

FLORIDA HOUSE OF REPRESENTATIVES BILL ANALYSIS

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

TITLE: Transportation

SPONSOR(S): Griffitts and Conerly

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

LINKED BILLS: None

RELATED BILLS: None

Committee References

[Economic Infrastructure](#)

15 Y, 0 N, As CS



[Commerce](#)

23 Y, 1 N, As CS

SUMMARY

Effect of the Bill:

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

- Membership on the Florida Transportation Research Institute.
- The Florida Greenways and Trails Council and the Florida Shared-Use Nonmotorized Trail Network;
- Airport and seaport planning, and expansion of Florida's maritime industrial base;
- Operation of personal delivery devices, mobile carriers, drone delivery services, and paratransit services;
- Vehicle registration and validation stickers;
- Speed limits and use of driver improvement courses;
- Expansion of the Florida Department of Transportation's powers and duties related to advanced air mobility, promotion of development opportunities and advanced air mobility, review of local government applications for federal funding, transportation research, and LiDAR procurement and cost sharing;
- Limitations on the consideration of nonpecuniary factors in taxpayer-funded project development and environmental studies;
- Visibility of roadside advertising signs; and
- Use of right-of-way by communications services providers.

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 matters related to state transportation policy.

Florida Transportation Research Institute

The bill makes the Florida State University a member of the [Florida Transportation Research Institute](#) and removes Indian River State College as a member of the institute. (Section 1)

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Florida Shared-Use Nonmotorized Trail Network

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 \(SUNTrail\) Network](#)² and to update its recommendations for prioritization of regionally significant trails within the network. (Section [2](#))

The bill requires FDOT to approve any improved hard surface, other than concrete or asphalt, used to construct multiuse trails or shared-use paths on the SUNTrail Network. The bill also authorizes FDOT to consider sponsorship agreements with private entities and non-profit entities when programming projects in its work program to plan for development of the entire trail and to minimize the creation of gaps between trail segments. (Section [19](#))

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 [3](#))

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 [4](#))

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 [5](#), [6](#), and [7](#))

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.](#)

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" as 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.](#)

The bill also provides that, unless expressly authorized by general law, a county or municipality may not enact, impose, or enforce an operating fee for personal delivery devices or a regulation that restricts or limits commercial advertising on personal delivery devices. (Section [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 [11](#))

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 [11](#))

Paratransit Services

The bill clarifies that paratransit services provided pursuant to a contract with FDOT are for persons with disabilities. (Section [20](#))

Prohibited Zone of Operation

The bill provides that PDDs, mobile carriers,⁶ and drone delivery services may not be operated in a "prohibited zone of operation," which term the bill defines to include the SUNTrail Network, a theme park or entertainment complex,⁷ a state correctional institution,⁸ a county detention facility,⁹ a county residential probation center,¹⁰ a municipal detention facility,¹¹ a reduced custody housing area,¹² and a detention center or facility.¹³ The bill also prohibits PDDs from operating in state forests, state parks, and wildlife management areas, and prohibits PDDs and mobile carriers from operating on a sidewalk, crosswalk, bicycle lane, or shoulder on a street, roadway, or highway, excluding a limited access facility, unless the personal delivery device or mobile carrier meets minimum criteria established by FDOT. (Sections [5](#), [6](#), [8](#), and [11](#))

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.](#)

⁶ The term "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 a 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. S. 316.003(43), F.S.

⁷ The term "theme park or entertainment complex" is defined as all buildings or structures that are owned, managed, controlled, or operated under one business name and are situated on the same tract or plot of land that is not separated by a public street or highway. S. 509.013(9), F.S.

⁸ The term "state correctional institution" is defined as any prison, road camp, prison industry, prison forestry camp, or any prison camp or prison farm or other correctional facility, temporary or permanent, in which prisoners are housed, worked, or maintained, under the custody and jurisdiction of the Florida Department of Corrections. S. 944.02(8), F.S.

