideration of certain nonpecuniary factors in taxpayer-funded project development and environmental studies. • Required the Florida Greenways and Trails Council to take certain actions after receiving a report from FDOT. • Removed provisions of the bill related to digital driver license and identification, seaport funding, powers of the Legislative Budget Commission, and FDOT control of Capitol Complex roads. 			
Commerce Committee			Hamon	Rubottom

THIS BILL ANALYSIS HAS BEEN UPDATED TO INCORPORATE ALL OF THE CHANGES DESCRIBED ABOVE.
