

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 Rules

BILL: CS/CS/SB 1080

INTRODUCER: Rules Committee; Transportation Committee; and Senator DiCeglie

SUBJECT: Transportation

DATE: March 4, 2026

REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	<u>Johnson</u>	<u>Vickers</u>	<u>TR</u>	<u>Fav/CS</u>
2.	<u>McMillan</u>	<u>McKay</u>	<u>CM</u>	<u>Favorable</u>
3.	<u>Johnson</u>	<u>Kruse</u>	<u>RC</u>	<u>Fav/CS</u>

Please see Section IX. for Additional Information:

COMMITTEE SUBSTITUTE - Substantial Changes

I. Summary:

CS/CS/SB 1080 addresses a range of issues related to transportation. As it relates to the automated (camera) enforcement of traffic infractions the bill:

- Defines the term “careful and prudent manner” as it relates to right turns on red enforced using traffic infraction detectors.
- Clarifies that flashing beacons must be installed and activated to enforce the school zone speed limits and provides until January 1, 2028, for the installation of new beacons in applicable school zones.
- Provides that after January 1, 2028, photographic evidence of school zone speed violations must include the beacon status.
- Provides that a speed detection system may be placed outside of a school zone, provided it only captures violations occurring within the school zone.
- Authorizes the withholding of motor vehicle registrations for the nonpayment of a camera enforced traffic violation.
- Restarts the statute of limitations for a camera enforced traffic infraction if an affidavit is submitted documenting that another person was driving the vehicle at the time of the violation.

The bill also includes the following provisions:

- Requires the Florida Department of Transportation (FDOT) and local governments to increase yellow light times at intersections with traffic infraction detectors.

- Authorizes the use of automated license plate recognition systems by private entities on private property, provides limits on the use of data from such systems, and establishes data security requirements.
- Authorizes counties and municipalities to reduce speed limits in residential areas.
- Clarifies that a license plate frame is permissible provided law enforcement can identify the plate number, validation sticker, and the state that issued the plate.
- Specifies that expectant mothers who meet the requirements for a disabled parking permit are eligible to obtain such a permit and repeals the statutory authorization for expectant mother parking permits.
- Authorizes the use of driver license photos for identity verification purposes by state agencies but prohibits the sale or sharing of such data.
- Authorizes the FDOT to fund up to 100 percent of airport projects at certain rural airports.
- Authorizes the FDOT to directly pay first-tier subcontractors if certain conditions are met.
- Requires takeover contracts between the FDOT and a surety to provide certain procedures regarding payments to subcontractors.
- Establishes the Next Generation Traffic Signal Modernization Grant Program and provides a \$20 million annual appropriation.
- Requires the FDOT to study the use of advanced detection and monitoring systems at railroad crossings.

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

Except as otherwise expressly provided, this bill takes effect July 1, 2026.

II. Present Situation:

For ease of organization and readability, the present situation is discussed below with the effect of proposed changes.

III. Effect of Proposed Changes:

Automated Enforcement of Traffic Infractions (Sections 2, 3, 4, 6, 9, 10, 11, 12, 13, 14, 15, and 25)

Background

Prior to 2010, some counties and municipalities enacted local ordinances authorizing the use of cameras to enforce red light running. While these ordinances were broadly similar, they varied in the amount of the fine, the nature of the required signage, the notice requirements to a motor vehicle owner for an alleged violation, and the process for a motor vehicle owner to challenge a violation.¹

¹ Florida House of Representatives, Finance & Tax Council, Post Meeting Staff Analysis of CS/CS/HB 325 (2010), April 19, 2010, pp. 2-5., available at: <https://www.flhouse.gov/Sections/Documents/loaddoc.aspx?FileName=h0325e.FTC.doc&DocumentType=Analysis&BillNumber=325&Session=2010> (last visited January 14, 2026).

In 2010, the Legislature preempted the state the regulation of the use of cameras to enforce the Florida Uniform Traffic Control Law,² and authorized the use of traffic infraction detectors, commonly known as red light cameras, to enforce red light running.³

In 2023, the Legislature authorized the use of speed detection systems to enforce unlawful speed in school zones,⁴ and the use of school bus infraction detection systems to enforce the unlawful passing of a stopped school bus.⁵

The table below summarizes the current penalties and the associated distribution schedule for each of the camera-based enforcement programs:

Camera Program	Penalty	Penalty Distribution
Traffic Infraction Detectors (Red Light Cameras) ⁶	\$158	\$70 – General Revenue Fund \$10 – Emergency Medical Services Trust Fund \$3 – Brain and Spinal Cord Injury Trust Find \$75 – County or Municipality
Speed Detection Systems in School Zones (School Zone Cameras) ⁷	\$100	\$20 – General Revenue Fund \$60 – County or Municipality \$3 – Criminal Justice Standards and Training Trust Fund \$12 – County School District \$5-County or municipality’s School Crossing Guard Recruitment and Retention Program
School Bus Infraction Detection Systems (School Bus Cameras) ⁸	\$225 (\$200 +\$25 to the school district)	Paid to school district student transportation safety initiatives, bus driver recruitment and retention, and administration and enforcement costs for the program.

The table below summarizes key data regarding the deployment of camera-based traffic infraction systems for the state fiscal year 2024-2025:⁹

Camera Program	Number of Jurisdictions	Number of Cameras	Notices of Violation Issued
Traffic Infraction Detectors (Red Light Cameras)	42	302	923,133

² Chapter 316, F.S. This preemption is codified in s. 316.0776, F.S.

³ Chapter 2010-80, Laws of Fla.

⁴ Chapter 2023-174, Laws of Fla.

⁵ Chapter 2023-171, Laws of Fla.

⁶ Sections 316.0083(1)(c) and 318.18(16), F.S.

⁷ Sections 316.1896(5) and 318.18(3), F.S.

⁸ Sections 316.173(8) and 318.18(5), F.S.

⁹ Department of Highway Safety and Motor Vehicles (DHSMV), *Red Light Camera Programs, Fiscal Year 2024-2025 Summary Report*, December 2025, p. 2-3, available at:

<https://www.flhsmv.gov/pdf/cabinetreports/redlightcameraanalysis2025.pdf> (last visited January 9, 2026), and *School Bus & School Zone Cameras Summary Report, December 2025*, p. 2-3, available at:

https://www.flhsmv.gov/pdf/cabinetreports/school-bus-school-zone_summary_fy24-25.pdf (last visited January 9, 2026).

Speed Detection Systems in School Zones (School Zone Cameras)	7	101	645,104
School Bus Infraction Detection Systems (School Bus Cameras)	5	2635	304,220

Program Authorization

Present Situation

Traffic Infraction Detectors – Right Turns on Red (Section 3)

The Department of Highway Safety and Motor Vehicles (DHSMV),¹⁰ counties, and municipalities may use traffic infraction enforcement officers to issue notices of violation and traffic citations for red light running¹¹ when enforced by traffic infraction detectors.¹²

However, a traffic infraction enforcement officer may not issue a notice of violation and a traffic citation for failing to stop at a red light while making a right-turn on red, if the driver makes such a turn in a careful and prudent manner at an intersection where right-hand turns are permissible.¹³ A notice of violation and a traffic citation may not be issued if the driver came to a complete stop after crossing the stop line and before turning right if permissible at a red light but failed to stop before crossing over the stop line or other point at which a stop is required.¹⁴

Speed Detection Systems in School Zones (Sections 2 and 10)

Florida law requires permanent signs designating school zones and school zone speed limits to be uniform in size and color and have the times during which the restrictive speed school zone limit is enforced clearly designated. Flashing beacons may be used as an alternative to posting the times during which the restrictive school speed limit is enforced. The Florida Department of Transportation (FDOT) must establish standards for the flashing beacons.¹⁵

Counties and municipalities may use traffic infraction enforcement officers to issue notices of violation and uniform traffic citations for speed violations evidenced by a speed detection system,¹⁶ in excess of 10 miles per hour over the speed limit in a school zone as follows:

- For unlawful speed in a school zone¹⁷ within 30 minutes before, through 30 minutes after the start of a regularly scheduled breakfast program.
- For unlawful speed in a school zone which occurs within 30 minutes before through 30 minutes after the start of a regularly scheduled school session.

¹⁰ The Department of Highway Safety and Motor Vehicles has never used its authority.

¹¹ Running a red light is a violation of s. 316.074(1), F.S., or s. 317.075(1)(c)1., F.S.

¹² Section 316.003(101), F.S., defines the term “traffic infraction detector” to mean a vehicle sensor installed to work in conjunction with a traffic control signal and a camera or cameras synchronized to automatically record two or more sequenced photographic or electronic images or streaming video of only the rear of a motor vehicle at the time the vehicle fails to stop behind the stop bar or clearly marked stop line when facing a traffic control signal steady red light.

