

**HOUSE OF REPRESENTATIVES STAFF ANALYSIS**

**BILL #:** HB 377 License or Permit to Operate a Vehicle for Hire

**SPONSOR(S):** Borrero

**TIED BILLS:** IDEN./SIM. BILLS: SB 648

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR or BUDGET/POLICY CHIEF
1) Regulatory Reform & Economic Development Subcommittee	13 Y, 0 N	Larkin	Anstead
2) Local Administration, Federal Affairs & Special Districts Subcommittee	15 Y, 0 N	Burgess	Darden
3) Commerce Committee	18 Y, 0 N	Larkin	Hamon

**SUMMARY ANALYSIS**

Motor vehicles used for transporting persons or goods for compensation are called “vehicles for-hire” or “transportation for-hire.” The transport of goods and other personal property in a motor vehicle by a corporation or association for its stockholders, shareholders, and members, cooperative or otherwise, is also considered transportation “for hire.”

Some counties and municipalities require persons to obtain a permit or license to operate a vehicle for-hire within its jurisdiction. Counties are authorized by general law to license and regulate taxis, jitneys, limousines, rental cars, and other passenger vehicles for-hire that operate in the unincorporated areas of the county. Some municipalities currently license and regulate vehicles for-hire under their broad general powers because they are not currently prohibited from doing so in general law. Similarly, county airports and airport authorities are not restricted from licensing and regulating vehicles for-hire.

The bill:

- Prohibits a county or municipality from requiring a person to obtain an additional license from such county or municipality when that person holds a valid, active license or permit to operate a vehicle for-hire in any other county or municipality if the person:
  - Holds a valid, active license or permit to operate a vehicle for-hire in the county or municipality in which the person permanently resides.
  - Has not had a license or permit to operate a vehicle for hire suspended or revoked within the preceding 5 years.
- Provides that public-use airports are exempted from the provisions of the bill.
- Provides that certain persons who hold a valid, active license or permit to operate a vehicle-for-hire are exempted from the provisions of the bill when such person provides transportation of persons:
  - While on stretchers or wheelchairs, or
  - Whose handicap, illness, other incapacitation makes it impractical to be transported by a regular common carrier such as a bus, taxi, non-taxi, limousine, or other vehicle-for-hire.

The bill provides an effective date of July 1, 2024.

The bill may have an insignificant indeterminate fiscal impact on local governments.

# FULL ANALYSIS

## I. SUBSTANTIVE ANALYSIS

### A. EFFECT OF PROPOSED CHANGES:

#### License or Permit to Operate a Vehicle for-Hire- Current Situation

##### *Background*

With certain exceptions<sup>1</sup>, offering for lease or rent any motor vehicle or offering passengers transportation in exchange for compensation in the State of Florida qualifies the vehicle as a “for-hire vehicle.” A “for-hire vehicle” is a motor vehicle used for transporting persons or goods for compensation. When goods or passengers are transported for compensation in a motor vehicle outside a municipal corporation of this state, or when goods are transported for compensation in a motor vehicle not owned by the person owning the goods, such transportation is considered “for-hire.” In addition, the carriage of goods and other personal property in a motor vehicle by a corporation or association for its stockholders, shareholders, and members, cooperative or otherwise, is transportation “for-hire.”<sup>2</sup> Moreover, there are companies that provide for-hire medical transportation of individuals while they are on stretchers or wheelchairs, or are handicap, have an illness, injury, or other incapacitation.<sup>3</sup> This kind of medical transportation is included in the definition of a “for-hire vehicle” because the vehicle is transporting passengers for compensation. Some local governments require a nonemergency and emergency medical transportation service provider to apply for a license or certificate.<sup>4</sup>

Florida law establishes specific financial responsibility requirements applicable to for-hire vehicles. For-hire vehicles, such as taxis and limousines, must maintain a motor vehicle liability policy with minimum limits of \$125,000 per person for bodily injury, \$250,000 per incident for bodily injury, and \$50,000 for property damage.<sup>5</sup> The owner or operator of a for-hire vehicle may also prove financial responsibility by providing satisfactory evidence of holding a motor vehicle liability policy issued by an insurance carrier, which is a member of the Florida Insurance Guaranty Association, or by providing a certificate of self-insurance.<sup>6</sup>

Vehicles for-hire are not the same as transportation network companies or TNC’s, like Uber or Lyft. **The regulation and licensing of TNC’s are expressly preempted to the state** and are regulated by the Department of Financial Services.<sup>7</sup>

The State imposes annual license taxes on certain types of motor vehicles for-hire upon registration or renewal, including locally operated motor vehicles for-hire. These taxes range from a \$17 flat fee plus \$1.50 per cwt<sup>8</sup> to a \$3.50 flat fee plus \$1.50 per cwt.<sup>9</sup> However, the state does not require special licenses for drivers for vehicles for-hire.

