



Legislative Session Update





The 2025 regular Legislative Session included:

- 1983 Bills and PCBs filed
- 253 Bills passed both chambers
- 7.83% of total bills passed this session

- 470+ Bills in FAC Bill Tracker
- Nearly 50 Preemptions/Mandates



HB 462 - Transportation (DiCeglie) - Passed

- Requires each county to annually submit to the Office of Economic and Demographic Research specified information regarding its use of the Charter County and Regional Transportation System Surtax.
- Provides definitions for Micromobility Devices and allows local governments to regulate Electric Bicycles, Motorized Scooters, and Micromobility Devices.
- Provides procedures related to a violation recorded by a school bus infraction detection system.
- Enforcement for the creation of a wake on streets or highways
- Authorizes public-use airports to participate in the federal Airport Investment Partnership Program and make such airports eligible for certain state funds
- Establishes a pilot program at the Sarasota Manatee Airport to determine the long-term feasibility of alternative airport permitting procedures.
- **Provides new provisions to Metropolitan Planning Organizations**
- **Prioritizing Strategic Intermodal System highway corridors**
- **DOT implementation of Next-generation Traffic Signal Modernization Program**
- Revises the geographic residency for two of the members of the governing body of the Greater Miami Expressway Agency.
- Requires FDOT to develop and submit a report regarding the widening of Interstate 4.



SB 1662 – Transportation (Collins) - Passed

- Requires members of the Florida Seaport Transportation and Economic Development Council to submit a semiannual report regarding their port's operations and role within the state's economic landscape and supply chain. This may include county or city port directors or their designee
- Directs the Florida Transportation Commission to monitor any transit entity receiving funding under the public transit block grant program
- Prohibits state funding to seaports in a county with a spaceport territory unless the seaport agrees not to convert cargo facilities to other purposes. A county may bypass this prohibition with approval by the governing body following a publicly noticed meeting, as well as state approval via a DOT Work Plan amendment.
- Requires each commercial service airport operator to maintain a comprehensive airport infrastructure program to ensure the ongoing preservation of the facilities. Each airport is directed to certify their program to FDOT annually, beginning on November 1, 2025.
- **Authorizes the state to withhold transportation funds to local jurisdictions whose traffic signals are not in compliance with FDOT's uniform standards for traffic control**
- Directs DOT to provide the following regarding "Advanced Air Mobility" systems:
- Address the need for vertiports and advanced air mobility systems within the statewide aviation system plan and DOT Work Plan



SB 1662 – Transportation (Collins) – Passed – Continued

- Designate an advanced air mobility expert to serve as a resource to local governments concerning advances in aviation technology
- Review existing airport hazard zone regulations
- Develop, in coordination with the Department of Commerce, an advanced air mobility system plan, which must identify corridors of need and areas for potential industry growth
- Expands project eligibility for priority airport funding from FDOT to include certain terminal and parking expansions, safety improvements, workforce development, and intermodal connectivity projects.
- Creates an intermodal logistics center working group within DOT.
- Requires airports to allow DOT to use certain airport property, at no cost to the state, as a staging area during a declared state of emergency for up to 60 days.
- Allows a county, municipality, or special district to delegate to a third-party oversight board as the governing body of a commercial service airport.
- Revises the composition of the Jacksonville Transportation Authority: four of the seven members are to be appointed by the Governor, and must be residents of Duval, Clay, St. Johns, and Nassau counties, respectively.
- **Creates the Florida Transportation Research Institute in statute, to be comprised of State University System representatives. The Institute is authorized to offer research grants that are consistent with its purpose.**
- **Repeals the section of the statute governing High-Occupancy Vehicle (HOV) lanes.**



SB 703 – Utility Relocation (Robinson) - Passed

- Utility Relocation Reimbursement Grant
- \$50 million from CST collections
- Eligible to communications service providers
- Local government is not responsible when funding is gone



SB 810 – Stormwater Management Systems (Burgess) - Failed

- As filed, required a local government to conduct annual inspections of all "known works" within their service area prior to hurricane season (June 1)
- Most stormwater operators already conduct routine inspections as part of their NPDES or MS4 permit requirements, typically on an 5-10 year interval
- Potentially significant cost burden
- No House Companion—ultimately, the language from SB 810 was adopted in SB 180, Sen. DiCeglie's Emergency Management package
- The adopted language was softened:
 - Requires local governments to coordinate with DEP and the WMD's to identify particularly vulnerable infrastructure in their service area
 - No prescribed inspection schedule