¹³ Sections 316.0083(1)(a) and (2), F.S.

¹⁴ Section 316.0083(1)(a), F.S.

¹⁵ Section 316.1895(6), F.S.

¹⁶ Section 316.003(84), F.S., defines the term “speed detection system” to mean a portable or fixed automated system used to detect a motor vehicle’s speed using radar or LiDAR and to capture a photograph or video of the rear of a motor vehicle that exceeds the speed limit in force at the time of the violation.

¹⁷ Unlawful speed in a school zone is a violation of s. 316.1895, F.S.

- For an unlawful speed¹⁸ during the entirety of a regularly scheduled school session.
- For unlawful speed in a school zone within 30 minutes before through 30 minutes after the end of a regularly scheduled school session.¹⁹

School Bus Infraction Detection Systems (Section 6)

A school district may contract with a private vendor or manufacturer to install school bus infraction detection systems²⁰ on any of its school buses.²¹ District school boards, after considering recommendations from the district school superintendent, may install and operate, or enter into an agreement with a private vendor or manufacturer to provide, a school bus infraction detection system.²²

In order to operate school bus infraction detection systems, a school district must enter into an interlocal agreement with one or more law enforcement agencies authorized to enforce school bus passing violations²³ within the school district. This agreement jointly establishes enforcement responsibilities and the reimbursement of costs.²⁴

Effect of Proposed Changes

Traffic Infraction Detectors – Right turns on Red (Section 3)

As it relates to right turns on red enforced by traffic infraction detectors, the bill amends s. 316.0083, F.S., to define the term “careful and prudent manner” to mean that the driver made a right-hand turn after coming to a complete stop and, in the traffic enforcement officer’s determination, yielded to a pedestrian or bicyclist and did not a pedestrian or bicyclist in danger of injury as a result of the right-hand turn, yielded to any other vehicle, and substantially reduced the speed of the motor vehicle before making the right-hand turn.

The bill also repeals a provision regarding vehicles coming to a complete stop after passing the stop line or other point where a stop is required.

Speed Detection Systems in School Zones (Sections 2, 9, and 10)

The bill amends ss. 316.008 and 316.1896, F.S., to provide that the restrictive school zone speed limit may only be enforced through the use of a speed detection system when any flashing beacon used to provide the notice of the restricted school speed limit is activated. For speed detection systems installed before July 1, 2026, the capturing of the beacon status in photographic, video, or by other evidence is not required for proof of the beacon status until January 1, 2028. An area maintained as a school zone that does not have a beacon installed before July 1, 2026, has until January 1, 2028, to place and install such a beacon and until the

¹⁸ Unlawful speed is a violation of s. 316.183, F.S.

¹⁹ Sections 316.008(9)(a) and 316.1896(1)(a), F.S.

²⁰ Sections 316.003(79), F.S., defines the term “school bus infraction detection system” to mean a camera system affixed to a school bus with two or more camera sensors or computers that produce a recorded video and two or more film or digital photographic still images for the purpose of documenting a motor vehicle being used or operated in a manner that allegedly violates s. 316.172(1)(a) or (b), F.S., relating to the unlawful passing of a school bus.

²¹ Section 316.173(1), F.S.

²² Section 1006.21(3)(h), F.S.

²³ School bus passing violations are codified in ss. 316.172(1)(a) and (b), F.S.

²⁴ Section 316.173(1)(d), F.S.

beacon is installed, the county or municipality may provide proof of the school zone speed limit in force at the time of the violation without evidence of the beacon status.

The bill amends s. 316.1895, F.S., to provide that if a restrictive school zone speed limit is enforced using a speed detection system, the school zone and the restrictive school zone speed limit to be designated using flashing beacons. An area maintained as a school zone that has no flashing beacon installed before July 1, 2026, has until January 1, 2028, to place and install such a beacon.

Placement and Testing Requirements – Speed Detection Systems (Sections 2, 4, and 11)

Present Situation

Counties and municipalities may install and operate and speed detection systems on streets and highways under their jurisdictions.²⁵ When permitted by the FDOT, a county, or a municipality may install and operate such systems on state roads.²⁶ All speed detection systems must meet the FDOT's placement, installation, and testing specifications.²⁷ The FDOT was required to establish such specifications by December 31, 2023.²⁸

Speed detection systems are exempt from DHSMV-established design requirements for radar or LiDAR units. Speed detection systems must perform a self-test at least once every 30 days and must have an independent calibration test at least once every 12 months.²⁹

Effect of Proposed Changes

The bill amends ss. 316.008, and 316.0776, F.S., to provide that the physical placement of a speed detection system may be outside the boundaries of the school zone, but within the roadway maintained as a school zone. Any notice of violation or uniform traffic citation issued using a speed detection system must be based solely on a violation occurring within the boundaries of the school zone and during the authorized times.

The bill amends s. 316.1906, F.S., to provide that radar and LiDAR units used in speed detection systems are not required to be on any DHSMV-approved list.

Notices of Violation – Speed Detection Systems (Section 10)

Present Situation

Within 30 days after a violation is detected by a speed detection system, notice must be sent to the registered owner of the motor vehicle involved in the violation specifying the remedies available and that the violator must:

- Pay the \$100 penalty to the county or municipality; or
- Furnish an affidavit claiming an exemption.³⁰

²⁵ Sections 316.008(8)(a), and 316.0773(3), F.S. F.S.

²⁶ Sections 316.008(8)(c), 316.07456, 316.0776(1) and (3), and 321.50, F.S.

²⁷ Sections 316.07456 and 316.0776(3)(a), F.S.

²⁸ Section 316.0776(3)(a), F.S.

²⁹ Section 316.1906(3), F.S.

³⁰ Section 316.1896(6), F.S.

This must be done within 30 days after the date of the notice of violation in order to avoid court fees, costs, and the issuance of a uniform traffic citation.³¹

For violations detected by traffic infraction detectors or school bus infraction detection system, Florida law provides an alleged violator 60 days to address a notice of violation from a traffic infraction detector or a school bus infraction detection system.³²

Effect of Proposed Changes

The bill amends s. 316.1896, F.S., to extend the length of time from 30 days to 60 days for an alleged violation to address a notice of violation from a speed detection system. This conforms to provisions related to other camera enforcement programs.

Hearing Procedures and Requirements – School Bus Infraction Detection Systems (Section 6)

Present Situation

For school bus infraction detection systems, a school district or county appointed local hearing officer administers an administrative hearing process for a contested notice of violation.³³ The school district or its designee or the county must mail a notice of hearing, which must include a hearing date to the petitioner by first-class mail. Mailing of the notice of hearing constitutes notification. Upon receiving the notice, the petitioner may reschedule the hearing once by submitting a written request to the local hearing officer at least five calendar days before the date of the originally scheduled hearing. The petitioner may cancel his or her hearing by paying the penalty assessed in the notice of violation.³⁴

At the hearing, the local hearing officer determines whether or not a violation has occurred. If the local hearing officer finds that a violation has occurred, the local hearing officer must uphold the notice of violation and require the petitioner to pay the \$225 penalty. The local hearing officer must also require the petitioner to pay \$250 in administrative costs.³⁵

Effect of Proposed Changes

The bill amends s. 316.173, F.S., related to the hearing process for school bus infraction detection systems to provide consistency with other camera enforcement programs. The bill requires the school district to assign existing staff to service as the clerk to the local hearing officer. The bill also authorizes the petitioner to reschedule his or her hearing up to two times before the day of the hearing. The bill clarifies that a representative of the relevant law enforcement agency must testify at the hearing. The bill also makes the local costs permissive, instead of mandatory, if a notice of violation is upheld.

³¹ Section 316.1896(2), F.S.

³² Sections 316.0083(1)(b)1.a. and 316.173(5), F.S.

³³ Section 316.173(6)(a), F.S.

³⁴ Section 316.173(6)(b)3., F.S.

³⁵ Section 316.173(6)(a), F.S. These are the costs assessed in s. 316.0083(5), F.S., associated with red light camera costs.

Privacy Protections (Sections 6 and 10)

Present Situation

School bus infraction detection system and speed detection system statutes contain provisions regarding the use of data from such systems. Data from such systems may not be used for remote surveillance. The collection of evidence by such systems to enforce specific traffic violations does not constitute remote surveillance.³⁶

Video and images recorded as part of such systems may only be used for traffic enforcement and for purposes of determining criminal or civil liability for incidents captured by such systems incidental to the permissible use of such systems.³⁷

Effect of Proposed Changes

The bill amends ss. 316.173 and 316.1896, F.S., to notwithstanding any other provision of law regarding the of images from these cameras. The bill also removes the term “for incidents” as it relates to the use of cameras to determine criminal or civil liability that may be captured by such cameras. This allows camera data to be used to determine criminal or civil liability captured by such systems.

