

Discrimination in Overdrive

Florida's Immigration Crackdown Fuels
Racial Profiling in Traffic Stops



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Executive Summary

This report analyzes traffic stop data from the Florida Highway Patrol (FHP) spanning May 2, 2021, through March 31, 2024. The data shows patterns of racial disparity in enforcement and the potential amplification of these disparities through Florida's unprecedented expansion of 287(g) immigration enforcement agreements.

The analysis reveals significant racial disparities in both traffic stops and arrests that disproportionately impact Hispanic and Black drivers, with Hispanic drivers experiencing the highest arrest rates despite comprising a smaller percentage of total stops.

Findings include:

- Systemic disparities exist within FHP enforcement practices, as evidenced by consistent, statistically significant racial and ethnic disparities that cannot be explained by violation type, driver gender, or other measured factors.
- Hispanic drivers face the most severe disparities in FHP's enforcement practices following a traffic stop, experiencing arrest rates nearly double their representation in traffic stops and facing 2.1 times higher odds of arrest even after controlling for other measurable factors.
- One driver of disparities is arrests for driving without a valid license, an offense for which officers have discretion to arrest offenders in Florida; officers chose to arrest Hispanic drivers for license violations at nearly double the rate of other drivers.
- In contrast, White drivers represent only 26% of arrests, even though they comprise 45% of stops, 56% of Florida's population, and likely an even greater percentage of drivers on the roads, given national racial disparities in access to vehicles.
- Black drivers are the most disproportionately overrepresented group for traffic stops (22% of stops), even though Black people make up only 15% of Florida's population. Similarly, 28% of the traffic arrests are of Black drivers - nearly twice their rate of representation in the population.
- Geographic variation in disparities reveals that the problems are most pronounced in troops covering areas with smaller Hispanic populations, suggesting potential targeting of minority drivers in predominantly White regions. For example, a Hispanic driver in the Big Bend (Troop H) region is 6 times as likely to be arrested as White drivers, and a Hispanic driver in the Panhandle (Troop A) region is 4.5 times as likely to be arrested as White drivers.

Based on these findings, this report makes several **critical recommendations**:

- FHP should increase transparency by making public the criteria used in all its officer trainings, including those that instruct officers on conducting traffic or immigration enforcement, as well as those related to the race, ethnicity, language, ancestry, or national origin of motorists, drivers, passengers, or the general population. In particular, FHP should clarify whether its officers have been instructed to consider such factors in law enforcement decisions, including whether to make or prolong stops, investigate immigration status, contact federal immigration authorities, or make arrests.
- FHP should ensure accountability by adopting an independent police auditing mechanism to investigate and respond to, or periodically review, allegations by motorists, including drivers and passengers, or their representatives, relating to racial profiling. This could include an independent ombudsman with access to records and the authority to ensure accountability.
- FHP must take adequate additional steps (including review of current policies, practices, and training) to ensure that its officers do not rely on impermissible factors in law enforcement operations.

Background

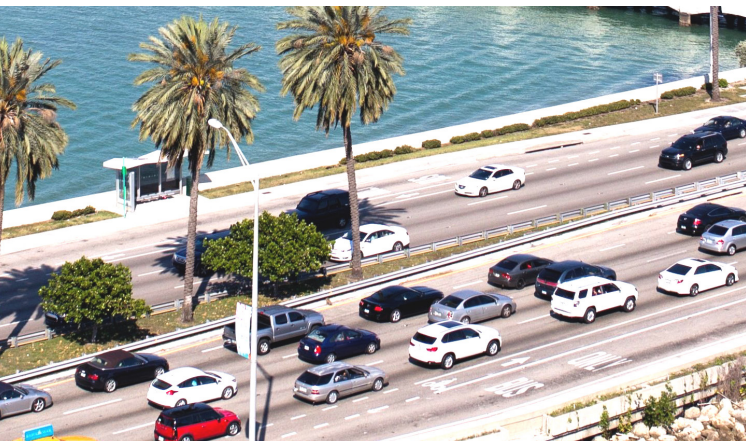
Florida Highway Patrol and Biased Policing

The Florida Highway Patrol operates as the state's primary highway law enforcement agency, with nearly 2,000 officers deployed across eight troops covering all 67 counties. Established in 1939, the FHP is responsible for enforcing traffic laws on Florida's highways, interstates, and state roads, conducting crash investigations, and providing motorist assistance services. The agency has grown significantly over the decades as Florida's population and transportation infrastructure have expanded.

Despite official policies prohibiting biased policing,¹ the FHP has a documented history of racial profiling dating back decades, with multiple studies and investigations revealing persistent patterns of disparate treatment of minority drivers. The agency's policy statements acknowledge that "the value and worth of a law enforcement agency is determined by the people it serves" and that perceptions of unfair treatment lead to "deteriorating relationships" with communities. However, empirical evidence consistently demonstrates gaps between these stated principles and actual enforcement practices.

Historical evidence of racial profiling in Florida demonstrates a persistent pattern of discriminatory enforcement practices. A 2014 ACLU study found that Black motorists were cited for seat belt violations at nearly double the rate of white motorists across 147 law enforcement agencies statewide.² A Center for American Progress study revealed that African Americans and Latinos accounted for 70% of highway patrol stops despite comprising only 5% of drivers in the specific geographic areas examined during the study period.³ Academic research published in 2024 analyzing FHP data found significant differences in search patterns based on officer political affiliation.

The study revealed that White Republican officers searched Black motorists at a rate of 1.6% compared to searching White motorists at only 0.63%, representing nearly a threefold disparity. In contrast, White Democratic officers searched Black motorists at 0.86% compared to White motorists at 0.38%, showing a lower but still significant disparity. This research indicates that political affiliation may influence discriminatory policing practices, with more conservative officers demonstrating higher rates of disparate treatment.⁴



287(g) Program Expansion in Florida

The 287(g) program, named after Section 287(g) of the Immigration and Nationality Act, delegates federal immigration enforcement authority to state and local law enforcement agencies.⁵

The program allows these entities to play a role in federal immigration enforcement, for example, by deputizing state officers to act with the authority of federal immigration agents.

