FLORIDA HOUSE OF REPRESENTATIVES
BILL ANALYSIS

This bill analysis was prepared by nonpartisan committee staff and does not constitute an official statement of legislative intent.

BILL #: CS/CS/CS/HB 543	**COMPANION BILL:** CS/SB 1274 (DiCeglie)
TITLE: Transportation	**LINKED BILLS:** None
SPONSOR(S): McFarland	**RELATED BILLS:** None

Committee References

Commerce	➤	Budget	➤	State Affairs
21 Y, 0 N, As CS		28 Y, 0 N, As CS		26 Y, 0 N, As CS

SUMMARY

Effect of the Bill:

The bill addresses several matters related to state transportation policy, including:

- Yellow light intervals;
- Digital driver licenses;
- Use of automated license plate readers by private entities;
- Accessible parking spaces;
- Regulations relating to the enforcement of traffic citations by automated photo enforcement;
- Speed limits in residence districts;
- Use of license plate frames and decorative borders;
- Florida Department of Transportation contracting;
- Motor vehicle exhaust systems and noise limits;
- Titling and registering golf carts converted to low-speed vehicles; and
- Seaport uses.

Fiscal or Economic Impact:

The bill creates new responsibilities and requirements for the Florida Department of Highway Safety and Motor Vehicles however, it is anticipated that any workload or need for increased expenditures will be absorbed within existing operational resources.

JUMP TO SUMMARY ANALYSIS RELEVANT INFORMATION BILL HISTORY

ANALYSIS

EFFECT OF THE BILL:

The bill addresses several matters related to state transportation policy.

Traffic Signals

Yellow Light Intervals

The bill requires the Florida Department of Transportation (FDOT) and any impacted local government to increase by 0.4 seconds the minimum perception-reaction time of all steady yellow traffic signals in the state located at an intersection equipped with a traffic infraction detector.[1] (Section 1)

[1] A "traffic infraction detector" is defined in s. 316.003(101), F.S., 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.

Driver and Vehicle Data Privacy

Digital Driver Licenses

The bill provides technical requirements related to electronic credentialing systems[2] developed pursuant to a contract with the Department of Highway Safety and Motor Vehicles (DHSMV) for purposes of establishing an optional digital driver license.[3] (Section 24)

The bill requires DHSMV to:

- Ensure that data is not reused, repurposed, shared, or transmitted beyond the initial purpose without the explicit consent of the credentialholder.
- Securely delete data or render data irreversibly anonymized immediately upon fulfillment of the stated purpose unless a longer retention period is required by law and narrowly tailored to that legal necessity. (Section 24)

The bill prohibits DHSMV from:

- Tracking where a credential user uses a digital driver license.
- Sharing, storing, or selling information related to a digital driver license, unless required by law.
- Retaining any data related to a digital driver license, unless required by law. (Section 24)

The bill authorizes DHSMV to:

- Use a telephone number submitted by a licensee in connection with a digital driver license only for purposes of communication regarding the digital driver license or the motor vehicle records of the licensee.
- Enter into contracts with one or more private entities which authorize data verification through an electronic credentialing system that queries DHSMV's driver license records, displays or transmits digital driver licenses, or verifies the authenticity of such electronic credentials. (Section 24)

The bill requires a digital driver license verifier to:

- Perform cryptographic validation of digital driver license authenticity, integrity, and issuer attribution without requiring online access to external systems, DHSMV's systems, or any state system.
- Retain only temporary user-authorized verification data that is strictly necessary for the transaction.
- Communicate to the credentialholder the data that was temporarily retained.
- Create written strict data minimization principles that must be provided to a credentialholder upon request. (Section 24)

The bill requires a digital driver license to:

- Require the explicit consent of the credentialholder before adding a digital driver license or sharing electronic credential attributes.
- Be controlled by the credentialholder, who may choose to disclose only the minimum information necessary for a transaction.
- Be issued as tamper-evident, cryptographically verifiable statements capable of being selectively disclosed.
- Contain clear metadata specifying cryptographic material necessary for independent verification.
- Provide a credentialholder with the ability to audit verification requests.
- Preserve the anonymity and prevent linkability of transactions.

[2] The bill defines "electronic credentialing system" to mean a digital process that includes a method for provisioning electronic credentials of a driver license, requesting and transmitting identity data contained on electronic credentials, and performing tasks to maintain the system.

[3] The bill defines "digital driver license" as an electronic credential viewable on an electronic credentialing system where the credential conveys identity and driving privilege information and is in compliance with the International Organization for Standardization (ISO)/IEC 18013-5 and 18013-7 standard.

- Adhere to data minimization principles, including disclosing only the minimum electronic credential attributes strictly necessary to fulfill the stated purpose of verification that is explicitly communicated to the credentialholder.
- Implement measures to ensure that the electronic credentials are updated as changes occur to the credentialholder's record. (Section 24)

The bill provides that a digital driver license may not:

- Retain Internet protocol addresses, geolocation data, or other information that describes the location, computer, computer system, or computer network from which a customer accesses the system.
- Require communication with DHSMV, other than updates to the credentialholder's record. (Section 24)

The bill authorizes digital imaged licenses to be used for identity verification by a state agency pursuant to an interagency agreement, subject to the licensee's consent. Additionally, the bill provides that an identity verification service provider may use DHSMV data for DHSMV's or another agency's internal identity verification purposes in a manner consistent with law only if such data remains in the possession of DHSMV. The bill prohibits an identity verification service provider from selling, sharing, or retaining any information outside of the purposes of s. 322.142, F.S. The bill prohibits DHSMV from allowing the use of digital imaged licenses for a private entity's business purposes. (Section 25)

Automated License Plate Readers

The bill provides that a private entity may install an automated license plate recognition system solely for use on and within the property owned or controlled by the entity and for a public safety-related purpose, subject to the conditions that the private entity:

- May not access motor vehicle registration or title data for vehicles identified by the system, unless the private property owner is acting to the extent permitted by the Driver's Privacy Protection Act 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.
- 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.
  - Required to control or enforce access to the property or for parking enforcement.
  - Sharing such information is necessary to report suspicious activity or suspected criminal activity to a criminal justice agency.
  - Permitted by the Driver's Privacy Protection Act.
- Must contractually obligate any third party that installs, maintains, or operates the system to protect the images or data generated by the system from disclosure, including a prohibition on sharing or selling such images or data, except to the extent:
  - Required to respond to a lawful request from a criminal justice agency.
  - Required to control or enforce access to the property or for parking enforcement.
  - Sharing such information is necessary to report suspicious activity or suspected criminal activity to a criminal justice agency.
  - Permitted by the Driver's Privacy Protection Act.
- 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 records 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 image or data is collected or generated by the system, except to the extent needed to comply with a court order, a subpoena, or the appeal process or to collect an unpaid invoice for parking enhancement.