Local Reports to DHSMV and Data Retention (Section 2, 6, and 10)

Present Situation

Each camera enforcement statute requires counties, municipalities, or school districts that operate such programs to submit reports to DHSMV. These reports are annually counties and municipalities operating traffic infraction detectors or school bus infraction detectors. Such reports submitted by school districts for school bus infraction detections are submitted quarterly.³⁸

The reporting requirements for speed detection systems and school bus infraction detection systems contain a two year record retention requirement, which is not in the traffic infraction detector statute.³⁹

Effect of Proposed Changes

The bill amends s. 316.0083, F.S., to require each county or municipality operating a traffic infraction detector to be responsible for and maintain its data for the DHSMV reporting purposes for at least two years after the data is reported to the DHSMV.

The bill amends s. 316.1896, F.S., to require reports regarding the use of speed detection systems to include the number of notices of violation issued outside of the authorized enforcement periods and to require the DHSMV to publish on its website the reports from counties and

³⁶ Sections 316.173(17)(a)1., and 316.1896(15)(a), F.S.

³⁷ Sections 316.173(17)(a)2., F.S.

³⁸ Sections 316.0083(4)(b), 316.173(18)(a), and 316.1896, F.S., Copies of these reports are available at: <https://www.flhsmv.gov/resources/cabinet-and-legislature-reports/red-light-camera-program-analysis/> (last visited November 7, 2025).

³⁹ Sections 316.173 and 316.1896, F.S.

municipalities. The bill clarifies that each county or municipality's annual report to the DHSMV is for the preceding state fiscal year.

The bill also amends the school district report to the DHSMV to make it annually by October 1, and to align the reporting period to the preceding state fiscal year. The bill also requires the DHSMV to place the reports it receives from school districts on its website.

Finally, the bill repeals obsolete dates regarding reporting requirements.

Courts - Traffic Citations – School Bus Infraction Detection Systems (Section 12)

Present Situation

Except for camera-enforced traffic violations,⁴⁰ each traffic enforcement officer, upon issuing a traffic citation, must deposit the original citation or an electronic replica of the citation data to the court with jurisdiction over the alleged offense or with its traffic violations bureau within five business days after the citation is issued to the violator.⁴¹

If a traffic citation is issued pursuant to provisions relating to traffic infraction detectors and speed detection systems, the traffic infraction enforcement officer must electronically transmit a replica of the traffic citation data to the court having jurisdiction over the alleged offense or its traffic violations bureau within 5 business days after the date of issuance of the traffic citation. If a hearing is requested, the traffic infraction enforcement officer must provide a replica of the traffic notice of violation data to the clerk for the local hearing officer having jurisdiction over the alleged offense within 14 days.⁴²

Effect of Proposed Changes

The bill amends s. 316.650, F.S., to include violations detected by school bus infraction detection systems to the requirement that certain data be supplied to the clerk for the local hearing officer within 14 days.

Failure to Comply or Failure to Appear - Civil Penalties (Section 13)

Present Situation

For violations enforced by traffic infraction detectors, the clerk of court must notify the DHSMV of persons who were mailed a notice of violation and who failed to enter into or comply with the terms of a penalty payment plan, order with the clerk to the local hearing officer, or failed to appear at a scheduled hearing. This notification must take place within 10 days after such failure and reference the person's driver's license number, or in the case of a business entity, vehicle registration number.⁴³

⁴⁰ This also includes toll violations.

⁴¹ Section 316.650(3)(a), F.S.

⁴² Section 316.650(3)(c), F.S.

⁴³ Section 318.15(3), F.S.

Upon receiving such notice, the DHSMV, or its authorized agent, may not issue a license plate or revalidation sticker for any motor vehicle owned or co-owned by that person until that person has fully paid the assessed amounts.⁴⁴

Effect of Proposed Changes

The bill amends s. 318.15, F.S., to require the clerk of court or clerk to the local hearing officer to notify the DHSMV of persons who were mailed notices of violation related to school bus and school zone camera violations, failed to comply with certain orders, or failed to appear at the hearing. After such notification, the bill prohibits the DHSMV, or its authorized agent, from issuing a license plate or validation sticker for any motor vehicle owned by such person.

Processing of Penalty - School Bus (Section 14)

Present Situation

For traffic violations enforced by a school bus infraction detection system, the penalty is \$200. If after an administrative hearing, the violation is upheld, notwithstanding any other provision of law, the assessed civil penalties assessed is remitted to the school district.⁴⁵ In addition to that penalty, an additional amount of \$25 is imposed on a notice of violation, on a uniform traffic citation, or by the court. These penalties must be remitted to the participating school district.⁴⁶

Under Florida law, 10 percent of all court-related fines collected by the clerks of court are deposited into the fine and forfeiture fund to be used for the clerk's court-related functions. The only exception is for penalties or fines distributed to counties or municipalities from violations enforced by traffic infraction detectors.⁴⁷

Florida law requires the \$200 penalty for a notice of violation or uniform traffic citation for school bus passing violation detected using school bus infraction detection system to be remitted to the school district at least monthly. This penalty must be used to administer the program, student transportation safety initiatives, and school bus driver recruitment and retention stipends. This is notwithstanding any other provision of law.⁴⁸

Effect of Proposed Changes

The bill provides that the \$200 penalty remitted to the school district for violations detected using school bus infraction detection system, while notwithstanding any other provision of law, this does not include s. 28.37(6), F.S., distributing 10 percent of court-related fines to the clerk's fine and forfeiture fund.

⁴⁴ Section 318.15(3)(a), F.S.

⁴⁵ Section 318.18(5)(a)2 and (b)2.

⁴⁶ Section 318.18(5)(c)2., F.S.

⁴⁷ Section 28.37(6), F.S.

⁴⁸ Section 318.18(5)(a)2., and (b)2., F.S.

Local Hearing Costs (Section 14)**Present Situation**

Section 318.18(23), F.S., provides that in addition to the penalty prescribed for a red light camera violation which is upheld, the local hearing officer may also order the payment of county or municipal costs not to exceed \$250. While hearing provisions for school bus and school zone violations authorize the assessment of up to \$250 in local costs by referring to s. 316.0083(5), F.S.,⁴⁹ those hearing provisions are not mentioned in s. 318.18(23), F.S.

Effect of Proposed Changes

The bill amends s. 318.18(23), F.S., relating to hearing costs for traffic infraction detectors to incorporate speed detection systems and school bus infraction detection systems. The bill also reenacts 318.121, F.S., preempting the assessment of additional municipal or county fees related to traffic violations to incorporate this change.

Withholding Motor Vehicle Registrations (Section 15)**Present Situation**

Except as otherwise provided by law, every motor vehicle operated or driven on Florida's roads must be registered.⁵⁰ The DHSMV is authorized to withhold any motor vehicle registration or re-registration if the vehicle's owner, or one of its co-owners, has a suspended driver license for failure to pay any traffic fine or driver license-related fines.⁵¹

Effect of Proposed Changes

The bill amends s. 320.02, F.S., to authorize the DHSMV to withhold a motor vehicle's registration or reregistration if the vehicle's owner or co-owner received a camera-enforced uniform traffic citation and did not request a hearing, submit an affidavit claiming an exemption, or pay the citation as provided in each camera enforcement program authorizing statute.

Time Limitations for Noncriminal Traffic Infractions (Section 25)**Present Situation**

Among the exemptions from liability for a camera-enforced traffic infraction is that the vehicle was in the care, custody, and control of another person at the time of the violation. This can be established by submitting an affidavit providing specified information to the entity that issued the notice of violation or uniform traffic citation.⁵²

Section 775.15, F.S., provides time limitations for the prosecution of various offenses. Except as otherwise provided, the prosecution of a noncriminal violation must commence within one year

⁴⁹ See ss. 316.173(6)(b)5., and 316.1896(14)(e), F.S.

⁵⁰ Section 322.02(1), F.S.

⁵¹ Section 320.02(12), F.S. Traffic fines are administered pursuant to ch. 318, F.S., and driver licenses are administered pursuant to ch. 322, F.S.

⁵² Sections 316.0083(1)(d), 316.173(11), and 316.173(8), F.S.

after the offense is committed.⁵³ This one year limitation starts to run on the day after the offense is committed.⁵⁴

Effect of Proposed Changes

The bill amends s. 775.15, F.S., to provide that for camera enforced traffic violations, the one year period of limitation for noncriminal violations resets upon receipt by the appropriate county, municipality, or law enforcement agency of an affidavit indicating that the motor vehicle was in the care, custody, and control of another person at the time of the violation, as authorized in the statutes providing exemptions from liability related to each camera enforcement program.

