

Tab 1	SB 86 by Gaetz ; Compare to H 01247 Commercial Motor Vehicles Operated by Unauthorized Aliens				
815506	D	S	TR, Gaetz	Delete everything after	01/22 03:21 PM
Tab 2	SB 422 by Wright ; Identical to H 00387 Automatic Dependent Surveillance-broadcasts				
843190	A	S	TR, Wright	Delete L.28 - 33:	01/26 08:19 AM
905100	SA	S	TR, Wright	Delete L.28 - 33:	01/27 08:22 AM
Tab 3	SB 706 by Mayfield (CO-INTRODUCERS) Massullo ; Identical to H 00919 Commercial Service Airports				
511648	A	S	TR, Mayfield	Delete L.47 - 65:	01/26 12:35 PM
Tab 4	SB 1054 by Martin ; Similar to H 00807 Traffic Infractions Resulting in a Crash with Another Vehicle				
427978	A	S	TR, Martin	Delete L.153 - 158:	01/26 11:51 AM
Tab 5	SB 1670 by Osgood ; Similar to H 01379 Specialty License Plates/Outsider License Plate				
883220	A	S	TR, Osgood	Delete L.23:	01/26 11:22 AM

The Florida Senate
COMMITTEE MEETING EXPANDED AGENDA

TRANSPORTATION

Senator Massullo, Chair
Senator Avila, Vice Chair

MEETING DATE: Tuesday, January 27, 2026

TIME: 1:00—3:00 p.m.

PLACE: *Mallory Horne Committee Room, 37 Senate Building*

MEMBERS: Senator Massullo, Chair; Senator Avila, Vice Chair; Senators Arrington, Davis, Jones, Martin, McClain, Truenow, and Wright

TAB	BILL NO. and INTRODUCER	BILL DESCRIPTION and SENATE COMMITTEE ACTIONS	COMMITTEE ACTION
1	SB 86 Gaetz (Compare H 1247)	Commercial Motor Vehicles Operated by Unauthorized Aliens; Requiring law enforcement officers to take certain persons operating commercial motor vehicles into custody and facilitate the transfer of such persons into the custody of a federal immigration agency; requiring the impoundment of a commercial motor vehicle under certain circumstances; requiring the owner of an impounded commercial motor vehicle to pay a fine and certain costs and fees; prohibiting certain motor carriers from operating in this state, etc.	TR 01/27/2026 CJ FP
2	SB 422 Wright (Identical H 387)	Automatic Dependent Surveillance-broadcasts; Prohibiting certain entities from using information broadcast or collected by automatic dependent surveillance-broadcast systems for specified purposes, etc.	TR 01/27/2026 CM RC
3	SB 706 Mayfield (Identical H 919)	Commercial Service Airports; Preempting the naming of major commercial service airports to the state; providing names for major commercial service airports; providing that such airport names continue to be valid under certain circumstances; requiring the Department of Transportation to annually review provisions naming major commercial service airports for a certain purpose, etc.	TR 01/27/2026 CA RC

COMMITTEE MEETING EXPANDED AGENDA

Transportation

Tuesday, January 27, 2026, 1:00—3:00 p.m.

TAB	BILL NO. and INTRODUCER	BILL DESCRIPTION and SENATE COMMITTEE ACTIONS	COMMITTEE ACTION
4	SB 1054 Martin (Similar H 807)	Traffic Infractions Resulting in a Crash with Another Vehicle; Requiring the imposition of specified civil penalties and periods of driver license suspension on a person found at a mandatory hearing to have committed certain traffic infractions that resulted in a crash with another vehicle, in addition to any other penalties; requiring persons cited for specified infractions that result in a crash with another vehicle to appear at a certain mandatory hearing; requiring certain owners and operators of motor vehicles to establish and maintain the ability to respond in damages for liability on account of certain accidents, etc.	
		TR 01/27/2026 JU RC	
5	SB 1670 Osgood (Similar H 1379)	Specialty License Plates/Outsider License Plate; Directing the Department of Highway Safety and Motor Vehicles to develop an Outsider license plate; providing for distribution and use of fees collected from the sale of the plate, etc.	
		TR 01/27/2026 ATD FP	

Other Related Meeting Documents

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 Transportation

BILL: SB 86

INTRODUCER: Senator Gaetz

SUBJECT: Commercial Motor Vehicles Operated by Unauthorized Aliens

DATE: January 26, 2026 REVISED: _____

ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1. Shutes	Vickers	TR	Pre-meeting
2.		CJ	
3.		FP	

I. Summary:

SB 86 requires law enforcement officers to take unauthorized aliens operating commercial motor vehicles (CMVs) into custody and facilitate the transfer of such persons into the custody of a federal immigration agency. The bill requires the impoundment of a commercial motor vehicle under certain circumstances. The bill also requires the owner of an impounded commercial motor vehicle to pay a fine and satisfy all costs and fees associated with the impoundment.

The bill provides that a motor carrier that owns, leases or otherwise operates a commercial motor vehicle operated by an unauthorized alien who is taken into custody may not operate in this state.

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

The bill takes effect July 1, 2026.

II. Present Situation:

Florida law defines the term "Unauthorized alien" as a person who is unlawfully present in the United States according to the terms of the federal Immigration and Nationality Act, 8 U.S.C. ss. 1101 et seq. The term shall be interpreted consistently with any applicable federal statutes, rules, or regulations.¹

¹ Section 908.111(1)(d), F.S.

Federal Law Relating to Commercial Driver Licenses

The Motor Carrier Safety Act of 1984 required the Secretary of Transportation to prescribe regulations on commercial motor vehicle safety. The regulations must prescribe minimum safety standards for commercial motor vehicles. At a minimum, the regulations must ensure that:

- Commercial motor vehicles are maintained, equipped, loaded, and operated safely;
- The responsibilities imposed on certain operators of commercial motor vehicles do not impair their ability to operate the vehicle safely;
- The physical condition of operators of commercial motor vehicles is adequate to enable them to operate the vehicles safely; and
- The operation of commercial motor vehicles does not have a deleterious effect on the physical condition of the operators. (*See*, 49 U.S.C. 31136(a))²

The Commercial Motor Vehicle Safety Act of 1986 prohibits any person who does not hold a valid commercial driver's license (CDL) or a commercial learner's permit (CLP) issued by his or her state of domicile from operating a CMV that requires a driver with a CDL. In addition, the act required the Secretary of Transportation, after consultation with the states, to prescribe regulations on minimum uniform standards for the issuance of CDLs by the states and for the information to be contained on each license (*See*, 49 U.S.C. 31305, 31308).

49 C.F.R. §384.214 provides that a state must allow any person to operate a CMV in the State who is not disqualified from operating a CMV and who holds a CLP or CDL that is:

- Issued to him or her by his/her State or jurisdiction of domicile in accordance with part 383 of this subchapter;
- Not disqualified; and
- Valid under the terms of part 383, subpart F, of this subchapter, for the type of vehicle being driven.

49 C.F.R. §395.13 defines the term "out-of-service order" to be a declaration by an authorized officer of a Federal, State, Canadian, Mexican, or local jurisdiction that a driver, a commercial motor vehicle, or motor carrier operation, is out-of-service pursuant to §§386.72, 392.5, 395.13, 396.9, or comparable laws or the North American Out-Of-Service Criteria.³

² 76 C.F.R. 26855 (May 9, 2011).

³ 49 C.F.R. 386.72(4) relates to Imminent hazard[s]" and provides for placing a CMV driver or motor carrier "out-of-service" pursuant to 49 U.S.C. 31502 or federal regulations issued by the U.S. Secretary of Transportation. 49 C.F.R. §392.5 addresses prohibited uses of alcohol a driver of a CMV. 49 CFR §395.13 addresses drivers ordered out-of-service, including provisions which provide that no motor carrier shall require or permit a driver ordered out-of-service to operate a CMV or require a driver ordered out-of-service for failure to prepare a record of duty status to operate a CMV until that driver has been off-duty for the appropriate number of hours. 49 C.F.R. §396.9 deals with the inspection of CMVs, and requires the marking of CMVs placed out-of-service, and prohibits a motor carrier requiring any person to operate a CMV declared out-of-service until the appropriate repairs have been made or to remove the out-of-state vehicle sticker from any motor vehicle prior to completion of repairs.

Federal Emergency Rule on State Issuance of CDLs to Non-domiciled Persons

On September 25, 2025, the Federal Motor Carrier Safety Administration (FMCSA), pursuant to its authority, amended the federal regulations for State Driver's Licensing Agencies issuing commercial driving credentials to foreign-domiciled individuals. Through this interim final rule, FMCSA sought to restore the integrity of the CDL issuance processes by significantly limiting the authority for states to issue and renew non-domiciled CLPs and CDLs to individuals domiciled in a foreign jurisdiction. This change was designed to strengthen the security of the CDL issuance process and to enhance the safety of CMV operations.⁴

The emergency federal rules were motivated in part by the August 12, 2025, Florida crash that killed three people on the Florida Turnpike in St. Lucie County. FMCSA indicated that the driver had an unexpired employment authorization document and was therefore eligible for a non-domiciled CDL under the existing regulations but was improperly issued a standard (full-term) CDL in Washington in 2023. He was subsequently issued a proper non-domiciled CDL in California but would not have been eligible for a non-domiciled CDL under the revised regulations requiring a driver to provide a 1-94 or I-94A indicating a specified employment-based nonimmigrant status.⁵

The FMCSA emergency rule included the following provisions:

- Revises the regulations that allow states to issue and renew non-domiciled CLPs and CDLs to individuals domiciled in foreign jurisdictions by restricting the issuance and renewal of non-domiciled CLPs and CDLs to individuals who maintain lawful immigration status in the following specific employment-based nonimmigrant categories: H-2A, H-28, and E-2 visa holders and provides that no other immigration categories will be eligible for a non-domiciled CLP or CDL.
- Mandates that CLP and CDL applicants present an unexpired foreign passport and Form I-94/I-94A at every issuance, transfer, renewal, and upgrade action and that an employment authorization document will no longer be sufficient to obtain a non-domiciled CLP or CDL.
- Requires that states must query the Systematic Alien Verification for Entitlements system to verify a CLP and CDL applicant's lawful immigration status in one of the three permitted categories.
- Requires that the expiration date of any non-domiciled CLP or CDL issued by a State Licensing Agency match the expiration date of the Form I-94/I-94A or be for one year, whichever is sooner.
- Requires CDL and CLP applicants be present in-person at each renewal as the current rule permitted online or mail-in renewals.
- Requires states must invalidate any non-domiciled CDLs when notified by the FMCSA or other federal agencies that the non-domiciled CDL does not comply with the new requirements.⁶

⁴ 90 *Federal Register* 18869 (September 25, 2025).

⁵ *Id.* at 3.

⁶ Federal Motor Carrier Safety Administration, “*Protecting America's Roads - Restoring Integrity to Non-domiciled CDLs*” (September 25, 2025).