Florida has recently experienced an unprecedented expansion of 287(g) agreements, which initially stemmed from limited legislative mandates and have since been extended by political pressure from the administration of Governor Ron DeSantis to include participation by most state and local law enforcement agencies.

In 2022, Florida became the first state to mandate 287(g) participation for all law enforcement agencies operating county detention facilities through the passage of Senate Bill 1808.⁶ This legislative requirement marked a significant departure from the voluntary nature of these agreements.

In February 2025, Florida reached another milestone when the FHP became the first state agency nationwide to enter into a "Task Force Model" 287(g) agreement, which allows for street-level immigration enforcement during routine police activities.⁷ As of current reporting, more than 100 Florida law enforcement agencies have signed 287(g) agreements, with an additional 96 applications pending approval.

The FHP's 287(g) agreement represents a significant expansion of state law enforcement authority into federal immigration matters. Under this agreement, FHP troopers have been granted the authority to interrogate individuals about their immigration status during routine traffic stops, make warrantless arrests of individuals suspected of being undocumented immigrants, detain individuals for transfer to Immigration and Customs Enforcement (ICE) custody, and participate in federal immigration enforcement operations.⁸ This broad delegation of authority transforms routine local traffic enforcement into potential immigration enforcement actions,

fundamentally altering the nature of police-community interactions in a state where 22.1% of the population is foreign-born.⁹

The expansion of 287(g) authority creates conditions that are likely to exacerbate existing patterns of racial profiling documented in Florida's traffic enforcement. Historical evidence shows that when local law enforcement agencies have participated in the 287(g) program, particularly the Task Force Model, racial profiling has increased significantly. Department of Justice investigations in Maricopa County, Arizona, and Alamance County, North Carolina, found patterns of discriminatory enforcement and civil rights violations directly connected to 287(g) participation.¹⁰ These findings contributed to the Obama administration's decision to end the Task Force Model; it was only resurrected in January 2025.

The Task Force Model of the 287(g) program may lead officers to make immigration-related determinations based on appearance, accent, or other characteristics that correlate with perceived foreign origin. Research has shown that officers operating under 287(g) authority often rely on impermissible factors such as language ability, skin color, or surnames when deciding whom to investigate for immigration violations.¹¹ This creates a systematic mechanism for racial profiling, as officers may use minor traffic violations as pretexts to investigate individuals who appear to be Latino or foreign-born.¹²

There are now reports that FHP may have relied on these impermissible factors in conducting stops and making arrests under their new 287(g) authority (as well as under recently enacted state laws criminalizing the entry and transportation of immigrants in Florida).^{13;14} These reports add to mounting concerns that "immigration agents carrying out the Trump administration's deportation crackdown" around the country "are engaging in widespread racial profiling," which further suggests that current federal oversight over FHP 287(g) officers is more likely to encourage rather than restrain abuses.¹⁵

Methodology

Data Collection and Scope

The analysis examined FHP traffic stop data obtained through public records requests covering an extensive period from May 2, 2021, through March 31, 2024.¹⁶ During this period, Florida officials began putting in place a unilateral state immigration enforcement regime at the behest of Governor Ron DeSantis, beginning with Executive Order 21-223, which “authorized and encouraged” FHP officers enforcing traffic laws to detain vehicles suspected of transporting immigrants from the Southwest border (including those whose presence in the country had been authorized by the previous presidential administration).¹⁷

The comprehensive dataset encompasses 1,402,032 total traffic stops conducted across all FHP troops statewide. For the most detailed analysis, the study focused on a subset of 733,621 stops that occurred between August 18, 2022, and March 31, 2024, which provided the most recent data and didn’t overlap with the COVID-19 period. The variables analyzed included driver race and ethnicity, gender, type of violation cited, outcome of the stop, and arrest status, allowing for a multifaceted examination of enforcement patterns.

Analytical Approach

The methodology employed multiple analytical techniques to provide a comprehensive assessment of enforcement patterns.

- **Descriptive analysis** examined stop and arrest rates by demographic characteristics to identify initial patterns of disparity.
- **A comparative analysis** systematically compared stops, arrests, and violations across racial and ethnic groups to quantify differences in stop rates.
- **Regression analysis** used logistic regression models that accounted for violation type, gender, and other measurable factors to isolate the independent effect of race and ethnicity on the odds of arrest.
- **Troop-level analysis** provided a regional examination of disparities across FHP's eight operational troops, identifying geographic variations in enforcement patterns.

Limitations

The analysis acknowledges several critical methodological limitations that must be considered when interpreting the findings. Population estimates used for comparison may not accurately reflect actual highway usage patterns by race and ethnicity, as census data does not capture variations in driving behavior, commuting patterns, or time spent on roadways. Time-of-day variations in traffic patterns were not incorporated into the analysis, which could affect the interpretation of stop patterns if different demographic groups have varying travel schedules. Individual driver history and repeat stops could not be tracked in the dataset, preventing analysis of whether specific individuals were stopped multiple times.

