

Tab 1 SB 86 by Gaetz; Compare to H 01247 Commercial Motor Vehicles Operated by Unauthorized Aliens							
815506	D	S	RCS	TR, Gaetz	Delete everything after	01/27 02:23	PM

Tab 2 SB 422 by Wright; Identical to H 00387 Automatic Dependent Surveillance-broadcasts							
843190	A	S	RS	TR, Wright	Delete L.28 - 33:	01/27 02:23	PM
905100	SA	S	RCS	TR, Wright	Delete L.28 - 33:	01/27 02:23	PM

Tab 3 SB 706 by Mayfield (CO-INTRODUCERS) Massullo; Identical to H 00919 Commercial Service Airports							
511648	A	S	RCS	TR, Mayfield	Delete L.47 - 65:	01/28 08:37	AM

Tab 4 SB 1054 by Martin; Similar to H 00807 Traffic Infractions Resulting in a Crash with Another Vehicle							
427978	A	S	RCS	TR, Martin	Delete L.153 - 158:	01/27 02:23	PM

Tab 5 SB 1670 by Osgood; Similar to H 01379 Specialty License Plates/Outsider License Plate							
883220	A	S	RCS	TR, Osgood	Delete L.23:	01/27 02:24	PM

**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	<b>SB 86</b> 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 Fav/CS CJ FP	Fav/CS Yeas 6 Nays 3
2	<b>SB 422</b> 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 Fav/CS CM RC	Fav/CS Yeas 9 Nays 0
3	<b>SB 706</b> 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 Fav/CS CA RC	Fav/CS Yeas 9 Nays 0

**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	<b>SB 1054</b> 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 Fav/CS JU RC	Fav/CS Yeas 9 Nays 0
5	<b>SB 1670</b> 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 Fav/CS ATD FP	Fav/CS Yeas 9 Nays 0

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.)

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Prepared By: The Professional Staff of the Committee on Transportation

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BILL: CS/SB 86

INTRODUCER: Transportation Committee and Senator Gaetz

SUBJECT: Commercial Motor Vehicles Operated by Unauthorized Aliens

DATE: January 28, 2026

REVISED: \_\_\_\_\_

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Shutes	Vickers	TR	<b>Fav/CS</b>
2.			CJ	
3.			FP	

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**Please see Section IX. for Additional Information:**

COMMITTEE SUBSTITUTE - Substantial Changes

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**I. Summary:**

CS/SB 86 creates penalties regarding the operation of commercial motor vehicles (CMV) by unauthorized aliens. Specifically, the bill does the following:

- Declares that the operation of a commercial motor vehicle by an unauthorized alien is an imminent safety hazard and provides certain requirements for CMV drivers.
- Requires specified law enforcement officers to take an unauthorized alien operating a CMV into custody and facilitate the transfer of such person to a federal immigration agency.
- Imposes a \$50,000 civil penalty on motor carriers for either an immediate incident-based penalty, or through an audit/investigation-based penalty.
- Allows the Office of Commercial Motor Vehicle Enforcement to issue an out-of-service order to motor carriers when specified violations occur.
- Directs the \$50,000 civil penalty to be transferred to the Highway Safety Operating Trust Fund and must be used for technology and training to enforce the provisions of the bill.
- Provides an administrative hearing under ch. 120, F.S., must be afforded to a motor carrier subject to an out-of-service order.

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.<sup>1</sup>

### 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))<sup>2</sup>

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.<sup>3</sup>

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<sup>1</sup> Section 908.111(1)(d), F.S.

<sup>2</sup> 76 C.F.R. 26855 (May 9, 2011).

<sup>3</sup> 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

### **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.<sup>4</sup>

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 I-94 or I-94A indicating a specified employment-based nonimmigrant status.<sup>5</sup>

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.

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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.

<sup>4</sup> 90 *Federal Register* 18869 (September 25, 2025).

<sup>5</sup> *Id.* at 3.

- 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.<sup>6</sup>

### 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.<sup>7</sup>

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.<sup>8</sup> 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.<sup>9</sup> 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.<sup>10</sup>

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.<sup>11</sup>

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.<sup>12</sup> 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.<sup>13</sup>

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.<sup>14</sup> After the initial showing of

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<sup>6</sup> Federal Motor Carrier Safety Administration, *"Protecting America's Roads - Restoring Integrity to Non-domiciled CDLs"* (September 25, 2025).

<sup>7</sup> Section 322.03, F.S.

<sup>8</sup> Section 322.03(4)(a), F.S.

<sup>9</sup> Section 322.03(4)(b), F.S.

<sup>10</sup> Section 322.03(4)(b), F.S.

<sup>11</sup> Section 322.031(4), F.S.

<sup>12</sup> Section 322.033(I), F. S.

<sup>13</sup> Section 322.18(2)(c) and (t), F.S.

<sup>14</sup> Section 322.18(2)(c), F.S.

documentation, the driver is exempted from having to renew or obtain a duplicate license in person.<sup>15</sup>

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:

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

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.<sup>17</sup>

### **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.<sup>18</sup>

Florida prohibits a state entity, law enforcement agency, or local government entity from having a sanctuary policy.<sup>19</sup> 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.<sup>20</sup> To assist the board, s. 908.1032, F.S., establishes the State Immigration Enforcement Council.

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<sup>15</sup> *Id.*

<sup>16</sup> 49 CFR 383.5.

<sup>17</sup> Sections 322.08(2)(c) and 322.18(2)(d) and (4)(c), F.S.

<sup>18</sup> Chapter 908, F.S.

<sup>19</sup> Section 908.103, F.S.

<sup>20</sup> Section 908.1031, F.S.



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.<sup>21</sup> 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 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.<sup>22</sup>

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.<sup>23</sup>

### **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.<sup>24</sup> 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 FHP or his or her designee.<sup>25</sup>

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<sup>21</sup> Section 908.104, F.S.

<sup>22</sup> DHSMV, *2026 Legislative Bill Analysis: SB 86* (September 26, 2026) at p. 6 (on file with the Senate Committee on Transportation).

<sup>23</sup> *Id.*

<sup>24</sup> Section 316.3026, F.S.

<sup>25</sup> *Id.* at 22.

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.

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.<sup>26</sup> 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.<sup>27</sup>

### **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.<sup>28</sup>

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.<sup>29, 30</sup>

### **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

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<sup>26</sup> Section 316.3025(1), F.S.

<sup>27</sup> Section 316.3025(2), F.S.

<sup>28</sup> 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).

<sup>29</sup> 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).

<sup>30</sup> DHSMV, *supra* note 22, at 6.

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.<sup>31</sup>

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.<sup>32</sup>

### **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.<sup>33</sup>

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.<sup>34</sup>

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.<sup>35</sup>

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<sup>31</sup> Section 323.001, F.S.

<sup>32</sup> DHSMV, *supra* note 23 at 8.

<sup>33</sup> Section 713.78, F.S.

<sup>34</sup> Section 713.78(2), F.S.

