

## Committee on Transportation

### **CS/CS/HB 85 — Hazardous Walking Conditions**

by Education & Employment Committee; Education Administration Subcommittee; and Rep. Kendall and others (CS/CS/SB 650 by Appropriations Committee on Pre-K-12 Education; Transportation Committee; and Senators Leek and Rouson)

The bill expands the criteria for identifying hazardous walking conditions for public elementary school students to include walkways along a limited access facility, as defined in the Florida transportation code.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2025.

*Vote: Senate 38-0; House 113-0*

## Committee on Transportation

### **CS/CS/HB 253 — Offenses Involving Motor Vehicles**

by Judiciary Committee; Criminal Justice Subcommittee; and Rep. Bankson and others  
(CS/CS/SB 44 by Rules Committee; Transportation Committee; and Senator Rodriguez)

The bill makes various changes to motor vehicle-related offenses, including:

- Increases the penalty if a person drives a vehicle with prohibited lights and stops or attempts to stop another vehicle from a first degree misdemeanor to a third degree felony.
- Increases the penalty for knowingly altering or otherwise interfering with the legibility of a license plate from a noncriminal traffic infraction to a second degree misdemeanor.
- Defines “license plate obscuring device” and prohibits a person from purchasing or possessing a license plate obscuring device, a violation of which is punishable as a second degree misdemeanor.
- Prohibits a person from manufacturing, selling, offering for sale, or otherwise distributing a license plate obscuring device, a violation of which is punishable as a first degree misdemeanor.
- Prohibits a person from using a license plate obscuring device to assist in committing a crime or escaping from or avoiding detection or arrest in connection with such crime, a violation of which is punishable as a third degree felony.

If approved by the Governor, or allowed to become law without the Governor’s signature, these provisions take effect October 1, 2025.

*Vote: Senate 36-0; House 115-0*

## Committee on Transportation

### **CS/CS/CS/HB 351 — Dangerous Excessive Speeding**

by State Affairs Committee; Criminal Justice Subcommittee; Government Operations Subcommittee; and Reps. Plasencia, Alvarez, D., and others (CS/SB 1782 by Transportation Committee and Senator Pizzo)

The bill creates a criminal offense for “dangerous excessive speeding” if a motor vehicle driver exceeds the speed limit by 50 miles per hour (mph) or more, or operates a motor vehicle at 100 mph or more in a manner that threatens the safety of other persons or property or interferes with the operation of any vehicle.

The bill provides that a person who commits dangerous excessive speeding is punished as follows:

- Upon a first conviction, up to 30 days in jail, a fine of \$500, or both.
- Upon a second or subsequent conviction, up to 90 days in jail, a fine of \$1,000, or both. A person convicted of a second or subsequent violation of dangerous excessive speeding within five years after the date of a prior conviction for such an offense must have his or her driving privilege revoked for at least 180 days but no more than one year.

The bill provides that any driver who commits an infraction for exceeding the speed limit in excess of 50 mph must appear before a designated official at a mandatory hearing.

The bill authorizes, rather than requires, an officer to indicate the applicable civil penalty on a traffic citation for infractions related to exceeding the speed limit by 30 mph or more, or 50 mph or more.

If approved by the Governor, or allowed to become law without the Governor’s signature, these provisions take effect July 1, 2025.

*Vote: Senate 37-0; House 75-38*

## Committee on Transportation

### **CS/CS/HB 429 — Motor Vehicle Manufacturers and Franchised Motor Vehicle Dealers**

by Commerce Committee; Industries & Professional Activities Subcommittee; and Rep. Yeager, and others (CS/SB 1820 by Transportation Committee and Senator Leek)

The bill revises certain provisions of the Florida Motor Vehicle Dealership Act, which governs the licensure of, and contractual relationship between, motor vehicle dealers and motor vehicle manufacturers, distributors, importers, and their common entities (licensees). Specifically, the bill revises provisions relating to a licensee's use of criteria for measuring a franchised motor vehicle dealer's sales or service performance; prohibits licensees from engaging in certain conduct as retaliation against a motor vehicle dealer for specified acts; and revises provisions governing discontinuations, cancellations, non-renewals, modifications, and replacements of franchise agreements.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2025.

