

Transportation & Economic Development Budget Subcommittee

Wednesday, February 18, 2026
5:00 PM
Mashburn Hall (314 HOB)

Meeting Packet

Daniel Perez
Speaker

Jason Shoaf
Chair

Committee Meeting Notice

HOUSE OF REPRESENTATIVES

Transportation & Economic Development Budget Subcommittee

Start Date and Time: Wednesday, February 18, 2026 05:00 PM

End Date and Time: Wednesday, February 18, 2026 05:30 PM

Location: Mashburn Hall (314 HOB)

Duration: 0.50 hrs

Consideration of the following proposed committee substitute(s):

PCS for CS/CS/HB 1093 -- Vertiports

NOTICE FINALIZED on 02/16/2026 4:19PM by SKB

FLORIDA HOUSE OF REPRESENTATIVES
BILL ANALYSIS

This bill analysis was prepared by nonpartisan committee staff and does not constitute an official statement of legislative intent.

BILL #: PCS for CS/CS/HB 1093	**COMPANION BILL:** None
TITLE: Vertiports	**LINKED BILLS:** None
SPONSOR(S): Transportation & Economic Development Budget Subcommittee	**RELATED BILLS:** None

Committee References

Orig. Comm.: Transportation & Economic Development Budget

SUMMARY

Effect of the Bill:

The bill amends Florida law to specifically include vertiports and charging systems as qualifying projects for funding under public-private partnerships between state and private entities.

The bill authorizes the Florida Department of Transportation (FDOT) to fund all of the project costs of a public or private vertiport if federal funds are not available. If federal funds are available, FDOT may fund up to 80 percent of the nonfederal share of the project costs.

Fiscal or Economic Impact:

The bill authorizes, but does not necessarily require, additional funding within the Work Program or other existing department operational resources. The bill authorizes FDOT to fund 100 percent of the project costs of a public or private vertiport. If FDOT elects to fund vertiport projects it is anticipated these expenditures will be absorbed within available Work Program revenues.

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ANALYSIS

EFFECT OF THE BILL:

The bill amends Florida law to specifically include vertiports and charging systems as qualifying projects for funding under public-private partnerships between state and private entities. (Section 1)

The bill authorizes the Florida Department of Transportation (FDOT) to fund all of the project costs of a public or private vertiport if federal funds are not available. If federal funds are available, FDOT may fund up to 80 percent of the nonfederal share of the project costs. (Section 2)

The bill provides an effective date of July 1, 2026. (Section 3)

FISCAL OR ECONOMIC IMPACT:

STATE GOVERNMENT:

The bill authorizes, but does not necessarily require, additional funding within the Work Program or other existing department operational resources.

The bill authorizes FDOT to fund 100 percent of the project costs of a public or private vertiport. If FDOT elects to fund vertiport projects it is anticipated these expenditures will be absorbed within available Work Program revenues.

RELEVANT INFORMATION

SUBJECT OVERVIEW:

Advanced air mobility (AAM) is an umbrella term for aircraft that are typically highly automated, electrically powered, and have vertical take-off and landing capability.[1]

Numerous uses for AAM are being explored, including air taxi, air cargo, and public services. Air taxis feature passenger transportation within and around urban and regional areas, including routes connecting city centers to airports or to neighboring city centers. Air cargos fature cargo transportation supporting the middle-mile of logistics, generally seen as from the cargo port to the distribution center. Public service uses, such as search and rescue, disaster relief, and air ambulance operations are other catalysts for innovation in AAM.

FDOT is currently laying the groundwork to build an intercity AAM "Aerial Highway Network" to connect major metropolitan areas across Florida.[2] In addition to performing research and development at its SunTrax test facility to accelerate operational viability, FDOT is developing custom curriculums to establish unique requirements for licensing to safely operate within the AAM Network.[3]

SunTrax, located in Polk County, has been designated as the research and development testing hub of the Florida's AAM program.[4] Early development phases of vertiport demonstration will consist of a passenger terminal, at-grade vertiports, access roads with vehicle staging, eVTOL parking positions and charging station, and a research and development hangar.[5]

eVTOL Aircraft

The term "electric vertical takeoff and landing (eVTOL) aircraft" is not defined in Florida law. However, the term eVTOL aircraft generally refers to electric-powered aircraft that vertically take off and land. Similar to a helicopter, eVTOL aircraft hover and fly and are typically designed to carry two to six people, including a pilot.[6]

Vertiports

Generally, a vertiport is an area of land, water, or structure used, or intended to be used, to support the landing, takeoff, taxiing, parking, and storage of powered-lift aircraft or other aircraft that vertiport design and performance standards established by the FAA can accommodate.[7]