Additionally, statewide population demographics may not accurately represent the driving population on Florida's highways, particularly given that Florida's diverse population includes significant variation in racial and ethnic composition across different regions, and highway corridors may have different demographic patterns than residential areas. The analysis also acknowledges that racial and ethnic classifications in traffic stop data may not fully capture the complexity of Florida's diverse population, including individuals who identify as multiracial or whose appearance may not align with their recorded classification. Most importantly, while the analysis can identify statistically significant disparities that warrant concern, it cannot definitively prove intentional discrimination, as disparities would be more accurately measured through analyses of searches and search outcomes, among other factors.¹⁸

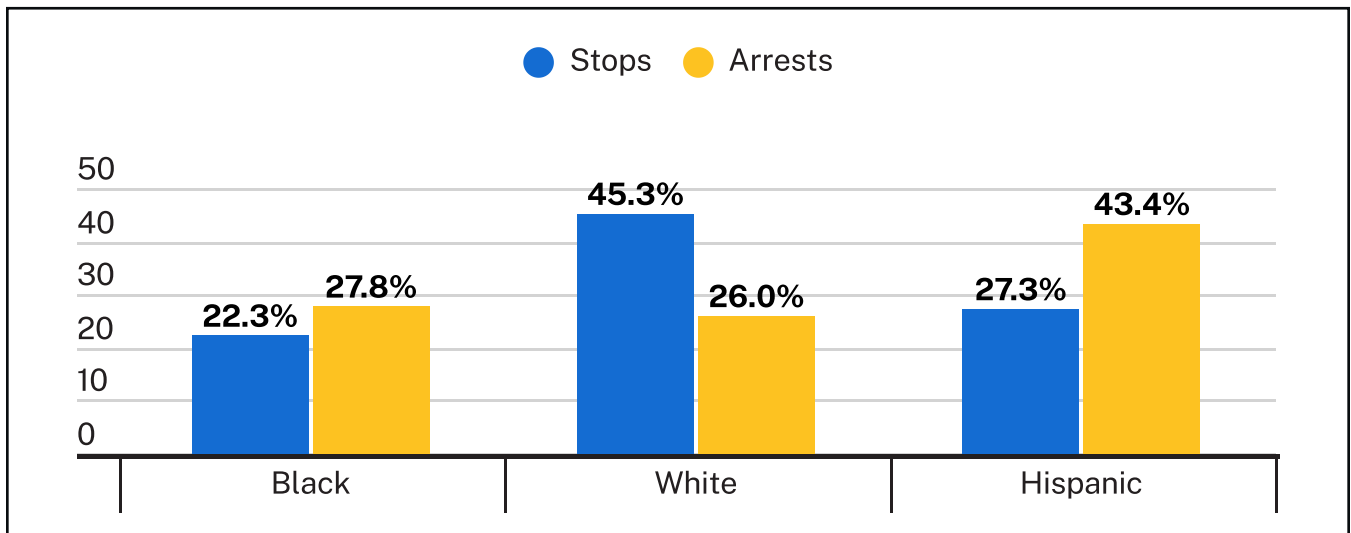
Detailed Findings

Statewide Trends

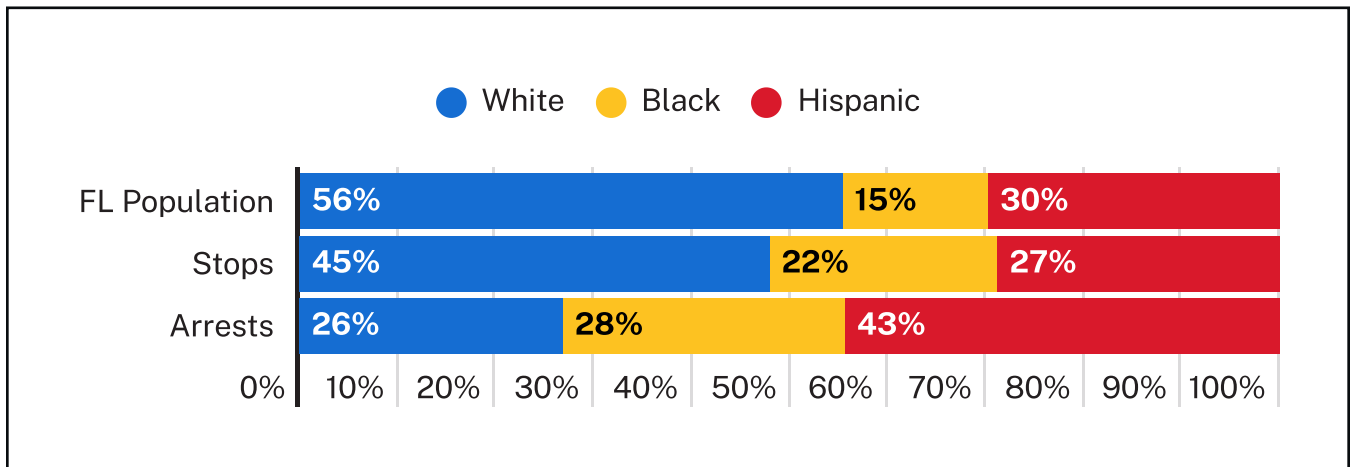
Analysis of 733,621 stops between August 18, 2022, and March 31, 2024, reveals specific patterns in enforcement outcomes. Drivers classified by FHP as “White” comprised 45% of stops, drivers classified as “Black” 22%, and drivers classified as “Hispanic” 27%. When compared to Florida's population demographics (56% White, 15% Black, 30% Hispanic), Black drivers are overrepresented in traffic stops while White and Hispanic drivers are underrepresented relative to their population share.¹⁹

Arrest patterns differ from stop patterns in their distribution, however. White drivers account for 26% of arrests, Black drivers 28%, and Hispanic drivers 43%. This represents a significant shift from stop proportions, with Hispanic drivers showing the largest increase from stops to arrests (27% to 43%).