- 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, maintains, or operates the system, except to the extent the fine or violation is issued in connection with controlling or enforcing access to such property or for parking enforcement. (Section 6)

The bill provides that an individual who uses or releases specified confidential and exempt information for a purpose not specifically authorized by law commits a noncriminal infraction, punishable by a fine not exceeding $2,000. (Section 6)

FDOT Contracting

Payments to Subcontractors

The bill authorizes FDOT, without creating any enforceable third-party beneficiary rights, to make direct payments to first-tier subcontractors and deduct such amounts otherwise due the contractor under certain circumstances. The bill requires FDOT to adopt by rule procedures to establish the conditions under which such payments may be made and to consider, at a minimum, whether:

- The contractor has not requested payment from FDOT for at least 6 months.
- There is a binding, written subcontract between the contractor and the subcontractor, and FDOT is in possession of a complete copy of the subcontract.
- The subcontractor has performed work that is unpaid by the contractor, and FDOT has sufficient documentation of such unpaid work.
- There is no legitimate dispute between the contractor and the subcontractor.
- FDOT has provided written notice to the payment and performance bond surety at least 30 days before releasing any payment, and the surety has not objected in writing within that 30-day period based on a documented dispute or claim regarding the work or payment (Section 26)

Sureties

The bill provides that if FDOT enters into a takeover agreement with a surety, the agreement must require the completion contractor to possess a certificate of qualification in the respective work classes listed in the original contract bid solicitation and to follow FDOT's procedures regarding the certification of disbursement of payment to subcontractors. (Section 27)

Metropolitan Planning Organizations

The bill requires, by December 31, 2026, that the metropolitan planning organizations (MPOs) serving Charlotte, Collier, and Lee Counties submit to the Governor and the Legislature 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. (Section 28)

Vehicle Regulation

Exhaust System Noise Regulation

The bill repeals ss. 316.272 and 316.293, F.S., which regulate noise levels produced by motor vehicle exhaust systems based on specified decibel levels. The bill amends s. 316.3045, F.S., to provide that every motor vehicle required by federal law to be equipped with an exhaust system must at all times be equipped with and maintain an exhaust system in good working order including muffler, manifold pipe, and tailpiping to prevent excessive or unusual noise. The bill also prohibits a person from intentionally increasing the revolutions per minute or unreasonably accelerating in a manner that would produce excessive or unusual noise. The bill provides that it

does not apply to a motorcycle or moped that does not exceed federal noise emissions standards.[4] (Sections 16 and 17)

Micromobility Devices

The bill narrows the definition of "micromobility device" by removing traditional bicycles and generally limiting the scope to electric bicycles and motorized scooters. This change has the effect of ensuring that traditional human-powered bicycles are not subject to local regulations and ordinances governing micromobility devices, including age limits. (Section 3)

Electric Bicycles

The bill clarifies that an "electric bicycle" is not subject to regulations for traditional motorized vehicles. (Section 14)

Golf Cart

Conversions

The bill allows a golf cart that is converted into a low-speed vehicle to be titled and registered for operation on roads with speed limits not exceeding 35mph without inspection by DHSMV, if the owner of the converted vehicle submits a written affidavit that the vehicle complies with the requirements of Chapter 316, F.S., for classification as a low-speed vehicle. DHSMV must assign such low-speed vehicle a unique identification number for vehicle title and registration issuance purposes. (Section 21)

Crossings

The bill expands the authorized operation of golf carts on roadways by allowing operation of a golf cart to cross a highway at a signalized intersection if the following conditions are met:

- The intersection is located wholly within the boundaries of a single local governmental entity.
- The local governmental entity has designated the street or road located on both sides of the street or highway spanned by the crosswalk for the operation of golf carts.
- The local government entity has approved the operation of golf carts for the purpose of crossing at the intersection and has posted signs at the intersection to indicate the operation is authorized. (Section 15)

The bill provides that operating a golf cart in violation of this provision is a non-criminal traffic infraction and is punishable as a moving violation. (Section 15)

Accessible Parking

The bill authorizes vehicles displaying a valid disabled parking permit or license plate and equipped with permanently installed mobility access equipment to occupy more than one parking space when reasonably necessary to deploy such equipment safely, provided that no designated accessible parking spaces are available or sufficient to accommodate the vehicle's equipment. (Section 13)

The bill prohibits such a vehicle from being cited, penalized, or towed solely because it occupies more than one parking space or exceeds parking dimensions if the vehicle:

- Is lawfully displaying a valid disabled parking permit or license plate;
- Does not block vehicular traffic lanes, emergency access routes, fire lanes, or pedestrian access paths; and
- Does not create a clear and immediate safety hazard. (Section 13)

The bill clarifies that such vehicle is prohibited from parking in clearly posted no-parking zones, fire lanes, emergency vehicle access areas, or any location where the vehicle poses an immediate risk to public safety. (Section 13)

[4] The bill cites to noise emissions standards promulgated by the United States Environmental Protection Agency in 40 C.F.R. § 205.152.