##### *Counties*

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<sup>1</sup> S. 320.01(15)(b), F.S.

<sup>2</sup> S. 320.01(15)(a), F.S.

<sup>3</sup> A couple examples of medical transportation: *Explore about Nonmedical Transport Services*, Frang Zeal, July 22, 2022, <https://frangzeal.com/faq-s/> (last visited Jan. 12, 2024) and *Trans Mobility Private Hire Service*, Trans Mobility Private Hire Service, <https://www.transmobilityfl.com/> (last visited Jan. 12, 2024).

<sup>4</sup> For example, Broward County requires nonemergency medical transportation service providers to obtain a license and requires emergency medical transport or non-transport services such as Advanced Life Services and Basic Life Services to obtain a certificate of public convenience and necessity from the Broward County Board of Commissioners. See, Requirements for a Nonemergency Medical Transportation Service License, [https://www.broward.org/Consumer/Forms/Documents/NonemergencyMedicalTransportServLic\\_CPD2023.pdf](https://www.broward.org/Consumer/Forms/Documents/NonemergencyMedicalTransportServLic_CPD2023.pdf) (last visited Jan. 12, 2024); See also, Broward County Ordinance Code Sec. 3½-6.

<sup>5</sup> S. 324.032(1), F.S.

<sup>6</sup> S. 324.031, F.S.

<sup>7</sup> S. 627.748(17)(a), F.S.

<sup>8</sup> “Cwt” means the weight per hundred pounds, or major fraction thereof, of a motor vehicle. S. 320.01(8), F.S.

<sup>9</sup> S. 320.08(6) and (14), F.S.

Counties are specifically authorized by general law to license and regulate taxis, jitneys, limousines, rental cars, and other passenger vehicles for-hire that operate in the unincorporated areas of the county.<sup>10</sup> The county may impose licensing fees in order to license these vehicles for-hire.

### *Municipalities*

Municipalities have broad home rule powers, authorizing them to enact legislation concerning any subject matter upon which the Legislature may act, except:

- The subjects of annexation, merger, and exercise of extraterritorial power, which require general or special law pursuant to s. 2(c), Art. VIII of the State Constitution;
- Any subject expressly prohibited by the State Constitution;
- Any subject expressly preempted to state or county government by the constitution or by general law; or
- Any subject preempted to a county pursuant to a county charter adopted under the authority of ss. 1(g), 3, and 6(e), Art. VIII of the State Constitution.<sup>11</sup>

A municipality is allowed to impose reasonable regulatory fees, proportionate to the cost of the regulatory activity.<sup>12</sup>

Currently, counties and municipalities differ on whether they require vehicles for-hire to be licensed and regulated. Some counties require licensure and some do not. Some cities require licensure for vehicles for-hire within the city and also at the airport, while others only require the license for the city but not the airport and vice versa. Here are some examples of local requirements:<sup>13</sup>

- Miami-Dade County's Passenger Transportation Regulatory Division regulates for-hire chauffeurs and vehicles such as taxicabs, limousines, passenger motor carriers, including jitneys and tour vans. The county charges \$70 for an initial inspection fee; quarterly, semi-annual and annual inspection fees of \$38, depending on the type of service; \$35 for re-inspection; and \$20 for a replacement decal. The for-hire application fees are non-refundable and are separate from the annual license fee, inspection fees and Local Business Tax Receipt.<sup>14</sup>
- Hillsborough County requires any person engaged in the business of operating vehicles for-hire in the county to obtain a "public vehicle driver's license" (PVDL) from the Hillsborough County Tax Collector, in addition to a valid certificate for the operator and a valid permit for the vehicle after passing a safety and mechanical inspection. Vehicles 10 years of age or older must have additional inspections.<sup>15</sup> A PVDL initial application and renewal fee is \$65 and requires fingerprinting.
- The City of Orlando's police department has a vehicle for-hire unit that requires applicants to show proof of payment of the business tax, pass a vehicle inspection, pass a national background check, and obtain a vehicle permit and a driver permit. The application fee for the vehicle for-hire permit is \$250 and each permit is \$200.<sup>16</sup>

Some cities and counties have made the decision to end their practice of specifically licensing vehicles for-hire.