Comparison of Stops and Arrests by Race



Statewide Population, Stops, and Arrests

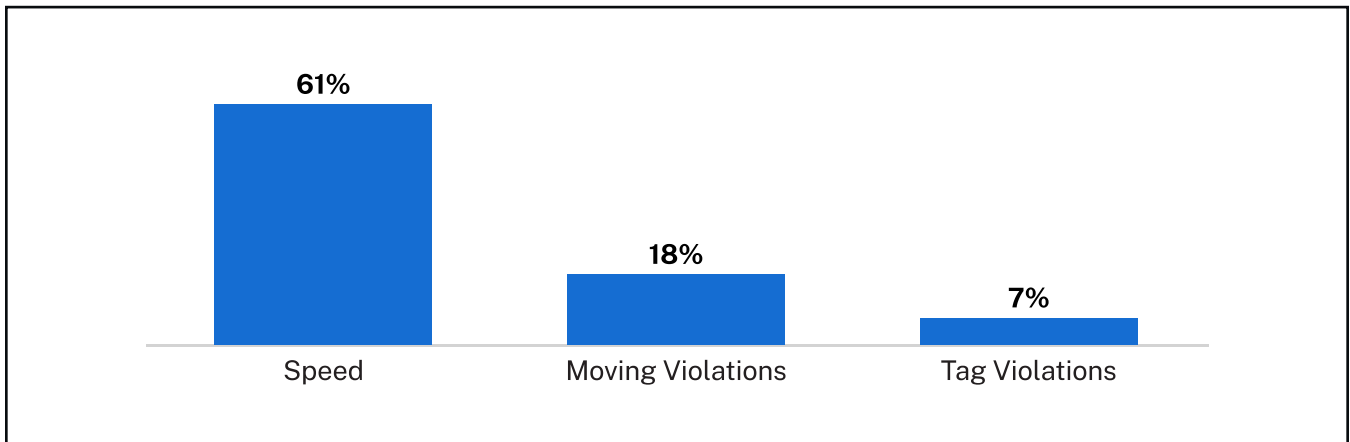


Top Reasons for Stops and Violations

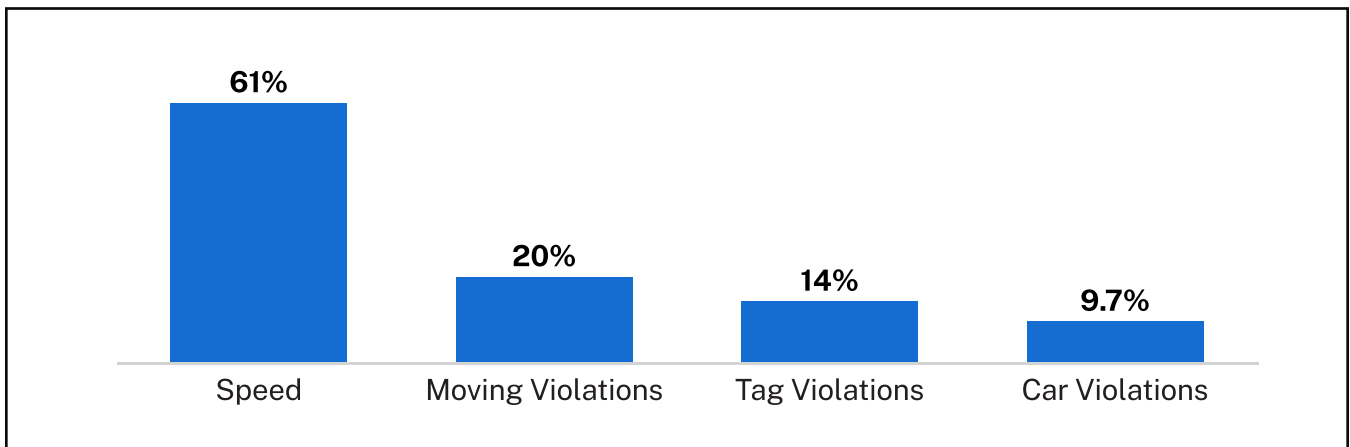
FHP classifies traffic violations as non-moving infractions, moving infractions, criminal violations, pedestrian and bicyclist. This report looks at moving violations, including both speed violations and other moving violations such as failing to stop at a red light; and nonmoving violations, including tag violations and car violations.

Speed violations represented the most common reason for traffic stops, accounting for 61% of all stops (450,825 stops). Other moving violations accounted for 18% (135,682 stops), and tag violations for 7% (52,547 stops). Similar patterns emerged for the types of violations cited, with speed violations accounting for 61% of all violations (449,125), other moving violations accounting for 20% (146,157), tag violations accounting for 14% (99,591), and car violations accounting for 10% (71,437).