The bill provides that prior to towing a vehicle displaying a valid disabled parking permit or plate, a public or private property owner or towing operator must make reasonable efforts to determine whether the vehicle qualifies for the protections provided in this provision, unless the vehicle presents an immediate threat to public safety (Section 13)

Speed Limits

The bill provides counties and municipalities the flexibility 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 determine that the lower limit is reasonable. (Sections 8 and 9)

License Plates

The bill provides that the use of a license plate frame or decorative border device is not a criminal offense, provided the device does not obscure the visibility of the following:

- The alphanumeric designation or license plate number.
- The registration decal or validation sticker located in the upper right corner. (Section 23)

Seaport Operations

The bill provides requirements for seaports that are located in counties with designated spaceport territory and that use land, facilities, or infrastructure for the purpose of supporting spacecraft launch and recovery operations. Each such seaport:

- Beginning February 1, 2027, must submit to the chair of Space Florida and post on its website an annual report describing all measures the seaport has taken to support the commercial space launch industry.[5]
- May not convert any planned or existing land, facility, or infrastructure that supports cargo purposes[6] to any alternative purpose unless all of the following conditions are met:
    - The governing body of the seaport provides public notice[7] at least 30 days before holding a public meeting on the proposed conversion.
    - The governing board of the seaport, at least 30 days before holding a public meeting on the proposed conversion, prominently posts on the seaport's website a report estimating the impact of the conversion on the cargo operations of the seaport.
    - The conversion is approved by a two-thirds vote of the governing board of the seaport at a publicly noticed meeting as a separate item on the agenda and with a reasonable opportunity for public comment. (Section 2)

Photo Enforcement

School Bus Infraction Detectors

The bill makes several changes to the provisions that regulate school bus infraction detection systems (school bus cameras).

[5] The bill defines "commercial space launch industry" to mean "any company substantially engaged in the transport, operation, and recovery of space launch or landing services with active maritime operations."
[6] The bill defines "cargo purposes" to mean "any facility, activity, property, energy source, or infrastructure asset that is not intended to facilitate the transport of passengers and includes, but is not limited to, such facilities, activities, properties, energy sources, or infrastructure assets that support spaceport activities."
[7] The public notice required by the bill must conform to the requirements of s. 50.011, F.S., regarding publication of civil legal notices.

The bill authorizes:

- A school district to appoint local hearing officers to hear school bus infraction detection violations. The appointed local hearing officer must be an attorney who is, and has been for the preceding five years, a member in good standing of the Florida Bar to serve as a local hearing officer; or
- A county in which a school district has entered into an interlocal agreement with a law enforcement agency to issue uniform traffic citations to designate by resolution existing staff to serve as the local hearing officer. (Section 3)

The bill provides that if a school district has contracted with a private vendor or manufacturer to install school bus infraction detection systems for school buses for public schools, then charter schools and private schools within the geographic area of that school district may enter into separate contracts for the installation of school bus infraction detection systems with the same vendor or manufacturer. However, if the school district terminates all contracts for school bus infraction detection systems with a vendor or manufacturer, any contracts entered into by such charter schools or private schools are immediately terminated. Only school buses that meet certain federal standards (i.e. yellow busses) may use school infraction detection systems. (Section 7)

The bill prohibits a private school bus contractor that provides busing services for a school district from charging a fee or receiving a remuneration from a district, or a private vendor or manufacturer of a school bus infraction detection system with respect to installation, operation, or maintenance of a system, and from unreasonably impeding the installation, operation, or maintenance of a system if selected by the school district. (Section 7)

The bill clarifies that review of information from a school bus infraction detection system by an authorized employee or a designee of the school district or law enforcement agency is not prohibited before issuance of a notice of violation or uniform traffic citation. (section 7)

The bill provides that mailing of the final administrative order for a school bus infraction detection system violation constitutes notification. Additionally, the bill provides that any hearing for a contested notice of violation which has not occurred, or any uniform traffic citation that is pending issuance, before July 1, 2025, may be conducted or issued through the administrative procedures within two years, instead of one. (Section 7)

The bill provides that the school bus infraction detection system report that local governments submit to DHSMV is an annual, instead of a quarterly report. (Section 7)

School Zone Speed Detection Systems

The bill makes several changes to the provisions regulating the school zone speed limits through speed detection systems (school zone cameras).

The bill allows a speed detection system to be installed outside the boundaries of the school zone, but within the roadway maintained as a school zone. However, 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 certain authorized times, regardless of the placement of the speed detection system or its components. (Sections 4 and 5)

The bill provides that a speed detection system may only be used to enforce a restricted school zone speed limit if a flashing beacon used to provide the notice of the restricted school zone speed limit is activated. However, the bill provides a transition period for local governments to comply with such requirement as follows:

- School zone cameras installed before July 1, 2026: Capturing the beacon status photographically, on video, or by other evidence is not required for proof of the beacon status until January 1, 2028.
- School zone cameras installed on or after July 1, 2026: Have until January 1, 2028, to place and install a beacon. (Sections 4 and 11)

The bill allows 60 days, instead of 30 days, for a registered owner of a motor vehicle to pay a fine, appeal a notice, or provide an affidavit that another person was driving, if issued a notice for a potential violation of a school zone speed limit as enforced by a speed detection system. (Section 11)

The bill requires the speed detection system report that local governments submit to DHSMV detail the results of the speed detection system in the school zone during the preceding fiscal year. The report, in addition to current law requirements, must include the number of notices of violations that were issued outside of the school zone speed limit enforcement periods. (Section 11)

Other Changes to Photo Enforcement of Traffic Citations

The bill:

- Clarifies an existing fee provision to ensure that the $250 for hearing costs applies to hearings involving speed detection system violations and school bus infraction detection systems (Section 20)
- Clarifies that DHSMV may withhold motor vehicle registration renewal for nonpayment of a traffic citation issued through enforcement by a speed detection system, infraction detection system, or school bus infraction detection system. (Section 22)
- Specifies that a one-year statute of limitations for violations resets if a registered motor vehicle owner submits an affidavit that another person was driving the vehicle. (Section 29)

Miscellaneous Provisions

The bill updates cross-references and makes other conforming changes in accordance with the provisions of the bill. (multiple sections)

The bill is effective July 1, 2026, but the provision relating to the use of automated license plate readers by private entities is effective October 1, 2026; and certain provisions relating to school bus infraction detection systems are effective upon becoming law. (Section 40)

RULEMAKING:

The bill requires FDOT to adopt by rule procedures to establish the conditions under which direct payments may be made to first-tier subcontractors. Additionally, the bill authorizes DHSMV to adopt rules to securely manage digital driver licenses.

Lawmaking is a legislative power; however, the Legislature may delegate a portion of such power to executive branch agencies to create rules that have the force of law. To exercise this delegated power, an agency must have a grant of rulemaking authority and a law to implement.

FISCAL OR ECONOMIC IMPACT:

STATE GOVERNMENT:

The bill creates new responsibilities for DHSMV related to electronic credentialing systems, however it is anticipated that any workload or need for increased expenditures will be absorbed within existing operational resources.