<sup>35</sup> *Id.*

A towing-storage operator must use a third-party service,<sup>36</sup> 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 application for a certificate of title.<sup>37</sup> The notice of lien must be sent by certified mail within seven business days after the date of storage of the vehicle or vessel.<sup>38</sup>

A lienor or its agent may charge an administrative fee<sup>39</sup> 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.<sup>40</sup>

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,<sup>41</sup> 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.<sup>42</sup> 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.<sup>43</sup> 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.<sup>44</sup>

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"<sup>45</sup> has been made, including a records check of the Department's database and of the National Motor Vehicle Title Information System.<sup>46</sup>

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.<sup>47</sup>

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<sup>36</sup> Section 713.78(16)(a), F.S.

<sup>37</sup> Section 713.78(16)(b), F.S.

<sup>38</sup> Section 713.78(4)(a) and (c), F.S.

<sup>39</sup> Section 713.78(15)(a), F.S.

<sup>40</sup> *Id.*

<sup>41</sup> Section 715.07(2)(a), F.S.

<sup>42</sup> Section 713.78(4)(b), F.S.

<sup>43</sup> *Id.*

<sup>44</sup> *Id.*

<sup>45</sup> Section 713.78(5)(c), F.S.

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

<sup>47</sup> Section 713.78(9), F.S.

### **III. Effect of Proposed Changes:**

The bill declares that the operation of a commercial motor vehicle by an unauthorized alien is an imminent safety hazard and provides certain requirements for CMV drivers. Specifically, a CMV driver must:

- Be lawfully present in the U.S.;
- Hold a valid driver license;
- Understand and read English;
- Follow road signs, laws, and instructions; and
- Communicate effectively with law enforcement.

The bill provides that a law enforcement officer who determines that a person operating a CMV in this state is an unauthorized must take such person into custody and facilitate the transfer of the unauthorized alien into custody of a federal immigration agency, consistent with state and federal law.

The CMV operated by the unauthorized alien must be impounded and removed to a secure wrecker operator's storage facility or a law enforcement impound lot. The sworn law enforcement officer shall immediately notify FHP that such unauthorized alien has been taken into custody and provide information necessary for the issuance of an out-of-service order to the motor carrier, including but not limited to:

- Information related to the offense or incident report;
- Any video or audio recordings, any photographs of the unauthorized alien and the CMV;
- The name of the motor carrier;
- The United States Department of Transportation number displayed on the CMV;
- The CMV's registration number, license plate number, the vehicle identification number; and
- Any insurance policy information.

If an unauthorized alien is taken into custody and a CMV is impounded, the motor carrier is liable for a civil penalty of \$50,000. This penalty is in addition to any other applicable penalty. A CMV impounded may not be released to the motor carrier or the owner's agent unless the civil penalty is paid or a bond is posted in accordance with s. 316.545(5), F.S., and any costs associated with the impoundment, including costs for towing and storing the CMV and providing legal notice of the impoundment, are paid. The Office of Commercial Motor Vehicle Enforcement shall issue an out-of-service order to the motor carrier.

If, during a Department investigation, safety audit, or normal business activity, it is discovered that a motor carrier has allowed, within the last 12 months, or is allowing an unauthorized alien to operate a CMV, the Office of Commercial Motor Vehicle Enforcement may issue an out-of-service order to and impose a civil penalty of \$50,000 upon the motor carrier.

A motor carrier operating in this state is subject to above described penalties if the Department finds that the motor carrier was issued an out-of-service order by any other state or the FMCSA for allowing an unauthorized alien to operate a CMV within the last 12 months or has an unresolved out-of-service order related to allowing an unauthorized alien to operate a commercial motor vehicle.

An out-of-service order must be approved by the Director of the Division of the FHP or his or her designee. Further, an out-of-service order issued may be removed only after the Department has approved a corrective action plan agreed to by the motor carrier and the motor carrier has paid any civil penalties, or as provided by a decision rendered in an administrative hearing proceeding.

The bill directs the \$50,000 civil penalty to be transferred to the Highway Safety Operating Trust Fund and must be used to fund training and technology necessary to enforce the provisions of the bill.

Finally, the bill allows for an administrative hearing under ch. 120, F.S., if the motor carrier is subject to an out-of-service order.

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:**

Motor carriers found to be in violation of the provisions of the bill would be subject to a civil penalty of \$50,000 and costs associated with the impoundment of the CMV and issuance of out-of-service order.

**C. Government Sector Impact:**

The Department would receive additional revenue as a result of the imposition of a \$50,000 civil penalty on the motor carrier operating a CMV. However, the fiscal impact is indeterminate.

**VI. Technical Deficiencies:**

None.

**VII. Related Issues:**

None.

**VIII. Statutes Affected:**

This bill amends section 316.3026 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.)

**CS by Transportation on January 27, 2026:**

The committee substitute:

- Declares that the operation of a CMV by an unauthorized alien is an imminent safety hazard and provides certain requirements for CMV drivers.
- Imposes a \$50,000 civil penalty on motor carriers for either an immediate incident-based penalty, or through an audit/investigation-based penalty.
- Allows the Office of Commercial Motor Vehicle Enforcement to issue an out-of-service order when specified violations occur.
- Directs the \$50,000 civil penalty to be transferred to the Highway Safety Operating Trust Fund and stipulates that such funds must be used for technology and training to enforce these provisions.
- Allows for an administrative hearing under ch. 120, F.S., if the motor carrier is subject to an out-of-service order.
- Removes the prohibition on certain motor carriers operating in Florida.

**B. Amendments:**

None.

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

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815506

LEGISLATIVE ACTION

Senate	.	House
Comm: RCS	.	
01/27/2026	.	
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The Committee on Transportation (Gaetz) recommended the following:

**Senate Amendment (with title amendment)**

Delete everything after the enacting clause  
and insert:

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

316.3026 Unlawful operation of motor carriers.—

(1) The Office of Commercial Vehicle Enforcement may issue



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out-of-service orders to motor carriers, as defined in s. 320.01, 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 provide records pursuant to s. 316.302(6) or s. 316.70, or violated safety regulations pursuant to s. 316.302 or insurance requirements in s. 627.7415. Such out-of-service orders have the effect of prohibiting the operations of any motor vehicles owned, leased, or otherwise operated by the motor carrier upon the roadways of this state, until the violations have been corrected or penalties have been paid. Out-of-service orders must be approved by the director of the Division of the Florida Highway Patrol or his or her designee. ~~An administrative hearing pursuant to s. 120.569 shall be afforded to motor carriers subject to such orders.~~

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

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



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

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



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

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

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

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

(g) All penalties imposed and collected pursuant to this



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

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

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

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

And the title is amended as follows:

Delete everything before the enacting clause and insert:

A bill to be entitled  
An act relating to commercial motor vehicles operated by unauthorized aliens; amending s. 316.3026, F.S.; declaring the policy of the state with respect to the operation of commercial motor vehicles by unauthorized aliens; deeming a certain threat to be an imminent safety hazard; providing requirements for commercial motor vehicle operators; requiring sworn law enforcement officers with certain authority to take into custody persons determined to be unauthorized aliens operating commercial motor vehicles and facilitate the transfer of such persons into the custody of a federal immigration agency; requiring the impoundment and removal of a commercial motor vehicle under certain circumstances; requiring such sworn law enforcement officers to immediately provide certain



815506

notification and information to the Florida Highway Patrol; providing that motor carriers are liable for certain civil penalties; prohibiting the release of certain impounded commercial motor vehicles unless certain penalties are paid or bonds are posted and certain costs are paid; requiring the Office of Commercial Vehicle Enforcement to issue certain out-of-service orders; authorizing the Office of Commercial Vehicle Enforcement to issue out-of-service orders to and impose civil penalties upon motor carriers under certain circumstances; providing that certain motor carriers are subject to certain penalties; requiring the approval of such out-of-service orders by the director of the Division of the Florida Highway Patrol or his or her designee; providing the circumstances under which such out-of-service orders may be removed; providing for the payment of certain penalties to the Chief Financial Officer, who shall credit the funds to the State Transportation Trust Fund for distribution to the Florida Highway Patrol to fund certain training and 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.