⁹ The term "county detention facility" is defined as a county jail, a county stockade, a county work camp, a county residential probation center, and any other place except a municipal detention facility used by a county or county officer for the detention of persons charged with or convicted of a felony or a misdemeanor, regardless of whether such facility is operated by a board of county commissioners, a sheriff, or any other entity. S. 951.23(1)(a), F.S.

¹⁰ The term "county residential probation center" is defined as a county-operated facility housing offenders serving misdemeanor sentences or first-time felony sentences. S. 951.23(1)(c), F.S.

¹¹ The term "municipal detention facility" is defined as a city jail, a city stockade, a city prison camp, and any other place except a county detention facility used by a municipality or municipal officer for the detention of persons charged with or convicted of violation of municipal laws or ordinances, regardless of whether such facility is operated by a city or any other entity. S. 951.23(1)(d), F.S.

¹² The term "reduced custody housing center" is defined as that area of a county detention facility or municipal detention facility which is designed to hold a large number of prisoners in a dormitory or barracks-type setting. S. 951.23(1)(f), F.S.

¹³ The term "detention center or facility" is defined as a facility used pending court adjudication or disposition or execution of court order for the temporary care of a child alleged or found to have committed a violation of law. S. 985.03(19), F.S.

Vehicle Registration

The bill removes the requirement that [registration validation stickers](#), the yellow registration decals, be placed on the license plates of a registered motor vehicle and authorizes motor vehicle registrations and renewals to be recorded and verified electronically. (Section [10](#))

The bill also allows owners of rental trucks of up to 26,000 pounds of gross vehicle weight to elect a permanent registration period,¹⁴ provided payment of the appropriate license taxes and fees occurs annually. (Section [10](#))

Speed Limits

The bill increases the maximum allowable [speed limits](#) as follows:

- The maximum allowable speed limit on limited access highways is 80 miles per hour.
- The maximum allowable speed limit on any other highway that is outside of an urban area and has at least four lanes divided by a median strip is 70 miles per hour.
- DOT may set the maximum speed limit for travel over other roadways not to exceed a maximum speed limit of 70 miles per hour. (Section [7](#))

Driver Improvement Courses

The bill expands the opportunities for a person who commits a traffic violation to elect to attend a [basic driver improvement course](#) instead of a mandatory hearing. Under the bill, a person who commits a traffic infraction may elect to attend a course unless the person has elected to take the course more than 8 times in the preceding 20 years. (Section [9](#))

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 [12](#))

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 [13](#))

Airport Duties

The bill requires commercial service airports to provide methods for obtaining and maintaining critical infrastructure resources¹⁵ 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 [14](#))

FDOT Powers and Duties

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

¹⁴ Current law authorizes permanent registration for rental trucks up to 15,000 pounds of gross vehicle weight. S. 320.06(1)(b)1., F.S.

¹⁵ See definition of "critical infrastructure resources," *supra* note 3.

- Designate land areas and transportation facilities as [advanced air mobility](#) corridor connection points¹⁶;
- 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 provide assistance in developing applications for federal funding for transportation projects.
- 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 [15](#) and [16](#))

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
- 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.¹⁷ (Section [17](#))

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 entity¹⁸ 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 [17](#))

¹⁶ 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.

¹⁷ 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).

¹⁸ The term “governmental entity” is defined as 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.](#)

Use of Right-of-Way by Communications Service Providers

The bill addresses the [use of right-of-way by communications service providers](#) to place or relocate communications facilities, and it limits the power of local authorities to impose conditions on permits for such use of the right-of-way.