RELEVANT INFORMATION

SUBJECT OVERVIEW:

Florida Department of Transportation (FDOT)

FDOT is an executive agency responsible for providing a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities.[8] Florida law requires FDOT to annually develop and adopt a tentative work program, a five-year plan to maximize FDOT's production and service capabilities and to capitalize on the innovative use of resources, increased productivity, reduced cost, and strengthened organizational effectiveness and efficiency.[9] The tentative work program must be submitted to the Florida Legislature, the Florida Transportation Commission, the Department of Commerce, and the Executive Office of the Governor for review.[10] On July 1 of each year, the tentative work program, as conformed to the Legislature's general appropriations act, becomes FDOT's adopted work program.[11] An adopted work program may be amended in accordance with the certain procedural requirements, including a comment period for each affected county and municipality, an opportunity for review by legislative members and substantive committee chairs, and final approval by the Governor.[12]

FDOT Contracting

FDOT may enter into contracts for the construction and maintenance of all roads on the State Highway System, the State Park Road System, or any other road under its supervision.[13] FDOT may also enter into contracts for the construction and maintenance of rest areas, weigh stations, and other structures used in connection with such facilities. However, these contracts do not create third-party beneficiary rights in any person that is not a party to the contract.[14]

Driver and Vehicle Data Privacy

Digital Proof of Driver License or Identification

Since 2014, the Department of Highway Safety and Motor Vehicles (DHSMV) has been required to prepare for the development of a secure and uniform system for issuing an optional digital proof of driver license. DHSMV may contract with one or more private entities to develop a digital proof of driver license system.[15] The digital proof of driver license must be in such a format as to allow law enforcement to verify the authenticity of the digital proof of driver license.[16] DSHMV has authority to adopt rules to ensure valid authentication of digital driver licenses by law enforcement.[17]

Florida law provides that a private entity that scans a digital proof of driver license or identification card may not store, sell, or share personal information collected from such scanning of the digital proof of driver license or identification card, except with informed consent of the individual.[18]

---

[8] S. 20.23, F.S.; FDOT, *About FDOT*, https://www.fdot.gov/agencyresources/aboutfdot.shtm (last visited Jan. 15, 2026).
[9] S. 339.135, F.S.; FDOT, *Work Program Instructions, FY 26/27 – 30/31*, Sep. 5, 2025, Part II, Chapter 1, at page 3, available at https://fdotewp1.dot.state.fl.us/fmsupportapps/Documents/development/WorkProgramInstructions.pdf (last visited Jan. 15, 2026).
[10] *Id.*
[11] *Id.*
[12] S. 339.135(7), F.S.
[13] S. 337.11(1), F.S.
[14] *Id.*
[15] S. 322.032(2), F.S.
[16] S. 322.032(3), F.S.
[17] *Id.*
[18] S. 322.032(7), F.S.

Automated License Plate Recognition Systems

An automatic license plate recognition system (ALPRS) is a system of one or more mobile or fixed high-speed cameras combined with computer algorithms to convert images of license plates into computer-readable data.[19] An ALPRS scans and captures 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.[20] Stored ALPR data does not include any Personal Identifying Information (PII) of individuals associated with the license plate.[21] Obtaining personal information associated with license plate information requires a separate, legally authorized, inquiry to another restricted-access database.[22]

Historically, ALPRS systems have been used by law enforcement 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.[23] 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 Department of State.[24] The retention period for such information is prescribed by rule 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.[25]

Florida law provides circumstances in which an ALPRS may be installed within the 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.[26] However, an ALPR cannot be used to issue a notice of violation for a traffic infraction or a uniform traffic citation.[27] However, Florida law is silent regarding the use of an ALPRS by private sector persons.

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.[28] One such company active in Florida, Flock Safety, states on its website that its customers own the data it collects, and that it never shares data without the consent of the contracting customer.[29]

Motor Vehicle Registration Data

The Florida Department of Highway Safety and Motor Vehicles (DHSMV) maintains the Driver and Vehicle Information Database (DAVID), a multifaceted database that affords immediate retrieval of driver and motor vehicle information.[30] Personal information stored in DAVID is protected by the federal Driver's Privacy Protection Act (DPPA),[31] which restricts access to such records with specified exceptions, such as a law enforcement agency

---

[19] S. 316.0777, F.S.

[20] 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 Jan. 15, 2026).

[21] *Id.*

[22] *Id.*

[23] *Id.*

[24] S. 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.

[25] R. 1B-24.003, F.A.C.

[26] S. 316.0777(2)(b), F.S.

[27] *Id.*

[28] 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 Jan. 15, 2026).

[29] Flock Safety, *Does Flock Share Data With ICE or Federal Agencies?*, Jan. 6, 2026, https://www.flocksafety.com/blog/does-flock-share-data-with-ice-or-federal-agencies (last visited Jan. 15, 2026).

[30] DHSMV, *Driver and Vehicle Information Database (DAVID)*, https://www.flhsmv.gov/courts-enforcement/david/ (last visited Jan. 15, 2026).

[31] 18 U.S.C. § 2721.

acting in its official capacity to carry out its duties.[32] Certain private entities also meet an exception for specified purposes, including:

- Auto Manufacturers, for recalling vehicles or parts.
- Government agencies or private companies, to verify accuracy of personal information.
- Towing Companies, to notify owners of towed or impounded vehicles.
- Companies such as bus lines, verifying information on their commercial drivers.
- Any person or agency that receives written permission from the individual whose information is being accessed.[33]

Traffic & Transportation Safety

Traffic Signals

Florida law provides guidelines for traffic signal control devices and requires all traffic control signals displayed at roadway intersections to display green, red, and yellow.[34] Traffic signals are required to display a yellow ("caution") light between the green ("go") signal and the red ("stop") signal, but does not mandate how long a yellow warning light should last.[35]

FDOT is required to adopt a uniform system of traffic control devices for use on the streets and highways of the state.[36] To meet this requirement, it has adopted the U.S. Department of Transportation, Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).[37] The MUTCD provides that the duration of yellow change intervals should be determined using engineering practices, but should have a minimum duration of three seconds and a maximum duration of six seconds.[38] FDOT determines appropriate yellow change intervals for particular signals using an engineering formula based on various inputs, including perception reaction time (how long it takes a driver to notice a hazard and start reacting), approach speed (speed limit), and the grade (slope) of the road.[39]