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

Page 1 of 2

**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

# APPEARANCE RECORD

Deliver both copies of this form to  
Senate professional staff conducting the meeting

1/27/26  
Meeting Date

86  
Bill Number or Topic

TRANSPORTATION  
Committee

Amendment Barcode (if applicable)

Name WILLIAM B SMITH Phone 305-333-4344

Address 300 E BREVARD ST Email WBSMITH@FLPBA.ORG  
Street

TALLAHASSEE FL 32301  
City State Zip

Speaking: ☐ For ☐ Against ☐ Information **OR** Waive Speaking: ☒ In Support ☐ Against

PLEASE CHECK ONE OF THE FOLLOWING:

☐ I am appearing without  
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☒ I am a registered lobbyist,  
representing:

FL PBA

☐ I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022 Joint Rules.pdf \(flsenate.gov\)](#)

This form is part of the public record for this meeting.

S-001 (08/10/2021)



**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.)

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Prepared By: The Professional Staff of the Committee on Transportation

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BILL: CS/SB 422

INTRODUCER: Transportation Committee and Senator Wright

SUBJECT: Automatic Dependent Surveillance-broadcasts

DATE: January 28, 2026

REVISED: \_\_\_\_\_

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Johnson	Vickers	TR	<b>Fav/CS</b>
2.			CM	
3.			RC	

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**Please see Section IX. for Additional Information:**

COMMITTEE SUBSTITUTE - Substantial Changes

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**I. Summary:**

CS/SB 422 prohibits an airport from using information broadcast or collected from Automatic Dependent Surveillance-Broadcast (ADS-B) systems emitted from certain aircraft as a means of charging, generating, and collecting fees from aircraft owners or operators if:

- The operation for which a fee is based on is a landing, including, but not limited to, touch-and-go landings.
- The fee would be assessed based on an aircraft entering into the airport's airspace.

These prohibitions are 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.<sup>1</sup>

### **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 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.<sup>2</sup>

Beginning January 1, 2020, the Federal Aviation Administration (FAA) required aircraft flying in most U.S. airspace to be equipped ADS-B systems.<sup>3</sup> 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.<sup>4</sup>

### **Aircraft Landing 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.<sup>5</sup> However, publicly owned airports may not charge landing fees for aircraft operations conducted by certain accredited nonprofit institutions for flight training.<sup>6</sup>

Recently, some Florida airports have considered implementing the automated collection landing fees using ADS-B information.<sup>7</sup> 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.<sup>8</sup>

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

<sup>2</sup> *Id.*

<sup>3</sup> 14 C.F.R. § 91.225

<sup>4</sup> 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).

<sup>5</sup> Sections 329.40(1) and 332.08(1)(e), F.S.

<sup>6</sup> 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.

<sup>7</sup> 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).

<sup>8</sup> 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).

### III. Effect of Proposed Changes:

**Section 1** creates s. 330.42, F.S., to prohibit an airport 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 if:

- When the operation for which a fee would be assessed is a landing, including, but not limited to, a touch-and-go landing.
- When the fee would be assessed based on an aircraft entering into a specified radius of the airspace of the airport assessing the fee.

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 weight<sup>9</sup> of 12,499 pounds or less and operate under the FAA's general operating and flight rules.<sup>10</sup>

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.

The bill defines the term "touch-and-go landing" to mean an operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.

**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.

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<sup>9</sup> 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).

<sup>10</sup> 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.

**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 prohibits airports from using a specified technology as a means of calculating, generating, and collecting landing and flyover fees. This may reduce efficiency in collecting such fees, as such, the fiscal impact is indeterminate.

**VI. Technical Deficiencies:**

None.

**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 Substantial Changes:**

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

**CS by Transportation on January 27, 2026:**

The committee substitute:

- Defines the term “touch-and-go landing”;
- Prohibits airports from using ADS-B data as a means for calculating, generating, and collecting landing fees and flyover fees from aircraft owners.

**B. Amendments:**

None.

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

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843190

LEGISLATIVE ACTION

Senate	.	House
Comm: RS	.	
01/27/2026	.	
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	.	
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The Committee on Transportation (Wright) recommended the following:

**Senate Amendment (with title amendment)**

Delete lines 28 - 33  
and insert:

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

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



843190

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

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

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

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

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

And the title is amended as follows:

Delete line 6

and insert:

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



905100

LEGISLATIVE ACTION

Senate	.	House
Comm: RCS	.	
01/27/2026	.	
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The Committee on Transportation (Wright) recommended the following:

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

Delete lines 28 - 33  
and insert:

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

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





905100

regardless 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 under the following circumstances:

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

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

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

And the title is amended as follows:

Delete lines 4 - 6

and insert:

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

By Senator Wright

8-00656-26

2026422\_\_

A bill to be entitled

An act relating to automatic dependent surveillance-broadcasts; creating s. 330.42, F.S.; defining terms; prohibiting certain entities from using information broadcast or collected by automatic dependent surveillance-broadcast systems for specified purposes; providing an effective date.

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

Page 1 of 2

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

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.

Page 2 of 2

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

January 27, 2026

Meeting Date

Transportation

Committee

The Florida Senate

## APPEARANCE RECORD

Deliver both copies of this form to  
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SB 422 - ADS-B

Bill Number or Topic

843190

Amendment Barcode (if applicable)

Name Stacey Heaton

Phone 202-851-7508

Address 601 Pennsylvania Ave NW

Email stacey.heaton@aopa.org

Street

Washington

DC

20004

City

State

Zip

Speaking: ☒ For ☐ Against ☐ Information **OR** Waive Speaking: ☐ In Support ☐ Against

### PLEASE CHECK ONE OF THE FOLLOWING:

☐ I am appearing without  
compensation or sponsorship.

☒ I am a registered lobbyist,  
representing:

**AOPA**

☐ I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

*While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022 Joint Rules.pdf \(flsenate.gov\)](#)*

This form is part of the public record for this meeting.