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[1] Federal Aviation Administration, *Advanced Air Mobility: Air Taxis*, https://www.faa.gov/air-taxis (last visited Jan. 27, 2026).
[2] Florida Department of Transportation, *From the Ground to the Skies: Florida's Aerial Highway Network*, November 2025. Available at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/aviation/aam/fdot-2025-advanced-mobility_strategy.pdf?sfvrsn=19eb551c_1 (last visited Jan. 27, 2026).
[3] *Id*.
[4] Central Florida Development Council, SunTrax Named Florida's Home for Advanced Air Mobility, Positioning Polk as Statewide Innovation Leader, https://www.cfdc.org/suntrax-named-floridas-home-for-advanced-air-mobility-positioning-polk-as-statewide-innovation-leader/ (last visited Jan. 23, 2026).
[5] SunTrax Air, https://suntraxfl.com/suntrax-air/ (last visited Jan. 23, 2026).
[6] Matthew Urwin, *Electricity-powered flying taxis are almost ready for liftoff*, December 3, 2024, available at: https://builtin.com/articles/evtol-aircraft (last visited Jan. 23, 2026).
[7] Federal Aviation Administration, *Advanced Air Mobility Infrastructure*, https://www.faa.gov/airports/new_entrants/aam_infrastructure (last visited Jan. 27, 2026).

For the purposes of applying to the Florida Department of Commerce for funding to develop vertiports, Florida law currently defines the term "vertiport" as "a system or infrastructure with supporting services and equipment used for landing, ground handling, and takeoff of manned or unmanned vertical takeoff and landing (VTOL) aircraft."[8]

Florida Airport Development and Assistance Act

The Florida Airport Development and Assistance Act (FADAA)[9] provides FDOT with certain statutory duties regarding aviation development and assistance. These duties include providing financial and technical assistance to airports[10] and encouraging the maximum allocation of federal funds to local airport projects.[11]

For purposes of the FADAA, the term "public-use airport" means any publicly owned airport which is used or to be used for public purposes.[12] Further, the term "eligible agency" means a political subdivision of the state or an authority which owns or seeks to develop a public-use airport.[13]

FDOT's annual legislative budget request for aviation and airport development projects is based on the funding required for development projects in its aviation and airport work program. DOT must prioritize funding to support the planning, design, and construction of proposed projects by local sponsors, with special emphasis on projects for runways and taxiways, including the painting and marking of runways and taxiways, lighting, other related airside activities, and airport access transportation facility projects on airport property.[14]

FDOT is authorized to fund certain aviation and airport-related projects, subject to certain requirements and limits on airport funding from the State Transportation Trust Fund (STTF). Requirements can be based on the airport type, availability of federal funds, project type, and size of the airport.[15]

Public-private Partnerships

Public-private partnerships (P3s) are contractual arrangements between public entities and private sector entities[16] that facilitate increased private sector involvement in the funding and execution of public building and infrastructure projects.[17] These agreements enable the collaboration of skills and assets from both public and private sectors to provide services or facilities for the benefit of the general public.

Responsible public entities (RPEs)[18] may engage in P3 projects aimed at developing an extensive array of public-use facilities or projects that fulfill a public purpose. Examples of qualifying projects[19] include those for mass transit, vehicle parking, airports or seaports, educational facilities, and public sector buildings or complexes such

[8] S. 288.102(d), F.S.
[9] S. 332.003, F.S., through s. 332.007, F.S.
[10] S. 332.006(4), F.S.
[11] S. 332.006(8), F.S.
[12] S. 332.004(14), F.S.
[13] S. 332.004(7), F.S.
[14] S. 332.007(4)(a), F.S.
[15] S. 332.007(7), F.S.
[16] "Private entity" means any natural person, corporation, general partnership, limited liability company, limited partnership, joint venture, business trust, public benefit corporation, nonprofit entity, or other private business entity. S. 255.065(1)(g), F.S.
[17] S. 255.065(2)(b), F.S.
[18] "Responsible public entity" means a county, municipality, school district, special district, or any other political subdivision of the state; a public body corporate and politic; or a regional entity that serves a public purpose and is authorized to develop or operate a qualifying project. S. 255.065(1)(j), F.S.
[19] "Qualifying project" means a facility or project that serves a public purpose; an improvement, including equipment, of a building that will be principally used by a public entity or the public at large or that supports a service delivery system in the public sector; a water, wastewater, or surface water management facility or other related infrastructure; or projects that involve a facility owned or operated by the governing board of a county, district, or municipal hospital or health care system, or projects that involve a facility owned or operated by a municipal electric utility, only those projects that the governing board designates as qualifying projects. S. 255.065(1)(i), F.S.

as courthouses or city halls. RPEs must adhere to specific requirements, including protocols for reviewing and approving proposals.

