



LOCAL VOICES MAKING LOCAL CHOICES

INTERGOVERNMENTAL RELATIONS, MOBILITY, AND EMERGENCY MANAGEMENT COMMITTEE

MEETING DETAILS

DATE	Friday, October 9, 2026
TIME	10:00 a.m. – 2:00 p.m. ET
ROOM	Key West
VENUE	Hilton Orlando
ADDRESS	6001 Destination Parkway, Orlando, FL 32819

FLC STAFF CONTACT

Rebecca O'Hara



Agenda



**Intergovernmental Relations, Mobility, and Emergency Management
Legislative Policy Committee
Friday, October 9, 2026, from 10:00 a.m. to 2:00 p.m.
Hilton Orlando – Meeting Room: Key West
6001 Destination Parkway, Orlando, Florida**

AGENDA

- I.** Introduction and Opening Remarks..... **Chair Shaun Ferguson**
Councilman, City of Rockledge
- II.** [FLC Policy Committee Process for 2026-2027](#)..... **Chair Ferguson**
- III.** Status of 2026 Priority and Policy Statement **Rebecca O’Hara, FLC Staff**
- IV.** Summary of Key 2026 Legislation..... **Staff**
- V.** Potential 2027 Priority and Policy Issues
 - a. Municipal Recall..... **Staff**
 - b. Clarification of SB 180 **Staff**
 - c. E-Bikes..... **Staff**
- VI.** Committee Discussion **Chair Ferguson**
- VII.** Additional Information **Chair Ferguson**
 - a. Key Legislative Dates
 - b. Key Contacts – [Click HERE to sign up](#)
 - c. [2026 Legislative Session Final Report](#)
 - d. [State Municipal Reporting Requirements](#)
- VIII.** Closing Remarks..... **Chair Ferguson**
- IX.** Adjournment

Breakfast and Lunch provided by the Florida League of Cities

Wi-Fi is Available
Network: FLCPC1026
Access Code: FLCPC1026



Committee Roster



FLORIDA LEAGUE OF CITIES

2026-2027 Intergovernmental Relations and Emergency Management Committee



CHAIR
Shaun Ferguson
Councilman
City of Rockledge



VICE CHAIR
Trish Pfeiffer
Commissioner
City of Bartow



STAFF SUPPORT
Rebecca O'Hara
FLC Deputy General Counsel



Molly Alleger
City Clerk
City of Jacksonville Beach



Linda Allen
Councilmember
Town of Hypoluxo



Liz Alpert
Commissioner
City of Sarasota



Keith Britton
Councilmember
City of Oviedo



Tonja Brown
Mayor
Town of Winter Springs



Debon Campbell
Intergovernmental Affairs Liaison
City of Miramar



James Carter
Councilmember
City of Lake City



Christopher Cloudman
Mayor
City of DeLand



Nancy Daley
Vice Mayor
City of Lake Alfred



Lisa DeVitto
Commissioner
City of Crescent City



Clifton Dollison
Commissioner
City of Winter Haven



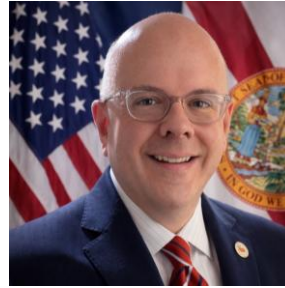
Pete Emrich
Mayor
City of North Port



Mary Estimé-Irvin
Councilwoman
City of North Miami



Penelope Gold
Vice Mayor
Town of Longboat Key



Adam W. Greenway
Councilmember
City of Frostproof



Chevelle Hall
Village Clerk
Village of Wellington



Peter Hernandez
Commissioner
City of Hollywood



Steven M. Hunnicutt
Assistant Town Manager
Town of Dundee



Curtis Johnson
Commissioner
City of Ft. Pierce



Lekia Johnson
Commissioner
City of Haines City



Rahman Johnson
Councilmember
City of Jacksonville



Debra Jones
Council Vice President
City of Williston



Allan Kaulbach
Councilor
City of Atlantis



Joseph L. Kelley
Vice Mayor
City of Opa-locka



Heather Lindsay
Mayor
City of Milton



Rachelle Litt
Councilmember
City of Palm Beach Gardens



Kem Mason
Councilmember
Town of Lantana



David McAuley
Councilmember
City of Okeechobee



JohnPaul O'Connor
Mayor
City of Westlake



Marisol Ortega
Councilmember
Town of Lake Hamilton



Steve Osmer
Mayor
City of Satellite Beach



Nikesh Patel
Director of Public Works
City of Sarasota



William Petersen
Councilmember
City of Clermont



David Pickett
Councilman
City of Port St. Lucie



Cade Resnick
Deputy Mayor
City of Winter Springs



Daphnee Sainvil
Intergovernmental Affairs Manager
City of Fort Lauderdale



Kimberly Schmitz
Councilmember
Village of Palm Springs



James Sherman
Commissioner
City of Flagler Beach



Dan Shimasaki
Councilman
City of Center Hill



Jacob Smith
Assistant City Manager
City of DeBary



Michael Smith
Commissioner
City of Largo



Latisha Springer
Councilor
City of Seminole



April Sutton
Councilmember
City of Mary Esther



Greg Sutton
Councilman
City of Jacksonville Beach



Claudia Thomas
Commissioner
City of Sanford



David Thompson
Director of Government Affairs
City of St. Petersburg



Mary Lou Tighe
Executive Director
Broward League of Cities



Marieke vanErven
City Manager
City of Dade City



Ian Vaughan
Mayor
City of Indian Rocks Beach



Robert Walker
Vice Mayor
City of Dunedin



Nick Walsh
Assistant City Manager
City of Satellite Beach



Billy Weinshank
Emergency Operations Division
Director
City of Port St. Lucie



Ian Whitney
Associate Director of Government
Affairs
City of Tampa



Dianne Williams-Cox
Commissioner
City of Tallahassee



Don Willis
Councilmember
City of Cape Canaveral



Steve Wilson
Mayor
City of Belle Glade



Andrea Young
Mayor
City of West Melbourne



Brandon Young
Councilman
City of South Daytona



FLC Policy Committee Process for 2026-2027

2026-2027

FLC LEGISLATIVE POLICY PROCESS

The Florida League of Cities' (FLC's) Charter and Bylaws specify that the League shall engage only on legislation that pertains directly to "municipal affairs." "Municipal affairs" refers to issues that directly pertain to the governmental, corporate, and proprietary powers to conduct municipal government, perform municipal functions, render municipal services, and raise and expend revenues. Protecting Florida's cities from egregious, far-reaching attacks on Home Rule powers will always be the top priority.

Each year, municipal officials from across the state volunteer to serve on the League's legislative policy committees. Appointments are a one-year commitment and involve developing the League's Legislative Platform. The Legislative

Platform addresses priority issues of statewide interest that are most likely to affect daily municipal governance and local decision-making during the upcoming legislative session.

Policy committee members also help League staff understand the real-world implications of proposed legislation, and they are asked to serve as advocates throughout the year. To get a broad spectrum of ideas and to better understand the impact of League policy proposals on rural, suburban, and urban cities of all sizes, it is ideal that each of Florida's cities be represented on one or more of the legislative policy committees.

There are currently five standing legislative policy committees:

1

DEVELOPMENT, CODE COMPLIANCE, AND REDEVELOPMENT COMMITTEE:

This committee addresses development, redevelopment, housing, community planning, zoning, eminent domain, property rights, short-term rentals, code enforcement, building and fire code, building permitting, and concurrency management.

2

FINANCE AND TAXATION COMMITTEE:

This committee addresses general finance and tax issues, fees, assessments, infrastructure funding, local option revenues, pension issues, revenue sharing, franchise fees, Communications Services Tax (CST), and ad valorem.

3

INTERGOVERNMENTAL RELATIONS, MOBILITY, AND EMERGENCY MANAGEMENT COMMITTEE:

This committee addresses transportation, municipal roads, traffic safety, municipal airports, drones, vertiports, ports, telecommunications, broadband, use of public rights-of-way, parking, signage, emergency management, homelessness, charter counties, annexation, ethics for public officers and employees, elections, special districts, and general preemptions.

4

MUNICIPAL OPERATIONS COMMITTEE:

This committee addresses government operations, municipal service delivery, cybersecurity, technology, public safety, public meetings, public records, public property use and management, procurement, personnel, insurance, collective bargaining, workers' compensation, liability, and sovereign immunity.

5

UTILITIES, NATURAL RESOURCES, AND PUBLIC WORKS COMMITTEE:

This committee addresses coastal management, environmental permitting, hazardous and toxic wastes, recycling, solid waste collection and disposal, stormwater, wastewater treatment and reuse, water management, water quality and quantity, resiliency, brownfields, and municipal utilities.

Due to Sunshine Law issues, only one elected official per city can be represented on a legislative policy committee, but a city could have an elected and a non-elected city official on each of the five policy committees. Appointments are made by the League president based upon a city official's support and advocacy of the Legislative Platform and participation at meetings, Legislative Action Days, and other legislative-related activities.

The Florida Legislature convenes the 2027 Legislative Session on March 2. The League's legislative policy committee meetings commence in October and meet three times. No new issues will be considered by a legislative policy committee after the second committee meeting. At the last meeting, each of the five policy committees adopts ONE legislative priority. In addition, a legislative policy committee may, but is not required to, recommend ONE policy position related to other relevant issues. The policy position must satisfy the same criteria for legislative priorities. Priority and policy position statements are capped at 75 words and must embrace a single subject by not combining multiple unrelated issues into one statement. Adhering to these principles ensures clarity, focus, and consistency in the League's advocacy efforts. Recommended legislative priorities and policy positions will be considered by the Legislative Committee. The Legislative Committee may, if necessary, edit statements to ensure compliance with these requirements. If favorably considered by the Legislative Committee, they will be considered by the general membership. If adopted by the general membership, the policy priorities and policy positions may be published as the League's Legislative Platform and communicated to legislators and others, as appropriate.