*Vote: Senate 37-0; House 115-0*

## Committee on Transportation

### CS/CS/CS/SB 462 — Transportation

by Fiscal Policy Committee; Regulated Industries Committee; Transportation Committee; and Senator DiCeglie

The bill addresses various transportation-related provisions. Specifically, the bill:

- Authorizes the use of off-highway vehicles on beaches for the removal of rental equipment, if authorized by the appropriate local governing body;
- Requires counties to annually submit information regarding their use of the Charter County and Regional Transportation System Surtax revenues to the Office of Economic and Demographic Research, with the office compiling such information into a report to the Legislature and the Florida Department of Transportation (FDOT);
- Revises the statutory definitions of the terms “dynamic driving task” and “micromobility device;”
- Establishes administrative hearing procedures regarding school bus infraction detection systems, providing for local hearing officers appointed by the school district or county, hearing procedures, the distribution of civil penalties, and the authorized use of penalties collected;
- Authorizes local governments to adopt certain ordinances regarding requirements to operate an electric bicycle, motorized scooter, or micromobility device;
- Authorizes local governments to provide training on the safe operation of electric bicycles, motorized scooters, and micromobility devices;
- Prohibits a person from operating a motor vehicle or vessel on a flooded street or highway at a speed that creates an excessive wake;
- Requires the Department of Highway Safety and Motor Vehicle or its authorized agents to issue expectant mother parking permits authorizing expectant mothers to park in disabled parking spaces;
- Prohibits airports from charging new landing fees for aircraft operations related to flight training operations conducted by certain academic institutions;
- Authorizes public-use airports to participate in the federal Airport Investment Partnership Program and make such airports eligible to receive certain state funds;
- Establishes a pilot program at the Sarasota Manatee Airport Authority to determine the long-term feasibility of alternative airport permitting procedures and requires FDOT to submit a report regarding this pilot program;
- Authorizes FDOT to use eminent domain to preserve corridors for future improvements;
- Authorizes FDOT to provide workforce development grants to state colleges and school districts to fund elective courses in heavy civil construction;
- Revises the membership of the advisory board for the Center for Urban Transportation Research at the University of South Florida;
- Requires project concept studies and project development and environmental studies for capacity improvements on limited access facilities to evaluate the use of elevated roadways;
- Requires project development and environmental studies for new alignments or capacity improvement projects, to the maximum extent possible, be completed within 18 months;

- Provides requirements for FDOT to obtain reduced offers, with a change in the scope of work, from the lowest bidder on a project when it intends to reject all bids;
- Revises provisions related to phased design-build contracts, including authorizing the selected design-build firm to perform a portion of the work;
- Requires FDOT's bridge-related contracts for work over navigable waters to, in addition to marine general liability insurance, include insurance with protection and indemnity coverage;
- Authorizes FDOT to waive prequalification requirements for certain short duration contracts of \$1 million or less;
- Authorizes FDOT to waive contract bond requirements for contracts of \$250,000 or less, instead of the current \$150,000 or less;
- Requires contractors seeking to bid on certain FDOT maintenance contracts to possess the prescribed qualifications, equipment, record, and experience to perform such work;
- Increases threshold amounts for contract disputes subject to the State Arbitration Board and revises the length of time that arbitration requests may be made related to a warranty claim;
- Prohibits the designation of new metropolitan planning organizations (MPOs) in areas contiguous to an existing MPO;
- Requires FDOT to annually convene MPOs of similar size, to exchange best practices and authorizes FDOT to provide training to new members of MPO governing boards;
- Provides for the integration of new technologies into MPO transportation plans;
- Authorizes FDOT and each MPO to execute a written agreement to establish a cooperative relationship regarding transportation planning;
- Requires FDOT to establish, in cooperation with the MPO, performance metrics for the MPO, and provides that the MPO must annually report on its performance;
- Requires FDOT to prioritize highway projects on the Strategic Intermodal System to make a highway corridor contiguous in its functional characteristics;
- Requires FDOT to implement a Next-generation Traffic Signal Modernization Program to increase the interconnectivity of traffic signals;
- Revises the geographic residency requirements for two of the members of the governing body of the Greater Miami Expressway Agency;
- Requires FDOT to develop and submit a report to the Governor and Legislature, by December 31, 2025, regarding the widening of a portion Interstate 4 in Hillsborough and Polk counties.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2025, except where otherwise provided.