Florida Driver Licenses

Florida Law requires a person who operates any motor vehicle on a highway in this state to have a valid driver license.⁷

The Florida Department of Highway Safety and Motor Vehicles (the Department) may not issue a CDL to any person who is not a resident of Florida.⁸ A resident of Florida who is required to possess a CDL may not operate a CMV in Florida unless they possess a valid CDL issued by this state.⁹ A person who is not a resident of Florida who drives a commercial vehicle must possess a CDL with property endorsements issued in compliance with applicable federal regulations.¹⁰

Florida only issues driver licenses and identification cards which meet all minimum-security requirements for the REAL ID Act of 2005 and ss. 322.05 and 322.08, F.S.¹¹

Florida law also provides that if a driver license is of a class of licenses issued by another state exclusively to unauthorized aliens or undocumented immigrants who are unable to prove lawful presence in the United States when the licenses are issued, the driver license, or other permit purporting to authorize the holder to operate a motor vehicle on public roadways is invalid in this state.¹² Such classes of licenses include licenses that are issued exclusively to unauthorized aliens or undocumented immigrants or licenses that are substantially the same as licenses issued to citizens, residents, or those lawfully present in the United States but have markings establishing that the license holder did not exercise the option of providing proof of lawful presence. Section 322.033, F.S., requires a law enforcement officer who stops a person driving with an invalid license to issue a citation to the driver for driving without a license in violation of s. 322.03, F.S.

Generally, Florida driver licenses, including CDLs, are issued for a term of eight years expiring on the applicant's next birthday which next occurs on or after the anniversary of date of issuance to persons who have not attained the age of eighty (80) years.¹³

Driver licenses issued to a driver who establishes his or her identity using a valid unexpired permanent resident card (green card) must expire on the licensee's birthday that next occurs eight years after the month of expiration of the license being renewed.¹⁴ After the initial showing of documentation, the driver is exempted from having to renew or obtain a duplicate license in person.¹⁵

However, a Florida commercial driver license issued to a person who establishes his or her identity using an unexpired nonimmigrant classification provided by the Office of Homeland Security (OHS) for an original driver license must provide an unexpired foreign passport and an unexpired form I-94/94A issued by OHS indicating one of the following classifications:

⁷ Section 322.03, F.S.

⁸ Section 322.03(4)(a), F.S.

⁹ Section 322.03(4)(b), F.S.

¹⁰ Section 322.03(4)(b), F.S.

¹¹ Section 322.031(4), F.S.

¹² Section 322.033(I), F. S.

¹³ Section 322.18(2)(c) and (t), F.S.

¹⁴ Section 322.18(2)(c), F.S.

¹⁵ *Id.*

- H-2A Temporary Agricultural Workers,
- H-2B Temporary Non-Agricultural Workers, or
- Or E-2 Treaty Investors.¹⁶

In addition, the Department may require such applicants to produce OHS documents for the sole purpose of establishing the maintenance of, or efforts to maintain, continuous lawful presence.

Any driver license or temporary permit issued based on those documents can be valid only for a period not to exceed the expiration date of the document presented or 1 year, whichever first occurs. Furthermore, any person who used one of those documents to establish his or her identity may not renew their driver license except in person and upon submission of one of those documents. Any renewal license expires one year after the date of issuance or upon the expiration date cited on the OHS documents, whichever first occurs.¹⁷

Immigration Enforcement in Florida

Florida law establishes the importance of the state interest to cooperate and assist the federal government in the enforcement of federal immigration laws within the state.¹⁸

Florida prohibits a state entity, law enforcement agency, or local government entity from having a sanctuary policy.¹⁹ Section 908.102(6), F.S., defines "sanctuary policy" as a law, policy, practice, procedure, or custom adopted or allowed by a state entity or local government entity which prohibits or impedes a law enforcement agency from complying with 8 U.S.C. s. 1373 or which prohibits or impedes a law enforcement agency from communicating or cooperating with a federal immigration agency so as to limit such law enforcement agency in the performance of specified activities.

The State Board of Immigration Enforcement was created within the Department of Law Enforcement, and is composed of the Governor and Cabinet, as the chief immigration enforcement officer of the state and charges that board with coordinating law enforcement assistance with federal immigration laws, administering the Local Law Enforcement Immigration Grant Program established in s. 908.1033, F.S., and with reporting on law enforcement training and activity related to immigration enforcement support.²⁰ To assist the board, s. 908.1032, F.S., establishes the State Immigration Enforcement Council.

The State Immigration Enforcement Council encourages the cooperation of state and local law enforcement agencies, and those entities directing or supervising such agencies, in supporting the enforcement of federal immigration laws.²¹ Section 908.11, F.S., requires the sheriff or chief correctional officer operating a county detention facility to enter into a written agreement with the United States Immigration and Customs Enforcement to participate in the immigration

¹⁶ 49 CFR 383.5.

¹⁷ Sections 322.08(2)(c) and 322.18(2)(d) and (4)(c), F.S.

¹⁸ Chapter 908, F.S.

¹⁹ Section 908.103, F.S.

²⁰ Section 908.1031, F.S.

²¹ Section 908.104, F.S.

program established under s. 287(g) of the Immigration and Nationality Act and must notify the State Board of Immigration Enforcement quarterly of the status of their agreement.

State and local law enforcement officials are authorized under section 287(g) of the Immigration and Nationality Act to enforce limited immigration authority with federal oversight during their routine police duties. The Florida Highway Patrol (FHP) is a participating member of this program. This program expands troopers power and authority to question any suspected alien or person believed to be an alien regarding their right to enter the United States. If the trooper is not able to establish the residence or temporary visitor status of a person, the trooper will contact federal partners. If the immigration status is not determined via a phone call, a federal partner may come to the scene if nearby or the trooper may transport the occupant to a determined location, such as a jail, for the person to be held for up to 72-hours for federal partners to establish the person's immigration status.²²

Whether or not an unauthorized alien is taken into custody is primarily a federal decision; troopers will defer to their federal partners. If there are criminal charges for the person as a result of the traffic stop or law enforcement interaction and their status has not been verified, the person will be transported to the jail and federal partners notified of their location. FHP is authorized to deliver detained illegal immigrants directly to federal authorities for further screening without unnecessary delays.²³

Issuance of Out-of-Service Orders for CMVs Under Florida Law

The Office of Commercial Vehicle Enforcement within the Department is authorized to issue out-of-service orders to motor carriers who, after proper notice, have failed to pay any penalty or fine assessed by the Department, or its agent, against any owner, or motor carrier for violations of state law, refused to submit to a compliance review and provided records pursuant to s. 316.302(6) or s. 316.70, F.S., or violated safety regulations pursuant to s. 316.302, F.S., or insurance requirements in s. 627.7415, F.S.²⁴ Such out-of-service orders have the effect of prohibiting the operation of any motor vehicles owned, leased, or otherwise operated by the motor carrier upon the roadways of Florida, until the violations have been corrected or the penalties paid.

All out-of-service orders must be approved by the director of the Florida Highway Patrol, or his or her designee.²⁵

Administrative hearings for affected motor carriers are authorized pursuant to s. 120.569. F.S. All owners and drivers of CMVs that are operated in *interstate* commerce are subject to the rules and regulations contained in 49 C.F.R. parts 382-386 and 390-397, and those that are operated in *intrastate* commerce are subject to the rules and regulations contained in 49 C.F.R. parts 382-386 and 390-397, as such regulations existed on December 31, 2023.

²² DHS/DMV, 2026 Legislative Bill Analysis: SB 86 (September 26, 2026) at p. 6 (on file with the Senate Committee on Transportation).

²³ *Id.*

²⁴ Section 316.3026, F.S.

²⁵ *Id* at 22.

A CMV that is found to be operating in such an unsafe condition as to be declared out-of-service or a driver declared out-of-service or removed from driving status pursuant to the North American Standard Out-of-Service Criteria must be repaired or returned to driving status before being returned to service.²⁶ Operation of a CMV by any person who owns, operates, or causes or permits a commercial motor vehicle that has been declared out-of-service pursuant to the North American Standard Out-of-Service Criteria is subject to the penalties provided in 49 C.F.R. §383.53.²⁷

International Registration Plan and International Fuel Tax Agreement

The International Registration Plan (IRP) for commercial motor vehicles engaged in interstate commerce is a reciprocal agreement between the lower 48 states, the District of Columbia, and the 10 Canadian provinces. Once the vehicle is registered in the jurisdiction where the motor carrier is based, the registration is valid in all the other IRP member jurisdictions. The IRP registration is applied so that the fees paid to the base jurisdiction are divided among all the member jurisdictions in which the vehicle(s) operated.²⁸

Similarly, the International Fuel Tax Agreement (IFTA) simplifies fuel tax reporting for interstate carriers with another apportionment system. Interstate carriers must register with both before they are able to operate in Florida. Before issuing IRP/IFTA credentials, the Department is required to verify whether a carrier has been placed out of service by Commercial Vehicle Enforcement. If the carrier is found to be out-of-service for any reason, credentials will not be issued.^{29, 30}

Impounding Vehicles by Law Enforcement

Florida law sets guidelines for placing holds on vehicles by an investigating agency which are towed, restricting the tow company from releasing the vehicle to the owner. If the hold is to last longer than five days, the law enforcement agency placing the hold may have the vehicle removed to a designated impound lot, in which event the vehicle will not be released until proof of payment of the towing and storage charges incurred by the wrecker operator is presented to the law enforcement agency. If the agency has the hold exceed five days, the law enforcement agency is responsible for the payment of storage charges incurred by the wrecker operator for the extended period, the owner of the vehicle is only responsible for the storage fees for the first five days. If there is a judicial finding that there was no probable cause for having continued the impoundment, the law enforcement agency is responsible for the accrued charges for towing and storage.³¹

²⁶ Section 316.3025(1), F.S.

²⁷ Section 316.3025(2), F.S.

²⁸ Department of Highway Safety and Motor Vehicles, <https://www.flhsmv.gov/driver-licenses-id-cards/commercial-motor-vehicle-drivers/international-registration-plan/> (last visited Jan. 23, 2026).

²⁹ Department of Highway Safety and Motor Vehicles, <https://www.flhsmv.gov/driver-licenses-id-cards/commercial-motor-vehicle-drivers/international-fuel-tax-agreement/> (last visited Jan. 23, 2026).

³⁰ DHSMV, *supra* note 22, at 6.

³¹ Section 323.001, F.S.