The bill prohibits a municipality or county from requiring a provider to locate or perform a survey of any facilities other than those of the provider or to perform a survey of any right-of-way boundary as a condition of a permit. If the owner of a facility fails to locate its facilities as required by law, a provider must use reasonable care and detection equipment or other acceptable means to avoid damaging existing underground facilities. The bill also prohibits a county or municipality from enforcing requirements regarding the placement of communications facilities in rights-of-way not owned and controlled by the authority or in public utility easements that are not within an area owned and controlled by the county or municipality, unless a permit delegation agreement exists between the county or municipality and the owner of the rights-of-way or easement. (Section [18](#))

The bill requires that a county or municipality must include in its permit application form or process all required permissions required by the authority to grant a permit to place communications facilities, including, but not limited to, right-of-way occupancy, building permits, electrical permits, and historic review. The bill also prohibits a municipality or county from limiting in any way the number of permits issued to a provider, including by project size or by limiting the number of open permits or applications, provided that the permit is closed within 45 days after the provider completes the work. The bill provides that a municipality or county may require the submission or maintenance of a bond or other financial instrument but may not require a cash deposit or other escrow, payment, or exaction as a condition of issuing a permit. (Section [18](#))

The bill requires a county or municipality's requirements for insurance coverage, indemnification, force majeure, abandonment, local government liability, or warranties to be reasonable and nondiscriminatory and, including, if applicable, any local government or nonprofit communications service providers. The bill also provides that if a county or municipality requires a construction bond to secure postconstruction rights-of-way to preconstruction condition, such bond must be reasonably related to the cost to secure restoration of the rights-of-way, and a county or municipality may not limit the number of permits allowed under this same bond. A county or municipality may not require landscaping, landscaping maintenance, or vegetation management other than that necessary for right-of-way restoration. (Section [18](#))

The bill also prohibits a county or municipality from requiring a deposit or escrow of cash as a condition of issuing a permit or compelling the applicant to agree to any additional terms or agreements not specifically authorized by law nor directly related to the work specified in the application. The bill also clarifies that a county or municipality may require indemnification for liabilities caused by the provider's agents or employees, but not for liabilities caused by unaffiliated third parties. (Section [18](#))

Roadside Signage Visibility

The bill authorizes the owner of a lawfully erected sign to increase the height of the sign, subject to certain restrictions, when a governmental authority erects a ramp or a braided¹⁹ bridge that blocks visibility of the sign, provided that in no event shall the height of the sign exceed 100 feet above the crown of the main traveled way of the road to which the sign is permitted, regardless of the height of the visual obstruction. (Section [21](#))

¹⁹ Ramps or bridges that are grade-separated and cross over one another are described as "braided." See FDOT Design Manual, Chapter 211 – Limited Access Facilities, p. 42, available at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2026/2026fdm211lafacilities.pdf?sfvrsn=1242969c_9 (last visited Feb. 27, 2026).

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 [22](#))

The bill provides that anyone who willfully or maliciously defaces, injures, or damages any autonomous vehicle²⁰ commits a third-degree felony of [criminal mischief](#), if the damage to the autonomous vehicle is greater than \$200. (Section [23](#))

Miscellaneous Provisions

The bill makes conforming changes. (Sections [24](#) through [42](#))

The bill provides an effective date of July 1, 2026. (Section [43](#))

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.²¹

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.²² 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.²³ 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.²⁴ SunTrax serves as a premier facility for advancing transportation technology through comprehensive vehicle testing, research, and industry engagement.²⁵ Through SunTrax, FDOT is also investing in facilities to test and develop advanced air mobility (AAM) technology.²⁶

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

²⁰ 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.](#)

²¹ [S. 20.23, F.S.](#); FDOT, *About FDOT*, <https://www.fdot.gov/agencyresources/aboutfdot.shtm> (last visited Feb. 19, 2026).

²² [S. 334.044\(20\)-\(21\), F.S.](#)

²³ FDOT, *Research Center*, <https://www.fdot.gov/research/default.shtm> (last visited Feb. 19, 2026).

²⁴ ITS Florida, *SunTrax*, Dec. 11, 2018, <https://www.itsflorida.org/suntrax> (last visited Feb. 19, 2026).

²⁵ SunTrax, *Facility Usage*, <https://suntraxfl.com/about-us/facility-usage/> (last visited Feb. 19, 2026).