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<sup>10</sup> S. 125.01(1)(n), F.S.; an incorporated area of the county means that the area is not located within the boundaries of an incorporated municipality.

<sup>11</sup> S. 166.021(3), F.S.

<sup>12</sup> S. 166.221, F.S.; see also s. 205.042, F.S. (municipalities may levy, by appropriate resolution or ordinance, business tax for the privilege of engaging in or managing any business, profession, or occupation within its jurisdiction).

<sup>13</sup> Examples of other cities with vehicle for-hire requirements include: The City of Fort Lauderdale. See *Vehicle For Hire*, City of Fort Lauderdale, <https://www.fortlauderdale.gov/government/departments-i-z/transportation-and-mobility/vehicle-for-hire> (last visited Jan. 12, 2024).

<sup>14</sup> Miami-Dade County, Transportation and Public Work, *For-Hire Transportation*, [https://www.miamidade.gov/global/service.page?Mduid\\_service=ser1498077559199786](https://www.miamidade.gov/global/service.page?Mduid_service=ser1498077559199786) (last visited Jan. 12, 2024).

<sup>15</sup> Hillsborough County Tax Collectors Office, <https://www.hillstax.org/other-services/vehicle-for-hire/ordinance-information/> (Last visited Jan. 12, 2024).

<sup>16</sup> *Vehicle for Hire Permit Application*, City of Orlando Police Department, <https://www.orlando.gov/Public-Safety/OPD/Start-a-Transportation-Company> (last visited Jan. 12, 2024).

- For example, Sarasota, Naples and Collier County made the decision in 2015 to stop licensing vehicles for-hire. “The decision will deregulate the industry once the county’s ordinance is officially taken off the books in the coming weeks. Taxi companies will no longer have to buy commercial insurance and their drivers won’t have to pass criminal background checks. Collier County will no longer issue licenses to taxi or limo companies. Essentially, anyone with a driver’s license will be able to operate a car-for-hire in Collier County.”<sup>17</sup>

### *Special Districts*

A “special district” is a unit of local government created for a particular purpose, with jurisdiction to operate within a limited geographic boundary.<sup>18</sup> Special districts are created by general law, special act, local ordinance, or rule of the Governor and Cabinet.<sup>19</sup> A special district has only those powers expressly provided by, or reasonably implied from, the authority provided in the district’s charter. Special districts provide specific municipal services in addition to, or in place of, those provided by a municipality or county.<sup>20</sup> Special districts are funded through the imposition of ad valorem taxes, fees, or charges on the users of those services as authorized by law.<sup>21</sup>

Special districts may be classified as dependent or independent based on their relationship with local general-purpose governments. A special district is classified as “dependent” if the governing body of a single county or municipality:

- Serves as governing body of the district;
- Appoints the governing body of the district;
- May remove members of the district’s governing body at-will during their unexpired terms; or
- Approves or can veto the budget of the district.<sup>22</sup>

A district is classified as “independent” if it does not meet any of the above criteria or is located in more than one county, unless the district lies entirely within the boundaries of a single municipality.<sup>23</sup>

### *Preemption<sup>24</sup>*

Generally, local governments are preempted from issuing occupational licenses that are not specifically authorized in general law. Local governments include counties, municipalities, and special districts.

In 2021, the Governor signed HB 735, Preemption of Local Occupational Licensing, which preempts occupational licensing to the state unless the local government has specific authority to license and regulate as set out in general law. In 2023, the Governor signed HB 1383, which extended the expiration date for local licensing without general law authority to July 1, 2024. Because counties have specific authority in general law to license and regulate vehicles for-hire, HB 735 does not appear to affect a county’s ability to license vehicles for-hire. However, this preemption may prevent municipalities from licensing and regulating vehicles for-hire after July 1, 2024, because they do not have specific authority to do so.<sup>25</sup>

<sup>17</sup> Naples DailyNews, Greg Stanley, *Collier tosses out regulations for cabs and ride-sharing, helping Uber and similar businesses*, <https://archive.naplesnews.com/business/local/collier-tosses-out-regulations-for-cabs-and-ride-sharing-helping-uber-and-similar-businesses-2319126-337701871.html/> (last visited Jan. 12, 2024).