The Legislative Committee is composed of:

- ▶ Each legislative policy committee chair and the chairs of the other standing committees
- ▶ The president of each local and regional league
- ▶ The presidents of several other municipal associations
- ▶ Chairs of the municipal trust boards
- ▶ Several at-large members appointed by the League president

2026 Legislative Policy Committee Meeting Dates

- ▶ October 9, 2026, 10:00 a.m. to 2:00 p.m. at the Hilton Orlando, 6001 Destination Parkway, Orlando, FL 32819
- ▶ November 13, 2026, 10:00 a.m. to 2:00 p.m. at the Hilton Orlando, 6001 Destination Parkway, Orlando, FL 32819
- ▶ December 3, 2026, from 10:00 a.m. to 12:00 p.m. during the FLC Legislative Conference at the Renaissance Orlando at SeaWorld, 6677 Sea Harbor Drive, Orlando, FL 32821

If you are interested in serving or learning more, please contact Mary Edenfield at 850.701.3624 or medenfield@flcities.com.

Frequently Asked Questions:

2026-2027 FLC LEGISLATIVE POLICY PROCESS

What is an FLC legislative policy committee?

- ▶ Policy committees help set the Legislative Platform for the Florida League of Cities (FLC) and Florida's municipalities in advance of the next legislative session.
- ▶ The five policy committees include the Development, Code Compliance, and Redevelopment Committee; Finance and Taxation Committee; Municipal Operations Committee; Intergovernmental Relations, Mobility, and Emergency Management Committee; and Utilities, Natural Resources, and Public Works Committee.
- ▶ Committees are made up of municipal officials from across the state.

When and how do I sign up for a policy committee?

- ▶ Sign-up opens in June each year.
- ▶ To sign up, contact Mary Edenfield at medenfield@flcities.com for the sign-up link or go to flcities.com.
- ▶ The FLC President makes the committee appointments, and appointments are announced in August after the FLC Annual Conference.

Can I serve on more than one policy committee?

- ▶ No. All committees meet simultaneously.

When are the meetings, and is there a virtual option?

- ▶ This year, committee meetings take place in person in Orlando in October, November, and December during the FLC Legislative Conference.
- ▶ There is no virtual meeting option; meetings are in person.



FREQUENTLY ASKED QUESTIONS: 2026-2027 FLC LEGISLATIVE POLICY PROCESS

How do I submit a policy issue for a committee to consider?

- ▶ If you want a committee to consider an issue as a League priority, contact the committee staff person before the October or November policy committee meeting.
 - **David Cruz**, FLC Legislative Counsel (dcruz@flcities.com), staffs the Development, Code Compliance, and Redevelopment Committee.
 - **Charles Chapman**, Legislative Advocate (cchapman@flcities.com), staffs the Finance and Taxation Committee.
 - **Sam Wagoner**, FLC Legislative Advocate (swagoner@flcities.com), staffs the Municipal Operations Committee.
 - **Rebecca O'Hara**, FLC Deputy General Counsel (rohara@flcities.com), staffs the Intergovernmental Relations, Mobility, and Emergency Management Committee.
 - **Matt Singer**, FLC Legislative Advocate (msinger@flcities.com), staffs the Utilities, Natural Resources, and Public Works Committee.
- ▶ No new issues can be presented after the November meeting.

What can I expect at each meeting?

- ▶ First meeting in October: Discussions begin regarding potential priorities and policy positions.
- ▶ Second meeting in November: Discussions continue, and the committee may narrow down the list of considerations.
- ▶ Final meeting in December: The committee votes on one priority and one optional policy position, finalizing the text for the priority/policy position statements.

When will I get the meeting agenda?

- ▶ Meeting packets containing the agenda and related materials will be emailed to committee members one week before the meeting.
- ▶ You should bring a printed copy or your device to the meeting.
- ▶ Meeting packets are also available on flcities.com under the Advocacy tab.

Does FLC cover any meeting expenses?

- ▶ The League provides breakfast and lunch on the meeting date.



Past Committee Priority and Policy Statement

Status of 2026 Priority and Policy Statement

FLC 2026 Priority

Revising Sections 18 and 28 of Ch. 2025-190, Laws of Florida (SB 180 – Emergencies)

The Florida League of Cities SUPPORTS language to clarify Sections 18 and 28 of Ch. 2025-190, Laws of Florida, to limit applicability of this law to jurisdictions that experience measurable impacts from hurricanes, provide definitions for overbroad and vague terms, limit applicability of the preemptive language to storm-damaged properties, and clarify provisions relating to legal standing, pre-suit notice, and opportunity to cure.

Background

SB 180, passed in the 2025 legislative session and signed into law, has sparked controversy throughout Florida due to its sweeping restrictions on local government authority. SB 180 was introduced by house and senate sponsors as a hurricane preparedness and response measure. The bulk of SB 180 achieved these aims, and those provisions were supported by the League. Unfortunately, sections 18 and 28 of SB 180 as written do not support these purposes.

According to the bill sponsors, sections 18 and 28 were included because the sponsors were concerned that some local governments were using the cover of hurricane response to increase building permit fees and to enact regulations to make it harder for storm-damaged properties to rebuild. As such, the sponsors wanted to include measures to protect the owners of storm-damaged properties from local regulations that impeded their repair and rebuild efforts. The express language of sections 18 and 28 goes much farther than that.

Section 18 creates a “rolling preemption” that applies prospectively and in perpetuity, to all cities and counties entirely or partially within 100 miles of a hurricane’s “track.” For one year after “landfall,” these governments are prohibited from adopting or enforcing any development moratorium, as well as more “restrictive or burdensome” comprehensive plan amendments, land development regulation, procedures. It authorizes a cause of action against local governments for “any person” to enjoin local government actions alleged to violate this section. The plaintiff must notify the local government before filing suit and the local government has 14 calendar days to withdraw the regulation. It awards attorney fees to a prevailing plaintiff.

Section 28 applies retroactively to every county (and municipalities within them) listed in the federal disaster declaration for hurricanes Milton, Debby, and Helene. It applies similar prohibitions on moratoria, comprehensive plan amendments, land development regulations, and procedures as Section 18. The prohibitions apply retroactively to August 1, 2024, and until October 1, 2027. It declares any local regulation in violation of this section void. It provides a similar cause of action (limited to “businesses and residents” and attorney fee recovery as Section 18.

SB 180 has largely brought comprehensive planning, flooding and stormwater management, and land use planning to a standstill. It prevents local governments from implementing statutorily-mandated updates to comprehensive plans and land development regulations, prevents enactment of measures to protect property owners from flooding due to hurricanes and other natural events, impedes local government compliance with state-mandated nutrient reduction requirements, prohibits concurrency-related moratoria, and jeopardizes measures to ensure growth pays for itself, such as impact and mobility fees. Moreover, the bill authorizes virtually any person, regardless of cognizable legal injury, to sue a local government and recover attorney's fees. The bill grants an illusory 14-day window for local governments to rescind a challenged regulation to avoid a suit. This window is illusory because statutory public notice and meeting requirements cannot be met within this 14-day period. The legal status of thousands of local regulations is uncertain because the bill voids all of them.

The bill abdicates policy-setting to the judiciary by not defining multiple subjective and vague terms, including the following: landfall, track of a hurricane, and burdensome and restrictive. The bill is overbroad (Section 28 applies to every city and county in Florida), granting carte blanche for the unchecked development of vacant land with zero storm damage. The bill's failure to provide an objective basis for local governments and property owners to decide whether the bill's terms apply to a situation means the judicial branch will be forced to define these terms. Local taxpayers will underwrite the cost of adjudicating the meaning of SB 180, lawsuit by lawsuit.

Status:

SB 840 (DiCeglie) (Supported by FLC) and **HB 1465** (Andrade) (Opposed by FLC) would have amended sections 18 and 28 from last session's SB 180 (Chapter 2025-190), which placed limits on local land-use, planning, and permitting authority after a major disaster. The bills took different approaches to refining those limitations, resulting in distinct municipal impacts

SB 840 would have narrowed the definition of "impacted local government" from counties within 100 miles of a hurricane's track to those within 50 miles, and limited applicability to counties included in a federal major disaster declaration and municipalities within those counties. The bill also clarified the scope of actions an impacted local government may not enforce for one year after landfall to be:

- Actions that delayed the repair or reconstruction of hurricane-damaged improvements;
- Required repair or reconstruction of a hurricane-damaged property to comply with any comprehensive plan or land development regulation amendment that first became effective after landfall; or
- More restrictive procedural changes that extended development review timelines.

SB 840 clarified circumstances under which post-storm land use actions may still be enforced, including when an application was initiated by a private property owner for property they owned, when adoption was required to comply with state or federal law,

when approved for an area of critical state concern, or when implementing floodplain management standards consistent with the National Flood Insurance Program. The bill further limited these prohibitions to properties damaged to an extent that required a repair or reconstruction permit, and authorized local governments to require documentation demonstrating hurricane damage.

SB 840 removed the private right of action, injunctive relief, and one-sided attorney fee provisions previously included in section 18. The bill also clarified that this section may not be construed to restrict a local government from adopting or enforcing changes to the Florida Building Code or local technical amendments.

For section 28 of SB 180, SB 840 revised the temporary land-use freeze applicable to counties and municipalities affected by Hurricanes Debby, Helene, and Milton. The bill shortened the prohibition period, moving the end date for the moratorium and “more restrictive or burdensome” land-use and procedural restrictions from October 1, 2027, to June 30, 2026, and revised the section’s expiration date accordingly. All other elements of section 28, including retroactive application to August 1, 2024, the nullification of noncompliant local actions, and the existing notice-and-cure framework, remained in place.