²⁶ SunTrax, *SunTrax Air*, <https://suntraxfl.com/suntrax-air/> (last visited Feb. 19, 2026).

environmental effects.²⁷ 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.²⁸ 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.²⁹ 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.³⁰

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 Act³¹ (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.³² FDOT maintains a Project Development and Environment Manual as its procedure for complying with NEPA and other applicable federal and state laws and regulations.³³ 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.³⁴

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.³⁵ Historically, the CEQ issued guidance and regulations outlining how federal agencies can comply with NEPA.³⁶ CEQ's regulations were treated as carrying the force of agency rulemaking and binding on federal agencies, influencing the rulemaking decisions of other agencies.³⁷ Agencies adopted their own NEPA implementation procedures and submitted them to CEQ for review.³⁸

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

²⁷ FDOT District 7, *What is a PD&E Study?*, <https://www.fdotd7studies.com/projects/what-is-a-pde-study/> (last visited Feb. 19, 2026).

²⁸ *Id.*

²⁹ [S. 334.63\(1\), F.S.](#)

³⁰ [S. 334.63\(2\), F.S.](#)

³¹ 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).

³² [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).

³³ FDOT, *Project Development and Environment (PD&E) Manual*, <https://www.fdot.gov/environment/pde-manual/pdeman-current> (last visited Feb. 19, 2026).

³⁴ DOT District 7, *What is a PD&E Study?*, *supra* note 27; FDOT, *Frequently Asked Questions for the Local Agency Program*, <https://www.fdot.gov/programmanagement/lap/faq.shtm> (last visited Feb. 19, 2026).

³⁵ The White House, *Council on Environmental Quality*, <https://www.whitehouse.gov/ceq/> (last visited Feb. 19, 2026).

³⁶ Harvard Law School, *Envtl. & 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).

³⁷ *Marin Audubon Society v. FAA*, 121 F. 4th 902, 910-14 (D.C. Cir. 2024);

³⁸ *Id.*

climate change; require consideration of direct, indirect, and cumulative environmental impacts; and to promote environmental justice as a goal in NEPA implementation.³⁹ 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.⁴⁰

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.⁴¹ 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.⁴²

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.”⁴³ 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 judicial review is to show deference to the agency’s decision as to the scope and contents of its environmental study.⁴⁴

Commercial Seaport Activity

Florida Seaports

Florida has 16 publicly owned [seaports](#) located around the state.⁴⁵ 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.⁴⁶

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,

³⁹ See Harvard Law School, *NEPA Environmental Review Requirements*, *supra* note 36; Dr. Jalonnie 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).

⁴⁰ Harvard Law School, *NEPA Environmental Review Requirements*, *supra* note 36.

⁴¹ *Marin Audubon Society v. FAA*, 121 F. 4th at 914-15.

⁴² 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).

⁴³ *Seven Cty. Infrastructure Coal. v. Eagle Cty, Colo.*, 605 U.S. 168, 184 (2025).

⁴⁴ *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”).

⁴⁵ 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).

⁴⁶ *Id.* at page 3.; see also [s. 311.09\(1\), F.S.](#)

surface combatants, and the full spectrum of maritime platforms.⁴⁷ 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.⁴⁸ 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.⁴⁹

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.⁵⁰ 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.⁵¹

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), and the term includes all public airports with at least 2,500 passenger boardings each year and receiving scheduled passenger aircraft service.⁵²

As of 2025, Florida had 20 commercial service airports.⁵³ 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.⁵⁴

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.⁵⁵ The TSA's mission is to protect the nation's transportation systems to ensure freedom of movement for people and commerce.⁵⁶ TSA conducts [security](#)

⁴⁷ 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).

⁴⁸ *Id.* at 4-5.

⁴⁹ *Id.* at 7-9.

⁵⁰ 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).

⁵¹ *Id.*

⁵² [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).

⁵³ 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).

⁵⁴ *Id.*

⁵⁵ TSA, *Mission*, <https://www.tsa.gov/about/tsa-mission> (last visited Feb. 19, 2026).