Steady Yellow Traffic Signals (Section 1)

Present Situation

The FDOT is required to adopt a uniform system of traffic control devices for use on the state's streets and highways.⁵⁵ To meet this requirement, FDOT has adopted the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).⁵⁶

The MUTCD provides that the duration of yellow change intervals should be determined using engineering practices, with a minimum duration of three seconds and a maximum duration of six seconds.⁵⁷ The FDOT uses an engineering formula to determine the appropriate yellow change intervals for a particular traffic signal. This formula is based on various inputs, including perception reaction time, approach speed (speed limit), and the grade (slope) of the road.⁵⁸

The term “perception-reaction time” (PRT) is defined to mean the total time it takes a driver to begin an appropriate response to an impending obstacle or hazard.⁵⁹ Historically, the FDOT calculated its yellow light intervals using a PRT of 1.0 seconds in accordance with accepted industry standards. In 2013, the FDOT increased the PRT in its calculation to 1.4 seconds, based on research showing that the 85th percentile PRT value in the driver population was 1.33 seconds.⁶⁰

⁵³ Section 775.15(2)(d), F.S.

⁵⁴ Section 775.15(3), F.S.

⁵⁵ Section 316.0745(1), F.S.

⁵⁶ Rule 14-15.010, F.A.C. (adopting the Dec. 2023 version of the MUTCD); *see also* U.S. Department of Transportation, Federal Highway Administration (FHWA), *Manual on Uniform Control Devices (MUTCD)* 11th ed. (Dec. 2023), available at https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm (last visited February 3, 2026).

⁵⁷ FHWA, *MUTCD*, section 4F.17, “Yellow Change and Red Clearance Intervals,” 11th ed. (Dec. 2026), available at https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf (February 3, 2026).

⁵⁸ FDOT, *Traffic Engineering Manual*, section 3.6.2. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2026/2026-tem---chapter-3---signals.pdf?sfvrsn=38939043_2 (last visited February 3, 2026).

⁵⁹ Marc Green, Ph.D., *Let's Get Real About Perception-Response Time*, available at <https://www.visualexpert.com/Resources/realprt.html> (last visited February 3, 2026).

⁶⁰ FDOT, Traffic Operations Bulletin 02-13, Standardization of Yellow Change Intervals for Signalized Intersections, May 31, 2013, available at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/traffic/doc_library/pdf/traffic-operations-bulletin-02-13.pdf?sfvrsn=ba1d34f0_0 (last visited February 3, 2026).

Effect of Proposed Changes

The bill requires the FDOT and any impacted local government to increase the minimum perception reaction time by 0.4 seconds for each yellow signal located at an intersection equipped with a traffic infraction detector.

Automated License Plate Recognition Systems (Section 5)

Present Situation

An automatic license plate recognition system (ALPRS) uses one or more mobile or fixed high-speed cameras combined with computer algorithms to convert images of license plates into computer-readable data.⁶¹ ALPRS scan and capture optical license plate information, and can store the digital image of the license plate, the time, date, location of the image capture, and the capturing camera information.⁶² Stored ALPR data does not include any personal identifying information of individuals associated with the license plate.⁶³ Obtaining personal information associated with license plate information requires a separate, legally authorized, inquiry to another restricted-access database.⁶⁴

Historically, law enforcement has used ALPRS to compare and identify vehicles for law enforcement purposes such as detection, identification, and recovery of stolen vehicles, wanted persons, missing or endangered persons, and persons wanted for crimes.⁶⁵

Florida law authorizes ALPRS to be installed within the FDOT's right-of-way at the request of a law enforcement agency and for the purpose of collecting active criminal intelligence information or active criminal investigative information.⁶⁶ However, an ALPR cannot be used to issue a notice of violation for a traffic infraction or a uniform traffic citation.⁶⁷

Some private ALPRS companies compile data into a private database, sometimes in combination with AI-powered recognition technology, and partner with local governments and law enforcement agencies to install and gain access to their private database.⁶⁸

Florida law provides that records gathered by law enforcement agencies that contains images and data generated through the use of an ALPRS is subject to the retention schedule established by the Florida Department of State.⁶⁹ The retention period for such information is prescribed by rule

⁶¹ Section 316.0777, F.S.

⁶² Criminal and Juvenile Justice Information System, *Guidelines for the Use of Automated License Plate Readers*, Nov. 13, 2024, at page 1, available at <https://www.fdle.state.fl.us/getContentAsset/dcdfae6a-0ec7-45e8-9112-b21f0d3415bb/73aabf56-e6e5-4330-95a3-5f2a270a1d2b/CJJIS-Council-ALPR-Guidelines-Revised-Approved-on-11-13-2024.pdf?language=en> (last visited February 2, 2026).

⁶³ *Id.*

⁶⁴ *Id.*

⁶⁵ *Id.*

⁶⁶ Section 316.0777(2)(b), F.S. FDOT's must consent to the installation of a reader on the State Highway System.

⁶⁷ *Id.*

⁶⁸ Jeff Burlow, *TPD confirms use of controversial Flock cameras amid commission concerns*, Tallahassee Democrat, (Dec. 12, 2025), <https://www.tallahassee.com/story/news/local/2025/12/12/tallahassee-police-department-confirms-use-of-flock-cameras-license-plate-readers/87721042007/> (last visited February 3, 2026).

⁶⁹ Section 316.0778(2), F.S. The Department of State must establish a retention schedule for records containing images and data generated through the use of an automated license plate recognition system.

and requires license plate recognition records to be retained until obsolete, superseded, or their administrative value is lost, but for no longer than three years unless retention is otherwise required.⁷⁰

Motor Vehicle Registration Data

The DHSMV maintains the Driver and Vehicle Information Database (DAVID), a multifaceted database that affords immediate retrieval of driver and motor vehicle information.⁷¹ Personal information stored in DAVID is protected by the federal Driver's Privacy Protection Act (DPPA),⁷² which restricts access to such records with specified exceptions, such as a law enforcement agency acting in its official capacity to carry out its duties.⁷³ Other authorized uses of such data are:

- In connection with matters of motor vehicle or driver safety and theft.
- In the normal course of business by a legitimate business to verify the accuracy of personal information submitted by the individual or to obtain the correct information, but only for certain purposes.
- In connection with any civil, criminal, administrative, or arbitral proceeding in any court or agency or before any self-regulatory body.
- In research activities, and for use in producing statistical reports.
- For certain insurance-related purposes.
- In providing notice to the owners of towed or impounded vehicles.
- By any licensed private investigative agency or licensed security service.
- By an employer or its agent or insurer to obtain or verify information relating to a commercial driver's license.
- In connection with the operation of private toll transportation facilities.
- With the consent of the person to whom such personal information pertains.
- For any other use specifically authorized under a state law, if such use is related to the operation of a motor vehicle or public safety.⁷⁴

Parking on Private Property

Section 715.075, F.S., authorizes the owner or operator of a private property used for motor vehicle parking to establish rules and rates governing private persons parking motor vehicles on such private property, including changes for violating the owner or operators rules. This statute provides notice and invoice requirements and a method to dispute and appeal the invoice.⁷⁵

⁷⁰ Rule 1B-24.003, F.A.C.

⁷¹ DHSMV, *Driver and Vehicle Information Database (DAVID)*, <https://www.flhsmv.gov/courts-enforcement/david/> (last visited February 3, 2026).

⁷² 18 U.S.C. § 2721.

⁷³ DHSMV, *Driver Privacy Protection Act*, <https://www.flhsmv.gov/privacy-statement/driver-privacy-protection-act/> (last visited January 3, 2026).

⁷⁴ 18 USC 2721(b)

⁷⁵ Certain portions of s. 705.075, F.S., do not apply to theme parks or entertainment complexes. If certain conditions are met, s. 705.075, F.S., does not apply to lodging parks, mobile home parks, or recreational vehicle parks.

