



February 2, 2026

Via Email Delivery

The Honorable Darryl Rouson
Florida Senate
212 Senate Office Building
404 South Monroe St.
Tallahassee, FL 32399-1100

Re: SB 1342 Transportation Infrastructure Land Development Regulation
02.03.26 Agenda, Senate Community Affairs Committee

Dear Senator Rouson,

Thank you for allowing the League to meet with your staff to share our concerns about SB 1342. The bill establishes specific zoning standards for land located within a half mile of a commuter rail station or transit stop. In addition, the bill requires local governments to prove their existing and future land development regulations and comprehensive plan provisions serve a compelling governmental interest, the strictest level of judicial scrutiny. It creates a new cause of action against local governments with mandatory attorney fees and damages for plaintiffs.

Transit-Oriented Development (TOD) zones (or their functional equivalent) can be an effective infill strategy. A successful TOD is purposefully designed to boost transit ridership, enhance multimodal transportation options, be pedestrian friendly, and have a mixture of uses that allow economic activity to flourish. TOD is only one term for land use overlays and zones that enhance development opportunities around transit stations; other commonly used terms include multimodal districts and corridors or station area zones. Successful TOD planning uses data and analysis of population density, employment density, transit ridership, and area context within the roughly 500-acre area surrounding a transit station. Because transit is regional and land use planning is local, TOD planning requires intergovernmental coordination.

The League supports multi-modal and transit supportive planning done within the framework of the Community Planning Act, integrated with local government comprehensive plans, and coordinated with the Florida Department of Transportation and Metropolitan Planning Agencies. Many cities and counties in Florida are already doing TOD or its functional equivalent, including Orange County, Broward County, Miami-Dade County, Alachua County, Hillsborough County, Tallahassee, Gainesville, Tampa, Orlando, Kissimmee, Miami, West Palm Beach, Fort Lauderdale, and your own City of St. Petersburg. These efforts are fully supported by data and analysis, informed by intergovernmental coordination, and integrated and consistent with local government comprehensive plans. Many of these policies are based on the *Florida TOD Guidebook* (December 2012), which was prepared for the Florida Department of Transportation by the Treasure Coast Regional Planning Council, and the State of Florida's own recommendations for TOD, *A Framework for Transit-Oriented Development in Florida* (FL DOT and DCA, March 2011).

In contrast, SB 1342 is not based on data and analysis or any state recommendations or guidelines. As a result, the bill conflicts with the Community Planning Act and will derail ongoing efforts of many local governments who are already engaged in TOD because it would render current TOD policies invalid.



The very specific density, intensity, and development standards required by the bill are arbitrary and capricious, lacking any relation to transit station type (e.g., Regional, Community Center, Neighborhood Center), population densities, employment densities, and transit ridership goals. As such, the bill would likely fail its own “compelling governmental interest” test. Further, the bill’s imposition of this “compelling government interest” requirement will prevent implementation of land use policies that make TODs work as intended, such as pedestrian and ADA accessible corridors and sidewalks, covered shelters and breezeways, and prohibitions on uses incompatible with TODs, such as drive-throughs and strip retail.

If the State of Florida wishes to mandate the adoption of TOD policies in every jurisdiction that has rail or rapid transit, the League respectfully suggests that it do so within the framework of the Community Planning Act and without arbitrary zoning assignments. It would be appropriate, for example, for the state to require such jurisdictions to adopt transit and multimodal policies consistent with the published state guidelines and model policies and regulations referenced previously. The interjection of a “compelling government interest” standard into state legislation would be unnecessary under this approach, because state law already requires local government comprehensive plans and land use regulations to be consistent with state law and provides a mechanism for citizens – and the state – to legally enforce this requirement.

Thank you for your consideration of these comments. I look forward to having further discussions with you on how all Florida governments can coordinate to increase TOD opportunities throughout the state.

Sincerely,



Rebecca O'Hara
Deputy General Counsel
Florida League of Cities, Inc.

cc: Chair McClain and members of the Senate Community Affairs Committee