FHP policy on vehicle towing and impoundment provides that holds may be placed on a vehicle if there is probable cause to believe the vehicle may be seized and forfeited or if the vehicle is impounded or immobilized pursuant to Florida Statute. If the vehicle is held longer than five days, troopers are to arrange for the vehicle to be stored at a facility where storage fees will not accrue. Proof of payment of applicable wrecker bills still must be presented prior to the release of the vehicle. Typically, these vehicles are stored at Vehicle Impound Facilities, which are secure facilities maintained by the FHP to limit access and keep secure vehicles taken into possession as evidence or property related to a crime.³²

Liens for Recovering, Towing, or Storing of Vehicles and Vessels

Liens are claims against property that evidence a debt, obligation, or duty. Liens can be created by judgment, equity, agreement, or statute. The rights and duties of a lienholder depend on the type of lien created and are generally set out in the order, agreement, or statute creating the lien. Liens on a vehicle or vessel for towing and storage charges are created in statute.³³

A wrecker operator or other person engaged in the business of transporting vehicle or vessels who recovers, removes, or stores a vehicle or vessel possesses a lien on the vehicle or vessel for a reasonable towing fee, an administrative fee or charge imposed by a county or municipality, and a storage fee (for a vehicle or vessel stored for six hours or more) if the vehicle or vessel is removed upon instructions from:

- The owner of the vehicle or vessel;
- The owner, lessor, or authorized person acting on behalf of the owner or lessor of property on which the vehicle or vessel is wrongfully parked (as long as the removal is performed according to s. 715.07, F.S.);
- The landlord or authorized person acting on behalf of a landlord, when the vehicle or vessel remains on the property after the expiration of tenancy and the removal is performed in connection with a lien pursuant to s. 83.803, F.S., or for the removal of property left behind after a lease is vacated under s. 715.104, F.S., or
- Any law enforcement agency.³⁴

A wrecker operator who claims a lien is required to give notice, by certified mail, to the registered owner, the insurance company insuring the vehicle, and all persons claiming a lien as disclosed by the records in the DHSMV or as disclosed by the records of any corresponding agency in any other state in which the vehicle is identified through a records check.³⁵

A towing-storage operator must use a third-party service,³⁶ approved by the Department to transmit the notice (as well as any other notices required under s. 713.78, F.S.). If there is no approved service, the operator may mail the notice and provide evidence of compliance upon

³² DHSMV, *supra* note 23 at 8.

³³ Section 713.78, F.S.

³⁴ Section 713.78(2), F.S.

³⁵ *Id.*

³⁶ Section 713.78(16)(a), F.S.

application for a certificate of title.³⁷ The notice of lien must be sent by certified mail within seven business days after the date or storage of the vehicle or vessel.³⁸

A lienor or its agent may charge an administrative fee³⁹ to the registered owner or other person claiming a lien against the vehicle or vessel for a release from the lien, not to exceed \$250.⁴⁰

If a law enforcement agency authorized a towing-storage operator to remove a vehicle or vessel, or a towing-storage operator notifies a law enforcement agency of possession of a towed vehicle or vessel,⁴¹ the law enforcement agency where the vehicle or vessel is stored must contact the Department, or the appropriate agency in the state of registration, if known, within 24 hours and provide a full description of the vehicle or vessel.⁴² The Department, or appropriate state agency, must search its records to determine the identity of the owner, the company insuring the vehicle or vessel, or any lien holders and provide the information to the law enforcement agency within 72 hours.⁴³ The towing storage operator must obtain such information from the law enforcement agency within 5 days after the date of storage and provide the required notice.⁴⁴

If a towing-storage operator is unsuccessful in locating the name and address of the owner or other lienholder, the operator must, after seven business days after the initial tow or storage, notify the jurisdictional entity where the vehicle or vessel is stored, in writing by certified mail or acknowledged hand delivery, that the operator has been unable to locate the name and address. a physical search of the vehicle or vessel has revealed no ownership information, and a "good faith effort"⁴⁵ has been made, including a records check of the Department's database and of the National Motor Vehicle Title Information System.⁴⁶

Failure of the towing-storage operator to make a good faith effort to identify the owner or lien holder of the vehicle or vessel precludes the towing-storage operator from assessing any storage charges.⁴⁷

III. Effect of Proposed Changes:

The bill provides the following:

- A law enforcement officer who determines that a person operating a CMV is an unauthorized alien must take that person into custody and facilitate the transfer of that person to a federal immigration agency consistent with federal law.
- A CMV operated by the unauthorized alien must be impounded.

³⁷ Section 713.78(16)(b), F.S.

³⁸ Section 713.78(4)(a) and (c), F.S.

³⁹ Section 713.78(15)(a), F.S.

⁴⁰ *Id.*

⁴¹ Section 715.07(2)(a), F.S.

⁴² Section 713.78(4)(b), F.S.

⁴³ *Id.*

⁴⁴ *Id.*

⁴⁵ Section 713.78(5)(e), F.S.

⁴⁶ AAMVA, *National Motor Vehicle Information System (NMVTIS)* <https://www.aamva.org/technology/systems/vehicle-systems/nmvtis#>

⁴⁷ Section 713.78(9), F.S.

- The owner of the CMV is required to pay a \$50,000 fine to the Department and all costs and fees for the impoundment, including the cost of notification, before the CMV may be released to the owner.
- A motor carrier that owns, leases, or operates a CMV operated by a person who is taken into custody pursuant to the bill can no longer operate in this state.

The Department will likely need to clarify potential out-of-service conditions for motor carriers for purposes of IFTA and IRP member states.

The bill takes effect July 1, 2026.

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:

Owners of CMVs found to be in violation of the provisions of the bill would be subject to a fine of \$50,000.

A motor carrier who owns, leases or otherwise operates a motor vehicle found to be operated by an unauthorized alien would be prohibited from operating in this state.

C. Government Sector Impact:

The Department would receive additional revenue as a result of the imposition of a \$50,000 fine on the owner of a CMV. However, the fiscal impact is indeterminate.

The bill provides for the payment of the fine to the Department but it doesn't specify which trust fund those revenues are to be deposited into or the eligible uses of such revenues

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Statutes Affected:

This bill creates section 316.3021 of the Florida Statutes.

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

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

None.

B. Amendments:

None.

This Senate Bill Analysis does not reflect the intent or official position of the bill's introducer or the Florida Senate.



LEGISLATIVE ACTION

Senate

House

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The Committee on Transportation (Gaetz) recommended the following:

1 **Senate Amendment (with title amendment)**

2
3 Delete everything after the enacting clause
4 and insert:

5 Section 1. Present subsection (3) of section 316.3026,
6 Florida Statutes, is redesignated as subsection (4), a new
7 subsection (3) and subsection (5) is added to that section, and
8 subsection (1) of that section is amended, to read:

9 316.3026 Unlawful operation of motor carriers.—

10 (1) The Office of Commercial Vehicle Enforcement may issue



815506

11 out-of-service orders to motor carriers, as defined in s.
12 320.01, who, after proper notice, have failed to pay any penalty
13 or fine assessed by the department, or its agent, against any
14 owner or motor carrier for violations of state law, refused to
15 submit to a compliance review and provide records pursuant to s.
16 316.302(6) or s. 316.70, or violated safety regulations pursuant
17 to s. 316.302 or insurance requirements in s. 627.7415. Such
18 out-of-service orders have the effect of prohibiting the
19 operations of any motor vehicles owned, leased, or otherwise
20 operated by the motor carrier upon the roadways of this state,
21 until the violations have been corrected or penalties have been
22 paid. Out-of-service orders must be approved by the director of
23 the Division of the Florida Highway Patrol or his or her
24 designee. ~~An administrative hearing pursuant to s. 120.569 shall~~
25 ~~be afforded to motor carriers subject to such orders.~~

26 (3) (a) It is the policy of the state to address the
27 emerging issue of commercial motor vehicle operation by
28 unauthorized aliens who are not authorized to operate in this
29 state pursuant to s. 322.033 and who may not meet English
30 language proficiency requirements or have the operational
31 understanding to safely operate such vehicles. This threat to
32 the life and safety of the motoring public is deemed an imminent
33 safety hazard. Commercial motor vehicle operators in this state
34 must be lawfully present in the United States; have a valid
35 driver license; understand the English language; be able to read
36 and follow roadway signage, rules, regulations, laws, and
37 directions; and be able to communicate effectively with law
38 enforcement officers.

39 (b) A sworn law enforcement officer who has the authority



815506

40 to take an unauthorized alien as defined in s. 908.111(1) into
41 custody pursuant to an agreement established under s. 287(g) of
42 the Immigration and Nationality Act, 8 U.S.C. s. 1357, and who
43 determines that an unauthorized alien is operating a commercial
44 motor vehicle shall take such unauthorized alien into custody
45 and facilitate his or her transfer into the custody of a federal
46 immigration agency as defined in s. 908.102, consistent with
47 federal and state law. The commercial motor vehicle operated by
48 the unauthorized alien must be impounded and removed to a secure
49 wrecker operator's storage facility or a law enforcement impound
50 lot. The sworn law enforcement officer shall immediately notify
51 the Florida Highway Patrol that such unauthorized alien has been
52 taken into custody and provide information necessary for the
53 issuance of an out-of-service order to the motor carrier,
54 including, but not limited to, the offense or incident report;
55 any video and audio recordings of the incident; any photographs
56 of the unauthorized alien and the commercial motor vehicle; the
57 name of the motor carrier; the United States Department of
58 Transportation number displayed on the commercial motor vehicle;
59 the commercial motor vehicle's registration number, license
60 plate number, and vehicle identification number; and any
61 insurance policy information.

62 (c) If an unauthorized alien is taken into custody and a
63 commercial motor vehicle is impounded under paragraph (b), the
64 motor carrier is liable for a civil penalty of \$50,000. This
65 penalty is in addition to any other applicable penalty. A
66 commercial motor vehicle impounded under paragraph (b) may not
67 be released to the motor carrier or the owner's agent unless the
68 civil penalty is paid or a bond is posted in accordance with s.



69 316.545(5) and any costs associated with the impoundment,
70 including costs for towing and storing the commercial motor
71 vehicle and providing legal notice of the impoundment, are paid.
72 The Office of Commercial Vehicle Enforcement shall issue an out-
73 of-service order to the motor carrier.

74 (d) If, during a department investigation, safety audit, or
75 normal business activity, it is discovered that a motor carrier
76 has allowed, within the last 12 months, or is allowing an
77 unauthorized alien to operate a commercial motor vehicle in
78 violation of this subsection, the Office of Commercial Vehicle
79 Enforcement may issue an out-of-service order to and impose a
80 civil penalty of \$50,000 upon the motor carrier.

81 (e) A motor carrier operating in this state is subject to
82 penalties under paragraph (d) if the department finds that the
83 motor carrier was issued an out-of-service order by any other
84 state or the Federal Motor Carrier Safety Administration for
85 allowing an unauthorized alien to operate a commercial motor
86 vehicle within the last 12 months or has an unresolved out-of-
87 service order related to allowing an unauthorized alien to
88 operate a commercial motor vehicle.

89 (f) An out-of-service order issued under this subsection
90 must be approved by the director of the Division of the Florida
91 Highway Patrol or his or her designee. Further, an out-of-
92 service order issued under this subsection may be removed only
93 after the department has approved a corrective action plan
94 agreed to by the motor carrier and the motor carrier has paid
95 any civil penalties, or as provided by a decision rendered in a
96 proceeding held under subsection (5).

97 (g) All penalties imposed and collected pursuant to this



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98 subsection shall be paid to the Chief Financial Officer, who
99 shall credit the funds to the Highway Safety Operating Trust
100 Fund within the department to fund training and technology
101 necessary to enforce this subsection.

102 (5) An administrative hearing pursuant to s. 120.569 must
103 be afforded to a motor carrier subject to an out-of-service
104 order pursuant to this section.