Top Reasons for Stops

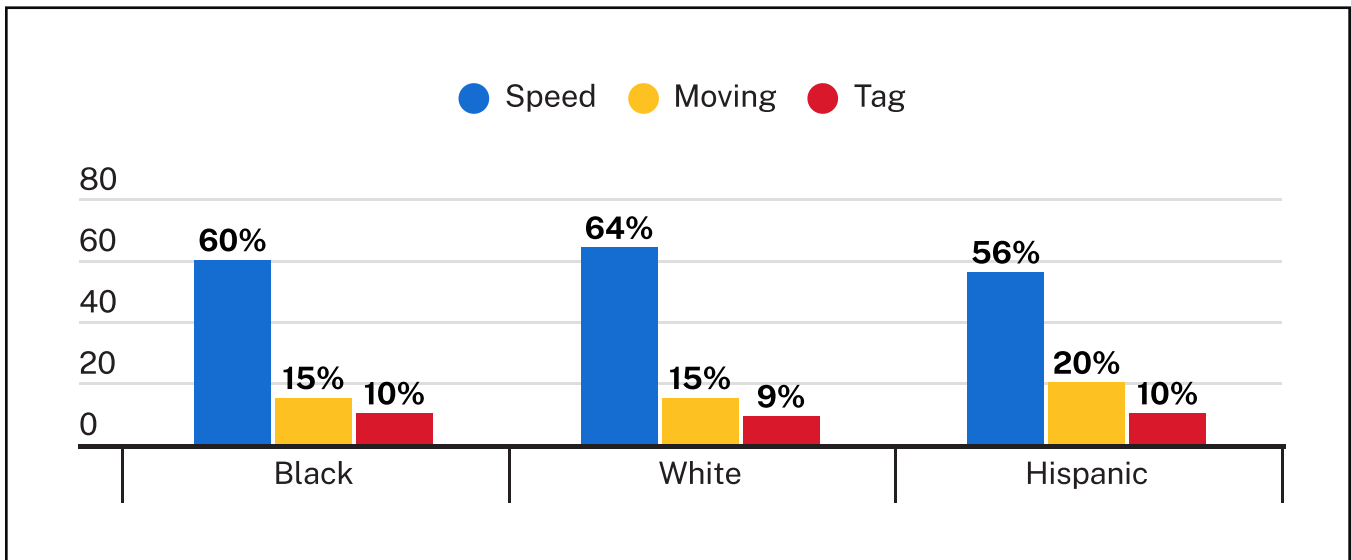


Top Violations



Variation existed across racial groups in the types of violations. For White drivers, 64% of stops were initiated due to speeding. For Black drivers, speeding was cited 60% of the time, while it was given as the reason to stop Hispanic drivers 56% of the time. The difference may be explained by more subjective or discretionary rationales for initiating non-speeding stops. For example, 20% of stops of Hispanic drivers were for other moving violations, such as improper passing, while other moving violations were the reason for initiating stops of Black and White drivers 15% of the time.

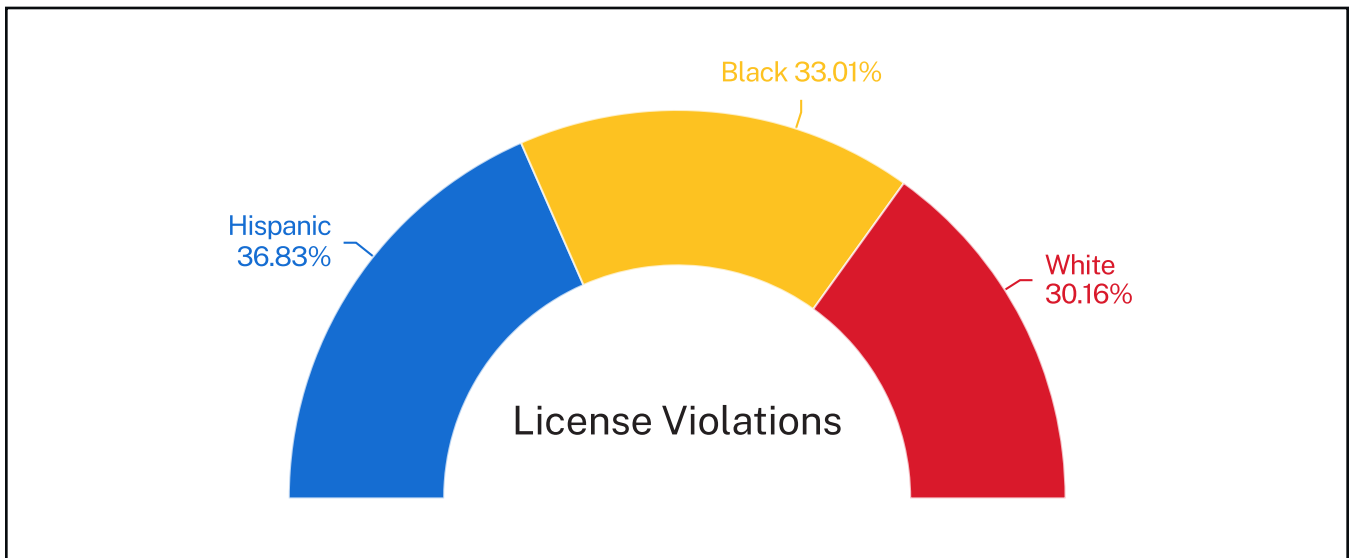
Violations by Race



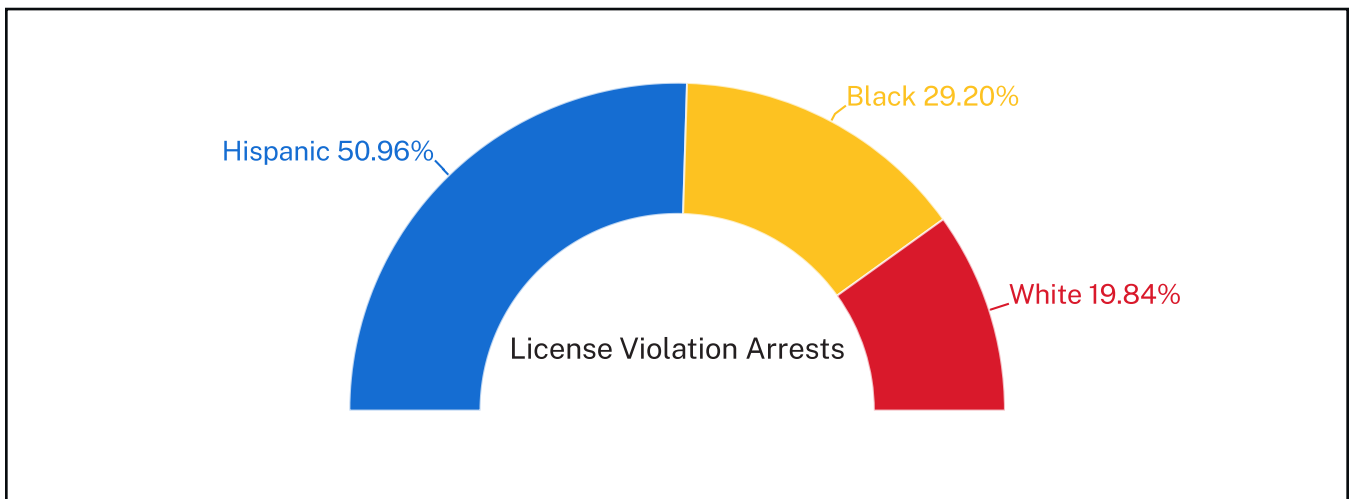
Driver's License Violations

Driver's license violations occurred in approximately 10% of all stops (71,936 stops). Among these violations, Hispanic drivers accounted for 37%, Black drivers 33%, and White drivers 30%. License violations resulted in arrests in approximately 30% of cases (21,594 arrests). The racial distribution of license violation arrests showed Hispanic drivers comprising 50%, Black drivers comprising 29%, and White drivers comprising 22%.

