

Transportation Bill Broadens State ROW Preemption and Modernizes DHSMV Processes

SB 488 – Sen. Ralph Massullo Jr. (HB 937 – Rep. Taylor Yarkosky)

General Bill Summary

SB 488 makes a broad set of transportation and motor vehicle law changes. The bill updates motor carrier fuel-tax administration by replacing motor carrier “registration” with “licensure,” requiring fuel tax decals, revising reporting periods and due dates, requiring certain filings to be submitted electronically beginning in October 2026, and creating new penalties for counterfeit fuel tax credentials. The bill also increases the property-damage threshold for mandatory crash reporting to law enforcement from \$500 to \$2,000.

The bill revises vehicle registration requirements by requiring proof of address and updating acceptable identification documents, expands DHSMV’s use of email for notices and orders, and clarifies that license plate frames are allowed so long as they do not obscure required information.

The bill also changes dealer franchise law and, importantly for local governments, revises state law governing communications facilities in public rights-of-way by limiting what counties and municipalities may require from providers seeking permits.

Potential County Impact

The most significant county impact appears in the bill’s revisions to s. 337.401, F.S. Those changes further limit county authority over communications-facility permitting in county rights-of-way. Counties may not require certain surveys or facility inventories, may not impose taxes, fees, costs, charges, or exactions for placement of communications facilities beyond what state law authorizes, may not require cash escrow or certain extra agreement terms, and may not impose landscaping or vegetation-management requirements except as specifically allowed. Counties may still require certain bonds or financial instruments, but under tighter statutory limits.

The bill also affects county sheriffs and local law enforcement because fewer lower-value property-damage crashes may require mandatory law-enforcement notification after the threshold increase to \$2,000. County tax collectors may need operational updates because the bill authorizes tax collectors to process certain disability plate applications and issue those plates immediately on demand, and because the bill updates vehicle registration and documentation rules. Fiscal effects are likely operational rather than revenue-positive, and counties may face reduced local discretion in right-of-way administration.

Effective Date

October 1, 2026.

Primary Statutory References

- s. 207.001, F.S.
- s. 207.002, F.S.
- s. 207.004, F.S.
- s. 207.005, F.S.
- s. 207.007, F.S.
- s. 207.019, F.S.
- s. 316.065, F.S.
- s. 320.02, F.S.
- s. 320.0843, F.S.
- s. 320.061, F.S.
- s. 320.262, F.S.
- s. 322.251, F.S.
- s. 337.401, F.S.