⁵⁶ *Id.*

[screening services](#) at commercial airports, now screening all passengers into, out of, and within the United States.⁵⁷ 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.⁵⁸

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.⁵⁹

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.⁶⁰

PDDs are not considered vehicles unless expressly defined by law as such.⁶¹ PDDs do not have any dimensional requirements under current Florida law. A PDD may operate on sidewalks and crosswalks where it has all the 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.⁶²

A PDD must obey all official traffic and pedestrian control signals and devices, display identifying information, and be equipped with a braking system.⁶³ 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.⁶⁴

Registration Validation

DHSMV, tax collectors, and license plate agents⁶⁵ are involved in the process of motor vehicle registrations and renewals and issuing a [registration validation sticker](#). DHSMV is required to provide the tax collectors and license plate agents with the necessary number of validation stickers.⁶⁶

Current law provides that upon motor vehicle registration, and after payment of the appropriate license tax and fees, a motor vehicle owner or operator will receive a license plate.⁶⁷ With each license plate, a validation sticker⁶⁸

⁵⁷ U.S. Dep't of Homeland Security, *Transportation Security*, <https://www.dhs.gov/topics/transportation-security> (last visited Feb. 19, 2026).

⁵⁸ TSA, *Screening Partnership Program*, <https://www.tsa.gov/for-industry/screening-partnerships> (last visited Feb. 19, 2026).

⁵⁹ *Id.*

⁶⁰ [S. 316.003\(59\), F.S.](#)

⁶¹ *Id.*

⁶² [S. 316.008\(7\), F.S.](#)

⁶³ [S. 316.2071, F.S.](#)

⁶⁴ *Id.*

⁶⁵ Section 320.03, F.S., provides that each tax collector is authorized to enter into contracts with private third-party license plate agents for certain tasks, including registering motor vehicles and issuing license plates and validation stickers.

⁶⁶ S. 320.06(2), F.S.

⁶⁷ S. 320.06(1), F.S.

⁶⁸ Section 320.06(3)(a), F.S., provides that validation stickers must be made of retroreflection material, must be of a specific size as recommended by the Department of Highway Safety and motor vehicles, and must adhere to the license plate.

is issued. The validation sticker must be placed on the upper right corner of the license plate and must display the motor vehicle owner's:

- Birth month.
- License plate number.
- Year of expiration or the appropriate renewal period if the owner is not a natural person.⁶⁹

The license plate and validation sticker are issued based on the applicant's appropriate renewal period. Generally, the registration period is 12 months, but an applicant may opt for an extended registration period of 24 months.⁷⁰ For each registration period, after the initial period in which the license plate is issued, and until the license plate is required to be replaced, a validation sticker showing the month and year of expiration must be issued upon payment of the proper license tax amount and fees and is valid for the standard 12 months or the extended 24 months.⁷¹

The license plate and the validation sticker are a way for law enforcement to visually verify that a motor vehicle is legally registered and authorized to operate on Florida's roads.⁷² Many law enforcement officers have the capability to verify motor vehicle registrations electronically using automated license plate recognition systems⁷³ on their cars, which automatically read the license plates of passing motorists and show their registration data to the officer.

Speed Limits

Florida law prohibits a person from driving a vehicle on a highway at a [speed](#) greater than what is reasonable and prudent under current conditions and with regard to actual and potential hazard.⁷⁴ Florida law also establishes minimum speed limits. On all highways on the National System of Interstate and Defense that have four or more lanes, the minimum speed is 40 miles per hour, except that when the posted speed limit is 70 miles per hour, then the minimum speed is 50 miles per hour.⁷⁵

Current law establishes the following maximum allowable speed limits:

- On limited access highways – 70 miles per hour.⁷⁶
- On divided highways outside an urban area of 5,000 or more persons, with at least four lanes – 65 miles per hour.⁷⁷
- On other DOT roadways – as DOT deems safe and advisable, but not to exceed 60 miles per hour.⁷⁸

Speeding violations are noncriminal traffic infractions, punishable as moving violations.⁷⁹ The statutory fines, based on the miles per hour above the speed limit are as follows:

- 1-5 mph – Warning
- 6-9 mph – \$25
- 10-14 mph – \$100

⁶⁹ S. 320.06(1)(b), F.S.