Driver's License Violations



Driver's License Violation Arrests



Additional analysis of license violations specifically found that, among Hispanic driver stops with license violations, 42.1% resulted in an arrest, compared to 23.4% for non-Hispanic drivers with license violations. Similar patterns emerged when examining the initial reasons for the stop. Among Hispanic drivers with license-related reasons for stops, 41% led to an arrest compared to 12% for non-Hispanic drivers with license-related reasons for stops.

The focus on license violations is particularly significant because driving without a valid license is an arrestable offense in Florida, meaning officers have discretionary authority to arrest any driver found to be operating without proper licensing. However, the data shows that this discretionary authority is exercised disproportionately based on driver demographics. The fact that officers chose to arrest Hispanic drivers for license violations at nearly double the rate of other drivers, despite all drivers being equally subject to arrest for this offense, demonstrates differential enforcement that cannot be explained by legal requirements and suggests bias in arrest decision-making.

Regression Analysis Results

Logistic regression analysis, controlling for violation type and driver gender, revealed statistically significant differences in arrest odds by race and ethnicity. Stops of Black drivers showed 1.4 times higher odds of resulting in an arrest compared to stops of White drivers. This statistical technique is important because it allows researchers to isolate the effect of race and ethnicity on arrest decisions while holding other factors constant. By controlling for the type of violation (such as speeding versus license violations) and driver gender, the analysis can determine whether racial disparities persist even when comparing stops with similar offenses, which helps rule out the possibility that disparities are simply due to different groups committing different types of violations.

Stops of Hispanic drivers showed 2.1 times higher odds of arrest compared to stops of White drivers. Results show that even when accounting for the type of violation and sex of the driver, stops of Black and Hispanic drivers have greater odds of resulting in an arrest.

Regression Analysis

Measure	Odds Ratio	Significant	Interpretation
Female	.51	Yes	Female drivers have lower odds of being arrested than males
Black	1.4	Yes	Black drivers have 1.4 times higher odds of being arrested than white drivers
Hispanic	2.1	Yes	Hispanic drivers have 2.1 times higher odds of being arrested than white drivers
Other	.99	No	Other race does not significantly differ in odds of arrest

These disparities were even more pronounced when examining only arrests that involved a driver's license violation, accounting for other violations and sex. Stops of Black drivers with a license violation showed 1.5 times higher odds of arrest compared to stops of White drivers with such violations. Stops of Hispanic drivers with a license violation showed 2.9 times higher odds of arrest compared to stops of White drivers with such violations.

Further, these disparities persisted when conducting a logistic regression analysis of non-license-related arrests, which only examined arrests that did not involve a license violation. These numbers are small, with only 1.41% (or 9,321) stops resulting in an arrest for other violations that did not include a license violation.

Stops of Black drivers showed 1.3 times higher odds of arrest compared to stops of White drivers. Stops of Hispanic drivers showed 1.14 times higher odds of arrest compared to stops of White drivers. Similar to the results above, this showed that even when accounting for the type of violation and sex of the driver, stops of Black and Hispanic drivers have greater odds of resulting in an arrest for non-license-related violations as well.

Regional Troop-Level Analysis

All eight FHP troops analyzed showed statistically significant differences in arrest rates by race and ethnicity. Regional variations were observed:

Troop A (Panhandle):

Hispanic drivers comprised 9% of stops, 31% of arrests, and 40% of license violation arrests. Regression analysis showed odds ratios of 1.7 for stops of Black drivers and 4.5 for stops of Hispanic drivers compared to stops of White drivers.

Troop B (I-75 Corridor)

Hispanic drivers comprised 13% of stops, 32% of arrests, and 38% of license violation arrests. Odds ratios were 1.8 for stops of Black drivers and 3.6 for Hispanic stops compared to stops of White drivers.

Troop E (Miami-Dade/Monroe)