HB 1465 did not narrow the geographic definition of “impacted local government” and retained the existing standard based on counties located within 100 miles of a hurricane’s track and the municipalities within those counties. Rather than narrowing applicability, the bill expanded and specified the scope of local actions subject to post-storm limitations by defining the terms “burdensome” and “restrictive.” These definitions expressly included actions that decreased allowable density, intensity, floor area ratio, or the amount of property available for development; actions that increased impact fees by more than 25% over a two-year period; actions that restricted or limited the use or future use of property in a manner that negatively affected economic value; and actions or inaction that created additional reviews, extended review timelines, or delayed final action on pending applications.

HB 1465 also expanded the circumstances under which local government actions may still be enforced during the post-storm period by authorizing enforcement of certain comprehensive plan or land development regulation amendments initiated by a county or municipality when necessary to comply with changes in state or federal law, when submitted to address compliance deficiencies under the Evaluation and Appraisal Review process, or when the application substantially increased allowable density or intensity throughout the jurisdiction, implemented a form-based code, and did not substantially restrict development outside an urban service area.

In addition, HB 1465 imposed new application-processing requirements not included in SB 840. The bill required that applications for site plans, development permits, development orders, or comprehensive plan amendments that were pending as of March 31, 2026, be

processed and considered under the regulations in effect at the time the application was filed, notwithstanding the adoption of more restrictive or burdensome local regulations while the application remained pending. This requirement applied during the post-storm restriction period and limited the effect of subsequently adopted local land-use or procedural changes on pending applications.

Unlike SB 840, HB 1465 retained and expanded the private enforcement framework in section 28 of SB 180. The bill authorized residents, business owners, or property owners to bring civil actions for declaratory and injunctive relief for violations of the section, provided for preliminary injunctive relief during litigation, and preserved one-sided attorney fee provisions, subject to a notice-and-cure process that allowed a local government to withdraw or repeal a challenged action within specified timeframes to avoid liability. (Singer)

SB 840 passed the Senate but did not advance in the House. HB 1465 did not pass the House.

FLC 2026 Policy Statement

Municipal Elections

The Florida League of Cities OPPOSES legislation that restricts voters' authority to set municipal election dates.

Background:

Elections for municipal officers are conducted during the general election in November of even-numbered years unless the governing body of a municipality has adopted an ordinance or charter to change the dates for qualifying and for the election of members of the governing body of the municipality. Many cities have staggered terms, meaning a five-member council with three-year terms holds elections each year with one or two seats on the ballot. Staggered terms improve stability of the governing body and allow for continuity of knowledge about city operations within the elected body as individual officials come and go over time.

Over half of Florida's cities have election dates that differ from the date of the November general election in even-numbered years. For many cities, voters codified the municipal election date in the charter. Cities handle the cost of city elections and usually contract with the local supervisor of elections to conduct municipal elections on their behalf. Alternatively, cities may conduct their own elections using their own voting system and equipment and not contract with the local supervisor of elections.

The best time and date for a municipal election will vary based on community needs and preferences. It's a false assumption that high voter turnout in November elections translates into increased voter participation on municipal ballot issues in that same election. Combining municipal elections into the same date as county, state, and national elections will make it difficult for municipal candidates to compete for voter attention in

saturated media markets and on crowded ballots. For over half of cities that provide for runoff elections, municipal campaigns will be in full swing during summer and winter holidays, when voters are highly distracted or absent, and media access exceedingly expensive.

Who would be affected?

- Municipalities that currently hold elections on any date other than the dates specified in state law.
- Municipalities that currently hold their general election on the November general election date in even-numbered years, but which currently provide for a runoff election on a date after the November general election.
- Municipalities with staggered election dates (elections in both odd- and even-numbered years)

Status:

Proposals to preempt municipal election dates advanced in 2016, 2017, and 2018. SB 1416 (DiCeglie) was filed in the 2025 session but did not pass. The bill sponsor vowed to file the bill again in 2026. SB 1416 would have required that elections for municipal offices be held on the same date as the November general election (even-numbered years). If a municipality requires a runoff election, the bill required such municipality to hold its initial election on the same date as the primary election on Tuesday, 11 weeks before the general election, and to hold the runoff on the same date as the general election. The bill preempted to the state the authority to establish election dates for municipal elections and required that municipal recall elections be held concurrently with municipal elections under certain conditions. The bill extended the term of incumbent elected municipal officers until the next municipal election held per the new election dates required by the bill.

No legislation was filed in the 2026 Legislative Session.



Recap of Key 2026 Legislation

2026 Passed & Failed Bills Relevant to this Policy Committee's Issues

PASSED **Ethics & Elections**

Candidate Qualification

CS/HB 91 (Tant) revises the form of candidate oath in section 99.021, F.S., for persons seeking to qualify for nomination as a candidate of any political party. At the time of subscribing to the oath, the bill specifies the person must have been a registered member of the political party for at least 365 days preceding the beginning of qualifying before the general election for which the person seeks to qualify. In addition, the person shall not have legally changed his or her name during the 365-day period, except for name changes associated with a dissolution of marriage, adoption of children, or based on a change conducted with a marriage certificate. For candidates seeking qualification with no party affiliation, the bill requires the person to state in writing that he or she has not been a registered member of any political party for the same 365-day period and has not legally changed his or her name during this period. The bill specifies mechanisms for enforcement of these requirements.

Effective date: Upon becoming a law.

Approved by Governor: Ch. 2026-25, Laws of Florida.

Ethics for Public Officers and Employees

CS/SB 572 (Harrell) revises the definition of “relative” in the Code of Ethics for Public Officers and Employees to include foster parents and foster children. In addition, the bill provides that restrictions on employment of relatives in section 112.3135, F.S., do not prohibit a board, council, commission, or collegial body from appointing, employing, promoting, or advancing a relative who is an elected public official serving on the same board, commission, council, or body to a leadership position of such board, commission, council, or body.

Effective date: Upon becoming law.

Approved by Governor: Ch. 2026-22, Laws of Florida.

Elections

CS/CS/HB 991 (Persons-Mulicka) is a substantial revision of the state’s election laws relating primarily to voter registration, citizenship verification, and election administration. It requires proof and verification of United States citizenship and expands data-sharing and recordkeeping requirements of the Department of State, Department of Highway Safety and Motor Vehicles, and supervisors of elections.

- Amends section 97.021, F.S., to: redefine the term “ballot” or “official ballot;” revise the term “voting system;” and eliminate the terms “marksense ballots” and “electromechanical device;” and to specify the types of documents that may be accepted as evidence of United States citizenship.

- Requires the uniform statewide voter registration application to contain an acknowledgment that it is a third-degree felony to provide false information on the application.
- Amends on-line voter registration system requirements relating to a voter's or applicant's citizenship status and eligibility to vote.
- Amends section 97.053, F.S., relating to acceptance of voter registration applications for purposes of participating in a particular election, including changes to address, name and party affiliation and duties of supervisors of elections to verify a voter's citizenship status, notify applicants or voters, and update voter records.
- Amends section 97.057, F.S., relating to voter registration duties of the Department of Highway Safety and Motor Vehicles.
- Amends section 98.075, F.S., relating to registration records maintenance, including notice to supervisors of elections of potential voter ineligibility due to citizenship status and duties of supervisors of elections to notify voters of potential ineligibility and to remove ineligible voters from the system.
- Amends the form of candidate oath in section 99.021, F.S. A person seeking nomination as a candidate of any political party or as a candidate with no party affiliation must state in writing that he or she has been a registered member of the political party for at least 365 consecutive days preceding the beginning of qualifying before the general election and that he or she has not legally changed his or her name during this period. Each candidate for federal office shall state in writing whether he or she intends to trade stocks, if elected, in a manner other than through a trust or similar mechanism. The bill provides a mechanism for challenging compliance with these requirements in circuit court.
- Creates section 99.0211, F.S., to provide a mechanism for certain candidates or political parties to challenge a candidate's compliance with all statutory and constitutional requirements for the office for which he or she is seeking nomination or election. If a court determines the candidate fails to comply with such requirements, the supervisor of elections must remove the candidate's name from the ballot or notify voters that votes for that candidate will not be counted.
- Revises requirements for qualifying for federal, state, county, or district office to specify that a candidate must state in writing whether he or she is a citizen of another country in addition to being a citizen of the United States. If the candidate seeks federal office, the candidate must state in writing whether he or she previously held federal office and, if so, disclose whether he or she traded stocks while in such office in a manner other than through a trust or similar mechanism.
- Amends various provisions of the Florida Elections Code to delete the following items as acceptable forms of identification: credit or debit cards; student or educational institution identification; retirement center identification; neighborhood association identification; and public assistance identification.
- Requires candidates for judicial office or a school board to provide a written oath or affirmation whether the candidate is a citizen of another country in addition to being a citizen of the United States.

- Amends section 106.023, F.S., to require all candidates for office, at the time of filing the statement of candidacy, to provide a written oath or affirmation that he or she meets all statutory and constitutional qualifications for the office sought.
- Prohibits a political party, a political committee, an electioneering communications organization, or a candidate from knowingly and willfully accepting or soliciting a contribution from a foreign national.
- By July 1, 2027, requires all Florida driver licenses and identification cards that are issued, renewed or replaced to include the person's legal citizenship status.
- Revises the definition of "racketeering activity" in s. 895.02, F.S., to include commission of certain violations of the Florida Elections Code relating to issue petition activities.

Effective date: July 1, 2027, except as otherwise provided.

Approved by Governor: Ch. 2026-26, Laws of Florida.

General Government

Foreign Influence

CS/CS/HB 905 (Persons-Mulicka) revises various laws, including the Code of Ethics for Public Officers and Employees, to limit foreign influence by foreign countries of concern and designated foreign terrorist organizations.