S-001 (08/10/2021)

The Florida Senate

**APPEARANCE RECORD**

01-27-26

Meeting Date

SB 422

Bill Number or Topic

TRANSPORTATION

Committee

Deliver both copies of this form to  
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Amendment Barcode (if applicable)

Name CARLOS PEREZ

Phone 407 870 3532

Address 4790 HIDDEN LN  
Street

Email CPB747@icloud.com

ST. CLOUD FL 34711  
City State Zip

Speaking: ☐ For ☒ Against ☐ Information

**OR**

Waive Speaking: ☐ In Support ☐ Against

**PLEASE CHECK ONE OF THE FOLLOWING:**

☒ I am appearing without  
compensation or sponsorship.

☐ I am a registered lobbyist,  
representing:

☐ I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022 Joint Rules.pdf \(flsenate.gov\)](#)

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S-001 (08/10/2021)

The Florida Senate

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Deliver both copies of this form to  
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SB 422

Bill Number or Topic

Amendment Barcode (if applicable)

1/27/26  
Meeting Date  
Transportation  
Committee

Name Tiffany King, President + CEO

Phone 850-559-3451

Address 113 E College Ave  
Street

Email tking@floridaairports.org

Tallahassee FL 32301  
City State Zip

Speaking: ☐ For ☐ Against ☒ Information

**OR**

Waive Speaking: ☐ In Support ☐ Against

**PLEASE CHECK ONE OF THE FOLLOWING:**

☐ I am appearing without  
compensation or sponsorship.

☒ I am a registered lobbyist,  
representing:

Florida Airports  
Council

☐ I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022 Joint Rules.pdf \(flsenate.gov\)](#)

This form is part of the public record for this meeting.

S-001 (08/10/2021)

The Florida Senate

# APPEARANCE RECORD

Deliver both copies of this form to  
Senate professional staff conducting the meeting

1/27

Meeting Date

SB422

Bill Number or Topic

Transportation

Committee

Amendment Barcode (if applicable)

Name

David Pollard - Director

Phone

850 891-7865

Address

3300 Capital Circle SW

Email

Talkspace International Airport

Street

Tallahassee

City

FL

State

32310

Zip

Speaking:

☐ For

☐ Against

☒ Information

OR

Waive Speaking:

☐ In Support

☐ Against

## PLEASE CHECK ONE OF THE FOLLOWING:

☒

I am appearing without  
compensation or sponsorship.

☐

I am a registered lobbyist,  
representing:

☐

I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1, [2020-2022 Joint Rules.pdf \(flsenate.gov\)](#)

This form is part of the public record for this meeting.

S-001 (08/10/2021)

The Florida Senate

**APPEARANCE RECORD**

Deliver both copies of this form to  
Senate professional staff conducting the meeting

1/27/26

Meeting Date

SB 422

Bill Number or Topic

TRANSPORTATION

Committee

Amendment Barcode (if applicable)

Name

RON CREEE

Phone

407 908 5189

Address

1751 EVERGREEN COURT

Street

Email

RON41W@GMAIL.COM

KISSIMMEE FL 34746

City

State

Zip

Speaking:



For



Against



Information

**OR**

Waive Speaking:



In Support



Against

**PLEASE CHECK ONE OF THE FOLLOWING:**



I am appearing without  
compensation or sponsorship.



I am a registered lobbyist,  
representing:



I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022JointRules.pdf \(flsenate.gov\)](#)

This form is part of the public record for this meeting.

S-001 (08/10/2021)

1/27/06  
Meeting Date  
Transportation  
Committee

The Florida Senate  
**APPEARANCE RECORD**

Deliver both copies of this form to  
Senate professional staff conducting the meeting

422-ADS-B  
Bill Number or Topic  
Amendment Barcode (if applicable)

Name Donald Frano Phone 321 697 6419  
Address 2545 Crown Ridge Cir Email donald.frano@gmail.com  
Kissimmee FL 34744  
City State Zip

Speaking: ☒ For ☐ Against ☐ Information **OR** Waive Speaking: ☐ In Support ☐ Against

**PLEASE CHECK ONE OF THE FOLLOWING:**

- ☒ I am appearing without compensation or sponsorship.
- ☐ I am a registered lobbyist, representing:
- ☐ I am not a lobbyist, but received something of value for my appearance (travel, meals, lodging, etc.), sponsored by:

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022JointRules.pdf \(flsenate.gov\)](#)

This form is part of the public record for this meeting.

S-001 (08/10/2021)



The Florida Senate

**APPEARANCE RECORD**

SB 422

1-27-26

Meeting Date

Bill Number or Topic

Transportation

Committee

Deliver both copies of this form to  
Senate professional staff conducting the meeting

Amendment Barcode (if applicable)

Name Raul Correa

Phone (321) 689-5870

Address 9192 Camden Gardens St  
Street

Email rnc5883@gmail.com

Orlando FL 32827  
City State Zip

Speaking: ☐ For ☐ Against ☐ Information

**OR**

Waive Speaking: ☒ In Support ☐ Against

**PLEASE CHECK ONE OF THE FOLLOWING:**

☒ I am appearing without  
compensation or sponsorship.

☐ I am a registered lobbyist,  
representing:

☐ I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

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This form is part of the public record for this meeting.

S-001 (08/10/2021)

The Florida Senate

# APPEARANCE RECORD

Deliver both copies of this form to  
Senate professional staff conducting the meeting

27 Jan 26

Meeting Date

Transport

Committee

SB 0422

Bill Number or Topic

Amendment Barcode (if applicable)

Name

Joseph F Pytel

Phone

321-761-2129

Address

3076 Green Turtle Circle

Email

JFPLOC2508@yahoo.com

Street

Mims

City

Fl.

State

32754

Zip

Speaking:

☐

For

☐

Against

☐

Information

OR

Waive Speaking:

☒

In Support

☐

Against

## PLEASE CHECK ONE OF THE FOLLOWING:

☒

I am appearing without  
compensation or sponsorship.

☐

I am a registered lobbyist,  
representing:

☐

I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022 Joint Rules.pdf \(flsenate.gov\)](#)

This form is part of the public record for this meeting.

S-001 (08/10/2021)

The Florida Senate

**APPEARANCE RECORD**

Deliver both copies of this form to  
Senate professional staff conducting the meeting

27 Jan 26

Meeting Date

TRANSPORTATION

Committee

SB 0422

Bill Number or Topic

Amendment Barcode (if applicable)

Name

TRANSPORTATION Rich Spoke

Phone

407 718 6419

Address

10093 HAAT BEACH

Email

SpokeFL@Live.com

Street

Orlando

FL

32832

City

State

Zip

Speaking:

☐

For

☐

Against

☐

Information

**OR**

Waive Speaking:

☒

In Support

☐

Against

**PLEASE CHECK ONE OF THE FOLLOWING:**

☒

I am appearing without  
compensation or sponsorship.

☐

I am a registered lobbyist,  
representing:

☐

I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022JointRules.pdf \(flsenate.gov\)](#)

This form is part of the public record for this meeting.