Perception-reaction Time

"Perception-reaction time" (PRT), also called "perception-response time," refers to the total time it takes a driver to begin an appropriate response to an impending obstacle or hazard.[40] Historically, FDOT calculated yellow change intervals using a PRT of 1.0 seconds in accordance with accepted industry standards.[41] In 2013, FDOT increased the PRT in its calculation based on research performed by the National Cooperative Highway Research Program

---

[32] DHSMV, *Driver Privacy Protection Act*, https://www.flhsmv.gov/privacy-statement/driver-privacy-protection-act/ (last visited Jan. 15, 2026).
[33] *Id.*
[34] S. 316.075, F.S.
[35] 316.075(3)(a), F.S.; FDOT, *Traffic Engineering Manual*, Jan. 2026, Chapter 3, "Signals, section 3.6.2, "Standard," available at 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 Jan. 14, 2026).
[36] S. 316.0745(1), F.S.
[37] R. 14-15.010, F.A.C. (adopting the Dec. 2023 version of the MUTCD); *see also* U.S. Dep't of Transp., Fed. Highway Admin., *Manual on Uniform Control Devices (MUTCD)* 11th ed. (Dec. 2023), available at https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm (last visited Jan. 14, 2026).
[38] U.S. Dep't of Transp., Fed. Highway Admin., *Manual on Uniform Control Devices (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 (last visited Jan. 14, 2026).
[39] FDOT, *Traffic Engineering Manual*, *supra* note 45, at section 3.6.2.
[40] *See, e.g.*, Swaroop Dinakar, *What is Perception Response Time (PRT)? Understanding Driver Reactions*, Driver Research Institute (Sep. 29, 2023) available at https://driverresearchinstitute.com/what-is-prt/ (last visited Jan. 14, 2026); Marc Green, Ph.D., *Let's Get Real About Perception-Response Time*, available at https://www.visualexpert.com/Resources/realprt.html (last visited Jan. 14, 2026).
[41] Memo from Mark C. Wilson, P.E., State Traffic Operations Engineer, Fla. Dep't of Transp., 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 Jan. 14, 2026).

showing that the 85th percentile PRT value in the driver population was 1.33 seconds.[42] FDOT now uses a PRT of 1.4 seconds to calculate yellow change intervals.[43]

Vehicle Regulation

Electric Bicycles, Motorized Scooters, and Micromobility Devices

Under Florida law, the operator of an electric bicycle or motorized scooter has all of the rights, privileges, and duties applicable to the rider of a bicycle.[44] An "electric bicycle" is defined as a bicycle or tricycle equipped with fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts which meets the requirements of one of the following three classifications:

- "Class 1 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.
- "Class 2 electric bicycle" means an electric bicycle equipped with a motor that may be used exclusively to propel the electric bicycle and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.
- "Class 3 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 28 miles per hour.[45]

An electric bicycle must operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling or when the brakes are applied.[46]

Florida law defines a "motorized scooter" as any vehicle or micromobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground, excluding an electric bicycle.[47]

Florida law defines "micromobility device" as a motorized transportation device designed for individual use which is typically 20 to 36 inches in width and 50 pounds or less in weight and which operates at a speed of typically less than 15 miles per hour but no more than 28 miles per hour. This term includes both human-powered and nonhuman-powered devices, including a bicycle, electric bicycle, motorized scooter, or any other device that is owned by an individual or part of a shared fleet.[48]

An operator of an electric bicycle, motorized scooter, or micromobility device is not required to register the device with DHSMV, carry minimum insurance, or have a driver license to operate a motorized scooter.[49] Helmets are required for operators under the age of 16.[50]

Local governments have authority to regulate electric bicycles, motorized scooters and micromobility devices, including authority to adopt ordinances that:

- Provide one or more minimum age requirements for such devices.[51]
- Require an operator of such devices to possess a government-issued photographic identification.[52]

---

[42] *Id.*
[43] FDOT, *Traffic Engineering Manual*, *supra* note 45, at section 3.6.2.
[44] Ss. 316.20655 and 316.2128, F.S.
[45] S. 316.003(23), F.S.
[46] S. 316.20655(6), F.S.
[47] S. 316.003(48), F.S.
[48] S. 316.003(41), F.S.
[49] Ss. 316.20655(2) and 316.2128(2)-(3), F.S.
[50] S. 316.2065(3)(d), F.S.
[51] S. 316.20655(8), F.S.
[52] *Id.*

- Permit, control, or regulate the operation of electric bicycles and motorized scooters on sidewalks or sidewalk areas when such use is permissible under federal law, provided that the ordinance must restrict such vehicles or devices to a maximum speed of 15 miles per hour in these areas.[53]
- Govern the operation of electric bicycles and motorized scooters on streets, highways, sidewalks, and sidewalk areas under the local government's jurisdiction.[54]
- Prevent a municipality, county, or agency of the state having jurisdiction over a bicycle path, multiuse path, or trail network from restricting or prohibiting the operation of an electric bicycle on a bicycle path, multiuse path, or trail network. [55]
- Prevent a municipality, county, or agency of the state having jurisdiction over a beach or a dune from restricting or prohibiting the operation of an electric bicycle on such beach or dune.[56]

Local governments also have the authority to provide training on safe operation of electric bicycles and compliance with the traffic laws of this state applicable to such devices.[57]

E-motos

E-motos are compact devices similar to traditional electric motorcycles or dirt bikes that are much more powerful and faster than electric bicycles. E-motos may have motors with thousands of watts of power that far exceed the 750-watt cap for an electric bicycle. They are equipped with throttles and typically can go in excess of 30 miles per hour, faster than any electric bicycle is capable of traveling. Some E-motos can achieve highway speeds of 65 miles per hour.[58] Some states have proposed legislation regulating e-motos.[59]

Operation of Golf Carts on Certain Roadways

Florida law defines the term "golf cart" as a motor vehicle that is designed and manufactured for operation on a golf course for sporting or recreational purposes.[60] Operation of golf carts is prohibited on public roads or streets of this state, with the exceptions described below.[61]

A golf cart may be operated upon a county road that has been designated by a county, a municipal street that has been designated by a municipality, or a two-lane county road located within the jurisdiction of a municipality designated by that municipality, for use by golf carts. Prior to making such a designation, the responsible local governmental entity must first determine that golf carts may safely travel on or cross the public road or street, considering factors including the speed, volume, and character of motor vehicle traffic using the road or street. Upon such a determination, the responsible governmental entity must post appropriate signs to indicate that such operation is allowed.[62]

A golf cart may be operated on the State Highway System[63] under the following conditions:[64]

- To cross a portion of the State Highway System which intersects a county road or municipal street that has been designated for use by golf carts if FDOT has reviewed and approved the location and design of the crossing and any traffic control devices needed for safety purposes.