The bill revises the Code of Ethics for Public Officers and Employees to define the terms "designated foreign terrorist organization" (incorporating the definition in current law section 775.32, F.S.) and "foreign county of concern" (incorporating the definition in current law section 286.101(1), F.S.). It amends section 112.313(2), F.S., to provide enhanced penalties for public officers, public employees, local government attorneys, or candidates for election who solicit or accept anything of value from persons or entities representing a designated foreign terrorist organization or foreign county of concern. Violators will be required to repay double the value of any pecuniary benefit received. It directs the Florida Commission on Ethics to adopt rules by November 1, 2026, relating to the minimum course content for mandatory ethics training for specified constitutional officers, elected municipal officers, commissioners of community redevelopment agencies, and elected local officers of independent special districts. Such rules must include information on known efforts by foreign counties of concern to target and influence subnational governments, how to recognize and report suspected foreign influence campaigns, and enhanced penalties for accepting or soliciting gifts from designated foreign terrorist organizations or foreign counties of concern.

Effective date: July 1, 2026.

Approved by Governor: Ch. 2026-66, Laws of Florida

Emergency Management

Building Permits and Inspections

CS/CS/HB 803 (Trabulsky) addresses various statutes relating to the Florida Building Code and building permits. It includes the following provision relevant to emergency management:

Building Code Inspection Services During State of Emergency

- Directs the Department of Management Services to enter one or more state term contracts for the purpose of providing building code inspection services.
- Authorizes a person to act in the following positions under the direction of a local building official for a period of one year from the date of the declaration of a state of emergency issued by the Governor for a natural emergency, a manmade emergency, or a technological emergency, if such person has entered into a state term contract with DMS, is qualified to work in any state that has a mutual aid agreement under Florida law, or has held a valid license for such work in any state for five years immediately before the date of the declaration: building code inspector, building inspector, coastal construction inspector, commercial electrical inspector, electrical inspector, mechanical inspector, plumbing inspector, residential electrical inspector, residential inspector, plans examiner, building plans examiner, plumbing plans examiner, mechanical plans examiner, or electrical plans examiner.

Effective date: July 1, 2026.

Approved by Governor: Ch. 2026-63, Laws of Florida.

Transportation

Commercial Service Airports

CS/CS/HB 919 (Weinberger) preempts the naming of “major commercial service” airports to the state. A major commercial service airport is defined as an airport providing commercial service which is a medium or large hub airport under the Federal Aviation Administration’s classification criteria. It renames the Palm Beach International Airport as the “Donald J. Trump International Airport.” The bill codifies the names of the following airports: Orlando International Airport, Miami International Airport, Fort Lauderdale-Hollywood International Airport, Tampa International Airport, and the Southwest Florida International Airport.

Effective date: July 1, 2026.

Approved by Governor: Ch. 2026-15, Laws of Florida.

Vertiports

CS/CS/CS/HB 1093 (Spencer, J. Alvarez) includes vertiports and associated charging stations within the definition of “qualifying project” in section 255.065, F.S., relating to public-private partnerships. The bill revises provisions relating to commercial service airports to include vertiport pads, safety zones, charging systems, grid upgrades, and resilience energy systems within the meaning of “airport infrastructure” for purposes of

comprehensive airport infrastructure programs. It also specifies the Florida Department of Transportation may fund up to 100 percent of the project costs of a public vertiport when federal funds are not available and may fund up to 80 percent of the nonfederal share of such project costs if federal funds are available.

Effective date: July 1, 2026.

Approved by Governor: Ch. 2026-35, Laws of Florida.

Transportation

SB 488 (Masullo) addresses the powers and duties of the Department of Highway Safety and Motor Vehicles. Several provisions of interest to local governments and local law enforcement include the following:

- Revises current law requirements relating to information that must be provided to register a motor vehicle.
- Revises provisions prohibiting alteration of motor vehicle registration and license plates and specifies the use of a license plate or border is not a prohibited offense, provided it does not obscure the alphanumeric designation or license plate number, or the registration decal or validation sticker.
- Revises provisions relating to license plates for persons with disabilities eligible for permanent disabled parking permits to include references to applications for such permits to the tax collector and to specify that plates must be issued immediately by the department or tax collector upon application for the plate.
- Revises an existing preemption in section 337.401, F.S., relating to the use of rights-of-way by telecommunications providers:
 - A municipality or county is prohibited from requiring a provider perform a survey of any facilities in the right-of-way except the provider's own facilities or a right-of-way boundary when requesting a permit consistent with chapter 556, F.S. (Sunshine State One Call). If the owner of a facility fails to locate its facilities as required by chapter 556, F.S., a provider may proceed with work but must use reasonable care and detection equipment to avoid damaging existing underground facilities.
 - A municipality or county may not limit the number of permits a provider may obtain, including any limits based on project size or number of open permits, provided the provider's permit is closed out within 45 days after the provider's completion of the work.
 - 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.
 - It clarifies that section 337.401, F.S., does not apply to building permits "unrelated to the placement of communications facilities.
 - It specifies that a municipal or county permit application form must include all permissions required by the local government to grant a permit to place communications facilities, including right-of-way occupancy, building permits, electrical permits, or historic review.

- It prohibits a county or municipality from requiring compliance with provisions regarding placement of communications facilities, including small wireless facilities or new poles used to support such facilities, in rights-of-way not owned and controlled by the local government and public utility easements that are within areas not owned and controlled by the local government unless a permit delegation agreement exists between the local government and the owner of the right-of-way or area that contains the easement.
- County or municipal insurance coverage, indemnification, and warranty requirements must apply to all providers of communications services, including any local government or nonprofit providers.
- A construction bond must be reasonably related to the cost to secure restoration of the right-of-way, and a county or municipality may not limit the number of permits allowed under the same bond.
- For any financial obligations imposed by the county or municipality, the local government may not limit the number of permits, provided the permit is closed out within 45 days after the provider completes the work. The local government may not impose additional requirements based on the scope or linear feet of the project.
- A county or municipality may not require a deposit or escrow of cash as a condition of issuing a permit or compel the applicant to agree to any additional terms or agreements not specifically authorized in section 337.401, F.S., or directly related to the work specified in the application.
- A county or municipality may not require landscaping, landscaping maintenance, or vegetation management other than that necessary for right-of-way restoration.

Effective date: October 1, 2026.

Approved by Governor: 2026-39, Laws of Florida.

Micromobility Devices

CS/SB 382 (Truenow) creates section 316.20655, F.S., to establish new statewide operating requirements for electric bicycles on shared-use pathways, sidewalks, and other pedestrian-designated areas. A person operating an electric bicycle must yield to pedestrians and give an audible signal when overtaking and passing a pedestrian. A person operating an electric bicycle in any area designated for pedestrian use must limit speed to 10 miles per hour when within 50 feet of a pedestrian. Violations are designated as noncriminal traffic infractions.

The bill creates the Micromobility Device Task Force within the Department of Highway Safety and Motor Vehicles to recommend improvements to state law and the regulatory framework governing micromobility devices. It defines the composition of the task force and the timeframes for its meetings. The task force must submit legislative recommendations by October 1, 2026. The task force expires upon submission of the recommendations. The bill also requires the Florida Highway Patrol (FHP) and police and

sheriff's offices to maintain detailed records of micromobility device crashes, beginning 30 days after the bill becomes law, and to submit a report of such crashes to the department by October 15, 2026, covering incidents through September 30, 2026. The bill directs the department to submit a report to the legislature by October 31, 2026, summarizing the information provided to it by the FHP and local law enforcement agencies.

Effective date: Upon becoming law, except as otherwise provided.

Vetoed by Governor

Automatic Dependent Surveillance-broadcasts

CS/CS/SB 422 (Wright) prohibits airports from using an airplane's ADS-B information to ascertain an airplane's location to generate or collect fees from aircraft owners or operators within Florida. The prohibition applies to fees assessed for landings, including touch-and-go landings, aircraft departures, or entry into a specified radius of an airport. This prohibition is extended to both public and private airports.

Effective date: July 1, 2026.

Approved by Governor: Ch. 2026-47, Laws of Florida.

Local Administration of Vessel Restrictions (Supported)

CS/CS/HB 1103 (Andrade) relates to derelict vessels, long term anchoring permit requirements, and boating-restricted areas. The bill authorizes a county or municipality to authorize by ordinance a code enforcement officer to identify, notice and take corrective action relating to public nuisance vessels and vessels at risk of becoming derelict. Such ordinance may not take effect until it has been reviewed and approved by the Florida Fish & Wildlife Conservation Commission. Code officers may issue a noncriminal infraction for violations. The bill also authorizes municipalities and counties to authorize by ordinance a code enforcement officer to enforce long-term anchoring permit requirements, however, such ordinance may not take effect until it is reviewed and approved by the commission. Code officers may issue a noncriminal infraction for violations. In addition, the bill authorizes counties and municipalities to adopt an ordinance regulating vessel speed and operation within 300 feet of a confluence of water bodies presenting a blind corner. The boundaries of such areas must be clearly marked in accordance with commission rules. (Wagoner)

Effective date: July 1, 2026.

FAILED

Emergency Management

Land Use Regulations (Supported)

HB 217 (Abbott) and **CS/SB 218** (Gaetz) proposed a narrow change to last session's SB 180 (Chapter 2025-190), which placed limits on local land use, planning, and permitting

authority after a major disaster. The bills would have redefined the term “impacted local government” so that the restrictions in Section 28 of SB 180 apply prospectively only to counties that FEMA designated for both Public Assistance and Individual Assistance following Hurricanes Helene, Debby, or Milton. This change would have excluded 13 counties and the municipalities within them from the retroactive and forward-looking restrictions in that section. The counties no longer covered would have been Monroe, Nassau, Gadsden, Liberty, Calhoun, Jackson, Bay, Washington, Holmes, Walton, Okaloosa, Santa Rosa, and Escambia. The bills did not amend Section 18 of SB 180, which continues to apply prospectively statewide and allows these restrictions to be triggered by any future hurricane occurring within 100 miles of a county. (Singer)

Land Use Regulations for Local Governments Affected by Natural Disasters (Supported SB 840, Opposed HB 1465)

SB 840 (DiCeglie) and **HB 1465** (Andrade) would have amended sections 18 and 28 from last session’s SB 180 (Chapter 2025-190), which placed limits on local land-use, planning, and permitting authority after a major disaster. The bills took different approaches to refining those limitations, resulting in distinct municipal impacts

SB 840 would have narrowed the definition of “impacted local government” from counties within 100 miles of a hurricane’s track to those within 50 miles, and limited applicability to counties included in a federal major disaster declaration and municipalities within those counties. The bill also clarified the scope of actions an impacted local government may not enforce for one year after landfall to be:

- Actions that delayed the repair or reconstruction of hurricane-damaged improvements;
- Required repair or reconstruction of a hurricane-damaged property to comply with any comprehensive plan or land development regulation amendment that first became effective after landfall; or
- More restrictive procedural changes that extended development review timelines.