S-001 (08/10/2021)

The Florida Senate

**APPEARANCE RECORD**

Deliver both copies of this form to  
Senate professional staff conducting the meeting

JAN. 27, 2026

Meeting Date

SB 0422

Bill Number or Topic

Committee

Amendment Barcode (if applicable)

Name

JOSEPH PASCARELLA

Phone

813 854 1471

Address

640 SATINLEAF AVE

Street

Email

PRES2319@VERIZON  
.NET

OLDSMAR

City

FL

State

34677

Zip

Speaking: ☐ For ☐ Against ☐ Information

**OR**

Waive Speaking: ☒ In Support ☐ Against

**PLEASE CHECK ONE OF THE FOLLOWING:**



I am appearing without  
compensation or sponsorship.



I am a registered lobbyist,  
representing:



I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

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This form is part of the public record for this meeting.

S-001 (08/10/2021)

**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: CS/SB 706

INTRODUCER: Transportation Committee and Senators Mayfield and Massullo

SUBJECT: Commercial Service Airports

DATE: January 28, 2026

REVISED: \_\_\_\_\_

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Johnson	Vickers	TR	Fav/CS
2.			CA	
3.			RC	

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**Please see Section IX. for Additional Information:**

COMMITTEE SUBSTITUTE - Substantial Changes

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**I. Summary:**

CS/SB 706 preempts to 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 name change is subject to the approval of the Federal Aviation Administration (FAA) and the execution of an agreement with the rights holders authorizing the use of the name "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 and requires the Florida Department of Transportation (FDOT) to annually review the list of major commercial service airports and notify to the Legislature if any airport needs to be added or removed from the list.

The bill provides that an airport's name is a branding designation any and a name change does not require a change to any existing documents. A political subdivision is in compliance with the name change if it diligently pursues all needed approvals and, upon receipt of approvals, timely commences making such changes.

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.<sup>1</sup>

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 services 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.<sup>2</sup>

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).<sup>3</sup>

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 FAA on specified forms.<sup>4</sup> The FAA uses this information to

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<sup>1</sup> See generally 14 C.F.R., parts 140-169.

<sup>2</sup> Federal Aviation Administration (FAA), *Airport Categories*, [https://www.faa.gov/airports/planning\\_capacity/categories](https://www.faa.gov/airports/planning_capacity/categories) (last visited January 20, 2026).

<sup>3</sup> 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](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](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/aviation/charts---directories/florida_directory_2025.pdf) (last visited January 20, 2026).

<sup>4</sup> FAA, *Submitting Aeronautical Data*, [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Submitting\\_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.

evaluate the effect of the proposed action on the safe and efficient use of airspace and on public safety.<sup>5</sup>

### **President Donald J. Trump**

President Donald J. Trump was born in Queens, New York, on June 14, 1946. President Trump was inaugurated as the 45<sup>th</sup> President of the United States on January 20, 2017. President Trump was again elected President in 2024 and was inaugurated as the 47<sup>th</sup> President of the United States on January 20, 2025.<sup>6</sup>

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.<sup>7</sup> He is the first president to be a Florida resident.<sup>8</sup>

### **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 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 42<sup>nd</sup> 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.”

---

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

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

<sup>7</sup> 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).

<sup>8</sup> 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 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.”

This name change is subject to FAA approval and execution of an agreement with the rights holder authorizing Palm Beach County’s commercial use of “Donald J. Trump International Airport,” as well as reasonable abbreviations and deviations of that name, at no cost, in signage, advertising, marketing, merchandising, and promotions, and for the branding of the airport, its operations, services and amenities, and all related purposes.

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. For this purpose, the bill provides airport names are understood to be only brand designations and may not be construed to create or require the creation of a new legal entity. Nothing requires a political subdivision to amend any existing agreement with any person or entity solely to update references to an airport’s name, nor does it require the political subdivision to contract in the name of the airport.

The bill defines the term “political subdivision” to mean the local government of any county, municipality, town, village, or other subdivision or agency thereof, or any district or special district, port commission, port authority, or other such agency authorized to establish or operate airports in the state.<sup>9</sup> A political subdivision may not be considered in violation of any state law, including, but not limited to s. 540.08, F.S., relating to the unauthorized publication of a name or likeness, and the Registration and Protection of Trademarks Act,<sup>10</sup> for using the airport name set forth above, notwithstanding any other provision of law.

A political subdivision must be considered in compliance with the provisions above if it diligently pursues all necessary approvals and agreements to implement the name change following its effective date and timely commences signage and branding changes upon receipt of such approval.

The bill defines the term “timely commencement” to mean initiating planning, procurement, and implementation within a reasonable period after receiving all required approvals, considering the availability of budgeted funds and the timeframes to comply with applicable procurement laws, regulations, and procedures.

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<sup>9</sup> This is as the term “political subdivision” is defined in s. 333.01(14), F.S.

<sup>10</sup> Chapter 495, F.S.



**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 may incur costs associated with this renaming, such as branding changes. 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's approval Palm Beach International Airport's name change is required in order for the name change to be recognized in the national airspace system, including official aeronautical charts, databases, and publications.<sup>11</sup>

The bill will impact Palm Beach International Airport's identification codes, which are assigned by the FAA and the International Civil Aviation Organization.<sup>12</sup>

**VIII. Statutes Affected:**

This bill substantially amends section 332.0075 of the Florida Statutes.

**IX. Additional Information:**

**A. Committee Substitute – Statement of Substantial Changes:**  
(Summarizing differences between the Committee Substitute and the prior version of the bill.)

**CS by Transportation on January 27, 2026:**

The committee substitute:

- Makes the airport name change subject to the approval of the FAA and specified rights holders.
- Clarifies that the name is a branding designation and does not require the creation of a new legal entity.
- Provides the county with certain protections regarding the airport's the use of trademarks and likenesses.
- Provides that the county is not in violation of the requirements of the bill if it diligently pursues certain approvals and timely commences the name change.

**B. Amendments:**

None.

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

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<sup>11</sup> 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).

<sup>12</sup> *Id.*



511648

LEGISLATIVE ACTION

Senate	.	House
Comm: RCS	.	
01/28/2026	.	
	.	
	.	
	.	

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The Committee on Transportation (Mayfield) recommended the following:

**Senate Amendment (with title amendment)**

Delete lines 47 - 65  
and insert:  
West Palm Beach, or nearest thereto, currently known as the  
"Palm Beach International Airport," shall be renamed as the  
"Donald J. Trump International Airport," subject to approval of  
the Federal Aviation Administration and execution of an  
agreement with the rights holder authorizing the commercial use  
of "Donald J. Trump International Airport" by Palm Beach County,



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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



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

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

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

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

And the title is amended as follows:

Delete lines 7 - 15

and insert:

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



511648

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

Page 1 of 3

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

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

Page 2 of 3

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

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

# APPEARANCE RECORD

Deliver both copies of this form to  
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1/27/26

Meeting Date

SB 706

Bill Number or Topic

511648

Amendment Barcode (if applicable)

TRANSPORTATION

Committee

Name

TODD BON LARRON

Phone

(561) 310-7832

Address

301 N. OLIVE AVE.

Email

tbonlarr@pbc.gov

Street

WEST PALM BEACH

FL

33401

City

State

Zip

Speaking:

☒

For

☐

Against

☐

Information

OR

Waive Speaking:

☐

In Support

☐

Against

## PLEASE CHECK ONE OF THE FOLLOWING:

☐

I am appearing without  
compensation or sponsorship.