105 Section 2. This act shall take effect July 1, 2026.

106
107 ===== T I T L E A M E N D M E N T =====
108 And the title is amended as follows:

109 Delete everything before the enacting clause
110 and insert:

111 A bill to be entitled

112 An act relating to commercial motor vehicles operated
113 by unauthorized aliens; amending s. 316.3026, F.S.;
114 declaring the policy of the state with respect to the
115 operation of commercial motor vehicles by unauthorized
116 aliens; deeming a certain threat to be an imminent
117 safety hazard; providing requirements for commercial
118 motor vehicle operators; requiring sworn law
119 enforcement officers with certain authority to take
120 into custody persons determined to be unauthorized
121 aliens operating commercial motor vehicles and
122 facilitate the transfer of such persons into the
123 custody of a federal immigration agency; requiring the
124 impoundment and removal of a commercial motor vehicle
125 under certain circumstances; requiring such sworn law
126 enforcement officers to immediately provide certain



127 notification and information to the Florida Highway
128 Patrol; providing that motor carriers are liable for
129 certain civil penalties; prohibiting the release of
130 certain impounded commercial motor vehicles unless
131 certain penalties are paid or bonds are posted and
132 certain costs are paid; requiring the Office of
133 Commercial Vehicle Enforcement to issue certain out-
134 of-service orders; authorizing the Office of
135 Commercial Vehicle Enforcement to issue out-of-service
136 orders to and impose civil penalties upon motor
137 carriers under certain circumstances; providing that
138 certain motor carriers are subject to certain
139 penalties; requiring the approval of such out-of-
140 service orders by the director of the Division of the
141 Florida Highway Patrol or his or her designee;
142 providing the circumstances under which such out-of-
143 service orders may be removed; providing for the
144 payment of certain penalties to the Chief Financial
145 Officer, who shall credit the funds to the State
146 Transportation Trust Fund for distribution to the
147 Florida Highway Patrol to fund certain training and
148 technology; providing an effective date.

By Senator Gaetz

1-00175-26

202686

A bill to be entitled

An act relating to commercial motor vehicles operated by unauthorized aliens; creating s. 316.3021, F.S.; requiring law enforcement officers to take certain persons operating commercial motor vehicles into custody and facilitate the transfer of such persons into the custody of a federal immigration agency; requiring the impoundment of a commercial motor vehicle under certain circumstances; requiring the owner of an impounded commercial motor vehicle to pay a fine and certain costs and fees; prohibiting certain motor carriers from operating in this state; providing an effective date.

14

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

Section 1. Section 316.3021, Florida Statutes, is created to read:

316.3021 Unauthorized alien operation of commercial motor vehicles; penalties.

(1) A law enforcement officer who determines that a person operating a commercial motor vehicle in this state is an unauthorized alien as defined in s. 908.111 shall take the unauthorized alien into custody and facilitate the transfer of the unauthorized alien into the custody of a federal immigration agency as defined in s. 908.102, consistent with federal law.

(2) A commercial motor vehicle operated by an unauthorized alien who is taken into custody pursuant to this section must be impounded. A \$50,000 fine payable to the department and all

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CODING: Words ~~stricken~~ are deletions; words underlined are additions.

1-00175-26

202686

costs and fees for the impoundment, including the cost of notification, must be paid by the owner of the commercial motor vehicle before the commercial motor vehicle may be released to such owner.

(3) A motor carrier that owns, leases, or otherwise operates a commercial motor vehicle operated by a person who is taken into custody pursuant to this section may not operate in this state.

Section 2. This act shall take effect July 1, 2026.

Page 2 of 2

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

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 Transportation

BILL: SB 422

INTRODUCER: Senator Wright

SUBJECT: Automatic Dependent Surveillance-broadcasts

DATE: January 26, 2026 REVISED: _____

ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1. Johnson	Vickers	TR	<u>Pre-meeting</u>
2.		CM	
3.		RC	

I. Summary:

SB 422 prohibits an aircraft or other public or private entity from using information broadcast or collected from Automatic Dependent Surveillance-Broadcast (ADS-B) system emitted from certain aircraft as a means of charging, generating, and collecting fees from aircraft owners or operators who operate aircraft within Florida's geographic boundaries. This prohibition is limited to aircraft with a gross weight of 12,499 pounds or less operating under to Federal Aviation Administration's (FAA) general operating and flight rules.

This bill does not appear to have a fiscal impact on state or local governments.

This bill takes effect July 1, 2026.

II. Present Situation:

Florida law defines the term the term "aircraft" to mean a powered or unpowered machine or device capable of atmospheric flight, including, but not limited to, an airplane, an autogyro, a glider, a gyrodyne, a helicopter, a lift and cruise, a multicopter, paramotors, a powered lift, a seaplane, a tiltrotor, an ultralight, and a vectored thrust.¹

Automatic Dependent Surveillance-Broadcast (ADS-B)

Automated Dependent Surveillance-Broadcast (ADS-B) is an advanced surveillance technology combining an aircraft's positioning source, aircraft avionics, and a ground infrastructure to create an accurate surveillance interface between aircraft and air traffic control. ADS-B is a performance-based surveillance technology that is more precise than radar and consists of two different services: ADS-B Out and ADS-B In. ADS-B Out broadcasts information to ground

¹ Section 322.27(2), F.S., The term does not include a parachute or other such device used primarily as safety equipment.

stations and other aircraft, once per second, about the aircraft's GPS location, altitude, ground speed, and other data. ADS-B In delivers weather and traffic position information directly to the cockpit.²

Beginning January 1, 2020, the Federal Aviation Administration (FAA) required aircraft flying in most U.S. airspace to be equipped ADS-B systems.³ While the FAA requires ADS-B for safety purposes, there are other uses for the data generated, including, but not limited to, safety monitoring, data tracking for planning and reporting purposes, and automated fee collection.⁴

Aircraft Fees in Florida

Publicly owned and operated airports are authorized to assess fees for the use of airport facilities by aircraft, and municipal airports are authorized to charge aircraft owners and operators using such airports sufficient fees to cover the cost of services provided.⁵ However, publicly owned airports may not charge landing fees for aircraft operations conducted by certain accredited nonprofit institutions for flight training.⁶

Recently, some Florida airports have considered implementing the automated collection landing fees using ADS-B information.⁷ One vendor of automatic landing fee services that uses ADS-B data to bill and collect landing fees lists at least three Florida airports as clients.⁸

III. Effect of Proposed Changes:

Section 1 creates s. 330.42, F.S., to prohibit an aircraft or a public or private entity from using information broadcast or collected by ADS-B systems, regardless of whether the data originates from ADS-B In or ADS-B Out, as a means for calculating, generating, and collecting fees from aircraft owners or operators who operate aircraft within Florida's geographic boundaries.

The bill defines the term "aircraft" to have the same meaning as in s. 330.27, F.S., except that the aircraft must have a gross weight⁹ of 12,499 pounds or less and operate under the FAA's general operating and flight rules.¹⁰

² *Id.*

³ 14 C.F.R. § 91.225

⁴ Altaport, *Unlocking the Power of ADS-B: Transforming Operations at Your Airport with ADS-B Operations Tracking and Reporting*, available at: <https://www.altaport.com/blog/unlocking-the-power-of-ads-b-transforming-operations-at-your-airport-with-adsb-operations-tracking-and-reporting> (last visited January 12, 2026).

⁵ Sections 329.40(1) and 332.08(1)(e), F.S.

⁶ Section 330.355, F.S. The accredited nonprofit institution must offer a 4-year collegiate aviation program in order for its flight training operations to be exempt from an airport's landing fees.

⁷ General Aviation News Staff, *Florida Airports Prepare to Impose Landing Fees*, General Aviation News, September 7, 2024, <https://generalaviationnews.com/2024/09/07/florida-airports-prepare-to-impose-landing-fees/> (last visited January 12, 2026).

⁸ Vector Airport Systems lists the following Florida airports as clients of its "PLANEPASS" service: Kissimmee Gateway Airport, Tallahassee International Airport, and St. George Island Airport. Vector Airport Systems, *About Our Clients*, <https://www.vector-us.com/clients> (last visited January 12, 2026).

⁹ Gross Weight refers to the total weight of an aircraft at any given moment, including the aircraft itself, passengers, cargo, and fuel. <https://www.globeair.com/g/gross-weight> (last visited January 12, 2026).

¹⁰ 14 C.F.R. part 91. As a reference, the FAA defines the term "small aircraft" to mean an aircraft with a maximum certified takeoff weight of 12,500 pounds or less. See 14 C.F.R. part 1.

The bill defines the term “Automated Dependent Surveillance-Broadcast” or “ADS-B” to mean an advanced aviation surveillance technology that combines an aircraft’s positioning source, aircraft avionics, and a ground infrastructure to create an accurate surveillance interface and air traffic control. The term includes two different services, ADS-B In and ADS-B Out, which can provide information such as an aircraft’s global positioning system location, altitude, ground speed, and other data, to ground stations and other aircraft, as well as weather and traffic information to aircraft operators.

Section 2 provides that the bill takes effect July 1, 2026.

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:

None.

C. Government Sector Impact:

The bill removes the ability for airports and other entities from using a specified technology as a means of calculating, generating, and collecting fees. The fiscal impact of this prohibition is indeterminate.

VI. Technical Deficiencies:

On line 28 of the bill, the word “aircraft” may need to be “airport.”

VII. Related Issues:

None.

VIII. Statutes Affected:

This bill creates section 330.42 of the Florida Statutes.

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

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

None.

B. Amendments:

None.

This Senate Bill Analysis does not reflect the intent or official position of the bill's introducer or the Florida Senate.



LEGISLATIVE ACTION

Senate

House

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The Committee on Transportation (Wright) recommended the following:

1 **Senate Amendment (with title amendment)**

2
3 Delete lines 28 - 33

4 and insert:

5 (c) "Touch-and-go landing" means an operation by an
6 aircraft that lands and departs on a runway without stopping or
7 exiting the runway.

8 (2) An airport or its sponsor may not use information
9 broadcast or collected by ADS-B systems, regardless of whether
10 that data originates from ADS-B In or ADS-B Out, as a means for



843190

11 calculating, generating, and collecting fees from aircraft
12 owners or operators who operate aircraft within the geographic
13 boundaries of this state if:

14 (a) The operation for which a fee would be assessed is
15 based on a maneuver conducted by the aircraft, including, but
16 not limited to, a landing, a touch-and-go landing, or a
17 departure.

18 (b) The fee would be assessed based on an aircraft entering
19 into the airspace within a specified radius of the airport
20 assessing the fee.

21 (3) A governmental entity may not use information broadcast
22 or collected by ADS-B systems as a means for calculating,
23 generating, and collecting any taxes or fees from aircraft
24 owners or operators.