SB 840 clarified circumstances under which post-storm land use actions may still be enforced, including when an application was initiated by a private property owner for property they owned, when adoption was required to comply with state or federal law, when approved for an area of critical state concern, or when implementing floodplain management standards consistent with the National Flood Insurance Program. The bill further limited these prohibitions to properties damaged to an extent that required a repair or reconstruction permit, and authorized local governments to require documentation demonstrating hurricane damage.

SB 840 removed the private right of action, injunctive relief, and one-sided attorney fee provisions previously included in section 18. The bill also clarified that this section may not be construed to restrict a local government from adopting or enforcing changes to the Florida Building Code or local technical amendments.

For section 28 of SB 180, SB 840 revised the temporary land-use freeze applicable to counties and municipalities affected by Hurricanes Debby, Helene, and Milton. The bill shortened the prohibition period, moving the end date for the moratorium and “more restrictive or burdensome” land-use and procedural restrictions from October 1, 2027, to June 30, 2026, and revised the section’s expiration date accordingly. All other elements of section 28, including retroactive application to August 1, 2024, the nullification of noncompliant local actions, and the existing notice-and-cure framework, remained in place.

HB 1465 did not narrow the geographic definition of “impacted local government” and retained the existing standard based on counties located within 100 miles of a hurricane’s track and the municipalities within those counties. Rather than narrowing applicability, the bill expanded and specified the scope of local actions subject to post-storm limitations by defining the terms “burdensome” and “restrictive.” These definitions expressly included actions that decreased allowable density, intensity, floor area ratio, or the amount of property available for development; actions that increased impact fees by more than 25% over a two-year period; actions that restricted or limited the use or future use of property in a manner that negatively affected economic value; and actions or inaction that created additional reviews, extended review timelines, or delayed final action on pending applications.

HB 1465 also expanded the circumstances under which local government actions may still be enforced during the post-storm period by authorizing enforcement of certain comprehensive plan or land development regulation amendments initiated by a county or municipality when necessary to comply with changes in state or federal law, when submitted to address compliance deficiencies under the Evaluation and Appraisal Review process, or when the application substantially increased allowable density or intensity throughout the jurisdiction, implemented a form-based code, and did not substantially restrict development outside an urban service area.

In addition, HB 1465 imposed new application-processing requirements not included in SB 840. The bill required that applications for site plans, development permits, development orders, or comprehensive plan amendments that were pending as of March 31, 2026, be processed and considered under the regulations in effect at the time the application was filed, notwithstanding the adoption of more restrictive or burdensome local regulations while the application remained pending. This requirement applied during the post-storm restriction period and limited the effect of subsequently adopted local land-use or procedural changes on pending applications.

Unlike SB 840, HB 1465 retained and expanded the private enforcement framework in section 28 of SB 180. The bill authorized residents, business owners, or property owners to bring civil actions for declaratory and injunctive relief for violations of the section, provided for preliminary injunctive relief during litigation, and preserved one-sided attorney fee provisions, subject to a notice-and-cure process that allowed a local government to

withdraw or repeal a challenged action within specified timeframes to avoid liability. (Singer)

Ethics & Elections

Employee Protections (Monitored)

CS/SB 92 (Gaetz) and **HB 139** (Maney) would have prohibited public employers or independent contractors from taking retaliatory personnel action against an employee who reports to the Florida Commission on Ethics a violation of the state ethics code or violation of Article II, Section 8(f) of the Florida Constitution (prohibiting lobbying for compensation by current public officers and former public officers for six years following service in a public position). The bills specified that reports of such violations are protected activities and classified adverse (retaliatory) personnel actions taken against a reporting individual by a public officer, employee, or local government attorney as a breach of the public trust. In addition, the bills prohibit public employers and independent contractors from taking retaliatory personal action against any employee who discloses information to the Florida Commission on Ethics relating to an alleged breach of the public trust or alleged violation of Article II, Section 8(f). The bills defined and described the prohibited adverse personnel actions and specified the types of information disclosed by employees subject to the bills' protections. The bills specified procedures, timeframes, and available remedies for employees subject to prohibited adverse personnel actions. The bills authorized the filing of a civil action in circuit court following exhaustion of any administrative remedies and specified that available remedies in such an action must include the following: reinstatement to position or its equivalent, or front pay; reinstatement of fringe benefits and seniority rights; compensation for lost wages, benefits, or other lost remuneration; payment of costs and attorney fees to a prevailing employee or prevailing employer (for frivolous actions); injunctive relief; and temporary reinstatement (temporary reinstatement does not apply to an employee of a municipality). The bills allowed employers to assert an affirmative defense that the personnel action would have been taken absent the employee's exercise of his or her rights under the bills. (O'Hara)

Rights-of-Way

Railroad Crossing Safety (Monitored)

CS/HB 1323 (Tuck) and **CS/SB 1310** (Rodriguez) directed the Florida Department of Transportation (FDOT) to conduct a statewide study on the effectiveness, feasibility, costs, and implementation considerations of advanced detection and monitoring technologies at public railroad-highway grade crossings, and to consult with affected local governments during the study. The bills did not impose installation, maintenance, or reporting requirements on municipalities. (Singer)

Special Districts

Special Districts (Opposed)

HB 123 (Overdorf) was a comprehensive bill relating to special districts. Of note to municipalities, the bill would have prohibited municipalities from assuming fire-rescue services in an annexed area when those services were already provided by an independent special fire control district. Following annexation, the fire control district would have remained the exclusive service provider, its geographical boundaries would have continued to include the annexed area, and it would have been authorized to continue levying ad valorem taxes, impact fees, and user fees and assessments on property within the annexed area. (Singer)

Transportation & Mobility

Boating-restricted Areas (Supported)

CS/HB 1173 (Sirois) revised the authority of municipalities and counties to establish boating-restricted areas by ordinance. The bill specified the types of boating-restricted areas local governments may adopt, including idle speed/no wake zones, slow speed/minimum wake zones, numerical speed limits, and vessel-exclusion zones, and enumerated the specific geographic and safety conditions under which each type of restriction may be established. The bill required that the boundaries of locally adopted boating-restricted areas be clearly marked with uniform waterway markers consistent with state requirements. (Singer)

Electric Vehicle Charging Taxation (Monitored)

HB 653 (Hodgers) and **CS/SB 680** (Mayfield) created a sales tax exemption for electricity sold to EV charging station operators for the purpose of electric vehicle charging; however, the bills approached this exemption differently.

HB 653 amended state tax definitions to classify electricity sold to an electric vehicle charging operator as a sale for resale, making the operator's purchase of electricity a non-taxable wholesale transaction. It also excluded EV charging operators from the definition of "distribution company" for purposes of the state gross receipts tax and applied these changes retroactively to January 1, 2019. These revisions were intended to ensure that only the final retail charging transaction was subject to state sales tax, avoiding tax being applied both when the operator purchased electricity and when the operator sold a charging session to the consumer.

For municipal electric utilities and municipally owned electric vehicle charging stations, the bill clarified that electricity sold to an EV charging station operator, including a city operating its own stations, was treated as a nontaxable sale for resale for purposes of state sales tax, and that the operator's sale of charging to the public was not "utility service" subject to the state gross receipts tax. The clarifications applied retroactively to January 1, 2019, and the bill did not amend statutes governing municipal public service taxes or franchise fees.

CS/SB 680 differed from the House version in that it did not amend definitions, but rather established an explicit sales-and-use tax exemption under section 212.08, Florida Statutes. The bill still established a sales-and-use tax exemption for electricity sold to owners or operators of electric vehicle charging stations for the purpose of providing electric vehicle charging. The bill clarified eligibility criteria, including separate metering and affidavit requirements, and established penalties for misuse of the exemption. CS/SB 680 also directed the Department of Revenue to adopt rules governing the affidavit and authorized the department to adopt emergency rules as necessary. (Singer)

Electric Vehicle Registration Fees (Supported)

SB 804 (Truenow) sought to establish an additional annual registration fee for electric vehicles and directed the Department of Highway Safety and Motor Vehicles to collect the fee and deposit the revenue into the State Transportation Trust Fund. The bill defined “battery electric vehicle” as a motor vehicle powered solely by an electric motor drawing current from rechargeable batteries and not equipped with an internal combustion engine. The bill required the owner of a battery electric vehicle registered in this state to pay a \$250 annual fee, collected at the time of initial registration and each renewal, in addition to existing license taxes and fees. All fees collected under this provision had to be used for the planning, construction, maintenance, and repair of public roads and transportation infrastructure. (Singer)

Removal, Storage, and Cleanup of Electric Vehicles (Monitored)

HB 37 (Nix) and **CS/CS/CS/SB 260** (Burgess) would have required counties to establish a daily administration fee for the storage of electric vehicles involved in accidents and authorized municipalities to impose a similar fee, subject to statutory limits. The bills specified when the fee applied, set conditions related to battery damage or saltwater submersion, allowed the fee to continue until the battery was deemed safe, required data reporting to the State Fire Marshal, and defined key terms, with an effective date of July 1, 2026. (Wagoner)

Golf Cart Crossings (Monitored)

CS/CS/HB 519 (Yeager) permitted the operation of a golf cart for the purpose of crossing a street or highway within a crosswalk at a signalized intersection, provided the intersection was located entirely within the boundaries of a single local government. The bill would have authorized golf cart crossings only where a local government had designated the roadway for golf cart operation, approved golf cart use at the crosswalk, and posted appropriate signage. (Singer)

Transportation (Opposed)

CS/CS/HB 1233 (Griffitts) and **CS/CS/CS/SB 1220** (Massullo) were broad transportation policy bills that addressed emerging mobility technologies, drone delivery services, port and airport planning, and the authority of the Department of Transportation (FDOT). While the bills overlapped substantially in their treatment of personal delivery devices, mobile

carriers, and drone delivery services, each bill contained distinct provisions with differing municipal implications.