*Vote: Senate 37-0; House 114-0*

THE FLORIDA SENATE  
2025 SUMMARY OF LEGISLATION PASSED  
**Committee on Transportation**

**CS/HB 479 — Leaving the Scene of a Crash Involving Only Damage to Vehicle or Property**

by Criminal Justice Subcommittee and Rep. Daley (CS/SB 1378 by Transportation Committee and Senator Arrington)

The bill (Chapter 2025-14, L.O.F.) authorizes a court to order a driver convicted of leaving the scene of a crash that resulted in damage to a vehicle or other property to make restitution to the vehicle or property owner for any damage caused by the driver's vehicle. A court may only order such restitution if the driver caused or otherwise contributed to the cause of the crash.

These provisions were approved by the Governor and take effect October 1, 2025.

*Vote: Senate 36-0; House 107-0*

## Committee on Transportation

### **CS/HB 867 — Indemnification and Insurance Obligations of Commuter Rail Transportation Providers**

by Economic Infrastructure Subcommittee and Rep. Lopez, V. (CS/SB 916 by Transportation Committee and Senator Rodriguez)

The bill creates the Coastal Link Commuter Rail Service Act and establishes parameters related to the indemnification of, and insurance related to, agencies providing commuter rail service on the Coastal Link corridor. Specifically, the bill:

- Defines various terms related to this act, including, the term “agency,” which is defined as a state, county, municipality, district, authority, or other separate unity of government which has entered into an agreement with Brightline permitting it to operate commuter rail service on the Coastal Link corridor.
- Names Brightline, the Florida East Coast Railway, the South Florida Regional Transportation Authority, and an agency as parties operating rail service on the Coastal Link corridor, which is the rail transit system in Miami-Dade, Broward, and Palm Beach counties.
- Authorizes an agency to assume certain obligations regarding rail liability on the Coastal Link corridor, subject to specified limitations related to passengers and other rail corridor invitees.
- Limits an agency’s assumptions of liability by contract related to specified scenarios when various entities, operators, or persons are involved in a rail accident.
- Provides an insurance coverage limit of \$323 million per occurrence, to be adjusted, without prior legislative approval, in accordance with federal law.
- Requires the agency to establish a self-insurance retention fund in the amount of \$5 million.
- Provides for the allocation of liability on the rail corridor under specified scenarios involving specified rail operators.
- Provides that neither the assumption of liability, the purchase of insurance, or the establishment of a self-insurance retention fund is not a waiver of any defense of sovereign immunity, nor does it increase an agency’s limits on liability under sovereign immunity.
- Provides that the Florida East Coast Railway and Brightline are not entitled to sovereign immunity.

If approved by the Governor, or allowed to become law without the Governor’s signature, these provisions take effect July 1, 2025.

*Vote: Senate 35-2; House 114-0*

## Committee on Transportation

### **CS/CS/HB 961 — Department of Highway Safety and Motor Vehicles**

by State Affairs Committee; Government Operations Subcommittee; and Reps. Maney, Melo and others (CS/CS/CS/SB 1348 by Appropriations Committee; Appropriations Committee on Transportation, Tourism, and Economic Development; Transportation Committee; and Senator Trumbull)

The bill makes various revisions to programs and services administered by the Department of Highway Safety and Motor Vehicles (DHSMV) and its agents, including:

- Prohibits a person, without authorization from the DHSMV or a tax collector, from selling or offering to sell service appointments offered by the DHSMV or an authorized tax collector and creates a first degree misdemeanor for violation of the prohibition.
- Authorizes tax collectors to deliver certain titles, certificates, and other documents, plates, and stickers by mail or make them available at their offices.
- Revises the requirements governing the issuance of disabled parking permits and creates a lifetime disabled parking permit for persons who are permanently disabled due to amputation or dismemberment.
- Revises the deadline by which the transition of driver license issuance services to tax collectors in certain counties must be completed from 2015 to 2027.
- Provides that certain driver applicants that cheat on their driver license exams must retake such exams.
- Authorizes tax collectors to process specified driver license and identification card transactions using the DHSMV's online license and registration portal and to offer licensees the option to round up for charitable donations to charities registered with the state.
- Requires the revocation of a restricted driving privilege for a habitual offender who is granted a limited driving privilege and subsequently violates the conditions of the restricted driving privilege.
- Designates the week of April 14 as "Move Over Awareness Week."

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2026.

*Vote: Senate 38-0; House 115-0*

## Committee on Transportation

### **CS/CS/HB 987 — Transportation Facility Designations**

by Commerce Committee; Economic Infrastructure Committee; and Reps. Brannan, Nix, and others (CS/SB 1408 by Fiscal Policy Committee and Senators Collins and Martin)

The bill creates a number of honorary designations of transportation facilities and directs the Florida Department of Transportation to erect suitable markers for each of the following designations:

- Heroes Memorial Overpass in Bradford County.
- Sergeant Elio Diaz Memorial Highway in Charlotte County.
- PBSO Motorman Highway in Palm Beach County.
- Staff Sergeant Matthew Sitton Memorial Highway in Pinellas County.
- Sheriff Gary S. Borders Memorial Highway in Lake County.
- Master Deputy Bradley Link Memorial Highway in Lake County.
- Sergeant Karl Strohsal Memorial Highway in Seminole County.
- SPC Daniel J. Agami Bridge in Broward County.
- Deputy William May Memorial Highway in Walton County.
- Manolo Reyes Boulevard in Miami-Dade County.
- Master Patrol Officer Jesse Madsen Memorial Highway in Hillsborough County.
- Geraldine Thompson Way in Orange County.
- Harris Rosen Way in Orange County.
- Harry Frisch Street in Duval County.
- Senator James A. Sebesta Memorial Highway in Hillsborough and Pinellas Counties.
- Congressman Lincoln Diaz-Balart Memorial Highway in Miami-Dade County.
- Jose Wejebe Bridge in Monroe County.
- Celia Cruz Way in Miami-Dade County.
- President Donald J. Trump Boulevard in Palm Beach County.
- Sonia Castro Way in Miami-Dade County.

The bill also revises the length of the previously designated Deputy William Gentry, Jr., Memorial Highway in Highlands County.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2025.

*Vote: Senate 37-0; House 111-0*

THE FLORIDA SENATE  
2025 SUMMARY OF LEGISLATION PASSED  
**Committee on Transportation**

**SB 994 — Driver License Education Requirements**

by Senator Collins

The bill provides that each applicant for a driver license who is 18 years of age or older must complete an approved traffic law and substance abuse education course.

The bill also provides that each applicant for learner's driver license must satisfactorily complete a driver education course approved by the Department of Highway Safety and Motor Vehicles which meets or exceeds the Department of Education Driver Education/Traffic Safety-Classroom #1900300 current course description.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2025.

*Vote: Senate 33-0; House 112-0*

## Committee on Transportation

### **CS/HB 1487 —Emergency Services**

by Health Professions & Programs Subcommittee and Rep. Basabe and others (CS/SB 1644 by Transportation Committee and Senator Rodriguez)

The bill removes the limitation of two red or red and white warning signals (emergency lights) on privately owned vehicles belonging to firefighters, certain medical personnel, and organ transport vehicles responding to emergencies.

The bill revises the criteria for a faith-based, nonprofit, volunteer ambulance service to obtain an exemption from the certificate of public convenience and necessity (COPCN) requirement. The bill increases the minimum requirements for years of experience from 10 to 15, and the minimum number of volunteer emergency medical technicians and paramedics from 50 to 150. The bill also requires these volunteers to operate in at least three counties.

The bill also expands eligibility for a COPCN exemption by making the exemption available in 15 counties, rather than four counties; and allows a volunteer ambulance service that receives government funding to qualify for this exemption. The bill also prohibits a volunteer ambulance service from receiving funds from any grant program designed exclusively for publicly operated fire departments or emergency medical service agencies.