25
26 ===== T I T L E A M E N D M E N T =====

27 And the title is amended as follows:

28 Delete line 6

29 and insert:

30 surveillance-broadcast systems (ADS-B) for specified
31 purposes under certain circumstances; prohibiting a
32 governmental entity from using information broadcast
33 or collected by ADS-B systems for specified purposes;



LEGISLATIVE ACTION

Senate

House

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The Committee on Transportation (Wright) recommended the following:

1 **Senate Substitute for Amendment (843190) (with title
2 amendment)**

3 Delete lines 28 - 33

5 and insert:

6 (c) "Touch-and-go landing" means an operation by an
7 aircraft that lands and departs on a runway without stopping or
8 exiting the runway.

9 (2) An airport may not use information broadcast or
10 collected by automatic dependent surveillance-broadcast systems,



11 regardless of whether that data originates from ADS-B In or ADS-
12 B Out, as a means for calculating, generating, and collecting
13 fees from aircraft owners or operators who operate aircraft
14 within the geographic boundaries of this state under the
15 following circumstances:

16 (a) When the operation for which a fee would be assessed is
17 a landing, including, but not limited to, a touch-and-go
18 landing.

19 (b) When the fee would be assessed based on an aircraft
20 entering into a specified radius of the airspace of the airport
21 assessing the fee.

22
23 ===== T I T L E A M E N D M E N T =====
24 And the title is amended as follows:

25 Delete lines 4 - 6
26 and insert:

27 prohibiting airports from using information broadcast
28 or collected by automatic dependent surveillance-
29 broadcast systems for specified purposes under certain
30 circumstances;

By Senator Wright

8-00656-26

2026422

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

Section 1. Section 330.42, Florida Statutes, is created to read:

330.42 Automatic dependent surveillance-broadcasts.—

(1) For purposes of this section, the term:

(a) "Aircraft" has the same meaning as in s. 330.27, except that the aircraft must have a gross weight of 12,499 pounds or less and operate under 14 C.F.R. part 91.

(b) "Automatic dependent surveillance-broadcast" or "ADS-B" means an advanced aviation surveillance technology that combines an aircraft's positioning source, aircraft avionics, and a ground infrastructure to create an accurate surveillance interface between an aircraft and air traffic control. The term includes two different services, ADS-B In and ADS-B Out, which can provide information, such as an aircraft's global positioning system location, altitude, ground speed, and other data, to ground stations and other aircraft, as well as weather and traffic information to aircraft operators.

(2) An aircraft or a public or private entity may not use information broadcast or collected by ADS-B systems, regardless

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8-00656-26

2026422

of whether that data originates from ADS-B In or ADS-B Out, as a means for calculating, generating, and collecting fees from aircraft owners or operators who operate aircraft within the geographic boundaries of this state.

Section 2. This act shall take effect July 1, 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 Transportation

BILL: SB 706

INTRODUCER: Senator Mayfield

SUBJECT: Commercial Service Airports

DATE: January 26, 2026 REVISED: _____

ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1. <u>Johnson</u>	<u>Vickers</u>	<u>TR</u>	<u>Pre-meeting</u>
2. _____	_____	<u>CA</u>	_____
3. _____	_____	<u>RC</u>	_____

I. Summary:

SB 706 preempts the state the naming of major commercial service airports, which are defined as commercial service airports classified by the Federal Aviation Administration (FAA) as large or medium hub airports.

The bill codifies in law the names of Florida's seven major commercial service airports. The only name being changed from its current name is "Palm Beach International Airport," which the bill renames as the "Donald J. Trump International Airport."

The bill provides that each airport's name remains valid if the airport no longer meets the criteria for a major commercial service airport.

The bill requires the Florida Department of Transportation (FDOT) to annually review the list of major commercial service airports and notify the Legislature if any airport needs to be added or removed from the list.

The bill requires government records created on or after July 1, 2026, referring to a major commercial service airport to use the name of the airport provided in the bill.

Palm Beach County may incur indeterminate costs associated with changing the name of the airport. See Section V. Fiscal Impact Statement for details.

This bill takes effect July 1, 2026.

II. Present Situation:

The Federal Aviation Administration (FAA) regulates airports in the United States, including federal aid, aspects of airport operations, aviation safety, and the construction, activation, deactivation, and certification of airports.¹

The FAA considers publicly owned airports with at least 2,500 annual passenger enplanements and scheduled air carrier service to be commercial service airports. Commercial service airports are categorized by their size. Large hub airports are commercial service airports that receive 1 percent or more of the annual United States commercial passenger enplanements. Medium hub airports are commercial service airports that receive 0.25 to 1 percent of annual United States commercial passenger enplanements.²

Florida's large-hub airports and their governing bodies are:

- Orlando International Airport (Greater Orlando Aviation Authority);
- Miami International Airport (Miami-Dade County);
- Fort Lauderdale/Hollywood International Airport (Broward County); and
- Tampa International Airport (Hillsborough County Aviation Authority).

Florida's medium hub airports and their governing bodies are:

- Southwest Florida International Airport (Lee County Port Authority);
- Palm Beach International Airport (Palm Beach County); and
- Jacksonville International Airport (Jacksonville Aviation Authority).³

Section 332.0075, F.S., provides transparency and accountability requirements for commercial service airports. These requirements include posting specified items on the airport's website, procurement requirements, and reporting requirements.

Federal Aviation Administration Approval of Name Changes

Federal regulations require certain data, including changes to airport names, ownership, and management to be submitted to the Federal Aviation Administration (FAA) on specified forms.⁴ The FAA uses this information to evaluate the effect of the proposed action on the safe and efficient use of airspace and on public safety.⁵

¹ See generally 14 C.F.R., parts 140-169.

² Federal Aviation Administration (FAA), *Airport Categories*, https://www.faa.gov/airports/planning_capacity/categories (last visited January 20, 2026).

³ FAA, *CY 2024 Enplanements at All Commercial Service Airports (by Rank)*, September 15, 2025, https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/arp-cy2024-commercial-service-enplanements.pdf (last visited January 20, 2026) and Florida Department of Transportation (FDOT), *2025 Florida Airport Directory*, https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/aviation/charts---directories/florida_directory_2025.pdf (last visited January 20, 2026).

⁴ FAA, *Submitting Aeronautical Data*, https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Submitting_Data/ (last visited January 22, 2026). These regulations are codified in 14 C.F.R. part 157.

⁵ FAA, *Part 157 Notice of Construction, Alteration, Activation and Deactivation*, <https://www.faa.gov/airports/central/engineering/part157> (last visited January 22, 2026).

Donald J. Trump

President Donald J. Trump was born in Queens, New York, on June 14, 1946. President Trump was inaugurated as the 45th President of the United States on January 20, 2017. President Trump was again elected President in 2024 and was inaugurated as the 47th President of the United States on January 20, 2025.⁶

In Palm Beach County, President Trump owns the Mar-A Lago Club, the Trump National Golf Club, and the Trump International Golf Club. In 2019, President Trump made Palm Beach County his permanent residence.⁷ He is the first president to be a Florida resident.⁸

III. Effect of Proposed Changes:

Section 1 amends s. 332.0075, F.S., to preempt to the state the naming of major commercial service airports.

The bill defines the term “major commercial service airport” to mean an airport providing commercial service which is a medium or large hub airport under Federal Aviation Administration (FAA) established classification criteria.

The bill names the following major commercial service airports:

- The airport located at One Jeff Fuqua Boulevard in Orlando, or nearest thereto, as the “Orlando International Airport.”
- The airport located at 2100 NW 42nd Avenue in Miami, or nearest thereto, as the “Miami International Airport.”
- The airport located at 100 Terminal Drive in Fort Lauderdale, or nearest thereto, as the “Fort Lauderdale-Hollywood International Airport.”
- The airport located at 4100 George J. Bean Parkway in Tampa, or nearest thereto, as the “Tampa International Airport.”
- The airport located at 11000 Terminal Access Road in Fort Myers, or nearest thereto, as the “Southwest Florida International Airport.”
- The airport located at 1000 James L. Turnage Boulevard in West Palm Beach, or nearest thereto, as the “Donald J. Trump International Airport.”
- The airport located at 2400 Yankee Clipper Drive in Jacksonville, or nearest thereto, as the “Jacksonville International Airport.”

The only name being changed from its existing name is the “Palm Beach International Airport,” which is being changed to the “Donald J. Trump International Airport.”

⁶ Donald J. Trump Presidential Library, *President Donald J. Trump*, <https://www.trumplibrary.gov/trumps/president-donald-j-trump> (last visited January 22, 2026).

⁷ Kristina Webb, *Palm Beach moves toward official support for President Donald J. Trump Boulevard*, Palm Beach Daily News, August 12, 2025. <https://www.palmbeachdailynews.com/story/news/trump/2025/08/12/palm-beach-moves-toward-support-for-president-donald-j-trump-blvd/85623174007/> (last visited January 22, 2026).

⁸ James C. Clark, *After 175 years as a state, Florida has its first president in Donald Trump*, Orlando Sentinel, November 4, 2019. <https://www.orlandosentinel.com/2019/11/04/after-175-years-as-a-state-florida-has-its-first-president-in-donald-trump-commentary/> (last visited January 22, 2026).

The bill provides that if an airport listed above is no longer meeting the classification criteria as a major commercial service airport, the airport's name continues to be valid.

The bill requires the Florida Department of Transportation (FDOT) to annually review the major commercial service airports to identify airports that may be added or removed based on any change in status as a major commercial service airport. If FDOT identifies any such airport, it must notify the President of the Senate and the Speaker of the House of Representatives 60 days before the next regular legislative session. FDOT's notice must include the name of the airport and specify the reasons for the airport's change in status.

The bill requires government records created on or after July 1, 2026, which refer to a major commercial service airport to use the airport's name provided above.

Section 2 provides that this bill takes effect July 1, 2026.

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:

None.

C. Government Sector Impact:

The Palm Beach International Airport, which is being renamed, is owned by Palm Beach County. The county has identified potential fiscal concerns relative to the proposed renaming. Specifically, the county has asserted that changing the name of the airport will require rebranding, including physical changes such as replacement of signage and related branding changes. Similarly, the county has asserted that it might incur some liability under state and federal law in connection with trademark and right of publicity claims.⁹ However, the potential fiscal impact of these issues is indeterminate.

FDOT's can likely accomplish the required annual review of major commercial service airports using existing resources.

VI. Technical Deficiencies:

None.

VII. Related Issues:

The FAA will need to approve Palm Beach International Airport's name change in order for the name change to be recognized in the national airspace system, including official aeronautical charts, databases, and publications.¹⁰

The bill does impact Palm Beach International Airport's identification codes, which are assigned by the FAA and the International Civil Aviation Organization.¹¹

VIII. Statutes Affected:

This bill substantially amends section 332.0075 of the Florida Statutes.

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

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

None.

B. Amendments:

None.

This Senate Bill Analysis does not reflect the intent or official position of the bill's introducer or the Florida Senate.

⁹ Palm Beach County Board of County Commissioners, Office of Intergovernmental Affairs, *SB 706 Concerns One Pager*. (On file with Senate Committee on Transportation).

¹⁰ E-mail from Alessandro Marchesani, Director of Intergovernmental Affairs, Palm Beach County Board of County Commissioners, *Re: SB 706 Commercial Service Airports*, January 5, 2025. (on file with Senate Committee on Transportation).