The bills revised statutory definitions and authorized personal delivery devices and mobile carriers to operate on sidewalks, crosswalks, bicycle lanes, bicycle paths, and certain roadway shoulders, while prohibiting operation on limited-access facilities and the Florida Shared-Use Nonmotorized Trail Network. Municipalities retained authority to regulate safe operation, but may have needed to review local ordinances, pedestrian and bicycle safety policies, and enforcement practices for consistency with revised state standards. The bills also prohibited local governments from levying operating fees or regulating advertising on personal delivery devices.

The bills preempted local governments from denying permits, business tax receipts, or land-use approvals for drone delivery services on commercial property based on drone port location, while allowing enforcement of generally applicable zoning standards and clarifying that drone delivery facilities did not reduce minimum parking requirements.

The bills also expanded the FDOT's duties by directing it to coordinate with local governments on applications for federal funds. Under this provision, local governments could submit proposed federal applications to FDOT for review so the department could ensure projects aligned with the department's goals. The bills clarified that FDOT's role was advisory in nature, requiring the department to provide assistance to local governments but not requiring FDOT approval before submission.

The bills required ports and commercial service airports to include strategies for obtaining and maintaining critical infrastructure resources, such as electricity, fuel, and water, within strategic plans and airport master plans, which may have required coordination with host municipalities on land-use consistency and infrastructure capacity. The bills also amended statutes governing the Florida Shared-Use Nonmotorized Trail Network and authorized Florida's participation in a multistate rapid rail transit compact, though did not impose direct obligations on municipalities.

The bills added a definition for an "advanced air mobility corridor connection point" and authorized the FDOT to purchase, lease, or acquire property and materials for advanced air mobility purposes.

The bills expanded an existing preemption relating to local government authority over communications facilities located in public rights-of-way. The bills limited the ability of local governments to impose certain permitting conditions, fees, or other requirements on communications service providers and prohibited local governments from requiring surveys or other conditions as a condition of issuing a permit. Local governments could still require the submission of a bond or other financial instrument; however, they were prohibited from requiring a cash deposit or other escrow, payment, or exaction. The bills further prohibited a local government from limiting the number of permits issued to a

provider for a single bond if the permits were closed within 45 days after the completion of work.

The bills also would have prohibited local governments from applying standard provisions relating to rights-of-way owned and controlled by the local government regarding the placement of communications facilities. Local governments were similarly prohibited from applying standard provisions for public utility easements that were not within an area that was owned or controlled by the local government, unless a permitting delegation agreement existed between the local governments and the owner of the right-of-way or easement.

The bills effectively narrowed municipal and county authority even further over the placement, maintenance, regulation, and permitting of communications facilities in the right-of-way. These provisions were also included in SB 488, which did ultimately pass the legislature. See the summary for SB 488 for more information.

CS/CS/CS/SB 1220 included several provisions not in CS/CS/HB 1233, including language that allowed certain golf carts converted to low-speed vehicles to be titled and registered without a state inspection. The bill authorized the operation of a golf cart for the purpose of crossing a street or highway within a crosswalk at a signalized intersection, provided the intersection was located entirely within the boundaries of a single local government. The bill also authorized golf cart crossings only where a local government had designated the roadway for golf cart operation, approved golf cart use at the crosswalk, and posted appropriate signage.

CS/CS/CS/SB 1220 also defined the term “strategic spaceport” in relation to deepwater commercial navigation and required the governing board of a seaport located within five miles of a strategic spaceport to coordinate with Space Florida regarding certain changes. The bill amended the statutory duties of Space Florida, including requiring the expansion of its independent board of directors to include a representative from the Jacksonville Aviation Authority.

The bill prohibited state and local governments from using cameras mounted on vehicles with artificial intelligence or similar technologies to detect or issue code enforcement or permitting violations related to building codes, land use, zoning, or permitting. Evidence from such systems may not be used to issue citations or notices of violation. However, these technologies could still be used for infrastructure inspections, public safety purposes, or internal government assessments, provided they were not used for automated enforcement against property owners or occupants.

CS/CS/HB 1233 established state policy and disclosure requirements related to the consideration of specified nonpecuniary factors, including environmental justice and climate-related considerations, in taxpayer-funded transportation project development, which may have affected how municipalities documented or published transportation

projects subject to federal requirements. The bill also made several additional transportation-related changes that may have affected municipal law enforcement practices, including revisions to maximum and minimum speed limits and the removal of license plate validation sticker requirements. (Singer)

Transportation (Monitored)

CS/SB 1274 (DiCeglie) required the Department of Transportation to increase the minimum perception-reaction time for steady yellow traffic signals in intersections equipped with a traffic infraction detector, which affected signal timing at locally owned or operated intersections. These provisions were also included in CS/CS/CS/HB 543, please see the summary for that bill for additional information.

The bill also imposed new reporting requirements and restricted the conversion of certain cargo-supporting facilities at municipal seaports located in designated spaceport counties. The bill created the Next-generation Traffic Signal Modernization Grant Program, authorizing FDOT to cost-share with counties and municipalities to deploy advanced signal technologies, with ongoing maintenance responsibilities assigned to local governments for participating intersections.

The remaining provisions made technical updates to state transportation and enforcement laws, which may have required local governments to review their enforcement practices and ordinances for consistency. (Singer)

Transportation (Monitored)

CS/CS/CS/HB 543 (McFarland) and **CS/CS/SB 1080** (DiCeglie) made broad revisions to transportation, motor vehicle, and traffic safety statutes with several direct municipal implications. However, the bills differed in several key provisions.

The bills would have required the Department of Transportation to increase the minimum perception-reaction time for steady yellow traffic signals in intersections equipped with a traffic infraction detector, which affected signal timing at locally owned or operated intersections.

The bills revised micromobility definitions and authorized private entities to install automated license plate recognition systems under specified conditions. The bills also required that if a school zone used a speed detection system to enforce restricted speed limits, the school zone had to utilize flashing beacons to provide notice when the reduced speed limit was in effect. The bills established a statutory framework authorizing counties and municipalities to enforce school zone speed limits through speed detection systems. The bills provided that a violation occurred when a driver exceeded the posted school zone speed limit by more than 10 miles per hour, set requirements on the placement and operation of such equipment, and required counties and municipalities to report the number of violations issued through the use of such systems annually.

Lastly, the bills required the Metropolitan Planning Organizations (MPOs) serving Charlotte, Collier, and Lee Counties to submit a report evaluating the feasibility of consolidating into a single MPO.

CS/CS/CS/HB 543 further differed from the Senate bill in that it also established a new statewide exhaust noise standard and allowed certain golf carts converted to low-speed vehicles to be titled and registered without a state inspection.

The bill authorized the operation of a golf cart for the purpose of crossing a street or highway within a crosswalk at a signalized intersection, provided the intersection was located entirely within the boundaries of a single local government. The bill also authorized golf cart crossings only where a local government had designated the roadway for golf cart operation, approved golf cart use at the crosswalk, and posted appropriate signage. Similar provisions were included in CS/CS/CS/SB 1220; please see the summary of that bill for additional information.

The remaining provisions made largely technical and administrative revisions to transportation, motor vehicle, and enforcement statutes that did not create new municipal mandates but may have required local governments to review ordinances, enforcement practices, and infrastructure policies for consistency with revised state law. (Singer)

Parking on Public Property (Opposed)

HB 323 (Steele) and **SB 910** (Mayfield) would have established new rules governing parking on public property, including new definitions and requirements for cities to refund or credit unused paid parking time. The bills prohibited immediate towing or citation for a specified period after paid parking expired and barred cities from leasing public land to private entities that charged parking fees. (Wagoner)

Transportation Infrastructure Land Development Regulations (Opposed)

HB 1183 (Cross) and **CS/SB 1342** (Rouson) would have imposed substantial development mandates on rural cities as well as cities that have bus rapid transit, rail service, commuter rail, intercity rail service, or fixed guideway transportation systems. The rural portions of the bill applied to either the county seat or the highest population municipality within the following counties: Calhoun, Franklin, Gadsden, Gulf, Holmes, Jackson, Liberty, Wakulla, Washington, and Walton. The Senate bill was amended to delete the provisions relating to rural municipalities and to delete provisions that would have required local government land use regulations to serve a compelling governmental interest.

Rural Municipality Mandates

HB 1183 required the highest population municipality in a rural county to establish a “Liveable Urban Village” (LUV) by December 1, 2026, which was defined as an area where residential development is allowed on any lots zoned for commercial, industrial, or mixed use. Within an LUV, a municipality may not have: restricted building height to less than four stories; imposed maximum floor area ratios of less than 3.0 for residential and less than

2.0 for commercial; imposed any side setback; imposed a front setback greater than 20 feet or rear setback greater than 10 feet; imposed minimum parking requirements of more than one space per unit. Seventy percent of every lot within an LUV must have been built upon or covered with an impermeable surface.