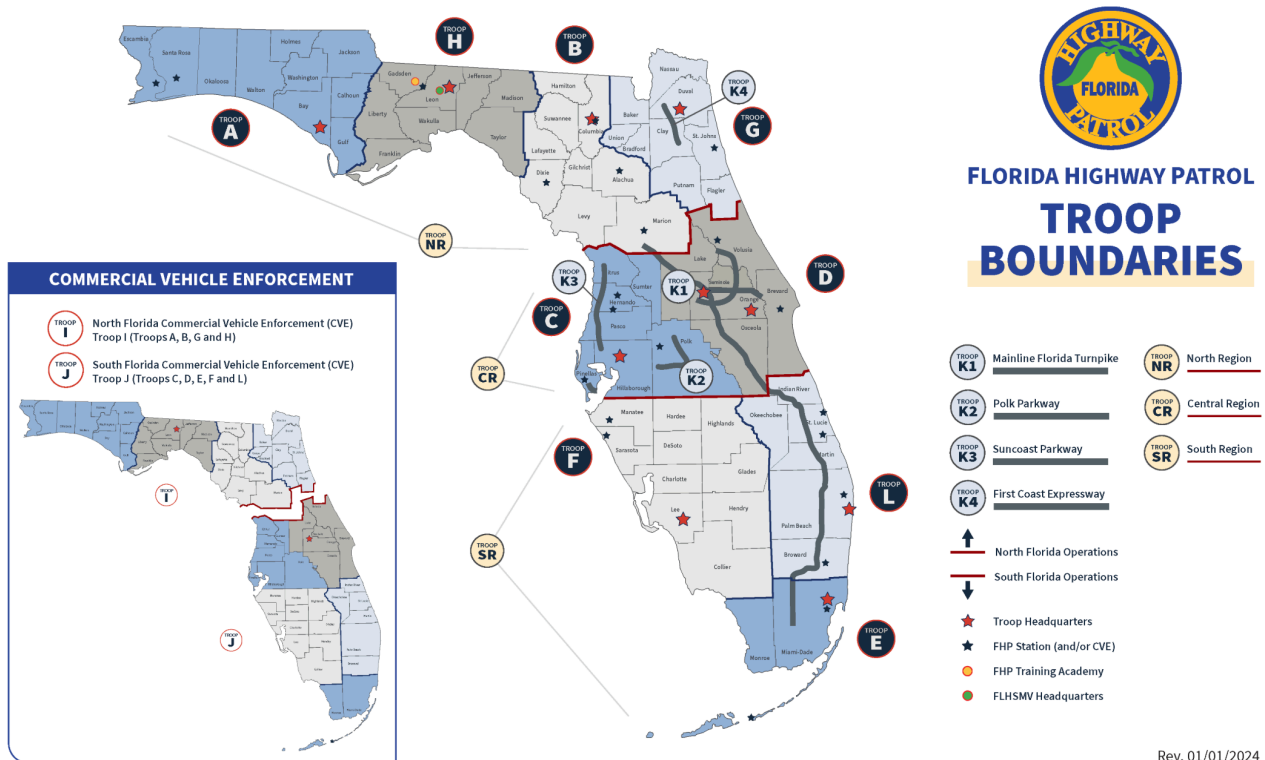
Hispanic drivers comprised 63% of stops, 66% of arrests, and 66% of license violation arrests. Odds ratios were 1.5 for stops of Black drivers and 1.6 for stops of Hispanic drivers compared to stops of White drivers.

Troop H (Big Bend)

Hispanic drivers comprised 12% of stops, 36% of arrests, and 44% of license violation arrests. Odds ratios were 1.7 for stops of Black drivers and 6.0 for stops of Hispanic drivers compared to stops of White drivers.

Troop G (Northeast Florida):

Hispanic drivers comprised 12% of stops, 24% of arrests, and 40% of license violation arrests. Odds ratios were 1.3 for stops of Black drivers and 2.4 for stops of Hispanic drivers compared to stops of White drivers.



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Summary of Key Findings

The findings lead to several conclusions that have significant implications for civil rights and policing practices in Florida.

1

Systemic disparities exist within FHP enforcement practices, as evidenced by consistent, statistically significant racial and ethnic disparities that cannot be explained by violation type, driver gender, or other measured factors. These disparities are not random or incidental but represent persistent patterns that raise serious constitutional concerns.

2

Hispanic drivers face the most severe arrest disparities, experiencing arrest rates nearly double their representation in traffic stops and facing 2.1 times higher odds of arrest even after controlling for other measurable factors. This level of disparity is particularly concerning given the expansion of immigration enforcement authority that may be influencing these outcomes.

3

The concentration of Hispanic arrests in license violations, where they comprise 51% of such arrests despite being 27% of traffic stops, suggests that immigration status considerations may be directly influencing enforcement decisions. This pattern suggests that license violations may be serving as a proxy for immigration enforcement, potentially transforming routine traffic violations into entry points for the deportation pipeline.²⁰

4

Geographic variation in disparities reveals that the problems are most pronounced in troops covering areas with smaller Hispanic populations, suggesting potential targeting of minority drivers in predominantly White regions. This pattern indicates that bias may be most severe where minority drivers are most visible or vulnerable.

In particular, Hispanic drivers have 6 times higher odds of being arrested than White drivers in the Big Bend (Troop H) region, and 4.5 times higher odds of being arrested than White drivers in the Panhandle (Troop A) region. These are also some of the regions that have been most aggressively targeted for immigration enforcement both by FHP and by ICE since February 2025, raising new concerns among Latinos in local communities that they are being racially profiled.²¹

Implications for 287(g) Implementation

The findings raise profound concerns about the emerging impact of 287(g) agreements on policing practices and civil rights in the state of Florida. The evidence suggests that bias may be amplified through 287(g)'s delegation of federal immigration enforcement authority, as FHP already demonstrates significant racial disparities. Adding immigration enforcement authority to an already biased system will likely exacerbate existing problems rather than improve public safety.

The data indicates that the 287(g) authority facilitates much higher levels of discretionary arrests by creating additional justification for traffic enforcement actions. The authority to investigate immigration status during routine traffic stops creates perverse incentives for pretextual enforcement, particularly for minor violations such as license infractions, which can serve as entry points into the immigration enforcement system.

These enforcement patterns will inevitably lead to community trust erosion, as documented disparities combined with explicit immigration enforcement authority are likely to further damage relationships between law enforcement and immigrant communities. Research consistently shows that when community members fear police contact will lead to deportation, they become less likely to report crimes, cooperate with investigations, or seek help during emergencies.