Federal Airport Investment Partnership Program

The federal Airport Investment Partnership Program,[20] authorizes private companies to own, manage, lease, and develop public airports. Public airport sponsors and private operators may jointly manage an airport. The airport owner or leaseholder may be exempt from repayment of federal grants, return of property acquired with federal assistance, and the use of proceeds from the airport's sale or lease to be used exclusively for airport purposes.[21]

BILL HISTORY

COMMITTEE REFERENCE	ACTION	DATE	STAFF DIRECTOR/ POLICY CHIEF	ANALYSIS PREPARED BY
Orig. Comm.: Transportation & Economic Development Budget Subcommittee			Davis	McAuliffe

[20] 49 U.S.C. s. 47134, the program was previously known as the Airport Privatization Pilot Program.
[21] Federal Aviation Administration, *Airport Investment Partnership Program*, formerly Airport Privatization Pilot Program, https://www.faa.gov/airports/airport_compliance/privatization (last visit Jan. 23, 2026).

A bill to be entitled

An act relating to vertiports; amending s. 255.065, F.S.; revising the definition of the term "qualifying project"; amending s. 332.007, F.S.; revising the definition of the term "airport infrastructure"; authorizing the Department of Transportation to fund up to specified percentages of public vertiport project costs; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Paragraph (i) of subsection (1) of section 255.065, Florida Statutes, is amended to read:

255.065 Public-private partnerships.—

(1) DEFINITIONS.—As used in this section, the term:

(i) "Qualifying project" means:

1. A facility or project that serves a public purpose, including, but not limited to, any ferry or mass transit facility, vehicle parking facility, airport or seaport facility, rail facility or project, fuel supply facility, oil or gas pipeline, medical or nursing care facility, recreational facility, sporting or cultural facility, or educational facility or other building or facility that is used or will be used by a public educational institution, or any other public facility or infrastructure that is used or will be used by the public at

large or in support of an accepted public purpose or activity;

2. An improvement, including equipment, of a building that will be principally used by a public entity or the public at large or that supports a service delivery system in the public sector;

3. A water, wastewater, or surface water management facility or other related infrastructure; ~~or~~

4. Notwithstanding any provision of this section, for projects that involve a facility owned or operated by the governing board of a county, district, or municipal hospital or health care system, or projects that involve a facility owned or operated by a municipal electric utility, only those projects that the governing board designates as qualifying projects pursuant to this section; or

5. Vertiports and charging systems.

Section 2. Paragraph (c) of subsection (2) of section 332.007, Florida Statutes, is amended, and paragraph (e) is added to subsection (6) of that section, to read:

332.007 Administration and financing of aviation and airport programs and projects; state plan.—

(2)

(c) Each commercial service airport as defined in s. 332.0075 shall establish and maintain a comprehensive airport infrastructure program to ensure the ongoing preservation of airport infrastructure and facilities in safe and serviceable

condition. For purposes of this paragraph, the term "airport infrastructure" means the facilities, systems, and structural components of an airport necessary for the safe and efficient movement of people and goods. The term includes vertiport pads, safety zones, charging systems, grid upgrades, and resilience energy systems. Beginning November 1, 2025, and annually thereafter, each commercial service airport shall provide a certification to the department, in a manner prescribed by the department, that it has established and maintains a comprehensive airport infrastructure program. The comprehensive airport infrastructure program report, and related documents and records, must be open to inspection by the department and maintained by the airport for at least 5 years. The comprehensive airport infrastructure program must, at a minimum, include all of the following:

1. Identification of airport infrastructure subject to inspection and the schedule for the completion of such inspections, taking into consideration the age, type, intended use, and criticality of the infrastructure to undisrupted commercial or cargo operations.

2. A preventative maintenance program for routine maintenance of airport infrastructure, for both commercial and cargo operations.

3. A plan to complete any necessary repairs to, or rehabilitation or reconstruction of, airport infrastructure,

including prioritization and anticipated timeframe for completion of the work.

4. A progress report of inspections and their outcomes, preventative maintenance, and previously identified repair to, or rehabilitation or reconstruction of, airport infrastructure. The progress report must include any changes in timeline for completion, changes in cost estimates, and reasons any inspection, preventative maintenance, or repair or rehabilitation did not take place.

(6) Subject to the availability of appropriated funds, the department may participate in the capital cost of eligible public-use airport and aviation development projects in accordance with the following rates, unless otherwise provided in the General Appropriations Act or the substantive bill implementing the General Appropriations Act:

(e) When federal funds are not available, the department may fund up to 100 percent of the project costs of a public vertiport. If federal funds are available, the department may fund up to 80 percent of the nonfederal share of such project costs.

Section 3. This act shall take effect July 1, 2026.