Effect of Proposed Changes

Effective October 1, 2026, the bill amends s. 316.0777, F.S., to authorize a private property owner to install an automated license plate recognition system solely for use on and within the property it owns or controls. A private property owner that installs or directs the installation of such a system:

- May not access vehicle registration or title data for vehicles identified by the system, except to the extent permitted by the federal DPPA or for the limited purpose of providing notice to vehicle owners that they failed to pay for parking and that such failure has resulted in a parking charge pursuant to s. 715.015, F.S.
- May not share or sell images, personal identifying information, VIN or license plate numbers, or any data that could be reasonably connected to an individual collected or generated by the system, except:
 - To the extent required to respond to a lawful request from a criminal justice agency;
 - To the extent required to control or enforce access to the property or for parking enforcement;
 - To the extent sharing such information is necessary to report suspicious activity or suspected criminal activity to a criminal justice agency; or
 - To the extent permitted by the federal DPPA.
- Must contractually obligate any third party that installs, maintains, or operates the system or receives information to protect the images or data collected by the system from disclosure, including a prohibition on sharing or selling such images or data, except to the extent authorized above.
- Must implement, and must contractually obligate any third-party that installs, maintains, or operates the system or receives information to implement:
 - Industry-recognized encryption protocols to ensure that images and associated data collected or generated by the system are encrypted in transmission and at rest.
 - An auditable access control system that recorded access to images and associated data.
 - A data retention schedule that provides for deletion of images and data no later than 30 days after the images or data is collected or generated by the system, except to the extent needed to comply with a court order, subpoena, or comply with the appeal process in s. 715.075(1)(c) and (d), F.S., related to parking on private property, or to collect an unpaid invoice for parking enforcements. Records detailing disclosure logs or transactions may be retained longer in accordance with federal law.
- May not offer or provide as payment or other consideration any portion of the proceeds derived from a fine or charge imposed based on images or data generated by the system to any third party that installs, operates, or maintains the system, except to the extent the system is used in connection with enforcing access such property or for parking enforcement.

The bill also provides that an individual who uses or releases such information for a purpose that is not specifically authorized commits a noncriminal infraction, punishable by a fine not exceeding \$2,000.

Residential Speed Limits (Sections 7 and 8)

Present Situation

Florida law prescribes maximum speed limits for all streets and highways and provides that the maximum speed limit for all vehicles in residence districts must be 30 miles per hour in counties and municipalities.⁷⁶ However, for vehicles in residence districts, counties and municipalities may set a lower maximum speed limit of 20 or 25 miles per hour after an investigation determines that a lower speed limit is reasonable.⁷⁷

Effect of Proposed Changes

The bill amends ss. 316.183 and 316.189, F.S., to authorize counties and municipalities to set lower speed limits at any level below the maximum speed limit prescribed by law for local streets and highways in a residence district. The county or municipality must conduct an investigation to determine that the lower speed limit is reasonable.

License Plate Frames (Section 16)

Present Situation

Florida law requires license plates to be displayed in such a way that certain identifying information is plainly visible and legible.⁷⁸ Florida law also prohibits a person from applying or attaching something onto or around a license plate which interferes with the legibility, angular visibility, or detectability, or interferes with the ability to record, any feature or detail on the license plate.⁷⁹

As of October 1, 2025, Florida law provides that it is a criminal offense to purchase, possess, manufacture, sell, distribute, or use to assist in committing a crime a license plate obscuring device.⁸⁰ The purchase or possession of such a device is a misdemeanor of the second degree punishable of a term of imprisonment not exceeding 60 days⁸¹ or a fine not to exceed \$500.⁸²

For this purpose, the term “license plate obscuring device” is defined to mean a device designed or adapted to be installed on a motor vehicle for the purpose of:

- Switching between two or more license plates to permit a motor vehicle operator to change the license plate displayed on the motor vehicle;
- Hiding a license plate from view by flipping the license plate so that the license plate number is not visible;
- Covering, obscuring, or otherwise interfering with the legibility, angular visibility, or detectability of the primary features or details, including the license plate number or validation sticker, on the license plate; or

⁷⁶ Sections 316.183(2) and 316.189(1), F.S.

⁷⁷ *Id.*

⁷⁸ Section 316.605(1), F.S.

⁷⁹ Section 320.061, F.S.

⁸⁰ Section 320.262, F.S.

⁸¹ Section 775.082(4)(b), F.S.

⁸² Section 775.083(1)(e), F.S.

- Interfering with the ability to record the primary features or details, including the license plate number or validation sticker, on the license plate.⁸³

After the 2025 law went into effect, there was some confusion regarding the legality of certain license plate frames.⁸⁴ In December 2025, the DHSMV issued guidance regarding license plate frames. That guidance indicated that it does not prohibit such license plate frame as long as the frame does not obscure visibility of the following:

- The alpha numeric plate identifier;
- The decal in the top right hand corner of the license plate.⁸⁵

Effect of Proposed Changes

The bill amends s. 320.061, F.S., to provide that a person may not apply or attach anything over or around any license plate which interferes with the legibility, angular visibility, or detectability of the license plate's primary features or details, including the license plate number or validation sticker or interferes with the ability to record the primary features or details, including the license plate number or validation sticker on the license plate. The bill provides that a license plate frame that impinges on the information on the top or bottom of the license plate is permissible, as long as law enforcement can identify the state that issued the license plate.

Disabled Parking Permits/Expectant Mother Parking Permits (Sections 17 and 18)

Present Situation

Disabled Parking Permits

Florida law authorizes the DHSMV and its agents to issue disabled parking permits to persons with impaired mobility. Upon application and receipt of the fee,⁸⁶ a person with a long-term mobility impairment is issued a disabled parking permit for a period of up to four years. Similarly, a person with a temporary mobility impairment is issued a temporary disabled parking permit for a period of up to six months.⁸⁷

Disabled parking permits are available to persons currently certified as being legally blind or as having any of the following disabilities that render him or her unable to walk 200 feet without stopping to rest:

- Inability to walk without the use of or assistance from a brace, cane, crutch, prosthetic device, or other assistive device, or without the assistance of another person.
- The need to permanently use a wheelchair.
- Restriction by lung disease.
- Use of portable oxygen.

⁸³ Section 320.262(1), F.S.

⁸⁴ See e.g., Tim Wronka, *Is your license plate frame illegal? Florida clarifies new plate law.* <https://baynews9.com/fl/tampa/news/2025/12/22/is-your-license-plate-frame-illegal--florida-clarifies-new-plate-law-> (last visited February 9, 2026).

⁸⁵ Memorandum from Dave Kerner, Executive Director, DHSMV, to all Florida Law Enforcement Agencies, Obscured License Plates, December 12, 2026. (On file with Senate Committee on Transportation).

⁸⁶ There is no charge for a "permanent" disabled parking permit. A temporary parking permit is \$15; however, no person will be required to pay a fee for a disabled parking permit more than once in a 12-month period. See s. 320.0848(1)(a), F.S.

⁸⁷ Section 320.0848(1)(a), F.S.

- Restriction by cardiac condition.
- Severe limitation in the person's ability to walk due to an arthritic, neurological, or orthopedic condition.⁸⁸

A certificate of disability is required to obtain a disabled parking permit. This certificate must be provided by a licensed physician, podiatrist, optometrist, advanced registered nurse practitioner, physician's assistant, or a similarly licensed physician from another state.⁸⁹

Expectant Mother Parking Permits

In 2025, the Legislature required the DHSMV to issue expectant mother parking permits to expectant mothers who submit an application. Such parking permits authorize an expectant mother to park a motor vehicle in parking spaces designated for persons with disabilities.⁹⁰

Disability rights advocates challenged these permits in federal court alleging that the issuance of these permits violates the Americans with Disabilities Act⁹¹ and other protections for persons with disabilities.⁹² That case was dismissed for lack of standing and the court has not addressed the underlying merits of the case.⁹³

Effect of Proposed Changes

The bill amends s. 320.0848, F.S., to specify that if a pregnancy-related condition constitutes a severe limitation on the individual's ability to walk as provided for in s. 320.0848(1)(b)2., F.S., the expectant mother is eligible to receive a disabled parking permit.

The bill repeals s. 320.0849, F.S., to repeal the DHSMV's authority to issue expectant mother parking permits.

Use of Driver License Photographs (Section 19)

Present Situation

The DHSMV is required to maintain a record of the digital image and signature of licensees, together with other data required identification and retrieval. Reproductions from the file or digital record are exempt from public records law⁹⁴ and may be made and issued only for specified purposes. These purposes include for the DHSMV's administrative purposes, to issue duplicate licenses, in response to law enforcement requests, or to identify a person as part of an

⁸⁸ Section 320.0848(1)(b)1., F.S.

⁸⁹ Section 320.0848(1)(b)2., F.S.

⁹⁰ Chapter 2025-149, Laws of Fla., codified in s. 320.0849, F.S.

⁹¹ 42 U.S.C. § 12101

⁹² CBS News, *Florida disability-rights advocates challenging new law that allows "expectant mother parking permit"*, November 5, 2025. <https://www.cbsnews.com/miami/news/disability-rights-advocates-florida-law-expectant-mother-parking-permit-lawsuit/> (last visited February 24, 2026).