¹¹ *Id.*



LEGISLATIVE ACTION

Senate

House

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The Committee on Transportation (Mayfield) recommended the following:

1 **Senate Amendment (with title amendment)**

2
3 Delete lines 47 - 65

4 and insert:

5 West Palm Beach, or nearest thereto, currently known as the
6 "Palm Beach International Airport," shall be renamed as the
7 "Donald J. Trump International Airport," subject to approval of
8 the Federal Aviation Administration and execution of an
9 agreement with the rights holder authorizing the commercial use
10 of "Donald J. Trump International Airport" by Palm Beach County,



11 which must, at a minimum, grant Palm Beach County the perpetual
12 and unrestricted right to use the name "Donald J. Trump
13 International Airport," as well as reasonable abbreviations or
14 deviations thereof, at no cost, in signage, advertising,
15 marketing, merchandising, and promotions and for the branding of
16 the airport and its operations, services, and amenities, and all
17 related purposes.

18 7. The airport located at 2400 Yankee Clipper Drive in
19 Jacksonville, or nearest thereto, is the "Jacksonville
20 International Airport."

21 (c) If an airport listed in paragraph (b) no longer meets
22 the classification criteria to be a major commercial service
23 airport, the airport name continues to be valid.

24 (d) The department shall review paragraph (b) annually to
25 identify airports that may be added to or removed from paragraph
26 (b) based on any change in status as a major commercial service
27 airport. If the department identifies any such airport, it must
28 notify the President of the Senate and the Speaker of the House
29 of Representatives 60 days before the next regular legislative
30 session. The notice must include the name of the airport and
31 specify the reasons for the airport's change in status.

32 (e) Government records created on or after July 1, 2026,
33 which refer to airports listed in paragraph (b) must use the
34 airport names provided in paragraph (b). For purposes of this
35 subsection, airport names are branding designations only and may
36 not be construed to create or require the creation of a new
37 legal entity. This paragraph does not require a political
38 subdivision to amend any existing agreement with any person or
39 entity solely to update references to the airport name or



511648

40 require a political subdivision to contract in the name of the
41 airport listed in paragraph (b).

42 (f) For purposes of this subsection, the term "political
43 subdivision" means a political subdivision as defined in s.
44 333.01 which owns and controls an airport listed in paragraph
45 (b). Notwithstanding any other provision of law, a political
46 subdivision may not be construed to be in violation of any state
47 law, including, but not limited to, chapter 495 and s. 540.08,
48 for using the airport name provided in paragraph (b).

49 (g) A political subdivision is in compliance with this
50 subsection if it diligently pursues all necessary approvals and
51 agreements to implement an airport name change required under
52 this subsection and timely commences signage and branding
53 changes upon receipt of such approvals. For purposes of this
54 paragraph, the term "timely commences" means to initiate
55 planning, procurement, and implementation within a reasonable
56 period after receiving all necessary approvals, taking into
57 account the availability of budgeted funds and the timeframes
58 necessary to comply with applicable procurement laws,
59 regulations, and procedures.

60
61 ===== T I T L E A M E N D M E N T =====
62 And the title is amended as follows:

63 Delete lines 7 - 15
64 and insert:

65 providing that renaming a specified airport is subject
66 to approval of the Federal Aviation Administration and
67 execution of a certain agreement; providing that such
68 airport names continue to be valid under certain



69 circumstances; requiring the Department of
70 Transportation to annually review provisions naming
71 major commercial service airports for a certain
72 purpose; requiring the department to provide certain
73 notice to the Legislature; providing requirements for
74 such notice; requiring that certain government records
75 created on or after a certain date use such airport
76 names; specifying that airport names are branding
77 designations; providing construction; defining the
78 terms "political subdivision" and "timely commences";
79 providing that a political subdivision is in
80 compliance with certain provisions under specified
81 circumstances; providing an effective date.

By Senator Mayfield

19-01231-26

2026706

1 A bill to be entitled
 2 An act relating to commercial service airports;
 3 amending s. 332.0075, F.S.; defining the term "major
 4 commercial service airport"; preempting the naming of
 5 major commercial service airports to the state;
 6 providing names for major commercial service airports;
 7 providing that such airport names continue to be valid
 8 under certain circumstances; requiring the Department
 9 of Transportation to annually review provisions naming
 10 major commercial service airports for a certain
 11 purpose; requiring the department to provide certain
 12 notice to the Legislature; providing requirements for
 13 such notice; requiring that certain government records
 14 created on or after a certain date use such airport
 15 names; providing an effective date.

16
 17 Be It Enacted by the Legislature of the State of Florida:

18
 19 Section 1. Paragraph (e) is added to subsection (1) of
 20 section 332.0075, Florida Statutes, and subsection (7) is added
 21 to that section, to read:

22 332.0075 Commercial service airports; transparency and
 23 accountability; penalty.—

24 (1) As used in this section, the term:

25 (e) "Major commercial service airport" means an airport
 26 providing commercial service which is a medium or large hub
 27 airport under the classification criteria established by the
 28 Federal Aviation Administration.

29 (7) (a) The naming of major commercial service airports is

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19-01231-26

2026706

30 preempted to the state.
 31 (b) Notwithstanding any law to the contrary, the major
 32 commercial service airports are named as follows:
 33 1. The airport located at One Jeff Fuqua Boulevard in
 34 Orlando, or nearest thereto, is the "Orlando International
 35 Airport."
 36 2. The airport located at 2100 NW 42nd Avenue in Miami, or
 37 nearest thereto, is the "Miami International Airport."
 38 3. The airport located at 100 Terminal Drive in Fort
 39 Lauderdale, or nearest thereto, is the "Fort Lauderdale-
 40 Hollywood International Airport."
 41 4. The airport located at 4100 George J. Bean Parkway in
 42 Tampa, or nearest thereto, is the "Tampa International Airport."
 43 5. The airport located at 11000 Terminal Access Road in
 44 Fort Myers, or nearest thereto, is the "Southwest Florida
 45 International Airport."
 46 6. The airport located at 1000 James L Turnage Boulevard in
 47 West Palm Beach, or nearest thereto, is the "Donald J. Trump
 48 International Airport."
 49 7. The airport located at 2400 Yankee Clipper Drive in
 50 Jacksonville, or nearest thereto, is the "Jacksonville
 51 International Airport."
 52 (c) If an airport listed in paragraph (b) no longer meets
 53 the classification criteria to be a major commercial service
 54 airport, the airport name continues to be valid.
 55 (d) The department shall review paragraph (b) annually to
 56 identify airports that may be added to or removed from paragraph
 57 (b) based on any change in status as a major commercial service
 58 airport. If the department identifies any such airport, it must

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19-01231-26

2026706

59 notify the President of the Senate and the Speaker of the House
60 of Representatives 60 days before the next regular legislative
61 session. The notice must include the name of the airport and
62 specify the reasons for the airport's change in status.

63 (e) Government records created on or after July 1, 2026,
64 which refer to airports listed in paragraph (b) must use the
65 airport names provided in paragraph (b).

66 Section 2. This act shall take effect July 1, 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 Transportation

BILL: SB 1054

INTRODUCER: Senator Martin

SUBJECT: Traffic Infractions Resulting in a Crash with Another Vehicle

DATE: January 26, 2026 REVISED: _____

ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1. Shutes	Vickers	TR	Pre-Meeting
2. _____	_____	JU	_____
3. _____	_____	RC	_____

I. Summary:

SB 1054 requires a mandatory hearing for a person who commits one of the following traffic infractions that results in a crash with another vehicle:

- A driver running a red light.
- A driver failing to obey a traffic control device or sign.
- A driver failing to yield under specified conditions.

For a first offense, there is a civil penalty of \$500, in addition to other penalties. For a second offense, there is a civil penalty of \$1,000, in addition to any other penalties, and the person's driver license must be suspended for six months. For a third or subsequent offense, there is a civil penalty of \$1,000, in addition to any other penalties, and the person's driver license must be suspended for one year.

The bill also requires persons found to have committed one of the traffic infractions identified above resulting in a crash with another vehicle to carry the same additional motor vehicle liability insurance as is required for convictions and certain pleas relating to driving under the influence for a period of one year. The bill reduces the length of time persons convicted of or entering into plea agreements for driving under the influence would be required to maintain the additional insurance levels from three years to one year.

The bill has a fiscal impact on both private and governmental sectors. *See Section V., Fiscal Impact Statement for details.*

This bill takes effect October 1, 2026.

II. Present Situation:

Requirements for Vehicles to Stop or Yield

Florida law requires the driver of any vehicle to obey the instructions of any applicable official traffic control device unless otherwise directed by a police officer.¹

A driver facing a steady red traffic control signal (red light) at an intersection must stop at the stop line; however, if the intersection does not have a stop line the driver must stop before entering the crosswalk. If there is no crosswalk, the vehicle must stop at the point nearest to the intersecting roadway where the driver has a view of approaching traffic.² A driver that is stopped at a red light may make a:

- Right turn, if such driver yields the right-of-way to pedestrians and other traffic.
- Left turn into a one-way street that has traffic moving to the left, if such driver yields the right-of-way to pedestrians and other traffic.³

Running a red light is a noncriminal traffic infraction, punishable as a moving violation.⁴ The statutory base fine is \$158, but with additional fees and surcharges, the total penalty may be up to \$256.⁵

Florida law also requires that the driver of a vehicle approaching an intersection with a stop sign to stop before entering the intersection.⁶ After stopping, the driver must yield the right-of-way to any vehicle that has entered the intersection or that is approaching so closely as to constitute an immediate hazard during the time when the driver is moving across the intersection.⁷ At a four-way stop intersection, the driver of the first vehicle to arrive at the intersection is required to be the first to proceed. If two or more vehicles reach the four-way stop intersection at the same time, the driver of the vehicle on the left must yield the right-of-way to the vehicle on the right.⁸

A violation for failing to stop or yield is a noncriminal traffic infraction, punishable as a moving violation. The statutory base fine is \$60, but with additional fees and surcharges, the total penalty may be up to \$159.⁹

Traffic Infractions Requiring a Mandatory Hearing

Any person cited for any traffic infraction listed below must appear before a designated official for a hearing:

¹ Section 316.074(1), F.S. There are also exceptions granted to drivers of authorized emergency vehicles.

² Section 316.075(1)(c), F.S.

³ *Id.*

⁴ Section 316.074(6), F.S.

⁵ Florida Association of Clerks of Court, *2025 Distribution Schedule*, p. 50.

https://cdn.ymaws.com/www.flclerks.com/resource/resmgr/publicationsanddocuments/2025_Distribution_Schedule_.pdf
(last visited January 23, 2026).

⁶ Section 316.123(2)(a), F.S. There is an exception for when directed to proceed by a police officer or a traffic control signal.

⁷ *Id.*

⁸ Section 316.123(2)(b), F.S.