⁷⁰ *Id.*

⁷¹ Section 320.06(1)(c), F.S., provides that when license plates equipped with validation stickers are issued in any month other than the owner's birth month or the designated registration period for any other motor vehicle, the effective date must reflect the birth month or month and the year of renewal.

⁷² DHSMV, [Motor Vehicle Registrations](#) (last visited Feb. 24, 2026).

⁷³ Section 316.0777(1)(c), F.S., provides that an "automated license plate recognition system" is a system of one or more mobile or fixed high-speed cameras combined with computer algorithms to convert images of license plates into computer-readable data

⁷⁴ S. 316.183(1), F.S.

⁷⁵ S. 316.183(2), F.S.

⁷⁶ S. 316.183(2)(a), F.S.

⁷⁷ S. 316.187(2)(b), F.S.

⁷⁸ S. 316.187(2)(c), F.S.

⁷⁹ S. 316.183(7) and (3), F.S. Penalties as provided in ch. 318, F.S.

- 15-19 mph – \$150
- 20-29 mph – \$175
- 30 mph and above – \$250⁸⁰

Basic Driver Improvement Courses

Current law requires persons who commit certain traffic infractions to appear before a designated official at the time and location of a scheduled hearing.⁸¹ For example, a person must appear before a designated official for a mandatory hearing if he or she exceeds the speed limit by 30 mph or more.⁸² Generally, any person cited for a violation requiring a mandatory hearing or any other criminal traffic violation must sign and accept a citation indicating a promise to appear.⁸³ In the case of some traffic violations, a driver may, in lieu of a mandatory hearing, attend a [basic driver improvement course](#) approved by DHSMV.⁸⁴ In such cases, adjudication must be withheld, the civil penalty must be reduced by 18%, and points may not be assessed on the person’s driver license.⁸⁵ However, a person cannot elect to take the course if they have already done so in the past 12 months, or if they have already made 8 elections within their lifetime.⁸⁶

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.⁸⁷

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.⁸⁸ 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.⁸⁹

SunTrax, located in Polk County, has been designated as the research and development testing hub of the Florida’s AAM program.⁹⁰ Early development phases of vertiport demonstration will consist of a passenger terminal, at-

⁸⁰ S. 318.18(3)(b), F.S. In addition to these penalties, Florida law imposes or authorizes additional fees and surcharges.

⁸¹ S. 318.19, F.S.

⁸² S. 318.19(5), F.S.

⁸³ S. 318.14(2), F.S.

⁸⁴ S. 318.14(9), F.S.

⁸⁵ *Id.*

⁸⁶ *Id.*

⁸⁷ Federal Aviation Administration, *Advanced Air Mobility: Air Taxis*, <https://www.faa.gov/air-taxis> (last visited Feb. 19, 2026).

⁸⁸ 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).

⁸⁹ *Id.*

⁹⁰ 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).

grade vertiports, access roads with vehicle staging, eVTOL⁹¹ parking positions and charging station, and research and development hangar.⁹²

Florida Transportation Research Institute

The [Florida Transportation Research Institute](#) is a consortium of higher education professionals. The purpose of the institute is to drive cutting-edge research, innovation, transformational technologies, and breakthrough solutions and to support workforce development efforts that contribute to this state’s transportation industry. The Institute reports to the Florida Department of Transportation and is currently composed of members from the University of Florida, Indian River State College, the University of Central Florida, the University of South Florida, and Florida International University.⁹³

Use of Right-of-Way by Communications Service Providers

Current law authorizes an authority, defined as FDOT and local governmental entities,⁹⁴ with jurisdiction and control of public roads or publicly-owned rail corridors to prescribe and enforce reasonable rules or regulations regarding the placement and maintenance of communications facilities within their [rights-of-way](#).⁹⁵

Florida law requires municipalities and counties to treat providers of communications services in a nondiscriminatory and competitively neutral manner when imposing rules or regulations governing the placement or maintenance of communications facilities in the public roads or rights-of-way.⁹⁶

Florida Shared-Use Nonmotorized Trail Network

The [Florida 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.⁹⁷

FDOT must annually allocate at least \$50 million for SUNTrail⁹⁸ and prioritize funding for projects that:

- Are recommended as priorities by the Florida Greenways and Trails Council as regionally significant trails.⁹⁹
- 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.