Finally, the pattern of disparate enforcement raises serious constitutional concerns about both Fourth Amendment protections against unreasonable searches and seizures, and Fourteenth Amendment guarantees of equal protection under law. The systematic targeting of Hispanic drivers for arrest, particularly for license violations, suggests that race and ethnicity are impermissibly influencing law enforcement decisions. There are now increasing indications that passengers are also being targeted for immigration investigation, even

though traffic violations do not provide a “reason to stop or detain the passengers.”²² The Supreme Court has applied strict scrutiny to policies that treat race as a factor, even when “not the predominant factor,”²³ and lower courts have found 287(g) jurisdictions liable for their racial profiling policies and practices, including where explicit racially neutral policies were not in fact implemented and where no action was taken to investigate “the presence of arrest reports, stat sheet summaries, and other records that raised the specter of racial profiling.”²⁴

Based on these findings, there are several critical recommendations:

- FHP should increase transparency by making public the criteria used in all its officer trainings, including those that instruct officers on conducting traffic or immigration enforcement, as well as training its officers to conduct traffic or immigration enforcement, including those related to the race, ethnicity, language, ancestry, or national origin of motorists, drivers, passengers, or the general population. In particular, FHP should clarify whether its officers have been instructed to consider such factors in law enforcement decisions, including whether to make or prolong stops, investigate immigration status, contact federal immigration authorities, or make arrests.
- FHP should ensure accountability by adopting an independent police auditing mechanism to investigate and respond to, or periodically review, allegations by motorists, including drivers and passengers, or their representatives, relating to racial profiling. This could include an independent ombudsman with access to records and the authority to ensure accountability.
- FHP must take adequate additional steps (including review of current policies, practices, and training) to ensure that its officers do not rely on impermissible factors in law enforcement operations.

Directions for Future Research

While this analysis provides compelling evidence of racial disparities in Florida Highway Patrol traffic enforcement, it represents a preliminary investigation that could be significantly enhanced through additional research approaches and data collection.

Refining the Analysis of Traffic Stops

Future research should distinguish between discretionary and non-discretionary traffic stops to better isolate the role of officer decision-making in observed disparities, as discretionary stops would be most susceptible to bias and immigration enforcement considerations.

Assessing Community Impact and Legal Consequences

Such research would also benefit from community impact assessments examining changes in crime reporting rates and police cooperation following the implementation of 287(g), as well as a legal analysis of constitutional violations and civil rights complaints arising from FHP's immigration enforcement activities. This preliminary investigation establishes clear evidence of concerning disparities that appear to impact Hispanic and Black drivers disproportionately.

Measuring the Impact of 287(g)

A more comprehensive analysis would directly measure the impact of 287(g) agreements through pre- and post-implementation comparisons, including data on the number of individuals transferred from FHP custody to ICE, with demographic breakdowns. A comparative analysis between jurisdictions with and without 287(g) agreements would also be conducted to isolate the specific effects of immigration enforcement authority.

Data Collection for Deeper Insight

Additionally, enhanced data collection, including search rates and outcomes, stop duration, officer characteristics, and passenger interactions, would enable more sophisticated analyses designed to detect bias and assess the full scope of immigration enforcement during traffic stops.

Still, a more comprehensive research approach incorporating these additional elements would provide a fuller understanding of the mechanisms driving these disparities and the specific role that 287(g) agreements play in exacerbating discriminatory enforcement patterns.

Such research is essential for developing effective interventions to ensure constitutional policing, to engender and preserve public trust and **to protect the civil rights of all Florida residents.**

Conclusion

This analysis provides compelling evidence of racial disparities in FHP traffic enforcement that disproportionately impact Black and Hispanic drivers. The implementation of 287(g) agreements, particularly the task force model that grants immigration enforcement authority, threatens to amplify these existing disparities, trample constitutional rights, and transform every traffic stop into a potential immigration enforcement action.

The data strongly suggests that without significant reforms to address bias in traffic enforcement, Florida's expansion of 287(g) authority will exacerbate racial profiling and undermine public safety by eroding community trust in law enforcement. The observed trends mirror outcomes in other jurisdictions where 287(g) programs have produced discriminatory policing and civil rights violations.²⁵ In turn, agencies that take on 287(g) authority without reforming policies, practices, and training to address these violations increase their exposure to litigation and future federal civil rights investigations.

Immediate action is needed to address these disparities and ensure that Florida's law enforcement practices comply with constitutional requirements of equal protection and due process for all residents, regardless of race, ethnicity, or immigration status.

Endnotes

- 1 See, e.g., Florida Highway Patrol Policy 2.02.03 (2007); 11.02 (2021); <https://www.flhsmv.gov/florida-highway-patrol/about-fhp/fhp-policy-manual/>.
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- 6 Rendall, Shari. “Florida Highway Patrol to Participate in 287(g) Program” Federation for American Immigration Reform, February 17, 2025. <https://www.fairus.org/news/state-and-local/florida-highway-patrol-participate-287g-program>.
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- 8 Memorandum of Agreement between U.S. Immigration & Customs Enforcement and Florida Department of Highway Safety & Motor Vehicles, Division of Highway Patrol, Feb. 7, 2025, at 2-3, available at https://www.ice.gov/doclib/287gMOA/floridaHighwayPatrol_02.07.2025.pdf.
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- 13 Ceballos, Ana, Siena Duncan, Claire Healy, Ana Claudia Chacin, and Jay Weaver. “A Black Hole’: Attorneys Say They Still Can’t Reach Clients in Alligator Alcatraz.” *Miami Herald*, July 15, 2025. <https://www.miamiherald.com/news/local/immigration/article310625140.html>. (“[An attorney] said her client was originally held at a U.S. Customs and Border Protection building in Dania Beach for about a week after he was stopped at a truck weigh station by Florida Highway Patrol officers on June 25. He has a valid driver’s license, Cuprys said. She still doesn’t know why he was detained that day. The Honduran man called her when he was stopped and an FHP officer took the phone and told her that anyone who “appears Hispanic” needs to be sent to CBP to have their license verified, she said.”)
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- 22 *Maryland v. Wilson*, 519 U.S. 408, 413 (1997).
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