⁹³ Dara Cam, *Federal judge nixes challenge to Florida's pregnant parking law*, January 27, 2026, <https://www.wusf.org/courts-law/2026-01-27/federal-judge-nixes-challenge-florida-pregnant-parking-law> (last visited February 24, 2026).

⁹⁴ Section 119.07(1), F.S.

official work of a court. The DHSMV is authorized provide such information to various state agencies, pursuant to interagency agreements, for agency-specific purposes.⁹⁵

Effect of Proposed Changes

The bill amends s. 322.142(4), F.S., to authorize the use of driver license photographs for identity verification by a state agency pursuant to an interagency agreement and subject to the licensee's consent.

The bill authorizes an identity verification service provider to use the DHSMV's data for the DHSMV's or another agency's identity verification purposes in a manner consistent with s. 322.142, F.S., only if such data remains in the DHSMV's possession. The bill prohibits an identity verification service provider from selling, sharing, or retaining any such information.

The bill prohibits the DHSMV from allowing the use of digital imaged licenses for a private entity's business purposes.

FDOT Funding for Rural Airports (Section 20)

Present Situation

FDOT Aviation Funding

Florida law authorizes the FDOT to, subject to appropriation, to fund up to 100 percent of eligible project costs of all of the following at a public-use airport⁹⁶ located in a rural community which does not have any scheduled commercial service:

- The capital cost of runway and taxiway projects that add capacity. Such projects must be prioritized based on the amount of available nonstate matching funds.
- Economic development transportation projects.⁹⁷

The FDOT must allocate any remaining funds for projects specified in s. 332.007(6), F.S., relating to aviation development projects.⁹⁸

Rural Communities

Florida law defines the term "rural community" to mean:

- A county with a population of 75,000 or fewer.
- A county with a population of 125,000 or fewer which is contiguous to a county with a population of 75,000 or fewer.
- A municipality within a county described above.
- An unincorporated federal enterprise community or an incorporated rural city with a population of 25,000 or fewer and an employment base focused on traditional agricultural or

⁹⁵ Section 322.142(4), F.S.

⁹⁶ Section 332.004(14), F.S., defines the term "public-use airport" to mean any publicly owned airport which is used or to be used for public purposes.

⁹⁷ Economic development transportation projects are administered pursuant to s. 339.2821, F.S.

⁹⁸ Section 332.007(10), F.S.

resource-based industries, located in a county not defined as rural, which has at least three or more of the economic distress factors and verified by the Florida Department of Commerce.⁹⁹

Florida law defines the term “rural area of opportunity” (RAO) to mean a rural community, or a region composed of rural communities, designated by the Governor, which has been adversely affected by an extraordinary economic event, severe or chronic distress, or a natural disaster or that presents a unique economic development opportunity of regional impact.¹⁰⁰ Florida has three RAOs, the Northwest RAO, the North Central RAO, and the South Central RAO.¹⁰¹

Effect of Proposed Changes

The bill amends s. 332.007, F.S., to authorize the FDOT to fund up to 100 percent of eligible project costs of projects at public-use airports located in a rural community which does not have any scheduled commercial service. The bill prohibits the FDOT from requiring matching funds for any eligible project at such airports located in RAOs. These funds may be provided as matching funds for eligible projects funded by the Federal Government or any state agency.

FDOT Contracting Authority (Section 21)

Present Situation

Florida Prompt Payment Act

Florida law has several “Prompt Payment Acts” regulating various aspects of payments connected to construction projects and services. Part VII of ch. 218, F.S., addresses payment for local government construction projects. Chapter 255, F.S., governs payments connected to state agency construction projects, and payments for private construction projects are regulated in chs. 713 and 715, F.S.

Prompt Payment Act for State Construction Projects

Sections 255.0705 - 255.078, F.S., are known as the Florida Prompt Payment Act. This act governs the timely payment for construction services by the state or any agency thereof (public entity).¹⁰² This act also governs payments made by contractors to subcontractors and suppliers when the construction services are in connection with a public entity construction project.

Payment Deadline for Public Entity to Contractor

For public entities contracting with a prime contractor, the public entity must submit the contractor’s request to the Chief Financial Officer within 14 days of receiving the payment application.¹⁰³ If a public entity disputes a portion of a payment request, the undisputed portion

⁹⁹ Section 288.0656(2)(e), F.S. Population is determine based on the state’s official population estimate pursuant to s. 186.901, F.S.

¹⁰⁰ Section 288.0656(2)(d), F.S.

¹⁰¹ Florida Department of Commerce, Office of Rural Initiatives, <https://www.floridajobs.org/community-planning-and-development/office-of-rural-initiatives> (last visited February 9, 2026).

¹⁰² Section 255.072, F.S., defines “public entity” to mean the state, or any office, board, bureau, commission, department, branch, division, or institution thereof, but does not include a local governmental entity as defined in s. 218.72, F.S.

¹⁰³ Section 255.074, F.S.

must be paid by the date required under the contract or by 20 business days after receipt of the request, whichever is earlier.¹⁰⁴

When a contractor receives payment from a public entity for labor, services, or materials furnished by subcontractors and suppliers hired by the contractor, the contractor is required to remit payment due to those subcontractors and suppliers within 10 days after the contractor's receipt of payment.¹⁰⁵ When a subcontractor receives payment from a contractor for labor, services, or materials furnished by subcontractors and suppliers hired by the subcontractor, the subcontractor is required to remit payment due to those subcontractors and suppliers within 7 days after the subcontractor's receipt of payment.¹⁰⁶

Penalties for Late Payment

All payments due for the purchase of construction services under the Florida Prompt Payment Act and wrongfully withheld by a public entity or prime contractor bear statutorily imposed interest at the rate of 2 percent per month.¹⁰⁷

FDOT Contracting Authority

Section 337.11, F.S., authorizes the FDOT to enter into contracts for the construction and maintenance of roads and related facilities under its jurisdiction.¹⁰⁸

Every contract let by the FDOT for the performance of work must require the prime contractor, before receiving any progress payment under such contract, to certify that the prime contractor has disbursed to all of its subcontractors and suppliers their pro rata shares of the payment out of previous progress payments received by the prime contractor for all work completed and materials furnished in the previous period,¹⁰⁹ as approved by the FDOT for payment.¹¹⁰ The FDOT may not make any such progress payment before receiving such certification, unless the contractor demonstrates good cause for not making any such required payment and furnishes written notification of any such good cause to both the FDOT and the affected subcontractors and suppliers.¹¹¹

Every contract let by the FDOT for the performance of work must require the prime contractor, within 30 days of receipt of the final progress payment or any other payments received thereafter except the final payment, to pay all of its subcontractors and suppliers their pro rata shares of the payment for all work completed and materials furnished, unless the contractor demonstrates good cause for not making any such required payment and furnishes written notification of any

¹⁰⁴ Section 255.073(2), F.S.

¹⁰⁵ Section 255.073(3), F.S.

¹⁰⁶ *Id.* A contractor or subcontractor is still permitted to dispute, pursuant to the terms of the relevant contract, all or any portion of a payment alleged to be due to another party if the contractor or subcontractor notifies the party whose payment is disputed, in writing, of the amount in dispute and the actions required to cure the dispute. The contractor or subcontractor must pay all undisputed amounts due within the time limits imposed by this subsection.

¹⁰⁷ Section 255.073(4), F.S.

¹⁰⁸ Section 337.11(1), F.S.

¹⁰⁹ Section 337.11(11)(a), F.S. This is less any retainage withheld by the prime contractor pursuant to an agreement with a subcontractor.

¹¹⁰ *Id.*

¹¹¹ *Id.*

such good cause to both the FDOT and the affected subcontractors or suppliers within such 30-day period.¹¹²

Effect of Proposed Changes

The bill amends s. 337.11, F.S. to authorize the FDOT to make direct payments to first-tier subcontractors. Such payments do not create any enforceable third-party beneficiary rights. The bill requires the FDOT to adopt, by rule, procedures to implement this provision. Such procedures must establish circumstances under which such payments may be made and must include, at a minimum, all of the following:

- The contractor has not requested payment from the FDOT for at least six months.
- There is a binding, written subcontract between the contractor and the subcontractor, and the FDOT is in possession of a complete copy of the subcontract.
- The subcontractor has performed work that is unpaid by the subcontractor, and the FDOT has sufficient documentation of such unpaid work.
- There is legitimate dispute between the contractor and the subcontractor.
- The FDOT has provided written notice to the payment and performance bond surety at least 30 days before releasing such payment, and the surety has not objected in writing within the 30 day period based on a documented dispute or claim regarding the unpaid work or payment.

The amounts the FDOT pays to the subcontractor must be deducted from amounts otherwise due to the contractor.