SB 180 – Emergencies (DiCeglie) - Passed

Post-Storm Growth Management Preemption

- No construction/reconstruction moratoriums;
- No "more restrictive or burdensome" CP amendments/LDRs
- Cause of Action

FDEM Training Requirements

- Authorizes a non-profit organization, such as FAC, to provide the required training, pending FDEM approval

Stormwater Inventory and Inspection

- SB 810 Language: Annual inspections of all "known works" within service area
- As passed: Counties must coordinate with WMD's and other stormwater system operators to inventory critical infrastructure; DEP authorized to set routine inspection schedule of such infrastructure

Post-Storm Permitting Plan: Counties must, at a minimum:

- Ensure permitting and inspection personnel, as well as an alternate in-person location, post-impact
- When practicable, streamline permitting procedures and waive or reduce associated fees
- Specify procedures to expedite post-impact debris removal

Fee Restrictions:

- No permit fee increases for 180 days; No impact fees for replacement structures



Impact Fees - Developers sought to define extraordinary circumstances; this definition was intentionally broad.

SB 482 – Failed

- 25 percent growth over expected growth based on the data from the University of Florida Bureau of Economic and Business Research (BEBR) study – No county would ever hit this.

SB 1118 – Failed

- Moved language from SB 482 into SB 1118

1080 – Passed

- Raised the vote requirement from a 2/3 vote to a unanimous vote in order to increase impact fees.
- Must be implemented in at least two but not more than four equal annual increments.
- Cannot increase impact fees beyond the phase-in limitation if the local government has not raised impact fees within the past 5 years.



SB 1080 - Local Government and Land Use (McClain) - Passed

Development Permit Orders

- Minimum standards on the county website for applications
- Application shock clocks
- New timelines for applications needing a quasi-judicial hearing and those not needing final action.
- Timeline for reimbursement if the local government misses the deadlines provided.

Fees for Enforcement of the Florida Building Code

- Any fees or fines imposed by the local government to enforce the Florida Building Code can now be used to obtain and finalize a building permit

Comprehensive Plan Amendments

- If the local government does not hold a second public hearing within 180 days of proposed amendments, they are withdrawn.
- If they hold the second hearing and do not adopt the amendments within 180 days of the second hearing, the amendments are withdrawn.
- Local government must transmit amendments to the state land planning agency within 30 days instead of 10.



SB 1730 - Affordable Housing (Calatayud) - Passed

- Affordable housing on religious institutions.
- Expands live local into Planned Unit Developments.
- Transfer of density or development units.
- More than 10 % of a development cannot be required for non-residential purposes.
- Clarifies that the highest currently allowed height, density, and floor area ratio restrictions are as of July 1, 2023.
- Historical Buildings.
- Administrative approval.
- Reduction of parking by 15 % upon request of an applicant.
- Lawsuits under the Live Local Act.
- New Definitions.
- Exempts the Wekiva Protection Area and Everglades Protection Area from the Live Local Act.
- Building moratoriums.
- Submission of annual reports.
- Current affordable housing developments in the pipeline.
- Employee - sponsored housing.



HB 1187 – Service Laterals (Nix) - FAILED

Required utility owners to establish an inspection program for all sewer laterals connecting to their service area

May effectively *double* a given utility's service area

7-year inspection interval

Property Rights Questions:

- Do we have the right to unilaterally inspect private property? Can property owners opt out? Who bears the liability?

Inspections must use CCTV Camera Technology; limits alternative inspection models such as smoke tests

Laterals that fail to meet the prescribed performance standards must be replaced using monolithic-sealed, trenchless technology



SB 110 – Rural Communities - Filed

- Created "new" road programs – FARM
- Made the \$25,000 cap on SCRAP a floor
- Removed ceiling on DOC stamps 2m ceiling to the transportation trust fund and removed that (HB 5501) Removed the transportation portion of DOC stamp funding
- Farm to market (FARM) decoupled from SCOP and provided its own 50m to FARM – specifically for ag corridors (everglades, Suwannee, Peace River) and distribution centers



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Legislative Wrap-Up Webinar



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