---

[53] S. 316.008(7)(a), F.S.
[54] S. 316.2128(1), F.S.
[55] *Id.*
[56] *Id.*
[57] S. 316.20655(9), F.S.
[58] PeopleforBikes, *The E-Bike Problem is an E-Moto Problem*, https://www.peopleforbikes.org/news/the-e-bike-problem-is-an-e-moto-problem (last visited Jan. 16, 2026).
[59] See, e.g., California Legislative Information, *SB-584 Off-highway electric motorcycles*, https://leginfo.legislature.ca.gov/faces/billCompareClient.xhtml?bill_id=202520260SB586&showamends=false (last visited Jan. 16, 2026).
[60] S. 316.003, F.S.
[61] S. 316.212, F.S.
[62] S. 316.212(1), F.S.
[63] *See* s. 334.03(24), F.S.
[64] S. 316.212(2), F.S.

- To cross, at midblock, a part of the State Highway System where a golf course is constructed on both sides of the highway if FDOT has reviewed and approved the location and design of the crossing and any traffic control devices needed for safety purposes.
- A golf cart may be operated on a state road that has been designated for transfer to a local government unit if DOT determines that the operation of a golf cart within the right-of-way of the road will not impede the safe and efficient flow of motor vehicular traffic and if:
    - The road is the only available public road along which golf carts may travel or cross or the road provides the safest travel route among alternative routes available; and
    - The speed, volume, and character of motor vehicle traffic using the road is considered by DOT in making its determination.[65]

If such use is approved, FDOT must post appropriate signs along the road to indicate that golf cart operation is allowed.[66]

A golf cart may be operated by residents or guests of a mobile home park for the purpose of crossing a street or highway where the mobile home park is located on both sides of the street or highway and is divided by that street or highway, provided that the governmental entity having original jurisdiction over such street or highway reviews and approves the location of the crossing and require implementation of any traffic controls needed for safety purposes. If notice is posted at the entrance and exit of any mobile home park where residents of the park operate golf carts or within the confines of the park, it is not necessary for the park to have a gate or other device at the entrance and exit in order for such golf carts or electric vehicles to be lawfully operated in the park.[67]

If authorized by the Division of Recreation and Parks of the Department of Environmental Protection (DEP), a golf cart may be operated on a road that is part of the State Park Road System[68] if the posted speed limit is 35 miles per hour or less.[69]

A golf cart may only be operated during the hours between sunrise and sunset, unless the responsible governmental entity has determined that a golf cart may be operated during the hours between sunset and sunrise and the golf cart is equipped with headlights, brake lights, turn signals, and a windshield.[70] Further, a golf cart must be equipped with efficient brakes, reliable steering apparatus, safe tires, a rearview mirror, and red reflectorized warning devices in both the front and rear.[71] A golf cart may not be operated on public roads or streets by any person under the age of 15.[72] A violation of age or equipment requirements regarding the use of a golf cart is a noncriminal traffic infraction, punishable as a nonmoving violation.[73] The statutory base fine is $30,[74] but with additional fees and surcharges, the total penalty may be higher.

Low-speed Vehicles

A low-speed vehicle is defined as any four-wheeled vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour, including, but not limited to, neighborhood electric vehicles.[75]

A low-speed vehicle may be operated only on streets where the posted speed limit is 35 miles per hour or less. This does not prohibit a low-speed vehicle from crossing a road or street at an intersection where the road or street has a posted speed limit of more than 35 miles per hour. A low-speed vehicle must be equipped with headlamps, stop

---

[65] *Id.*
[66] *Id.*
[67] S. 316.212(3), F.S.
[68] *See* s. 334.03(25), F.S.
[69] S. 316.212(4), F.S.
[70] S. 316.212(5), F.S.
[71] S. 316.212(6), F.S.
[72] S. 316.212(7), F.S. An operator under 18 years of age must possess a valid learner's driver license or valid driver license.
[73] S. 316.212(9), F.S.
[74] S. 318.18(2), F.S.
[75] *See* s. 320.01(41), F.S.

lamps, turn signal lamps, tail lamps, reflex reflectors, parking brakes, rearview mirrors, windshields, seat belts, and vehicle identification numbers.[76]

A low-speed vehicle must be registered and insured in accordance with s. 320.02, F.S., and titled pursuant to ch. 319, F.S. Any person operating a low-speed vehicle must have in his or her possession a valid driver license.[77] Low-speed vehicles are regulated under ch. 320, F.S., and fall under the manufacturing, distribution, and sales requirements, which are included in Florida's motor vehicle franchise dealer laws.

Accessible Parking

Florida law requires that designated accessible parking spaces must be designed and marked for the exclusive use of individuals who have a severe physical disability and mobility problems that substantially impair their ability to ambulate and who have been properly issued a disabled parking permit or license plate.[78] The number and location of accessible parking spaces is regulated by both the federal Americans with Disabilities Act (ADA) Standards for Accessible Design and by Florida law, and the number of parking spaces for persons with disabilities must be increased on the basis of demonstrated and documented need.[79]

Florida law authorizes DHSMV and its agents to issue disabled parking permits to persons with impaired mobility.[80] Upon application and receipt of the fee, 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.[81]

A certificate of disability is required for a disabled parking permit and must be provided by a licensed physician, podiatrist, optometrist, advanced registered nurse practitioner, physician's assistant, or a similarly licensed physician from another state.[82]
DHSMV must, upon application[83] and receipt of the required fee, issue an International Wheelchair User Symbol license plate to any owner or lessee of a motor vehicle who resides in Florida and qualifies for a disabled parking permit. Such plate, in lieu of the serial number, must be stamped with the international wheelchair user symbol after the serial number of the license plate. The license plate has the same parking privileges afforded by a parking permit.[84]