<sup>18</sup> See *Halifax Hospital Medical Center v. State of Fla., et al.*, 278 So. 3d 545, 547 (Fla. 2019).

<sup>19</sup> See ss. 189.02(1), 189.031(3), and 190.005(1), F.S. See generally ss. 189.012(6), F.S.

<sup>20</sup> Local Administration, Federal Affairs & Special Districts Subcommittee, *The Local Government Formation Manual*, 62, available at <https://myfloridahouse.gov/Sections/Committees/committeesdetail.aspx?CommitteeId=3227> (last visited January 18, 2024).

<sup>21</sup> The method of financing a district must be stated in its charter. Ss. 189.02(4)(g) and 189.031(3), F.S. Independent special districts may be authorized to impose ad valorem taxes as well as non-ad valorem special assessments in the special acts comprising their charters. See, e.g., ch. 2023-335, s. 6 of s. 1, Laws of Fla. (East River Ranch Stewardship District). See also, e.g., ss. 190.021 (community development districts), 191.009 (independent fire control districts), 197.3631 (non-ad valorem assessments), 298.305 (water control districts), and 388.221, F.S. (mosquito control), and ch. 2004-397, s. 27 of s. 3, Laws of Fla. (South Broward Hospital District).

<sup>22</sup> S. 189.012(2), F.S.

<sup>23</sup> S. 189.012(3), F.S.

<sup>24</sup> S.163.211, F.S.

<sup>25</sup> See s. 163.211, F.S.; This may be preempted on July 1, 2024.

## Public Use Airports

A “public-use airport” means any publicly owned airport which is used or to be used for public purposes.<sup>26</sup> An airport is classified as a commercial service airport when the U.S. Secretary of Transportation determines that it has more than 10,000 passenger boardings each year.<sup>27</sup>

In Florida, the Department of Transportation (DOT) is responsible for planning airport systems and overseeing the public airport system.<sup>28</sup> The owner or lessee of a proposed public airport<sup>29</sup> must receive DOT approval before site acquisition, construction, or establishment of a public airport facility.<sup>30</sup> DOT is also responsible for licensing public airport facilities prior to the operation of aircraft to or from the facility and must inspect such facilities prior to licensing or renewal.<sup>31</sup> Current law authorizes local governments to establish and operate airports.<sup>32</sup> Neither state law nor federal law establish requirements for airport governance or ownership. As such, Florida airports operate under either a government department model (where the airport operates as a department of the local government) or an airport authority model (where the airport authority is created as either an independent or a dependent special district). Because airports are generally governed and subsumed as part of local governments, state law provides for very little oversight and accountability.

With respect to county-owned or operated airports, the board of county commissioners has the right, power, and authority to enter into contracts with one or more motor carriers for the transportation of passengers for-hire between airports and points within such county.<sup>33</sup> These contracts define the period of authorization to transport passengers.<sup>34</sup> The county is required to use the competitive bidding process<sup>35</sup> to grant an exclusive right to use certain parking areas at the county-owned airport for motor carriers for the transportation of passengers, such as a taxicab and limousine stand.<sup>36</sup> A county-owned airport, which is located within the jurisdictional boundaries of a municipality, is under the county's exclusive authority and the municipality does not have authority over such airport.<sup>37</sup>

Some airport authorities require vehicles for-hire to obtain a permit to operate from the local government and the airport. For example, Orlando International Airport requires vehicles for hire to have:<sup>38</sup>

- a valid, current driver's license issued by the City of Orlando,
- a vehicle permit (V-Permit) decal issued by the Orlando International Airport displayed on the vehicle at all times, and
- a vehicle for-hire permit decal issued by the City of Orlando displayed on the vehicle at all times.