☐

I am a registered lobbyist,  
representing:

☒

I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

PALM BEACH COUNTY

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022 Joint Rules.pdf \(flsenate.gov\)](#)

This form is part of the public record for this meeting.

S-001 (08/10/2021)

The Florida Senate

**APPEARANCE RECORD**

Deliver both copies of this form to  
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Meeting Date

1/27/20

Committee

Transparency

Bill Number or Topic

706

Amendment Barcode (if applicable)

Name

Nick Iarossi

Phone

(850) 448-7255

Address

124 W. Jefferson St.

Email

Nick@cccfk.com

Street

Tallahassee FL

32301

City

State

Zip

Speaking:

☒

For

☐

Against

☐

Information

**OR**

Waive Speaking:

☐

In Support

☐

Against

**PLEASE CHECK ONE OF THE FOLLOWING:**

☐

I am appearing without  
compensation or sponsorship.

☒

I am a registered lobbyist,  
representing:

Palm Beach Co.

☐

I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022 Joint Rules.pdf \(flsenate.gov\)](#)

This form is part of the public record for this meeting.

S-001 (08/10/2021)

**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: CS/SB 1054

INTRODUCER: Transportation Committee and Senator Martin

SUBJECT: Traffic Infractions Resulting in a Crash with Another Vehicle

DATE: January 27, 2026

REVISED: \_\_\_\_\_

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Shutes	Vickers	TR	<b>Fav/CS</b>
2.			JU	
3.			RC	

---

**Please see Section IX. for Additional Information:**

COMMITTEE SUBSTITUTE - Substantial Changes

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**I. Summary:**

CS/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 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.<sup>1</sup>

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.<sup>2</sup> 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.<sup>3</sup>

Running a red light is a noncriminal traffic infraction, punishable as a moving violation.<sup>4</sup> The statutory base fine is \$158, but with additional fees and surcharges, the total penalty may be up to \$256.<sup>5</sup>

Florida law also requires that the driver of a vehicle approaching an intersection with a stop sign to stop before entering the intersection.<sup>6</sup> 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.<sup>7</sup> 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.<sup>8</sup>

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.<sup>9</sup>

### Traffic Infractions Requiring a Mandatory Hearing

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

---

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

<sup>2</sup> Section 316.075(1)(c), F.S.

<sup>3</sup> *Id.*

<sup>4</sup> Section 316.074(6), F.S.

<sup>5</sup> 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](https://cdn.ymaws.com/www.flclerks.com/resource/resmgr/publicationsanddocuments/2025_Distribution_Schedule_-.pdf) (last visited January 23, 2026).

<sup>6</sup> 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.

<sup>7</sup> *Id.*

<sup>8</sup> Section 316.123(2)(b), F.S.

<sup>9</sup> 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](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 injury<sup>10</sup> 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;<sup>11</sup>
- Any infraction related to unsecured loads;<sup>12</sup> or
- Any speeding infraction involving exceeding the speed limit by 30 mph or more.<sup>13,14</sup>

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.<sup>15</sup>

### **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 influence<sup>16</sup> 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.<sup>17</sup>

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<sup>10</sup> 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.

<sup>11</sup> Section 316.172(1)(b), F.S.

<sup>12</sup> Sections 316.520(1) and (2), F.S.

<sup>13</sup> Sections 316.183(2), s. 316.187, or s. 316.189, F.S.

<sup>14</sup> Section 318.19, F.S.

<sup>15</sup> Section 318.14(5), F.S.

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

<sup>17</sup> 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:<sup>18</sup>

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.

This bill takes effect October 1, 2026.

<sup>18</sup> 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).

**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.)

**CS by Transportation on January 27, 2026:**

The committee substitute clarifies that driving under the influence-related offenders would continue to be required to maintain the increased motor vehicle insurance levels for a period of three years.

**B. Amendments:**

None.





427978

LEGISLATIVE ACTION

Senate	.	House
Comm: RCS	.	
01/27/2026	.	
	.	
	.	
	.	

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The Committee on Transportation (Martin) recommended the following:

**Senate Amendment (with title amendment)**

Delete lines 153 - 158

and insert:

at least \$350,000. An owner or operator described in paragraph

(a) must carry such higher limits ~~must be carried~~ for at least a  
~~minimum period of 3 years.~~ An owner or operator described in  
paragraph (b) must carry such higher limits for at least 1 year.

(2) If an ~~the~~ owner or operator described in paragraph

(1)(a) has not been convicted of driving under the influence or



427978

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\_\_

A bill to be entitled

An act relating to traffic infractions resulting in a crash with another vehicle; amending s. 318.14, F.S.; 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; amending s. 318.19, F.S.; requiring persons cited for specified infractions that result in a crash with another vehicle to appear at a certain mandatory hearing; amending s. 324.023, F.S.; 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; revising the specified minimum period during which certain owners and operators of motor vehicles are required to maintain the ability to respond in damages for certain liability in certain amounts; providing an effective date.

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~~

Page 1 of 6

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

33-00608B-26

20261054\_\_

deemed to have waived his or her right to the civil penalty provisions of s. 318.18. The official, after a hearing, shall make a determination as to whether an infraction has been committed. If the commission of an infraction has been proven, the official may impose a civil penalty not to exceed \$500, except that in cases involving unlawful speed in a school zone or involving unlawful speed in a construction zone, the civil penalty may not exceed \$1,000; or require attendance at a driver improvement school, or both. If the person is required to appear before the designated official pursuant to s. 318.19(1) and is found to have committed the infraction, the designated official must ~~shall~~ impose a civil penalty of \$1,000 in addition to any other penalties and the person's driver license must ~~shall~~ be suspended for 6 months. If the person is required to appear before the designated official pursuant to s. 318.19(1) and is found to have committed the infraction against a vulnerable road user as defined in s. 316.027(1), the designated official must ~~shall~~ impose a civil penalty of not less than \$5,000 in addition to any other penalties, the person's driver license must ~~shall~~ be suspended for 1 year, and the person must ~~shall~~ be required to attend a department-approved driver improvement course relating to the rights of vulnerable road users relative to vehicles on the roadway as provided in s. 322.0261(2). If the person is required to appear before the designated official pursuant to s. 318.19(2) and is found to have committed the infraction, the designated official must ~~shall~~ impose a civil penalty of \$500 in addition to any other penalties and the person's driver license must ~~shall~~ be suspended for 3 months. If the person is required to appear before the designated official

Page 2 of 6

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33-00608B-26

20261054

pursuant to s. 318.19(2) and is found to have committed the infraction against a vulnerable road user as defined in s. 316.027(1), the designated official ~~must~~ shall impose a civil penalty of not less than \$1,500 in addition to any other penalties, the person's driver license ~~must~~ shall be suspended for 3 months, and the person ~~must~~ shall be required to attend a department-approved driver improvement course relating to the rights of vulnerable road users relative to vehicles on the 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

33-00608B-26

20261054

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

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

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

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

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

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

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

33-00608B-26

20261054

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

33-00608B-26

20261054

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.