Mandates for Cities with Transit or Rail Service

The bills required counties and cities to establish Tier 1 and Tier 2 Transit Oriented Development Zones (TOD) by December 1, 2026. Tier 1 TOD would have consisted of all lots within a quarter mile of a transit or rail stop or station. Tier 2 TOD would have consisted of all lots between a quarter mile and half a mile of a transit or rail stop or station.

Tier 1 TOD Zone Mandates

A local government may not have imposed: building height restrictions of less than eight stories (or four stories for lots adjacent to certain single-family areas); maximum floor area ratios of less than six for residential or less than three for commercial; any minimum side, front, or rear setback; any minimum parking requirement; and any requirement that greater than 10% of a lot be reserved for open space or permeable surface. Height and floor area ratio minimums were doubled for counties greater than 800,000 and cities greater than 75,000 in population.

Tier 2 TOD Zone Mandates

A local government may not have imposed: building height restrictions of less than four stories (or three stories if adjacent to certain single family residences); a maximum floor area ratio of less than three for residential or less than three for commercial; any minimum side, front, or rear setback; no minimum parking requirement; and any requirement that more than 20% of a lot be reserved for open space or permeable surface. Height and floor area ratio minimums were doubled for counties greater than 800,000 and cities greater than 75,000 in population.

Additional Development Mandates Tier 1 & 2 TOD Zones

For all lots within these areas, the bills would have required a local government to zone the lots for mixed use and authorize commercial uses. A local government may not have imposed any restriction or prohibition on any type of single-family or multifamily use, a maximum density requirement, or a minimum dwelling unit size.

Authorizes Lawsuits against Local Governments and Shifts Legal Burden to Local Governments

The bills allowed any aggrieved or adversely affected property owner or housing organization to sue a local government for damages to force compliance with the bill's requirements. A prevailing plaintiff may have recovered attorney fees and costs. In any legal proceeding, the local government had the burden to prove, by clear and convincing evidence, that the local government's regulation furthers a compelling governmental interest and that it is the least restrictive means of furthering that interest. (O'Hara)



Municipal Recall

Municipal Recall

Section 100.361, Florida Statutes, establishes a statewide, uniform process for voters to remove a member of a municipal or charter county governing body through a petition and recall election, with specific rules for petition content, eligible voters, and signature requirements. The recall petition must include a statement expressing grounds for the recall. The grounds must be limited to one or more of the following:

- Malfeasance
- Misfeasance
- Neglect of duty
- Drunkenness
- Incompetence
- Permanent inability to perform official duties
- Conviction of a felony involving moral turpitude

If the petition obtains the requisite voter signatures and the person subject to recall does not resign, a judge then assigns a date for the recall election. The recall election may be held on the same date as a scheduled general or special election, or it may be assigned a different date.

Recall petitions have been filed with increasing frequency in Florida. Within the past year, at least three elected officials in Fort Myers Beach faced a recall petition. Another attempt against the Miami-Dade County Mayor failed due to a lack of signatures. An official in Lynn Haven resigned, citing concerns for his family's safety and what he termed a campaign of "lies,

slander, libel, defamation.” Seven mayors, deputy mayors, commissioners and council members in Fort White, Avon Park, Treasure Island and Fernandina Beach successfully defeated recall attempts through court action. Three elected officials in Fort Meade are currently facing recall petitions.

Section 100.361 does not require a recall petition to include any sworn affidavits or other proof that an elected official meets any of the seven grounds for recall. Voters sign petitions containing only bare and unsubstantiated claims. The cost of recall elections is paid by the municipality. Fort Myers Beach expended over \$100,000 on its recent recall election.

The language of the statute should be amended to limit the potential expenditure of taxpayer resources on recall elections unsupported by facts. Proposed changes to the statute might include a paragraph similar to the following:

Concurrent with the filing of the petition under subsection (1)(f), the committee shall submit to the Florida Commission on Ethics a sworn affidavit from the committee chair that includes a statement of facts and evidence supporting the claims. A recall election shall not proceed until the Florida Commission on Ethics certifies that the evidence submitted is legally sufficient for investigation based on personal knowledge or information other than hearsay.



Clarification of SB 180

Clarification of SB 180

Revising Sections 18 and 28 of Ch. 2025-190, Laws of Florida (SB 180 – Emergencies)

The Florida League of Cities SUPPORTS language to clarify Sections 18 and 28 of Ch. 2025-190, Laws of Florida, to limit applicability of this law to jurisdictions that experience measurable impacts from hurricanes, provide definitions for overbroad and vague terms, limit applicability of the preemptive language to storm-damaged properties, and clarify provisions relating to legal standing, pre-suit notice, and opportunity to cure.



E-Bikes

Electronic Bicycle Regulations

The League supports legislation to establish statewide, minimum operating requirements for electronic bicycles. The legislation should be informed by recommendations of a task force comprised by state and local law enforcement and transportation officials.

CS/SB 382 (Truenow) would have created section 316.20655, F.S., to establish new statewide operating requirements for electric bicycles on shared-use pathways, sidewalks, and other pedestrian-designated areas. Under the bill, a person operating an electric bicycle must yield to pedestrians and give an audible signal when overtaking and passing a pedestrian. A person operating an electric bicycle in any area designated for pedestrian use must limit speed to 10 miles per hour when within 50 feet of a pedestrian. Violations were designated as noncriminal traffic infractions.

The bill also created the Micromobility Device Task Force within the Department of Highway Safety and Motor Vehicles to recommend improvements to state law and the regulatory framework governing micromobility devices. It defined the composition of the task force and the timeframes for its meetings. The bill also required the Florida Highway Patrol (FHP) and police and sheriff's offices to maintain detailed records of micromobility device crashes, beginning 30 days after the bill became law, and to submit a report of such crashes to the department by October 15, 2026, covering incidents through September 30, 2026. The bill directed the department to submit a report to the legislature by October 31, 2026, summarizing the information provided to it by the FHP and local law enforcement agencies.

The Bill analysis for SB 382 provides additional details and background on this issue.

Effective date: Upon becoming law, except as otherwise provided.

Vetoed by Governor

Attachment: Senate Bill Analysis for CS/SB 382 (2026)

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Committee on Fiscal Policy

BILL: CS/SB 382

INTRODUCER: Transportation Committee and Senators Truenow and Leek

SUBJECT: Electric Bicycles

DATE: February 4, 2026

REVISED: _____

ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1. Shutes	Vickers	TR	Fav/CS
2. Wells	Nortelus	ATD	Favorable
3. Shutes	Siples	FP	Favorable

Please see Section IX. for Additional Information:

COMMITTEE SUBSTITUTE - Substantial Changes

I. Summary:

CS/SB 382 provides that a person operating an electric bicycle on certain shared pathways must adhere to certain protocols. It also provides that a person operating an electric bicycle on a sidewalk or other area designated for pedestrians may not operate the electric bicycle at a speed greater than 10 miles per hour if a pedestrian is within 50 feet of the electric bicycle.

The bill creates the Electric Bicycle Safety Task Force, adjunct to the Department of Highway Safety and Motor Vehicles (Department), and provides certain requirements for membership and administrative requirements related to data collection and reporting.

The bill will have an indeterminate fiscal impact on private and governmental sectors. See Section V., Fiscal Impact Statement for details.

The bill shall take effect upon becoming a law.

II. Present Situation:

Electric Bicycle Regulations

An electric bicycle is defined as a bicycle or tricycle equipped with fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts which meets the requirements of one of the following three classifications:

- “Class 1 electric bicycle” means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.
- “Class 2 electric bicycle” means an electric bicycle equipped with a motor that may be used exclusively to propel the electric bicycle and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.
- “Class 3 electric bicycle” means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 28 miles per hour.¹

Florida law provides that an electric bicycle or an operator of an electric bicycle shall be afforded all the rights and privileges, and be subject to all of the duties, of a bicycle or the operator of a bicycle, including those of traditional bicycle regulations.² An electric bicycle is a vehicle to the same extent as a bicycle.³ Florida law allows local governments to adopt ordinances governing the operation of electric bicycles on streets, highways, sidewalks, and sidewalk areas under or within the local government’s jurisdiction.⁴ It prevents a municipality, county, or agency of the state having jurisdiction over a bicycle path, multiuse path, or trail network from restricting or prohibiting the operation of an electric bicycle on a bicycle path, multiuse path, or trail network.⁵ It also prevents a municipality, county, or agency of the state having jurisdiction over a beach or dune, from restricting or prohibiting the operation of an electric bicycle on such beach or dune.⁶

An electric bicycle, or an operator of an electric bicycle, is not subject to the provisions of law relating to financial responsibility, driver or motor vehicle licenses, vehicle registration, title certificates, off-highway motorcycles, or off-highway vehicles.⁷

Beginning in January 2021, manufacturers and distributors of electric bicycles were mandated to apply a label to be permanently affixed in a prominent location to each electric bicycle. The label contains the classification number, top assisted speed, and motor wattage of the electric bicycle.⁸ A person is prohibited from tampering with or modifying an electric bicycle so as to change the motor-powered speed capability or engagement of an electric bicycle, unless the label indicating the classification number is replaced under certain requirements.⁹

Under Federal Law, an electric bicycle must comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission under 16 C.F.R. part 1512.

An electric bicycle must operate in the following manner:

¹ Section 316.003(23), F.S.

² Section 316.20655(1), F.S.

³ *Id.*

⁴ *Id.*

⁵ *Id.*

⁶ *Id.*

⁷ Section 316.20655(2), F.S.

⁸ Section 316.20655(3), F.S.

⁹ Section 316.20655(4), F.S.