FDOT Takeover Contracts (Section 21)

Present Situation

Section 337.18, F.S., requires the successful bidder of a FDOT construction contract to submit a surety bond in an amount equal to the awarded contract price. However, in limited circumstances, the FDOT has the discretion to authorize phased bonding or waive all or a portion of the bond requirement.¹¹³

The FDOT's contracts must provide for the determination of default on the part of any contractor for cause attributable to such contractor. The FDOT is not liable for anticipated profits for unfinished work on a contract which it has determined to be in default.¹¹⁴

Effect of Proposed Changes

The bill amends s. 337.18, F.S., to provide that if the FDOT and the surety enter into a takeover agreement, such agreement must set forth procedures regarding the surety's certification of disbursement of payment to subcontractors.

¹¹² Section 337.11(11)(b), F.S.

¹¹³ Section 337.18(1)(a), F.S.

¹¹⁴ Section 337.18(2), F.S.

MPO Consolidation (Section 23)

Present Situation

Metropolitan Planning Organizations (MPOs) are federally-required transportation planning entities in urbanized areas with populations of 50,000 or more.¹¹⁵ Florida currently has 27 MPOs.¹¹⁶ Florida law regarding MPOs is codified in s. 339.175, F.S., and includes provisions regarding designation, voting membership, apportionment, and responsibilities.

Florida law requires each MPO, in cooperation with the state and affected public transportation operators, to develop a transportation improvement program for the area within its jurisdiction. Each MPOs program includes a list of project priorities which is submitted to FDOT for potential funding.¹¹⁷

In 2023, the Legislature required the MPOs serving Hillsborough, Pasco, and Pinellas counties to, by December 31, 2023, submit a feasibility report to the Governor, the President of the Senate, and the Speaker of the House of Representatives exploring the benefits, costs, and process of consolidation into a single MPO serving the contiguous urbanized area, the goal of which would be to:

- Coordinate transportation projects deemed to be regionally significant.
- Review the impact of regionally significant land use decisions on the region.
- Review all proposed regionally significant transportation projects in the transportation improvement programs.¹¹⁸

Effect of Proposed Changes

The bill amends s. 339.175, F.S., to require, the MPOs serving Charlotte, Collier, and Lee counties to, by December 31, 2026, submit to the Governor, the President of the Senate, and the Speaker of the House of Representatives, a feasibility report exploring the benefits, costs, and process of consolidation into a single MPO serving the contiguous urbanized area, the goal of which is to:

- Coordinate transportation projects deemed to be regionally significant.
- Review the impact of regionally significant land use decisions on the region.
- Review all proposed regionally significant transportation projects in the transportation improvement programs.

¹¹⁵ Federal Transit Administration, *Metropolitan Planning Organization*, <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo> (last visited March 2, 2026).

¹¹⁶ Metropolitan Planning Organization Advisory Council (MPOAC), <https://www.mpoac.org/mpoac-4/> (last visited March 1, 2026)

¹¹⁷ Section 339.175(8), F.S.

¹¹⁸ Chapter 2023-197, Laws of Fla. At that time this was codified in s. 339.175(6)(i), F.S.

Next-generation Traffic Signal Modernization Grant Program (Section 24)

Present Situation

In 2025, the Legislature created the Next-generation Traffic Signal Modernization Program. The program's purpose is to increase traffic signal interconnectivity and provide real-time traffic optimization to improve traffic flow and enhance safety. The program must:

- Provide for retrofitting existing traffic signals and controllers and providing a communication backbone for remote and automated operations and management of such signals on the State Highway System and the nonstate highway system.
- Prioritize signal upgrades based on average annual daily traffic and the impact of adding to an existing interconnected system.
- Use at least one advanced traffic management platform that uses state-of-the-art technology and that complies with leading cybersecurity standards, such as SOC 2 and ISO 27001, ensuring robust data protection.¹¹⁹

Effect of Proposed Changes

The bill substantially rewrites s. 339.85, F.S., to create a Next-generation Traffic Signal Modernization Grant Program, replacing the existing program.

The bill requires the FDOT to implement a Next-generation Traffic Signalization Modernization Grant Program to assist counties and municipalities in upgrading eligible signalized intersections with artificial intelligence-and machine learning-enabled detection, controllers, communications, and software that prioritizes modernization in key corridors across the state.

The bill requires the FDOT to implement a state-local partnership through a cost-sharing arrangement to authorize the FDOT to fund:

- Up to 80 percent of eligible costs for first-year pilot corridors, with a minimum 20 percent contribution.
- Fifty percent of ensuing year research, development, and installation.

The bill provides that after signal modernization, the local government and the vendor are responsible for the ongoing maintenance of the signal.

The bill authorizes the FDOT to waive any local match requirement for state-owned or state-operated intersections.

The bill requires the FDOT to prioritize grant applications for intersections at which a signal modernization will measurably:

- Reduce average control delay and corridor travel times.
- Improve surrogate safety measures¹²⁰ and support emergency vehicle preemption.
- Provide transit signal priority and multimodal benefits to pedestrians and cyclists.

¹¹⁹ See ch. 2025-149, Laws of Fla., codified at s. 338.95, F.S.

¹²⁰ Surrogate safety measures include failures to stop at red lights and hard-braking events.

The bill requires the FDOT to use competitive procurement¹²¹ to find a vendor or vendors that use state-of-the-art technology that complies with leading cybersecurity standards¹²² ensuring robust data protection. The program must also:

- Require open, interoperable, and secure systems that avoid vendor lock in and protect cybersecurity.
- Ensure data transparency through standardized performance dashboards and annual public reports demonstrating benefits relative to cost.
- Coordinate with metropolitan planning organizations, regional traffic management centers, law enforcement, fire rescue, and transit agencies to maximize systemwide benefits.
- Encourage use of state-based pilots, sandboxes, and independent evaluations to validate performance before large-scale rollout.
- Support workforce development and local operations staff training so upgrades remain effective over the life of the equipment.

Beginning in fiscal year 2026-2027, the bill annually appropriates \$20 million from the State Transportation Trust Fund to the FDOT to fund the Next-generation Traffic Signal Modernization Grant Program.

Railroad Crossing Safety Technology Study (Section 26)

Present Situation

In 2025, based on preliminary Federal Railroad Administration data, Florida ranked third nationally in highway-rail grade crossing collisions with 120 collisions, 22 deaths, and 48 injuries.¹²³ Florida also ranked fourth nationally in the total railroad trespassing casualties with 66 casualties, 51 of which were deaths.¹²⁴

According to the FDOT, 88 percent of Highway-Rail Grade Crossing accidents that occurred between 2013-2022 involved stopping on the crossing, going around gates, not stopping, stopping then proceeding, or going through gates.¹²⁵

Regulation of Railroad Crossings

Florida law defines the term “public railroad-highway grade crossing” to mean a location at which a railroad track is crossed at grade by a public road.¹²⁶ As of 2025, Florida has 3,565

¹²¹ This is as provided in ch. 287, F.S.

¹²² These security standards include SOC 2 and ISO 27001.

¹²³ Operation Lifesaver, *Collisions & Fatalities by State, Highway-Rail Grade Crossing Collisions - Top 25 States*, <https://oli.org/track-statistics/collisions-fatalities-state> (last visited February 4, 2026).

¹²⁴ Operation Lifesaver, *Trespassing Casualties by State, Top 25 States Ranked by Total Trespass Casualties*, <https://oli.org/track-statistics/trespassing-casualties-state> (last visited February 4, 2026).

¹²⁵ FDOT, Florida Rail Safety Coalition, <https://www.fdot.gov/rail/programs/florida-rail-safety-coalition> (last visited February 3, 2026).

¹²⁶ Section 335.141(1)(b), FS..

public at-grade rail crossings.¹²⁷ The FDOT regulates public railroad-highway grade crossings, including the issuance permits to open or close such crossings.¹²⁸

Railroad companies must exercise reasonable care for the safety of motorists whenever its track crosses a highway. The railroad company is responsible for erecting and maintaining crossbuck grade-crossing warning signs at all public or private railroad-highway grade crossings.¹²⁹

Upon reasonable notice from the FDOT, every railroad company maintaining a public railroad-highway grade crossing must install, maintain, and operate traffic control devices at such crossing to warn motorists of approaching trains.¹³⁰

The governmental entity with jurisdiction over the highway or street that crosses the railroad must install and maintain advance railroad warning signs and pavement markings.¹³¹

Persons approaching a railroad-highway grade crossing must exercise reasonable care for their own safety, the safety of railroad crews, and the safety of train or vehicle passengers.¹³²

FDOT Rail Safety Initiatives

In 2024, the FDOT established the Florida Rail Safety Coalition (FRSC) to enhance public rail safety. The FRSC consists of rail industry partners at local, state, and federal levels, including but not limited to subject matter experts and FDOT team members.¹³³

The FRSC has determined that driver and pedestrian behavior is the most critical and urgent rail safety issue.¹³⁴ In response, the FRSC and the FDOT have launched various safety-related campaigns such as the Be Rail Smart initiative, which focuses on accident prevention and educating the public about rail crossing safety awareness and proper procedure when approaching a rail crossing.¹³⁵

Effect of Proposed Changes

The bill requires the FDOT to conduct a railroad crossing safety technology study. The bill provides legislative findings and intent that improving safety at railroad crossings is critical to protecting the lives of pedestrians, motorists, railway workers, and the general public. Advanced detection and monitoring systems using technologies such as sensors, high-resolution camera,

¹²⁷ FDOT, Office of Freight and Rail, *Opening – Closure Program*.