Speed Limits

Florida law prohibits a person from driving a vehicle on a highway at a speed greater than what is reasonable and prudent under current conditions and with regard to actual and potential hazard.[85] Florida law also prescribes maximum speed limits for all streets and highways in the state, and provides that the maximum speed limit for all vehicles in residence districts must be 30 miles per hour in counties and municipalities.[86] 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 such a limit is reasonable.[87]

---

[76] S. 316.2122(1), F.S.
[77] *Id.*
[78] S. 553.5041(3), F.S.
[79] S. 553.5041, F.S.
[80] S. 320.0848(1)(a), F.S.
[81] *Id.*
[82] S. 320.0848(1)(b), F.S.
[83] S. 320.0843(2), F.S.
[84] Ss. 320.0843(1) and 320.0848(2)(e), F.S.
[85] S. 316.183(1), F.S.
[86] Ss. 316.183(2) and 316.189(1), F.S.
[87] *Id.*

License Plates

Florida law requires that license plates be displayed in such a way that certain identifying information will be plainly visible and legible.[88] 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.[89] Additionally, Florida 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.[90] A license plate obscuring device is defined in Florida law as 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
- Interfering with the ability to record the primary features or details, including the license plate number or validation sticker, on the license plate.[91]

Metropolitan Planning Organizations

FDOT and metropolitan planning organizations (MPOs) are partners in transportation planning, with FDOT responsible for coordinating the state's long-range transportation goals, the Florida Transportation Plan (FTP),[92] and MPOs responsible for coordinating regional long-range transportation plans.[93] The MPOs develop their Long Range Transportation Plan (LRTP) to implement national and state goals for their metropolitan area.[94] Projects are developed and must be included in the LRTP to be considered for funding.[95] An MPO must also develop its List of Priority Projects, which must be consistent with the LRTP and is used to inform the development of the Transportation Improvement Program (TIP).[96] An MPO's TIP includes a listing of projects planned for the next five fiscal years.[97] TIPs from all 27 MPOs are combined together, along with FDOT's other non-metropolitan statewide projects to form the Statewide Transportation Improvement Program (STIP).[98] To be eligible for federal funding, projects must be included in the LRTP, TIP, and STIP.[99]

Exhaust System Noise Regulation

Florida law requires every motor vehicle's exhaust system to include a muffler, manifold pipe, and tailpiping to prevent excessive or unusual noise. Exhaust systems cannot allow noise that exceeds a maximum decibel level as established by DEP in cooperation with DHSMV.[100] Motorcycles must comply with slightly lower decibel level limits

---

88 S. 316.605(1), F.S.
89 S. 320.061, F.S.
90 S. 320.262, F.S.
91 S. 320.262(1), F.S.
92 The FTP is a policy document updated at least once every five years and developed in compliance with requirements in s. 339.155, F.S. The FTP establishes and defines the state's long-range transportation goals and objectives to be accomplished over a period of at least 20 years. S. 339.155(1), F.S. It is based upon the prevailing principles of preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, improving travel choices to ensure mobility, and expanding the state's role as a hub for trade and investment. *Id*. The FTP is the single overarching plan guiding Florida's transportation future. FDOT, *Florida Transportation Plan* (last visited Feb. 26, 2026).
93 FDOT, *Metropolitan Planning Organization Subject Brief* (last visited Feb. 26, 2026).
94 *Id.*
95 *Id*.
96 *Id*.
97 FDOT, *STIP Information* (last visited Feb. 26, 2026).
98 *Id.*
99 *Id*.
100 S. 316.272, F.S.

than automobiles or other motor vehicles weighing 10,000 pounds or more.[101] Additionally, the maximum decibel level allowed for vehicles increases on roads where the speed limit is over 35 miles per hour.[102] Certain vehicles are exempted from these decibel limits, such as emergency vehicles or agricultural equipment.[103]

In June 2023, the Florida Legislature's Office of Program Policy Analysis and Government Accountability (OPPAGA)[104] conducted a study reviewing research on the effects of exhaust system noise on public health. Based on a survey conducted by OPPAGA as part of its study, 88% of Florida law enforcement agencies said laws regulating vehicle exhaust system equipment were easier to enforce than decibel measurements. However, law enforcement also noted that even the equipment-based noise statutes were difficult to enforce.[105] The study suggested that a "plainly audible" standard for regulating exhaust systems could be a potential enforceability solution.[106]

Seaports

Florida has 16 publicly owned seaports located around the state.[107] The governing board of each seaport is a government entity, either a county or city department, an independent special district, or an independent port authority. Florida law establishes the Florida Seaport Transportation and Economic Development (FSTED) Council, comprised of the port directors of each of Florida's sixteen seaports, along with representatives from FDOT and the Department of Commerce.[108]

Space Florida

Space Florida is established by Florida law to foster the growth and development of a sustainable and world-leading aerospace industry in this state.[109] Space Florida is tasked with promoting aerospace business development by facilitating business financing, spaceport operations, research and development, workforce development, and innovative education programs.[110]

Spaceport Territory

Florida law considers a "spaceport" to be any area of land or water developed by Space Florida and intended for public use or for the launching, takeoff, and landing of spacecraft and aircraft.[111] Florida law designates certain real

---

[101] S. 316.293(2), F.S.
[102] *Id.*
[103] S. 316.293(6), F.S.
[104] OPPAGA is a research arm of the Florida Legislature and provides data, evaluative research, and objective analyses to assist legislative budget and policy deliberations. OPPAGA conducts research as directed by state law, the presiding officers, or the Joint Legislative Auditing Committee. OPPAGA, *About OPPAGA*, https://oppaga.fl.gov/About (last visited Jan. 22, 2026).
[105] OPPAGA, *A Review of Exhaust System Noise*, at page 3, https://oppaga.fl.gov/Documents/Reports/23-04.pdf (last visited Jan. 22, 2026).
[106] *Id*. at 23.
[107] Florida's sixteen seaports are Port of Pensacola, Port Panama City, Port of Port St. Joe, Port Citrus, Port Tampa Bay, Port St. Pete, Seaport Manatee, Port of Key West, PortMiami, Port Everglades, Port of Palm Beach, Port of Fort Pierce, Port Canaveral, Port Putnam, Jaxport, and Port of Fernandina. Florida Seaport Transportation and Economic Development Council, *2025-2029 Seaport Mission Plan*, at page 6, available at https://flaports.org/wp-content/uploads/2025_SeaportMissionPlan.pdf (last visited Jan. 14, 2026).
[108] *Id.* at page 3.; *see also* s. 311.09(1), F.S.
[109] S. 331.302(1), F.S. (establishing Space Florida as an independent special district, a body politic and corporate, and a subdivision of the state).
[110] *Id.*
[111] S. 331.303(17), F.S., defines the term "spaceport" to mean "any area of land or water, or any manmade object or facility located therein, developed by Space Florida under this act, which area is intended for public use or for the launching, takeoff, and landing of spacecraft and aircraft, and includes any appurtenant areas which are used or intended for public use, for spaceport buildings, or for other spaceport facilities, spaceport projects, or rights-of-way."