The Fort Lauderdale-Hollywood International Airport requires persons that operate a vehicle for hire to first register with and obtain a permit from the Environmental and Consumer Protection Division of Broward County. Then, persons with a permit to operate a vehicle for hire must apply for a decal permit

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<sup>26</sup> S. 332.004(14), F.S.

<sup>27</sup> 49 U.S.C.A. § 47102 (2018); *see also*, s. 332.0075 (1)(a), F.S.

<sup>28</sup> S. 332.001, F.S.

<sup>29</sup> S. 330.27(6), F.S. For purposes of DOT approval and licensure, the term “public airport” means a publicly or privately-owned airport for public use.

<sup>30</sup> S. 330.30(1), F.S.

<sup>31</sup> S. 330.30(2), F.S.

<sup>32</sup> *See* ch.332, F.S.

<sup>33</sup> This does not apply to counties who own or operate an airport which is located on land that is separated from the mainland of the state by a body of water or the county has a population between 150,000 and 200,000. S. 331.15(2), F.S.

<sup>34</sup> S. 331.15(2), F.S.

<sup>35</sup> “Competitive bidding is a process of issuing a public bid with the intent that companies will put together their best proposal and compete for a specific project.” *Competitive Bidding: What Is Competitive Bidding?*, FindRFP Inc. <https://www.findrfp.com/Government-Contracting/competitive-bidding.aspx> (last visited Jan. 12, 2024); A county is required to use a competitive bidding procedure to lease county-owned property. *See* 1988 Op. Att’y Gen. Fla. 110 (1988).

<sup>36</sup> *Randall Indus., Inc. v. Lee Cnty.*, 307 So. 2d 499, 501 (Fla. 2d DCA 1975).

<sup>37</sup> Fla. Att’y Gen. Op. 2009-46 (2009); s. 125.015, F.S.; *see also City of Dania v. Hertz Corp.*, 518 So. 2d 1387, 1388 (Fla. 4th DCA 1988).

<sup>38</sup> Greater Orlando Aviation Authority, Vehicle-For-Hire (VFH): V-Permit Holders and Drivers Handbook p. 5, Orlando International Airport, <https://orlandoairports.net/site/uploads/VFH-Handbook.pdf> (last visited Jan. 26, 2024).

from the Broward County Aviation Department.<sup>39</sup> The Jacksonville International Airport has a similar arrangement.<sup>40</sup>

On the other hand, some airport authorities issue a separate permit for vehicles for-hire for transporting passengers at the airport. For example, the Orlando Sanford International Airport requires a vehicle for hire to obtain a ground transportation prearranged permit which is issued by the airport.<sup>41</sup> This includes a ground transportation agreement which excludes taxicabs.<sup>42</sup>