<https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/programs/openclose/fro-rail-crossing-opening-and-closure-program-gameboard.pdf> (last visited February 3, 2026).

¹²⁸ Section 335.141(1)(a), F.S.

¹²⁹ Section 351.03(1). F.S. Such warning signs must comply with FDOT's uniform system of traffic control devices.

¹³⁰ Section 335.141(2)(b), FS.

¹³¹ Section 351.03(2), F.S.

¹³² *Id.*

¹³³ FDOT, Florida Rail Safety Coalition, <https://www.fdot.gov/rail/programs/florida-rail-safety-coalition> (last visited February 3, 2026).

¹³⁴ FDOT, *Florida Rail Safety Coalition Presentation*, November 14, 2024, https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/programs/florida-rail-safety-coalition/frsc-presentation_2024-11-14.pdf?sfvrsn=d9e88546_1 (last visited February 3, 2026).

¹³⁵ FDOT, *Be Rail Smart*, <https://www.fdot.gov/agencyresources/be-rail-smart/> (last visited February 3, 2026).

and data analytics may provide a reliable means to enhance situational awareness and reduce collisions at railroad crossings.

The bill also provides legislative intent to direct the FDOT to study the technologies referenced above before considering any statewide requirements for their deployment.

The bill defines the term “advanced detection monitoring system” to mean a system capable of detecting and classifying objects, such as pedestrians, vehicles, or other obstructions at or approaching a railroad crossing, using technologies including, but not limited to, sensors, cameras, and data analytics.

The bill defines the term “public railroad-highway grade crossing” to have the same meaning as provided in s. 335.141(1)(b), F.S., defined above.

The bill requires the FDOT to conduct a statewide study on the use of advanced detection and monitoring systems at public railroad-highway grade crossings. The bill requires the study to include, but is not limited to, an analysis of all of the following:

- Available and emerging advanced detection and monitoring technologies applicable to railroad crossings.
- The effectiveness of such technologies in improving safety outcomes, including collision prevention and hazard mitigation, based on available data from pilot programs, deployments in other jurisdictions, or academic research.
- Technological and operational considerations, including interoperability with existing railroad safety systems and operating protocols.
- Costs associated with the deployment of advanced detection and monitoring systems, including installation, operation, maintenance, and long-term lifecycle costs.
- Potential funding mechanisms, including federal funds, state funds, grants, or public-private partnerships.
- Criteria for identifying higher-risk railroad crossings where technologies may provide the greatest safety benefit.
- Legal, regulatory, and operational considerations related to the deployment and oversight of advanced detection and monitoring systems.
- The respective roles of the state, local governments, and railroad owners in the implementation of such systems.

In conducting the study, the bill authorizes the FDOT to consult with, as appropriate, any of the following:

- Railroad owners and railroad industry representatives.
- Local governments with jurisdiction over public railroad-highway grade crossings.
- Transportation safety experts and academic institutions.
- Federal agencies or national organizations with expertise in railroad safety.

The bill requires the FDOT, by December 1, 2026, to submit a report of its findings and any recommendations to the Governor, the President of the Senate, and the Speaker of the House of Representatives. The FDOT’s report may include policy recommendations for legislative

consideration but may not recommend or require the mandatory installation or upgrade of railroad crossings.

Effective Date (Section 28)

Except as otherwise expressly provided, this bill takes effect July 1, 2026.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

The bill does not appear to require counties and municipalities to expend funds or further limit their authority to raise revenue or receive state-shared revenues as specified by Article VII, s. 18 of the State Constitution.

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:

While the bill does not change the fundamental parameters of the various camera enforcement programs, changes made by the bill may have an indeterminate fiscal impact on the program vendors and contractors.

Authorizing private property owners to install automated license plate recognition systems on their property may have a positive indeterminate fiscal impact on vendors and operators of such systems. (Section 5)

The FDOT's rules specifying circumstances under which it may directly pay subcontractors may have a positive fiscal impact on such subcontractors. However, the fiscal impact is indeterminate. (Section 21)

C. Government Sector Impact:

The FDOT and local governments will incur costs associated with adjusting the length of yellow lights at each intersection with a traffic infraction detector. However, this cost is indeterminate. (Section 1)

Eligible rural public use airports may find it easier to fund projects due to the changes in the FDOT's funding authority regarding those airports. (Section 20)

The MPOs for Charlottee, Collier, and Lee counties will incur indeterminate costs to conduct the required consolidation study. (Section 23)

Beginning in fiscal year 2026-2027, the bill annually appropriates \$20 million from the State Transportation Trust Fund to FDOT to fund the Next Generation Traffic Signal Modernization Grant Program. (Section 24)

The FDOT will incur indeterminate costs in conducting railroad crossing safety technology study required by the bill. However, this study should be accomplished using existing resources. (Section 26)

VI. Technical Deficiencies:

In sections 15 and 25 there appear to be extra references to the unlawful speed statutes.

VII. Related Issues:

None.

VIII. Statutes Affected:

This bill substantially amends the following sections of the Florida Statutes: 316.008, 316.0083, 316.0776, 316.0777, 316.173, 316.183, 316.189, 316.1895, 316.1896, 316.1906, 316.650, 318.15, 318.18, 320.02, 320.061, 320.0848, 322.142, 332.007, 337.11, 337.18, 339.175, 339.85, 775.15.

This bill repeals section 320.0849 of the Florida Statutes.

This bill reenacts section 318.121 of the Florida Statutes.

This bill creates two undesignated sections 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/CS by Rules on March 3, 2026:**

The committee substitute:

As it relates to the automated enforcement of traffic infractions, the committee substitute:

- Defines the term “careful and prudent manner” as it relates to right turns on red enforced using traffic infraction detectors.
- Clarifies that flashing beacons must be activated to enforce the school zone speed limits and provides until January 1, 2028, for the installation of beacons in applicable school zones.
- Provides that after January 1, 2028, photographic evidence of school zone speed violations must include beacon status.
- Provides that a speed detection system may be placed outside of a school zone, provided it only captures violations occurring within the school zone.
- Authorizes the withholding of motor vehicle registrations for the nonpayment of a camera enforced traffic violation.
- Restarts the statute of limitations for a camera enforced traffic infraction if an affidavit is submitted documenting that another person was driving the vehicle at the time of the violation.
- Makes additional technical changes related to the automated enforcement of traffic infractions.

The committee substitute also includes the following provisions:

- Requires FDOT and local governments to increase yellow light times at intersections with traffic infraction detectors.
- Authorizes the use of automated license plate recognition systems by private property owners, provides limits on the use of data from such systems, and establishes data security requirements.
- Authorizes counties and municipalities to reduce speed limits in residential areas.
- Clarifies that a license plate frame is permissible provided law enforcement can identify the plate number, validation sticker, and the state that issued the plate.
- Clarifies that expectant mothers who meet the requirements for a disabled parking permit are eligible to obtain such a permit and repeals the statutory authorization for expectant mother parking permits.
- Authorizes the use of driver license photos for identity verification purposes by state agencies but prohibits the sale or sharing of such data.
- Authorizes the FDOT to fund up to 100 percent of airport projects at certain rural airports.
- Authorizes the FDOT to directly pay first-tier subcontractors if certain conditions are met.
- Requires takeover contracts between the FDOT and a surety to provide certain procedures regarding payments to subcontractors.

- Establishes the Next Generation Traffic Signal Modernization Grant Program and provides a \$20 million annual appropriation.
- Requires the FDOT to study the use of advanced detection and monitoring systems at railroad crossings.

CS by Transportation on January 20, 2026:

The committee substitute:

- Requires the FDOT to adopt rules regarding the circumstances under which it may directly pay first-tier subcontractors; and
- Requires the completion contractor in a takeover agreement to meet the same certification of qualification requirements as in the original contract's bid solicitation.

B. Amendments:

None.