The bill requires an applicant for a COPCN exemption to submit an affidavit to the Department of Health attesting that it meets the statutory requirements for the exemption. The bill provides that submitting a fraudulent affidavit is a misdemeanor of the first degree.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2025.

*Vote: Senate 37-0; House 115-0*

## Committee on Transportation

### **CS/CS/HB 1525 — Prearranged Transportation Services**

by Judiciary Committee; Criminal Justice Subcommittee; and Rep. Busatta and others (CS/SB 1696 by Rules Committee and Senator Calatayud)

The bill prohibits a person from willfully impersonating a transportation network company (TNC) driver by making a false statement, displaying counterfeit signage or emblems of a TNC, or engaging in any other act that falsely represents that the person represents a TNC or is responding to a passenger ride request for a TNC. Under the bill, a violation of this prohibition is generally a second degree misdemeanor; however, a person commits a third degree felony if he or she impersonates a TNC driver during the commission of, or to facilitate the commission of, a separate felony offense.

The bill provides that services purchased from a TNC do not qualify as privately owned or operated bus transit systems as it relates to transit safety standards.

The bill authorizes the Commission for the Transportation Disadvantaged to expend funds to contract with alternative transportation providers to support transportation services for persons with disabilities. Such services must be tailored to the rider's specified needs and comply with commission service standards.

The bill revises the definition of "transportation service provider" for purposes of paratransit service contracts to provide that an organization or entity that contracts with a local government entity to provide paratransit service to persons with disabilities must use a dedicated fleet of vehicles operated by its employees or directly contracted drivers who meet paratransit service standards. The bill also provides that a TNC is not a transportation service provider, and thus not subject to such regulations.

Finally, the bill modifies training requirements for paratransit drivers to authorize driver access to third-party training materials.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2025.

*Vote: Senate 37-0; House 116-0*

## Committee on Transportation

### CS/CS/CS/SB 1662 — Transportation

by Appropriations Committee; Appropriations Committee on Transportation, Tourism, and Economic Development; Transportation Committee; and Senator Collins

The bill addresses various transportation-related provisions. Specifically, the bill:

- Provides position titles for the three assistant secretaries of the Florida Department of Transportation (FDOT);
- Authorizes the Secretary of Transportation to appoint an Executive Director of Transportation Technology;
- Revises the qualifications for Florida Transportation Commission (FTC) members to require that at least three commissioners have expertise in higher education, transportation, or workforce development;
- Requires the FTC to monitor the efficiency, productivity, and management of any transit entity receiving funding under the public transit block grant program;
- Creates the Florida Transportation Research Institute, with representatives from specified state colleges and universities, as a consortium of higher education professionals;
- Adds operational technology to FDOT’s areas of program responsibility;
- Authorizes certain space-related and commercial shipbuilding and manufacturing projects on seaport property to receive Florida Seaport Transportation and Economic Development funding;
- Provides that the purpose of the Florida Seaport Transportation and Economic Development Council is to support the growth of seaports through the review, development, and financing of port facilities;
- Requires each seaport to submit a semiannual report to FDOT regarding its operations and support of Florida’s economic competitiveness and supply chain;
- Prohibits state funding to seaports in a county with a spaceport territory unless the seaport agrees not to convert cargo facilities to other purposes unless the conversion is approved by the governing body of the seaport and such project is approved by the Legislature;
- Creates an Intermodal Logistic Center working group within FDOT and provides for its membership and responsibilities relating to the expansion and development of intermodal logistic centers;
- Authorizes FDOT to issue blanket permits allowing the movement of certain large cranes, including movement at night;
- Repeals provisions regarding high-occupancy vehicle lanes, including a related toll exemption;
- Authorizes the withholding of state transportation funds to local jurisdictions if the local jurisdiction has traffic signals that are not in compliance with FDOT’s uniform system for traffic control devices;
- Authorizes a disabled veteran who is eligible for a disabled veteran license plate to be issued a special or specialty license plate embossed with the initials “DV” in the top left-hand corner;
- Updates statutory definitions related to airport licensing and authorizes the establishment of private airports of public interest;