The following are public-use airports:<sup>43</sup>

- Airglades Airport;
- Arcadia Municipal Airport;
- Bartow Executive Airport;
- Boca Raton Airport;
- Calhoun County Airport;
- Clearwater Air Park;
- Dade-Collier Training and Transition Airport;
- DeLand Municipal - Sidney H. Taylor Field;
- Downtown Fort Lauderdale Heliport;
- Fernandina Beach Municipal Airport;
- Fort Lauderdale/Hollywood International Airport;
- Herlong Recreational Airport;
- Inverness Airport;
- Key West International Airport;
- La Belle Municipal Airport;
- Lakeland Linder International Airport;
- Marianna Municipal Airport;
- Merritt Island Airport;
- Miami International Airport;
- New Smyrna Beach Municipal Airport;
- Northeast Florida Regional Airport;
- Okeechobee County Airport;
- Ormond Beach Municipal Airport;
- Palm Beach County Glades Airport;
- Pensacola International Airport;
- Peter Prince Field;
- Pompano Beach Airpark;
- Sarasota/Bradenton International Airport;
- Southeast Florida International Airport;
- Albert Whitted Airport;
- Arthur Dunn Air Park;
- Belle Glade State Municipal Airport;
- Brooksville - Tampa Bay Regional Airport;
- Carrabelle - Thompson Airport;
- Cross City Airport;
- Daytona Beach International Airport;
- Destin - Fort Walton Beach Airport / Eglin Air Force Base;
- Everglades Airpark;
- Flagler Executive Airport;
- Gainesville Regional Airport;
- Hilliard Airpark;
- Jacksonville Executive at Craig Airport;
- Keystone Heights Airport;
- Lake City Gateway Airport;
- Leesburg International Airport;
- Marion County Airport;
- Miami Executive Airport;
- Miami-Opa Locka Executive Airport;
- North Palm Beach County General Aviation Airport;
- Northwest Florida Beaches International Airport;
- Orlando International Airport;
- Page Field;
- Palm Beach County Park Airport;
- Perry-Foley Airport;
- Pierson Municipal Airport;
- Punta Gorda Airport;
- Sebastian Municipal Airport;
- Space Coast Regional Airport;
- Apalachicola Regional-Cleve Randolph Field;
- Avon Park Executive Airport;
- Bob Sikes Airport;
- Buchan Airport;
- Cecil Airport;
- Crystal River - Captain Tom Davis Field;
- Defuniak Springs Airport;
- Destin Executive Airport;
- Orlando Executive Airport;
- Fort Lauderdale Executive Airport;
- George T. Lewis Airport;
- Immokalee Regional Airport;
- Jacksonville International Airport;
- Kissimmee Gateway Airport;
- Lake Wales Municipal Airport;
- Marco Island Executive Airport;
- Melbourne Orlando International Airport;
- Miami Homestead General Aviation Airport;
- Naples Municipal Airport;
- North Perry Airport;
- Ocala International-Jim Taylor Field;
- Orlando Sanford International Airport;
- Palatka Municipal-Lt Kay Larkin Field;
- Palm Beach International Airport;
- Peter O Knight Airport;
- Plant City Airport;
- Quincy Municipal Airport;
- Sebring Regional Airport;
- St Cloud Seaplane Base;

<sup>39</sup> *Operational Guidelines for Ground Transportation at Fort Lauderdale-Hollywood International Airport*, p. 5, Broward County Board of County Commissioners (Aug. 17, 2021), <https://www.broward.org/Airport/Business/about/Documents/Operationalguidelinesforgroundtransportationservices01.pdf> (last visited Jan. 26, 2024).

<sup>40</sup> First a person must obtain a vehicle for hire permit issued from the City of Jacksonville. Then, the person must obtain an annual permit from the Jacksonville Aviation Authority. *Commercial Ground Transportation Policy* p. 7, Jacksonville International Airport, Jacksonville Aviation Authority, (Jan. 28, 2013), <https://flyjacksonville.com/PDFs/AppndxG.pdf> (last visited Jan. 26, 2024).

<sup>41</sup> The fees to obtain a permit to operate vehicle for hire depend on the weight and length of the vehicle.

<sup>42</sup> *2023 Ground Transportation Pre-Arranged Permit*, Orlando Sanford International Airport, <https://web1.osaa.net/GTX/docs/GT-Permit-2023-for-Website.pdf> (last visited Jan. 26, 2024).

<sup>43</sup> E-mail from Lisa Waters, President/CEO, Florida Airports Council, RE: HB 807 (April 14, 2023) (on file with Regulatory Reform & Economic Development Subcommittee).

- St Pete-Clearwater International Airport;
- Tampa Executive Airport;
- The Florida Keys Marathon International Airport;
- Umatilla Municipal Airport;
- Vero Beach Regional Airport;
- Williston Municipal Airport;
- Zephyrhills Municipal Airport
- Suwannee County Airport;
- Tampa International Airport;
- Treasure Coast International Airport;
- Valparaiso Airport;
- Wakulla County Airport;
- Winter Haven Regional Airport;
- Tallahassee International Airport;
- Tavares Seaplane Base;
- Tri-County Airport;
- Venice Municipal Airport;
- Wauchula Municipal Airport; and
- Witham Field.

## Effect of the Bill

### *Counties and Municipalities*

The bill provides an exception from certain local licensing requirements for a person who holds a valid, active license or permit issued by a county or municipality to operate a vehicle for-hire. Such person may operate a vehicle-for hire without being subject to additional licensing or permitting requirements and without paying additional fees if the person:

- Holds a valid, active license or permit to operate a vehicle for hire in the county or municipality in which the person is domiciled.<sup>44</sup>
- Has not had a license or permit to operate a vehicle for hire suspended or revoked within the preceding 5 years.