- The electric motor is disengaged or ceases to function when the rider stops pedaling or when the brakes are applied;
- Operators may ride an electric bicycle where bicycles are allowed, including, but not limited to, streets, highways, roadways, shoulders, bicycle lanes, and bicycle or multiuse paths.¹⁰

A local government may adopt an ordinance providing one or more minimum age requirements to operate an electric bicycle and may adopt an ordinance requiring an operator of an electric bicycle to possess a government-issued photographic identification while operating the electric bicycle.¹¹ Also, a local government may provide training on the safe operation of electric bicycles and compliance with the traffic laws of this state that apply to electric bicycles.¹²

Written Reports of Crashes and Crash Report Forms

Section 316.066, F.S., provides that a Florida Traffic Crash Report, Long Form must be completed and submitted to the Department within 10 days after an investigation is completed by the law enforcement officer. The Florida Crash Report Long Form must include the following information:

- The date, time, and location of the crash;
- A description of the vehicles involved;
- The names and addresses of the parties involved, including all drivers and passengers, and the identification of the vehicle in which each was a driver or a passenger;
- The names and addresses of witnesses;
- The name, badge number, and law enforcement agency of the officer investigating the crash; and
- The names of the insurance companies for the respective parties involved in the crash.¹³

In any crash for which a Florida Traffic Crash Report, Long Form is not required and which occurs on the public roadways of this state, the law enforcement officer must complete a short-form crash report or provide a driver exchange-of-information form, to be completed by all drivers and passengers involved in the crash, which requires the identification of each vehicle that the drivers and passengers were in.¹⁴ The short-form crash report contains the same information as listed above in the long-form.

Every crash report required to be made in writing must be made on the appropriate form approved by the DHSMV and must contain all the information from the long and short forms.¹⁵

III. Effect of Proposed Changes:

The bill amends section 316.20655, F.S., to provide that a person operating an electric bicycle that is not located adjacent to a roadway, including a shared pathway located in a park or recreational area, shall yield to pedestrians and shall give an audible signal before overtaking and

¹⁰ Section 316.20655(6) and (7), F.S.

¹¹ Section 316.20655(8), F.S.

¹² Section 316.20655(9), F.S.

¹³ Section 316.066, F.S.

¹⁴ Section 316.066(c), F.S.

¹⁵ Section 316.068, F.S.

passing a pedestrian. Any person operating an electric bicycle on a sidewalk or any other area designated for pedestrian use may not operate the electric bicycle at a speed greater than 10 miles per hour if a pedestrian is within 50 feet of the electric bicycle. A person who fails to comply commits a non-criminal traffic infraction, punishable as a nonmoving violation as provided in chapter 318, F.S.

The bill requires that an Electric Bicycle Safety Task Force be created, adjunct to the Department and shall provide administrative and staff support services related to functions of the task force.

The purpose of this task force is to examine and recommend improvements to state law enforcement and regulatory framework governing electric bicycles in order to encourage the safe operation of electric bicycles and to prevent traffic incidents, injuries, and fatalities involving such bicycles.

The task force shall be composed of the executive director of the Department, his or her designee; the secretary of the Department of Transportation (DOT), or his or her designee; and the following members who shall be appointed by the executive director of the Department:

- A representative from the Florida Sheriff's Association.
- A representative from the Florida Police Chiefs Association.
- A representative from the Florida League of Cities.
- A representative from the Florida Association on Counties.
- A representative from the medical field with experience relating to treating bicycle and pedestrian injuries.
- A representative from an organization involved in efforts to prevent bicycle, including electric bicycle, injuries and fatalities.

Appointments for this task force must be made within 15 days after the effective date of this act.

The executive director of the Department, or his or her designee, must chair the task force. Any vacancy on the task force must be filled in the same manner as the original appointment.

The task force shall convene no later than 30 days after the effective date of this act. The task force shall meet at least monthly but may meet more frequently at the call of the chair. At least one meeting of the task force must occur in each of the following regions of the state: North Florida, Central Florida, and South Florida. All meetings shall be held at the time and place designated by the chair.

Members of the task force shall serve without compensation but are entitled to receive reimbursement for per diem and travel expenses pursuant to section 112.061, F.S.

The task force shall develop a report that includes legislative recommendations for improvements to state law and the regulatory framework governing electric bicycles. The report must consider methods to improve traffic safety for electric bicycle operators and riders, pedestrians, and other vehicle operators through reasonable measures designed to reduce traffic incidents, injuries, and fatalities. Before October 1, 2026, the task force shall submit the report to the Governor, the President of the Senate, and the Speaker of the House of Representatives. Upon submission of the report, the task force is dissolved. This section expires October 1, 2026.

Beginning 30 days after the effective date of this act, the Florida Highway Patrol and each police department and sheriff's office shall maintain a list of all traffic crashes that the respective agency investigates which involve an electric bicycle. Any such traffic crash must be included in the list, regardless of whether the crash is reported on a Florida Traffic Crash Report, Long Form; short-form crash report; or driver exchange-of-information form. The list must contain the following information for each traffic crash:

- Date and time of the crash.
- Class of electric bicycle involved in the crash.
- Age of the electric bicycle operator involved in the crash.
- If known, whether the electric bicycle operator possessed a valid Florida learner's driver license or driver license at the time of the crash.

By October 31, 2026, the Department shall submit to the Governor, the President of the Senate, and the Speaker of the House of Representatives a report summarizing the reports submitted to the Department, and including the list created by the Florida Highway Patrol. The report must separate the traffic crash data by county and list the reporting law enforcement agencies within each county.

The bill takes effect upon becoming a law.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

D. State Tax or Fee Increases:

None.

E. Other Constitutional Issues:

None identified.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

A person operating an electric bike on a shared pathway, sidewalk, or other area designated for pedestrian use in violation of the provisions of the bill would be subject to a noncriminal traffic infraction, punishable as a nonmoving violation.

C. Government Sector Impact:

The Department will incur costs associated with providing administrative staffing and support to the newly created Electric Bicycle Safety Task Force. Costs can be absorbed within existing Department resources.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Statutes Affected:

This bill substantially amends section 316.20655 of the Florida Statutes.

IX. Additional Information:**A. Committee Substitute – Statement of Substantial Changes:**

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

CS by Transportation on January 20, 2026:

The committee substitute removes various provisions in the bill relating to equipment and operational requirements governing electric bicycles, scooters and motorcycles. The committee substitute provides that a person operating an electric bicycle on certain shared pathways must adhere to certain protocols. It also provides that a person operating an electric bicycle on a sidewalk or other area designated for pedestrians may not operate the electric bicycle at a speed greater than 10 miles per hour if a pedestrian is within 50 foot of the electric bicycle. It creates the Electric Bicycle Safety Task Force, adjunct to the Department of Highway Safety and Motor Vehicles and provides certain requirements for membership and administrative requirements related to data collection and reporting.

B. Amendments:

None.

E-Bikes in Florida: What the Law Says Today

Florida Statute § 316.20655 | State framework + preserved local authority

Treated largely as bicycles

Same rights and duties as bicycles and bicycle riders.

Broad access

May operate where bicycles are allowed: streets, shoulders, bike lanes and bicycle/multiuse paths.

No motor-vehicle credentials

No driver license, registration, title or financial-responsibility requirement.

Safety standards

Labeling, equipment and motor-disengagement requirements apply.

LOCAL GOVERNMENT AUTHORITY

- Regulate e-bike operation on local streets, sidewalks and sidewalk areas.
- Restrict or prohibit use on bicycle paths, multiuse paths, trails, beaches and dunes under their jurisdiction.
- Establish minimum age requirements.
- Require government-issued photo identification.
- Provide e-bike safety and traffic-law training.

KEY POINT: Florida sets the baseline — cities retain tools to address local conditions.

2026 Session: CS/SB 382 — Proposed Changes, Then Veto

Micromobility Devices | Passed Legislature; vetoed June 25, 2026

WHAT PASSED

- Yield to pedestrians and give an audible signal before passing on specified shared pathways.
- 10 mph maximum in a sidewalk/pedestrian area when a pedestrian is within 50 feet.
- Noncriminal, nonmoving traffic infraction for the speed provision.

LOCAL GOVERNMENT CONNECTION

- Created a Micromobility Device Safety Task Force under DHSMV.
- Included a Florida League of Cities representative.
- Task force would recommend future regulatory changes; crash-data reporting also required.

FINAL OUTCOME

- Senate: 37–0
- House: 112–0
- Governor vetoed CS/SB 382 on June 25, 2026.
- Result: proposed changes did not take effect; existing § 316.20655 framework remains.

Veto concerns: difficulty measuring the 10 mph / 50-foot standard; surveillance/enforcement concerns; task force created while substantive changes were already imposed.



Key Dates



2026 - 2027 Key Legislative Dates

October 2026

9 FLC Legislative Policy Committee Meetings (Round 1), Hilton Orlando, 6001 Destination Pkwy, Orlando, FL 32819

November 2026

3 Election Day
13 FLC Legislative Policy Committee Meetings (Round 2), Hilton Orlando, 6001 Destination Pkwy, Orlando, FL 32819
18-21 NLC City Summit, Nashville, TN
30-Dec. 3 Florida House and Senate Interim Committee Meetings

December 2026

3-4 FLC Legislative Conference, Renaissance Orlando at SeaWorld, 6677 Sea Harbor Dr, Orlando, FL 32821 (Round 3 of Legislative Policy Committees will be on Dec. 3)

January 2027

4-7 Florida House and Senate Interim Committee Meetings
11-14 Florida House and Senate Interim Committee Meetings

February 2027

1-4 Florida House and Senate Interim Committee Meetings
8-11 Florida House and Senate Interim Committee Meetings
15-18 Florida House and Senate Interim Committee Meetings

March 2027

2 Regular Legislative Session Convenes
8-10 FLC Legislative Action Days, Tallahassee, FL
15-17 NLC Congressional City Conference, Washington, DC

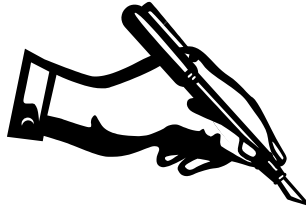
April 2027

30 Last Day of Regular Legislative Session

For further details about the mentioned events or legislative information, contact medenfield@flcities.com.



Notes



Notes

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