- Requires private airports of public interest to receive a certificate from FDOT and provides requirements, including a site inspection, for obtaining such a certificate;
- Prohibits airports from charging new landing fees for aircraft operations related to flight training operations conducted by certain academic institutions;
- Authorizes FDOT, in consultation with the Department of Commerce and the Department of Environmental Protection, to fund projects associated with critical infrastructure facilities, that support space-related facilities;
- Requires airports to provide FDOT with the opportunity to use certain airport property, at no cost to the state, as a staging area during declared states of emergency related to natural disasters;
- Authorizes FDOT to fund additional aviation-related workforce development projects;
- Requires commercial service airports to establish and maintain comprehensive airport infrastructure programs and submit annual certifications to FDOT that the airport has established and maintained such a program;
- Adds additional project types to those eligible for priority airport funding from FDOT, including certain terminal and parking expansions; safety and efficiency improvements; and technology, workforce development, and intermodal connectivity projects;
- Incorporates nonhub airports into commercial service airport transparency and accountability requirements and amends such requirements for all commercial service airports;
- Requires commercial service airports to notify FDOT within 48 hours after receiving certain communications or directives from the federal government and following cybersecurity breaches, certain disruptions in aviation operations, or certain incidents on airport property;
- Codifies advanced air mobility into Florida law, including requirements for FDOT to address issues related to advances in aviation technology;
- Revises FDOT's authorization for public information and education campaigns;
- Revises FDOT's annual spending requirement relating to landscaping and requires FDOT's landscaping standards to include native landscaping materials;
- Authorizes FDOT to directly enter into insurance contracts to purchase insurance it is contractually and legally required to provide;
- Authorizes FDOT to purchase or acquire heavy equipment or motor vehicles for certain purposes, whether or not it exchanges or ceases operating any currently owned heavy equipment or motor vehicles;
- Authorizes FDOT to adopt rules to comply with federal requirements regarding disadvantaged business enterprises;
- Authorizes parking authorities created by special act to, pursuant to an interlocal agreement, operate in jurisdictions contiguous to their chartered jurisdictions;
- Creates the Florida Transportation Academy, within FDOT, to coordinate with certain public and private entities regarding workforce development in the transportation industry;
- Authorizes FDOT to require the modification of an existing connection to a state road due to safety or operational concerns;

- Increases the size of a “small business” as it relates to the FDOT’s business development program and authorizes FDOT to provide notices of opportunities to qualified businesses;
- Repeals FDOT’s disadvantaged business enterprise program and changes references to disadvantaged businesses to reflect FDOT’s support of small businesses;
- Authorizes the Secretary of Transportation to require a successful bidder to submit a surety bond in an amount less than the awarded contract price;
- Prohibits a municipality from prohibiting, or requiring a permit for, the installation of certain sewer transmission lines on the right-of-way performed under permits issued by FDOT or the Department of Environmental Protection;
- Prohibits camping on right-of-way of the State Highway System, except on the Florida National Scenic Trail with the appropriate permit;
- Requires FDOT to submit a report identifying transit providers, transportation authorities, airports, and seaports that have adopted or promoted energy policy goals inconsistent with the energy policy of the state;
- Repeals an obsolete requirement that FDOT submit a report by July 1, 2021, regarding electric vehicle charging infrastructure;
- Revises and makes permanent FDOT’s Strategic Intermodal System supply chain demands (aggregate) program;
- Revises and makes permanent the allocation of unused New Starts Transit funds to FDOT’s Strategic Intermodal System;
- Revises the membership of the Jacksonville Transportation Authority’s governing body to provide for members from Clay, St. Johns, and Nassau counties;
- Requires FDOT to coordinate with all state agencies to establish a workgroup to review state statutes, policies, practices, and standards related to a statewide mapping program and submit a report to the Legislature by November 15, 2025.

If approved by the Governor, or allowed to become law without the Governor’s signature, these provisions take effect July 1, 2025.

*Vote: Senate 37-0; House 103-7*