A county may still license and regulate taxis, jitneys, limousines, rental cars, and other passenger vehicles for-hire. However, if the person is already licensed or permitted by the county or municipality where they live and has a license or permit in good standing, the county will not be able to enforce additional licensing or permitting requirements or impose additional fees upon that person.

As for municipalities, if a person is licensed or permitted by the area where they live and has a license or permit in good standing, the municipality will not be able to enforce additional licensing or permitting requirements or impose additional fees upon that person.

A person who is unlicensed or does not fall within the exception may be able to obtain a license or permit to operate a vehicle for hire in another county or municipality, despite where he or she currently lives.

Thus, the bill allows persons who possess a license or permit in one jurisdiction to operate a vehicle for-hire in other jurisdictions without being subject to obtaining another license or permit.

The bill states that this section does not grant specific authority to counties, municipalities, or special districts to regulate or license vehicles.

Furthermore, the bill provides that reciprocity under certain circumstances **does not apply** to a person who holds a valid, active license or permit to operate a vehicle when such person provides transportation of persons:

- While on stretchers or wheelchairs, or
- Whose handicap, illness, other incapacitation makes it impractical to be transported by a regular common carrier such as a bus, taxi, non-taxi, limousine, or other vehicle-for-hire.

This will likely allow counties or municipalities to maintain or implement required certifications or licenses for a company to operate a medical transportation service for hire.

### *Public Use Airports*

The bill provides that the ability for a person to operate a vehicle for hire to obtain reciprocity under certain circumstances **does not apply** to an airport that licenses or certifies persons who operate a

<sup>44</sup> Domicile means someone's permanent residence or principal home. *Domicile Definition and Meaning*, Merriam-Webster, <https://www.merriam-webster.com/dictionary/domicile> (last visited Jan. 12, 2024).

vehicle for hire. For purposes of this section, the term "airport" includes an airport, airport authority, aviation authority, or other entity that operates a public-use airport as defined in s. 332.004(14), F.S.<sup>45</sup>, including counties, municipalities or special districts that operate airports defined in this subsection.

Overall, this will allow an airport to license or permit persons who operate a vehicle for hire and charge a licensing fee.

**B. SECTION DIRECTORY:**

Section 1. Creating s. 320.0603, F.S., relating to a license or permit to operate a vehicle for hire.

Section 2. Provides an effective date of July 1, 2024.

**II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT**

**A. FISCAL IMPACT ON STATE GOVERNMENT:**

1. Revenues:

None.

2. Expenditures:

None.

**B. FISCAL IMPACT ON LOCAL GOVERNMENTS:**

1. Revenues:

The bill may potentially impact the revenues of municipalities who raise revenue from the licenses that they issue if such fees are not in proportion to the regulatory activity. However, municipalities are required to only impose regulatory fees that are proportionate to the cost of regulation in accordance with section 166.221, F.S. Since municipalities will no longer be issuing as many licenses or inspecting as many vehicles for hire, this loss of revenue should be offset by a decrease in expenditures.

As for counties, the negative impact on revenues is indeterminate.

2. Expenditures:

None.

**C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:**

There may be a positive economic impact on the vehicles for-hire industry. There would be a positive economic impact for persons who:

- hold a valid, active license or permit to operate a for hire vehicle in the municipality or county where they live and
- maintain their license or permit to operate in good standing for the preceding 5 years.

Such persons will not be subject to additional licensing or permitting requirements or fees in other municipalities or counties.

**D. FISCAL COMMENTS:**

None.

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<sup>45</sup> A "public-use airport" means any publicly owned airport which is used or to be used for public purposes. S. 332.004(14), F.S.  
**STORAGE NAME:** h0377e.COM  
**DATE:** 2/8/2024

### III. COMMENTS

#### A. CONSTITUTIONAL ISSUES:

##### 1. Applicability of Municipality/County Mandates Provision:

Not applicable. This bill does not appear to require counties or municipalities to spend funds or take action requiring the expenditures of funds; reduce the authority that counties or municipalities have to raise revenues in the aggregate; or reduce the percentage of state tax shared with counties or municipalities.

##### 2. Other:

None.

#### B. RULE-MAKING AUTHORITY:

None.

#### C. DRAFTING ISSUES OR OTHER COMMENTS:

None.

### IV. AMENDMENTS/COMMITTEE SUBSTITUTE CHANGES

None.