property within the state as "spaceport territory,"[112] including Cape Canaveral Spaceport in Brevard County, Cecil Spaceport in Duval County, Eglin Air Force Base in Okaloosa County, Cape San Blas in Gulf County, Space Coast Regional Airport and Spaceport in Brevard County, Homestead Air Reserve Base in Miami-Dade County, and Tyndall Air Force Base in Bay County.[113]

Photo Enforcement

Current law expressly preempts to the state the regulation of the use of cameras for enforcing the Florida Uniform Traffic Control Law.[114] The only cameras currently authorized to enforce traffic laws are traffic infraction detectors (commonly known as red light cameras),[115] speed detection systems used to enforce school zone speed limits for violations in excess of 10 miles per hour over the speed limit,[116] and school bus infraction detection systems.[117]

Traffic Infraction Detectors

Florida law authorizes DHSMV, counties, and municipalities to use traffic infraction enforcement officers to issue traffic citations for red light running when enforced by traffic infraction detectors.[118] This does not prohibit DHSMV, a county, or a municipality from issuing notification to the registered owner of the motor vehicle involved in the violation.[119]

Speed Detection Systems in School Zones

Florida law authorizes counties and municipalities to use traffic infraction enforcement officers to issue uniform traffic citations for speed violations evidenced by a speed detection system,[120] in excess of 10 miles per hour over the speed limit in a school zone as follows:

- For unlawful speed in a school zone[121] 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.
- For an unlawful speed[122] 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.[123]

---

[112] S. 331.304, F.S.

[113] Space Florida, *Spaceport System Territory*, https://www.spaceflorida.gov/spaceport-system-territory (last visited Jan. 14, 2026).

[114] S. 316.0076, F.S. Chapter 316, F.S., is the Florida Uniform Traffic Control Law.

[115] Section 316.003(100), 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. Any notification under s. 316.0083(1)(b), F.S., or traffic citation issued by the use of a traffic infraction detector must include a photograph or other recorded image showing both the license tag of the offending vehicle and the traffic control device being violated. *See also* s. 316.0083, F.S., relating to the Mark Wandall Traffic Safety Program.

[116] Ss. 316.003(82), 316.008(9), and 316.1896, F.S.

[117] Ss. 316.003(78) and 316.173, F.S.

[118] 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.

[119] Section 316.0083(1)(a), F.S.

[120] 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.

[121] Unlawful speed in a school zone is a violation of s. 316.1895, F.S.

[122] Unlawful speed is a violation of s. 316.183, F.S.

[123] Ss. 316.008(9)(a), and 316.1896(1)(a), F.S.

School Bus Infraction Detection Systems

Florida law authorizes a school district to contract with a private vendor or manufacturer to install school bus infraction detection systems[124] on any of its school buses.[125] 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 violations[126] within the school district. This agreement jointly establishes enforcement responsibilities and the reimbursement of costs.[127]

[124] Section 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.

[125] S. 316.173(1), F.S.

[126] School bus passing violations are codified in S. 316.172(1)(a) and (b), F.S.

[127] S. 316.173(1)(d), F.S.

BILL HISTORY

COMMITTEE REFERENCE	ACTION	DATE	STAFF DIRECTOR/ POLICY CHIEF	ANALYSIS PREPARED BY
Commerce Committee	21 Y, 0 N, As CS	1/21/2026	Hamon	Rubottom
THE CHANGES ADOPTED BY THE COMMITTEE:	• Required FDOT to increase yellow traffic signal intervals only at intersections equipped with a traffic infraction detector. • Removed provisions of the bill related to motor fuel taxation. • Removed provisions of the bill related to off-highway vehicles. • Introduced a fine for violation of conditions on the use of automated license plate recognition systems. • Authorized counties or municipalities to set lower speed limits for vehicles on certain roads under specified conditions. • Clarified provisions of the bill related to vehicle exhaust systems and noise emission standards. • Clarified requirements related to electronic credentialing systems for digital proofs of driver licenses and identification cards. • Required FDOT to establish by rule procedures for and additional conditions under which FDOT may make direct payments to first-tier subcontractors. • Clarified provisions related to requirements and qualifications for sureties to execute takeover agreements with FDOT. • Removed legislative findings and clarified provisions of the bill related to the Next-generation Traffic Signal Modernization Grant Program. • Removed a provision of the bill related to knowingly providing false information on odometer readings. • Authorized vehicles displaying valid disabled parking permits or plates to occupy more than one parking space under specified conditions and prohibited such vehicles from being cited, penalized, or towed under specified circumstances. • Added language to provide that the use of license plate frames and decorative borders is not a criminal offense under specified conditions.			
Budget Committee	28 Y, 0 N, As CS	2/16/2026	Pridgeon	McAuliffe
THE CHANGES ADOPTED BY THE COMMITTEE:	• Removed provisions of the bill related to traffic signal modernization and removed the related appropriation.			
State Affairs Committee	26 Y, 0 N, As CS	2/26/2026	Williamson	Walker
THE CHANGES ADOPTED BY THE COMMITTEE:	• Required certain MPOs to submit a certain report to the Governor and Legislature relating to MPO consolidation. • Authorized local governments to allow operation of golf carts at crossings under specified conditions. • Revised regulations relating to the enforcement of red-light cameras, school zone cameras, and school bus cameras. • Revised the digital driver licensing provisions to exclude digital identification cards and provided revisions to the process. • Provided additional requirements for entities that operate automated license plate recognition systems.			

THIS BILL ANALYSIS HAS BEEN UPDATED TO INCORPORATE ALL OF THE CHANGES DESCRIBED ABOVE.