⁹¹ 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).

⁹² SunTrax, SunTrax Air, <https://suntraxfl.com/suntrax-air/> (last visited Feb. 19, 2026).

⁹³ S. 20.23, F.S.

⁹⁴ Section [334.03\(13\), F.S.](#), defines the term “local governmental entity” as a unit of government with less than statewide jurisdiction, or any officially designated public agency or authority of such a unit of government, that has the responsibility for planning, construction, operation, or maintenance of, or jurisdiction over, a transportation facility; the term includes, but is not limited to, 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.

⁹⁵ S. [337.401](#) (1)(a), F.S.

⁹⁶ S. [337.401](#)(3)(a), F.S.

⁹⁷ S. [339.81](#)(2), F.S.

⁹⁸ S. [339.81](#)(5)(a), F.S. These funds are distributed from fees collected for an initial application for a motor vehicle registration. See s. [320.072](#)(4)(a), F.S.

⁹⁹ See s. [260.0142](#)(4)(c), F.S.

- Support the transportation needs of bicyclists and pedestrians.¹⁰⁰

FDOT and local governments are authorized to enter into sponsorship agreements with a not-for-profit entity or private sector business or entity 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.¹⁰¹

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;
- 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.¹⁰²

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.¹⁰³ 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.¹⁰⁴ 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.¹⁰⁵

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 \$200.¹⁰⁶
- A memorial¹⁰⁷ or historic property,¹⁰⁸ if the damage is valued at greater than \$200.¹⁰⁹
- Public telephone, under certain circumstances, regardless of the value of the damage.¹¹⁰
- Sexually violent predator¹¹¹ detention or commitment facility, if the damage is greater than \$200.¹¹²

¹⁰⁰ S. 339.81(5)(b), F.S.

¹⁰¹ S. 339.81(7)(a), F.S.

¹⁰² [S. 790.17, F.S.](#)

¹⁰³ [S. 806.13\(1\)\(a\), F.S.](#)

¹⁰⁴ [S. 806.13\(1\)\(b\), F.S.](#)

¹⁰⁵ *Id.*

¹⁰⁶ [S. 806.13\(2\), F.S.](#)

¹⁰⁷ “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.](#)

¹⁰⁸ “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.](#)

¹⁰⁹ [S. 806.13\(3\), F.S.](#)

¹¹⁰ [S. 806.13\(5\), F.S.](#)

¹¹¹ 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.](#)

¹¹² [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	23 Y, 1 N, As CS	2/24/2026	Hamon	Rubottom
THE CHANGES ADOPTED BY THE COMMITTEE:	<ul style="list-style-type: none"> • Prohibited local governments from requiring an operating fee for, or regulating advertisements on, personal delivery devices (PDDs). • Specified areas in which PDDs, mobile carriers, and drone delivery services may not operate and defined “prohibited zone of operation.” • Authorized FDOT to coordinate with local governments on federal grant applications for transportation projects and removed language authorizing FDOT to approve such applications. • Authorized heavy rental trucks to elect permanent registration when renewing vehicle registration. • Added provisions related to SUNTrail to require trails and paths to be covered with material approved by FDOT and authorized FDOT to consider sponsorship revenues when considering funding for projects. • Authorized the owner of an outdoor advertising sign to increase the height of the sign when a governmental authority erects a ramp or other roadway infrastructure that blocks visibility of the sign. • Removed the requirement that registration validation stickers be placed on the plates of registered motor vehicles and authorized such registrations and renewals to be recorded and verified electronically. • Increased maximum allowable speeds on certain highways and road. • Increased opportunities to attend a basic driver improvement course. • Limited the power of local authorities to impose specified conditions on permits for use of right-of-way by communications service providers. • Added Florida State University and removed Indian River State College as a member of the Florida Transportation Research Institute. 			

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