The Florida Senate

# APPEARANCE RECORD

Deliver both copies of this form to  
Senate professional staff conducting the meeting

Meeting Date

Bill Number or Topic

Committee

Amendment Barcode (if applicable)

Name

Phone

Address

Email

Street

City

State

Zip

Speaking:



☐ Against

☐ Information

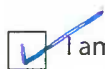
**OR**

Waive Speaking:

☐ In Support

☐ Against

## PLEASE CHECK ONE OF THE FOLLOWING:



I am appearing without  
compensation or sponsorship.



I am a registered lobbyist,  
representing:



I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

While it is a tradition to encourage public testimony, time may not permit all persons wishing to speak to be heard at this hearing. Those who do speak may be asked to limit their remarks so that as many persons as possible can be heard. If you have questions about registering to lobby please see Fla. Stat. §11.045 and Joint Rule 1. [2020-2022 Joint Rules.pdf \(flsenate.gov\)](#)

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The Florida Senate  
**APPEARANCE RECORD**

Deliver both copies of this form to  
Senate professional staff conducting the meeting

Jan. 27, 2026  
Meeting Date

Transportation  
Committee

SB 1054  
Bill Number or Topic

Amendment Barcode (if applicable)

Name Chante Jones Phone 850-272-0551

Address 215 S. Monroe St. Ste 603 Email cejones@aarps.org  
Street

Tallahassee FL 32301  
City State Zip

Speaking: ☐ For ☐ Against ☐ Information **OR** Waive Speaking: ☒ In Support ☐ Against

**PLEASE CHECK ONE OF THE FOLLOWING:**

☐ I am appearing without  
compensation or sponsorship.

☒ I am a registered lobbyist,  
representing:

☐ I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

AARP Florida

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S-001 (08/10/2021)

The Florida Senate

# APPEARANCE RECORD

Deliver both copies of this form to  
Senate professional staff conducting the meeting

1/27/26

Meeting Date

1054

Bill Number or Topic

TRANSPORTATION

Committee

Amendment Barcode (if applicable)

Name WILLIAM B. SMITH

Phone 305-333-4344

Address 300 E BREVARD ST.

Street

Email W.SMITH@FLPBA.ORG

TALLAHASSEE FL

City

State

32301

Zip

Speaking: ☐ For ☐ Against ☐ Information

**OR**

Waive Speaking: ☒ In Support ☐ Against

## PLEASE CHECK ONE OF THE FOLLOWING:

☐ I am appearing without  
compensation or sponsorship.

☒ I am a registered lobbyist,  
representing:

FL PBA

☐ I am not a lobbyist, but received  
something of value for my appearance  
(travel, meals, lodging, etc.),  
sponsored by:

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S-001 (08/10/2021)



**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.)

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Prepared By: The Professional Staff of the Committee on Transportation

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BILL: CS/SB 1670

INTRODUCER: Transportation Committee and Senator Osgood

SUBJECT: Specialty License Plates/Outsider License Plate

DATE: January 27, 2026

REVISED: \_\_\_\_\_

ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1. Shutes	Vickers	TR	<b>Fav/CS</b>
2. _____	_____	ATD	_____
3. _____	_____	FP	_____

**Please see Section IX. for Additional Information:**

COMMITTEE SUBSTITUTE - Substantial Changes

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**I. Summary:**

CS/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 Hooper Brothers Foundation, Inc., to create and restore iconic public destinations across the state of Florida. Up to 10 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:**

**Hooper Brothers Foundation, Inc.**

Hooper Brothers Foundation, Inc., is a Florida not-for-profit corporation registered with the Florida Department of State.<sup>1</sup>

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<sup>1</sup> Florida Department of State: Division of Corporations, *Hooper Brothers Foundation, Inc.* Sunbiz.org, Document number

The Hooper 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.<sup>2</sup>

The foundations website provides that “By restoring and reimagining 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.”<sup>3</sup>

### 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.<sup>4</sup> 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.<sup>5</sup> 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.<sup>6</sup>

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.<sup>7</sup>

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.<sup>8</sup> 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.<sup>9</sup>

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

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N25000007736 (January 21, 2026).

<sup>2</sup> Hooper Brothers Foundation, Inc., [About Us | Hooper Brothers Foundation](#), (last visited January 21, 2026).

<sup>3</sup> *Id.*

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

<sup>5</sup> 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.

<sup>6</sup> Section 320.08058, F.S.

<sup>7</sup> 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.

<sup>8</sup> 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.

<sup>9</sup> Section 320.08053(2)(b), F.S.

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.<sup>10</sup>

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.<sup>11</sup>

### **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.<sup>12</sup> 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.<sup>13</sup>

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.<sup>14</sup> 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.<sup>15</sup>

### **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 Hooper Brothers Foundation, Inc. The organization may use up to 10 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 Hooper Brothers Foundation, Inc., to create and restore iconic public destinations across this state.

The bill takes effect October 1, 2026.

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<sup>10</sup> Section 320.08053(3)(a), F.S.

<sup>11</sup> Section 320.08053(3)(b), F.S.

<sup>12</sup> Section 320.08056(10)(a), F.S.

<sup>13</sup> 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.

<sup>14</sup> Section 320.08056(10)(a), F.S.

<sup>15</sup> Section 320.08056(11), F.S.

**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:**

If the specialty license plate is produced, Hooper 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:**

None.

**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.)

**CS by Transportation on January 27, 2026:**

The committee substitute changes the allowable percentage of revenue used for marketing and promotion of the specialty license plate from 25 percent to 10 percent.

**B. Amendments:**

None.



883220

LEGISLATIVE ACTION

Senate	.	House
Comm: RCS	.	
01/27/2026	.	
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The Committee on Transportation (Osgood) recommended the following:

**Senate Amendment**

Delete line 23  
and insert:  
which may use up to 10 percent of the proceeds for

By Senator Osgood

32-01343-26

20261670\_\_

A bill to be entitled

An act relating to specialty license plates; amending s. 320.08058, F.S.; 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; providing an effective date.

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 Hooper 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 Hooper 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.