⁹ Florida Association of Clerks of Court, *2025 Distribution Schedule*, p. 48.

https://cdn.ymaws.com/www.flclerks.com/resource/resmgr/publicationsanddocuments/2025_Distribution_Schedule_.pdf

- Any infraction which results in a crash that causes the death of another;
- Any infraction which results in a crash that causes serious bodily injury¹⁰ of another;
- Any infraction of passing a school bus on the side of the bus where children enter or exit the bus while the bus is displaying a stop signal;¹¹
- Any infraction related to unsecured loads;¹² or
- Any speeding infraction involving exceeding the speed limit by 30 mph or more.^{13,14}

At the mandatory hearing, if the designated official determines that the person committed an infraction that caused serious bodily injury to another person, the designated official must impose a civil penalty of \$500, in addition to any other penalties, and the person's driver license must be suspended for three months. If the official determines that the person committed an infraction that caused the death of another person, the official must impose a civil penalty of \$1,000, in addition to any other penalties, and the person's driver license must be suspended for six months.¹⁵

Motor Vehicle Insurance Requirements – Driving Under the Influence

Section 324.023, F.S., provides that in addition to any other statutory insurance requirement, every owner or operator of a motor vehicle, and who, regardless of adjudication of guilt, has been found guilty of or entered a plea of guilty or nolo contendere to driving under the influence¹⁶ must establish and maintain insurance or other ability to respond in damages for liability on account of motor vehicle accidents of:

- \$100,000 for bodily injury to, or death of, one person in any one crash;
- \$300,000 because of bodily injury to, or death of, two or more persons in any one crash; and
- \$50,000 in property damage in any one crash.

These higher insurance limits must be carried for a minimum of three years. If such person has not been convicted of driving under the influence or a felony traffic offense for a period of three years from the date of reinstatement of his or her driving privileges for the driving under the influence offense, the owner or operator is no longer subject to these additional insurance requirements.¹⁷

¹⁰ Section 316.1933(1)(b), F.S., defines the term “serious bodily injury” to mean an injury to any person, including the driver, which consists of a physical condition that creates a substantial risk of death, serious personal disfigurement, or protracted loss or impairment of the function of any bodily member or organ.

¹¹ Section 316.172(1)(b), F.S.

¹² Sections 316.520(1) and (2), F.S.

¹³ Sections 316.183(2), s. 316.187, or s. 316.189, F.S.

¹⁴ Section 318.19, F.S.

¹⁵ Section 318.14(5), F.S.

¹⁶ Section 316.193, F.S. This provision applies to convictions and pleas after October 1, 2007.

¹⁷ Section 324.023, F.S.

Relevant Crash Data

The Department of Highway Safety and Motor Vehicles' (DHSMV) crash report database identified the following type and number of crashes in 2025 related to running red lights or stop signs:¹⁸

First Driver Action	Crashes with Fatalities	Crashes with Incapacitating Injuries	Crashes with Non-Incapacitating Injuries	Crashes with Possible Injuries	Crashes with No Injuries	Total Crashes
Ran Red Light	82	622	3,815	7,253	24,710	36,482
Ran Stop Sign	45	374	1,961	3,719	19,288	25,387
Total	127	996	5,776	10,972	43,998	61,869

III. Effect of Proposed Changes:

The bill requires a mandatory hearing for a person who commits one of the following traffic infractions that results in a crash with another vehicle:

- A driver running a red light.
- A driver failing to obey a traffic control device or sign.
- A driver failing to yield under specified conditions.

The bill provides additional penalties for any person who is required to appear before a designated official and is found to have committed one or more of the above violations:

- For a first infraction, \$500 in addition to any other penalties.
- For a second infraction, \$1,000 in addition to any other penalties and the person's driver license must be suspended for six months.
- For a third or subsequent offense, \$1,000 in addition to any other penalties and the person's driver license must be suspended for one year.

The bill requires persons found to have committed such infractions to maintain the same additional motor vehicle liability insurance as is currently required for convictions and certain pleas for driving under the influence for a minimum of one year. These additional liability insurance limits are:

- \$100,000 for bodily injury to, or death of, one person in any one crash;
- \$300,000 because of bodily injury to, or death of, two or more persons in any one crash; and
- \$50,000 in property damage in any one crash.

Finally, the bill reduces from three years to one year the length of time that a motor vehicle operator who has been found guilty (or entered into a guilty plea) of or plead no contest to a

¹⁸ Email from Jonas Marquez, Director of Legislative Affairs, Department of Highway Safety and Motor Vehicles, RE: Updated Stats for SB 1054 Analysis (January 23, 2026).

charge of driving under the influence is required to maintain the additional liability insurance limits described above.

This bill takes effect October 1, 2026.

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:

Drivers who violate the provisions of the bill will experience a negative fiscal impact associated with increased civil penalties and additional insurance requirements. There may also be additional indeterminate economic costs associated with driver license suspensions.

Motor vehicle insurance providers may experience a positive fiscal impact associated with the fact that persons committing certain infractions specified in the bill will be required to carry higher motor vehicle liability insurance.

C. Government Sector Impact:

State and local governments will experience an indeterminate positive fiscal impact as a result of the additional revenues associated with the enhanced civil penalties provided for in the bill.

There may be an indeterminate negative fiscal impact on the court system due to the number of additional mandatory hearings that would be required by the bill.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Statutes Affected:

This bill substantially amends the following sections of the Florida Statutes: 318.14, 318.19, and 324.023.

IX. Additional Information:

A. Committee Substitute – Statement of Changes:

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

None.

B. Amendments:

None.

This Senate Bill Analysis does not reflect the intent or official position of the bill's introducer or the Florida Senate.



LEGISLATIVE ACTION

Senate

House

•
•
•
•

The Committee on Transportation (Martin) recommended the following:

1 **Senate Amendment (with title amendment)**

2
3 Delete lines 153 - 158

4 and insert:

5 at least \$350,000. An owner or operator described in paragraph
6 (a) must carry such higher limits must be carried for at least a
7 minimum period of 3 years. An owner or operator described in
8 paragraph (b) must carry such higher limits for at least 1 year.

9 (2) If an the owner or operator described in paragraph
10 (1) (a) has not been convicted of driving under the influence or



11 a felony traffic offense for at least a period of 3 years after
12 ~~from~~ the date of reinstatement

13

14 ===== T I T L E A M E N D M E N T =====

15 And the title is amended as follows:

16 Delete lines 15 - 19

17 and insert:

18 liability on account of certain accidents; requiring
19 certain owners and operators of motor vehicles to
20 maintain the ability to respond in damages for certain
21 liability in certain amounts for a specified minimum
22 period; providing an effective

By Senator Martin

33-00608B-26

20261054

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

Section 1. Subsection (5) of section 318.14, Florida Statutes, is amended to read:

318.14 Noncriminal traffic infractions; exception; procedures.—

(5) A Any person who elects electing to appear before the designated official or who is required to appear is shall be

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30 deemed to have waived his or her right to the civil penalty
31 provisions of s. 318.18. The official, after a hearing, shall
32 make a determination as to whether an infraction has been
33 committed. If the commission of an infraction has been proven,
34 the official may impose a civil penalty not to exceed \$500,
35 except that in cases involving unlawful speed in a school zone
36 or involving unlawful speed in a construction zone, the civil
37 penalty may not exceed \$1,000; or require attendance at a driver
38 improvement school, or both. If the person is required to appear
39 before the designated official pursuant to s. 318.19(1) and is
40 found to have committed the infraction, the designated official
41 must shall impose a civil penalty of \$1,000 in addition to any
42 other penalties and the person's driver license must shall be
43 suspended for 6 months. If the person is required to appear
44 before the designated official pursuant to s. 318.19(1) and is
45 found to have committed the infraction against a vulnerable road
46 user as defined in s. 316.027(1), the designated official must
47 shall impose a civil penalty of not less than \$5,000 in addition
48 to any other penalties, the person's driver license must shall be suspended
49 for 1 year, and the person must shall be required to attend a department-approved driver improvement course
50 relating to the rights of vulnerable road users relative to
51 vehicles on the roadway as provided in s. 322.0261(2). If the
52 person is required to appear before the designated official
53 pursuant to s. 318.19(2) and is found to have committed the
54 infraction, the designated official must shall impose a civil
55 penalty of \$500 in addition to any other penalties and the
56 person's driver license must shall be suspended for 3 months. If
57 the person is required to appear before the designated official
58

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59 pursuant to s. 318.19(2) and is found to have committed the
 60 infraction against a vulnerable road user as defined in s.
 61 316.027(1), the designated official must ~~shall~~ impose a civil
 62 penalty of not less than \$1,500 in addition to any other
 63 penalties, the person's driver license must ~~shall~~ be suspended
 64 for 3 months, and the person must ~~shall~~ be required to attend a
 65 department-approved driver improvement course relating to the
 66 rights of vulnerable road users relative to vehicles on the
 67 roadway as provided in s. 322.0261(2). If the person is required
to appear before the designated official pursuant to s.
318.19(7) and is found to have committed an infraction of s.
316.074(1) or s. 316.123(2) which resulted in a crash with
another vehicle as defined in s. 316.003, the designated
official must impose a civil penalty of \$500 in addition to any
other penalties. If the person is required to appear before the
designated official pursuant to s. 318.19(7) for an infraction
and is found to have committed a second infraction of s.
316.074(1) or s. 316.123(2) which resulted in a crash with
another vehicle as defined in s. 316.003, the designated
official must impose a civil penalty of \$1,000 in addition to
any other penalties and the person's driver license must be
suspended for 6 months. If the person is required to appear
before the designated official pursuant to s. 318.19(7) for an
infraction and is found to have committed a third or subsequent
infraction of s. 316.074(1) or s. 316.123(2) which resulted in a
crash with another vehicle as defined in s. 316.003, the
designated official must impose a civil penalty of \$1,000 in
addition to any other penalties and the person's driver license
must be suspended for 1 year. If the official determines that no

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88 infraction has been committed, no costs or penalties may ~~shall~~
 89 be imposed and any costs or penalties that have been paid must
 90 ~~shall~~ be returned. Moneys received from the mandatory civil
 91 penalties imposed pursuant to this subsection upon persons
 92 required to appear before a designated official pursuant to s.
 93 318.19(1) or (2) shall be remitted to the Department of Revenue
 94 and deposited into the Department of Health Emergency Medical
 95 Services Trust Fund to provide financial support to certified
 96 trauma centers to assure the availability and accessibility of
 97 trauma services throughout the state. Funds deposited into the
 98 Emergency Medical Services Trust Fund under this section shall
 99 be allocated as follows:

100 (a) Fifty percent shall be allocated equally among all
 101 Level I, Level II, and pediatric trauma centers in recognition
 102 of readiness costs for maintaining trauma services.

103 (b) Fifty percent shall be allocated among Level I, Level
 104 II, and pediatric trauma centers based on each center's relative
 105 volume of trauma cases as calculated using the hospital
 106 discharge data collected pursuant to s. 408.061.

107 Section 2. Section 318.19, Florida Statutes, is amended to
 108 read:

109 318.19 Infractions requiring a mandatory hearing.—Any
 110 person cited for the infractions listed in this section does
 111 ~~shall~~ not have the provisions of s. 318.14(2), (4), and (9)
 112 available to him or her but must appear before the designated
 113 official at the time and location of the scheduled hearing:

114 (1) Any infraction which results in a crash that causes the
 115 death of another;

116 (2) Any infraction which results in a crash that causes

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117 "serious bodily injury" of another as defined in s. 316.1933(1);
 118 (3) Any infraction of s. 316.172(1)(b);
 119 (4) Any infraction of s. 316.520(1) or (2);
 120 (5) Any infraction of s. 316.183(2), s. 316.187, or s.
 121 316.189 of exceeding the speed limit by 30 mph or more; or
 122 (6) Any infraction of s. 316.1926(2); or
 123 (7) Any infraction of s. 316.074(1) or s. 316.123(2) which
 124 results in a crash with another vehicle as defined in s.
 125 316.003.

126 Section 3. Section 324.023, Florida Statutes, is amended to
 127 read:

128 324.023 Financial responsibility for bodily injury or
 129 death.—

130 (1) In addition to any other financial responsibility
 131 required by law, every owner or operator of a motor vehicle that
 132 is required to be registered in this state, or that is located
 133 within this state, and who:
 134 (a) Regardless of adjudication of guilt, has been found
 135 guilty of or entered a plea of guilty or nolo contendere to a
 136 charge of driving under the influence under s. 316.193 after
 137 October 1, 2007; or

138 (b) Is found to have committed an infraction of s.
 139 316.075(1)(c) or s. 316.123(2) which resulted in a crash with
 140 another vehicle as defined in s. 316.003,

141 shall, by one of the methods established in s. 324.031(1) or
 142 (2), establish and maintain the ability to respond in damages
 143 for liability on account of accidents arising out of the use of
 144 a motor vehicle in the amount of \$100,000 because of bodily

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146 injury to, or death of, one person in any one crash and, subject
 147 to such limits for one person, in the amount of \$300,000 because
 148 of bodily injury to, or death of, two or more persons in any one
 149 crash and in the amount of \$50,000 because of property damage in
 150 any one crash. If the owner or operator chooses to establish and
 151 maintain such ability by furnishing a certificate of deposit
 152 pursuant to s. 324.031(2), such certificate of deposit must be
 153 at least \$350,000. Such higher limits must be carried for a
 154 minimum period of 1 year 3 years.

155 (2) If an the owner or operator required to establish and
 156 maintain such ability under paragraph (1)(a) has not been
 157 convicted of driving under the influence or a felony traffic
 158 offense for a period of 3 years from the date of reinstatement
 159 of driving privileges for a violation of s. 316.193, the owner
 160 or operator is shall be exempt from this section.

161 Section 4. This act shall take effect October 1, 2026.

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CODING: Words ~~stricken~~ are deletions; words underlined are additions.

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 Transportation

BILL: SB 1670

INTRODUCER: Senator Osgood

SUBJECT: Specialty License Plates/Outsider License Plate

DATE: January 26, 2026 REVISED: _____

ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1. Shutes	Vickers	TR	<u>Pre-meeting</u>
2.		ATD	
3.		FP	

I. Summary:

SB 1670 authorizes the Department of Highway Safety and Motor Vehicles (DHSMV) to create an Outsider specialty license plate. The annual use fee for the plate is \$25.

Proceeds of the sale of the Outsider specialty license plate will be distributed to the Hoober Brothers Foundation, Inc., to create and restore iconic public destinations across the state of Florida. Up to 25 percent of the funds from the sale of the plate can be used for administrative and marketing costs associated with the plate.

The DHSMV has not submitted a bill analysis for SB 1670, but according to submitted analyses for the 2025-2026 Legislative Session, the fiscal impact associated with the implementation of new specialty license plates is \$8,160.

The bill takes effect October 1, 2026.

II. Present Situation:

Hoober Brothers Foundation, Inc.

Hoober Brothers Foundation, Inc., is a Florida not-for-profit corporation registered with the Florida Department of State.¹

The Hoober Brothers Foundation, Inc., is dedicated to enhancing public spaces throughout Florida and its initiatives focus on welcoming environments that foster community connections and showcase the natural beauty of the outdoors.²

¹ Florida Department of State: Division of Corporations, *Hoober Brothers Foundation, Inc.* Sunbiz.org, Document number N25000007736 (January 21, 2026).

² Hoober Brothers Foundation, Inc., [About Us | Hoober Brothers Foundation](#), (last visited January 21, 2026).

The foundations website provides that “By restoring and reimaging gathering areas, we aim to make Florida’s outdoor spaces more accessible, vibrant, and interconnected. Through our efforts, we strengthen communities and encourage engagement with nature. Together we are making a lasting impact on our environment and the lives of all Floridians.”³

Specialty License Plates

According to DHSMV, as of October 2025, there are 132 specialty license plates authorized by the Legislature. Of these plates, 118 are available for immediate purchase and 14 are in the presale process.⁴ Specialty license plates are available to an owner or lessee of a motor vehicle who is willing to pay an annual use fee, ranging from \$15 to \$25, paid in addition to required license taxes and service fees.⁵ The annual use fees are distributed to organizations in support of a particular cause or charity signified on the plate’s design and designated in statute.⁶

In order to establish a specialty license plate (after the plate is approved by law) s. 320.08053, F.S., requires the following actions within certain timelines:

- Within 60 days, the organization must submit an art design for the plate, in a medium prescribed by the DHSMV;
- Within 120 days, the DHSMV must establish a method to issue presale vouchers for the specialty license plate; and
- Within 24 months after the presale vouchers are established, the organization must obtain a minimum of 3,000 voucher sales before manufacturing of the plate may begin.⁷

If the minimum sales requirement has not been met by the end of the 24-month presale period, then the DHSMV will discontinue the plate and issuance of presale vouchers.⁸ Upon discontinuation, a purchaser of a presale voucher may use the annual use fee as a credit towards any other specialty license plate or apply for a refund with the DHSMV.⁹

New specialty license plates that have been approved by law but are awaiting issuance will be issued in the order they appear in s. 320.08058, F.S., provided that presale requirements have been met. If the next listed specialty license plate has not met the presale requirement, the DHSMV will proceed in the order provided in s. 320.08058, F.S., to identify the next qualified specialty license plate that has met the presale requirement.¹⁰

³ *Id.*

⁴ Email from Jonas Marquez, Director of Legislative Affairs, Department of Highway Safety and Motor Vehicles, RE: Specialty License Plates (November 25, 2025).

⁵ Section 320.08056(3)(d), F.S., provides that except if specifically provided in s. 320.08056(4), the annual use fee for a specialty license plate is \$25.

⁶ Section 320.08058, F.S.

⁷ Chapter 2022-189, Laws of Fla., extended the presale requirement by an additional 24 months for an approved specialty license plate organization that, as of June 15, 2022, is in the presale period but had not recorded at least 3,000 voucher sales.

⁸ Section 320.08058(3), F.S., provides that any collegiate plate established after October 1, 2002, must comply with the requirements of s. 320.08053, F.S., other than the presale voucher requirements in s. 320.08053(2)(b), F.S., and be specifically authorized by the Legislature.

⁹ Section 320.08053(2)(b), F.S.

¹⁰ Section 320.08053(3)(a), F.S.

If the Legislature has approved 135 or more specialty license plates, the DHSMV may not make any new specialty license plates available for design or issuance until a sufficient number of plates are discontinued so that the number of plates being issued does not exceed 135.¹¹

Use of Specialty License Plate Fees

The annual use fees collected by an organization and any interest earned from the fees may be expended only for use in this state unless the annual use fee is derived from the sale of specified United States Armed Forces and veterans-related specialty plates.¹² Additionally, organizations must adhere to certain accountability requirements, including an annual audit or attestation document affirming that funds received have been spent in accordance with applicable statutes.¹³

The annual use fees collected by an organization and the interest earned from those fees may not be used for commercial or for-profit activities, or general or administrative expenses, unless authorized by s. 320.08058, F.S.¹⁴ Additionally, the annual use fees and interest earned from those fees may not be used for the purpose of marketing to, or lobbying, entertaining, or rewarding, any employee of a governmental agency that is responsible for the sale and distribution of specialty license plates, or any elected member or employee of the Legislature.¹⁵

III. Effect of Proposed Changes:

The bill amends s. 320.08058, F.S., to authorize the DHSMV to create a new Outsider specialty license plate. The annual use fee for the plate is \$25. The plate must bear the colors and design approved by the DHSMV, with the word “Florida” at the top of the plate and the words “Outsider” at the bottom of the plate.

Proceeds from the sale of the Outsider specialty license plate will be distributed to the Hoober Brothers Foundation, Inc. The organization may use up to 25 percent of the proceeds for marketing and promotion of the plate. Thereafter, the annual use fees from the sale of the plate will be distributed to the Hoober Brothers Foundation, Inc., to create and restore iconic public destinations across this state.

The bill takes effect October 1, 2026.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

¹¹ Section 320.08053(3)(b), F.S.

¹² Section 320.08056(10)(a), F.S.

¹³ Section 320.08062, F.S.; Such fees may be used to pay for the cost of this required audit or report. See s. 320.08056(10)(a), F.S.

¹⁴ Section 320.08056(10)(a), F.S.

¹⁵ Section 320.08056(11), F.S.

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:

If the specialty license plate is produced, Hoober Brothers Foundation, Inc., a Florida not-for-profit corporation, will receive annual use fees associated with sales of the plate.

C. Government Sector Impact:

The DHSMV has not submitted a bill analysis for SB 1670, but according to submitted analyses for the 2025-2026 Legislative Session, the fiscal impact associated with the implementation of new specialty license plates is \$8,160.

VI. Technical Deficiencies:

None.

VII. Related Issues:

For new specialty license plates the allowable percentage of revenue used for marketing and promotion of the plate is generally limited to 10 percent.

VIII. Statutes Affected:

This bill amends section 320.08058 of the Florida Statutes.

IX. Additional Information:

A. Committee Substitute – Statement of Changes:

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

None.

B. Amendments:

None.

This Senate Bill Analysis does not reflect the intent or official position of the bill's introducer or the Florida Senate.



LEGISLATIVE ACTION

Senate

House

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The Committee on Transportation (Osgood) recommended the following:

1 **Senate Amendment**

2

3 Delete line 23

4 and insert:

5 which may use up to 10 percent of the proceeds for

By Senator Osgood

32-01343-26

20261670

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

Section 1. Subsection (136) is added to section 320.08058, Florida Statutes, to read:

320.08058 Specialty license plates.—

(136) OUTSIDER LICENSE PLATES.-

(a) The department shall develop an Outsider license plate as provided in this section and s. 320.08053. The plate must bear the colors and design approved by the department. The word "Florida" must appear at the top of the plate, and the word "OUTSIDER" must appear at the bottom of the plate.

(b) The annual use fees from the sale of the plate must be distributed to the Hoober Brothers Foundation, Inc., a nonprofit corporation under s. 501(c)(3) of the Internal Revenue Code, which may use up to 25 percent of the proceeds for administrative costs and marketing of the plate. The Hoober Brothers Foundation, Inc., shall use the remainder of the proceeds to create and restore iconic public destinations across this state.

Section 2. This act shall take effect October 1, 2026.