# CourtSmart Tag Report

**Room:** SB 37  
**Case No.:**  
**Caption:** Senate Transportation Committee

**Type:**  
**Judge:**

**Started:** 1/27/2026 1:01:24 PM  
**Ends:** 1/27/2026 2:08:34 PM **Length:** 01:07:11

1:01:25 PM Chair Massullo calls meeting to order  
1:01:27 PM Roll call  
1:01:35 PM Quorum announced  
1:01:46 PM Senator Massullo with opening comments  
1:02:38 PM Tab 1, SB 85 by Senator Gaetz, Commercial Motor Vehicles Operated by Unauthorized Aliens introduced by Chair Massullo  
1:02:44 PM Senator Gaetz explains the Bill  
1:03:09 PM Amendment Barcode No. 815506 explained by Senator Gaetz  
1:04:34 PM Chair Massullo  
1:04:45 PM Questions  
1:04:48 PM Senator Jones  
1:05:18 PM Senator Gaetz  
1:06:04 PM Senator Jones  
1:06:43 PM Senator Gaetz  
1:07:01 PM Chair Massullo  
1:07:09 PM Closure waived  
1:07:13 PM Amendment adopted  
1:07:16 PM Chair Massullo  
1:07:33 PM William B. Smith, FL PBA waives in support  
1:07:42 PM Chair Massullo  
1:07:46 PM Closure waived  
1:07:49 PM Roll call  
1:08:04 PM CS/SB 86 reported favorably  
1:08:29 PM Tab 3, SB 706 by Senator Mayfield, Commercial Service Airports introduced by Chair Massullo  
1:08:34 PM Senator Mayfield explains the Bill  
1:09:22 PM Chair Massullo  
1:09:35 PM Amendment Barcode No. 511648 introduced by Chair Massullo  
1:09:40 PM Senator Mayfield explains the Amendment  
1:10:30 PM Chair Massullo  
1:10:32 PM Questions  
1:10:35 PM Senator Davis  
1:10:53 PM Senator Mayfield  
1:11:19 PM Chair Massullo  
1:11:45 PM Speaker Todd Bon Larron, Palm Beach County  
1:12:01 PM Chair Massullo  
1:12:05 PM Debate  
1:12:09 PM Chair Massullo  
1:12:23 PM Closure waived  
1:12:27 PM Amendment adopted  
1:12:31 PM Chair Massullo  
1:12:37 PM Question



**1:12:41 PM** Senator Davis  
**1:13:26 PM** Senator Mayfield  
**1:13:55 PM** Chair Massullo  
**1:14:15 PM** Speaker Nick Iarossi, Palm Beach County  
**1:14:52 PM** Chair Massullo  
**1:15:12 PM** Senator Mayfield with closure  
**1:15:37 PM** Roll call  
**1:15:55 PM** CS/SB 706 reported favorably  
**1:16:11 PM** Tab 5, SB 1670 by Senator Osgood, Specialty License Plates/Outsider License Plate introduced by Chair Massullo  
**1:16:16 PM** Senator Osgood explains the Bill  
**1:16:29 PM** Amendment Barcode No. 883220 introduced by Chair Massullo  
**1:16:36 PM** Senator Osgood explains the Amendment  
**1:17:01 PM** Chair Massullo  
**1:17:11 PM** Closure waived  
**1:17:16 PM** Amendment adopted  
**1:17:21 PM** Chair Massullo  
**1:17:33 PM** Closure waived  
**1:17:38 PM** Roll call  
**1:17:52 PM** CS/SB 1670 reported favorably  
**1:17:57 PM** Chair Massullo  
**1:18:14 PM** Tab 4, SB 1054 by Senator Martin, Traffic Infractions Resulting in a Crash with Another Vehicle introduced by Chair Massullo  
**1:18:17 PM** Senator Martin explains the Bill  
**1:20:04 PM** Chair Massullo  
**1:20:22 PM** Amendment Barcode No. 427978 introduced by Chair Massullo  
**1:20:39 PM** Senator Martin explains the Amendment  
**1:20:43 PM** Chair Massullo  
**1:21:01 PM** Closure waived  
**1:21:04 PM** Amendment adopted  
**1:21:54 PM** Speaker Captain James Cunningham, Collier County Sheriff's office  
**1:22:55 PM** Chante Jones, AARP waives  
**1:22:59 PM** William Smith, FL PBA waives  
**1:23:03 PM** Chair Massullo  
**1:23:11 PM** Closure waived  
**1:23:13 PM** Roll call  
**1:23:26 PM** CS/SB 1054 reported favorably  
**1:23:39 PM** Chair Massullo  
**1:23:51 PM** Tab 2, SB 422 by Senator Wright, Automatic Dependent Surveillance-broadcasts introduced by Chair Massullo  
**1:23:59 PM** Senator Wright explains the Bill  
**1:24:03 PM** Chair Massullo  
**1:25:06 PM** Strike-all Amendment Barcode No. 905100 introduced by Chair Massullo  
**1:25:14 PM** Senator Wright explains the Amendment  
**1:25:31 PM** Chair Massullo  
**1:25:39 PM** Questions  
**1:25:42 PM** Senator Davis  
**1:25:51 PM** Senator Wright  
**1:26:04 PM** Senator Davis  
**1:26:19 PM** Senator Wright  
**1:27:39 PM** Chair Massullo  
**1:28:02 PM** Closure waived

1:28:07 PM Amendment adopted  
1:28:11 PM Chair Massullo  
1:28:16 PM Questions  
1:28:25 PM Senator Arrington  
1:28:33 PM Senator Wright  
1:29:26 PM Senator Arrington  
1:29:50 PM Senator Wright  
1:30:34 PM Senator Arrington  
1:30:59 PM Senator Wright  
1:31:58 PM Senator Arrington  
1:32:18 PM Senator Wright  
1:33:20 PM Chair Massullo  
1:33:40 PM Senator Wright  
1:33:56 PM Chair Massullo  
1:34:12 PM Speaker Carlos Perez  
1:35:20 PM Speaker Tiffany King, President & CEO, Florida Airports Council  
1:37:27 PM Question  
1:37:30 PM Chair Massullo  
1:37:36 PM Tiffany King  
1:38:09 PM Speaker David Pollard, Director, Tallahassee International Airport  
1:41:37 PM Chair Massullo  
1:41:44 PM David Pollard  
1:42:04 PM Questions  
1:42:07 PM Chair Massullo  
1:42:10 PM David Pollard  
1:43:05 PM Senator Wright  
1:43:12 PM David Pollard  
1:43:25 PM Senator Wright  
1:43:33 PM David Pollard  
1:44:14 PM Senator Wright  
1:44:32 PM David Pollard  
1:44:41 PM Chair Massullo  
1:44:59 PM David Pollard  
1:46:01 PM Speaker Ron Creel  
1:51:32 PM Speaker Donald Frano  
1:57:29 PM Question  
1:57:32 PM Senator Jones  
1:58:02 PM Donald Frano  
1:59:48 PM Chair Massullo  
2:00:00 PM Donald Frano  
2:00:07 PM Raul Correa waives  
2:00:11 PM Joseph Pytel waives  
2:00:22 PM Rich Spolar waives  
2:00:32 PM Joseph Pascarella waives  
2:00:40 PM Debate  
2:00:44 PM Senator Arrington  
2:01:47 PM Chair Massullo  
2:01:56 PM Speaker Stacey Heaton, AOPA  
2:06:52 PM Chair Massullo  
2:07:12 PM Senator Wright with closure  
2:07:37 PM Roll call  
2:07:52 PM CS/SB 422 reported favorably

**2:07:58 PM** Chair Massullo

**2:08:20 PM** Senator Davis moves to adjourn

**2:08:28 PM** Without objection/Meeting adjourned