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December 31, 2025

Honorable Ron Desantis  
Governor of Florida  
PLS, The Capitol  
400 South Monroe Street  
Tallahassee, FL 32399

Honorable Ben Albritton  
Senate President  
409 The Capitol  
404 South Monroe Street  
Tallahassee, FL 32399

Honorable Daniel Perez  
Speaker of the House  
420 The Capitol  
402 South Monroe Street  
Tallahassee, FL 32399

Dear Governor, President, and Speaker,

Pursuant to the provisions of sections [316.173](#) and [316.1896](#), Florida Statutes, the Department of Highway Safety and Motor Vehicles (the department) respectfully submits the enclosed summary report on the use of School Bus Infraction and School Zone Speed Detection Systems in Florida.

This is the second year for reporting these programs, and participation has increased measurably since the first reporting period. However, for simplicity, we have again combined both programs into one report. As more entities embark on the programs going forward, the reports may be separated once there is a greater volume of data available.

This report is a compilation of information the department requested and received from school districts and law enforcement jurisdictions in counties operating these systems and who issued Notices of Violation for these infractions from inception as of September 30, 2025.

The department is still actively consulting with school districts, law enforcement jurisdictions, and camera vendors to reconcile and improve the data collection process and the reporting requirements for both programs.

Should you need additional assistance or have further questions, please do not hesitate to contact me at (850) 617-3100.

Respectfully,



Dave Kerner  
Executive Director





## Executive Summary

This report fulfills the statutory requirement to summarize Florida's camera-based enforcement programs for school bus passing and speeding in school zones. As authorized by the 2023 Legislature.

### Program Expansion

- **School Bus Cameras:** Increased from 3 to 5 districts, with 2,635 cameras deployed.
- **School Zone Cameras:** Expanded from 7 to 34 jurisdictions, with 646 cameras installed.

### Enforcement Activity

- **School Zone Violations:** Rose from 27,209 to 645,104 - a 2,270% increase.
- **School Bus Violations:** Reported at 304,220 for 2025.

### Key Challenges

- Inconsistent reporting periods.
- Location discrepancies and misunderstood data submission requirements.
- Limited ability to assess safety impact due to early-stage program implementation.

### Recommendations

1. Align reporting periods with the state fiscal year to ensure consistency.
2. Conduct quarterly workshops to improve data accuracy and compliance.
3. Revise guidance documents with clearer definitions and examples.
4. Implement an annual statewide survey to capture operational insights and safety goals like the annual red-light camera report.

As these programs mature, the department anticipates improved data quality.

This report includes the number of participants, Notices of Violations, Uniform Traffic Citations, crashes involving school buses, key challenges and recommendations.

As a reminder School Bus Passing Camera programs are established via section 316.173 Florida Statutes and School Zone Speeding Cameras are established by section 316.1896 Florida Statutes.

## Introduction

The 2023 Florida legislative session introduced statutes that authorize the use of cameras on school buses to vehicles illegally passing them, and speed detection cameras in school zones for drivers who go more than 10 miles per hour above the speed limit. These statutes require annual reports on violations to be submitted to the Department of Highway Safety and Motor Vehicles (the department).

Sections 316.173(17)(c), 316.1896(16)(c) and 316.0776(3) Florida Statutes direct the department to compile and submit a report on the information submitted by the counties and municipalities regarding the use and operation of camera-based enforcement programs and must describe the enhancement of safety and enforcement programs. These reports must be submitted by December 31<sup>st</sup> of each year to the Governor, President of the Senate and Speaker of the House.

Terms and abbreviations used in this report are as follows:

- School Bus Infraction Detectors will be referred to as School Bus Camera systems
- School Zone Speed Detection systems will be referred to as School Zone Camera systems
- School districts will be referred to as districts.
- Law enforcement agencies of counties and municipalities will be referred to as jurisdictions.
- Notices of Violation will be referred to as N O V's.
- Uniform Traffic Citations will be referred to as U T C's.

This report will cover **School Bus Camera** and **School Zone Camera** Programs.

**School Bus Cameras** are mounted directly on a school bus and record vehicles that illegally pass a bus while the stop arm is extended.

**School Zone Cameras** monitor vehicle speeds within school zones and issue violations to vehicles going more than 10 miles per hour above the posted limit. These are typically fixed installations within a school zone.

It is important to note that all camera-based traffic enforcement programs operate in similar fashion:

1. A traffic violation is detected and recorded via high-resolution photo or video.
2. A human reviewer verifies the footage to confirm the violation.
3. An N O V is issued to the registered owner of the vehicle.
4. The owner may pay the fine or contest the violation.
5. If the N O V is unpaid or uncontested, it can be escalated to a U T C.
6. Continued non-payment may result in license suspension or additional enforcement actions.

A process flow diagram for each camera process is provided in the appendices of this report.

## Fees and Distribution for Infraction Detection Systems

Violation Type	Fine	Distribution	Reference
School Bus Passing	\$200	"Must be remitted to the school district in which the violation occurred. Such civil penalties must be used for the installation, operation, or maintenance of school bus infraction detection systems on school buses, including student transportation safety initiatives, driver recruitment and retention stipends, or other student transportation safety enhancements; for the administration and costs associated with the enforcement of violations as described in this section; or to provide financial awards to recruit or retain school bus drivers in the school district in which the civil penalties are assessed and collected."	Section 316.173(7) F.S.
School Zone Speeding	\$100	<ul style="list-style-type: none"> <li>\$77 distributed to the county or municipality in which the violation occurred.</li> <li>\$20 Remitted to Department of Revenue for deposit into the General Revenue Fund.</li> <li>\$3 Remitted to Department of Revenue for deposit into the Department of Law Enforcement Criminal Justice Standards and Training Trust Fund.</li> </ul>	Section 318.18(3)(d) F.S.

Please be aware that the department has no role in collecting, managing, or distributing any revenue generated by local jurisdictions or school districts through their traffic camera enforcement programs. All funds associated with School Bus Stop-Arm Camera Programs are retained entirely by the local jurisdictions that operate them. For School Zone Speed Detection Systems, the only state-level revenue involvement is the statutory remittance of \$23 per N O V to the Florida Department of Revenue. The department does not receive, track, or oversee any portion of these revenues

### Methodology

The department developed and published reporting requirements of camera-based school bus passing and school zone speeding violations on the department's website in 2023. The documentation provides specific guidance on the data that must be compiled and submitted to the department by the county or municipality operating the camera program.

The reporting specifications are structured to capture detailed violation events (locational), a summary of violation dispositions, and an inventory of district or jurisdiction camera systems from each enforcement program.

This report marks the first full year of operation of these programs. The previous report only covered one calendar quarter of data, with **three (3)** School districts operating School Bus Passing Cameras and **seven (7)** local jurisdictions operating School Zone Speed Detection Cameras.

This year's report includes **five (5)** School Bus Passing Camera Programs and **34** School Zone Speed Detection Camera Programs.

Data within this report represents data submitted to the department by the local jurisdictions and/or their camera system vendor. Crash and Citation data comes from the department's official data systems.

## Analysis

### Program Adoption

Participation in camera-based enforcement programs expanded significantly between the initial quarterly reporting period (July–September 2024) and the current full-year reporting cycle (October 2024–September 2025). The first reporting period showed initial implementation, while the current year reflects wider statewide deployment.

#### School Bus Camera Program Adoption

- **First reporting period (Calendar Year Q3 2024): 3** districts operating **1,857** School Bus Cameras
- **Current reporting year: 5** districts operating **2,635** School Bus Cameras

The increase in both participating districts and deployed camera systems indicates continued interest in automated enforcement to address illegal passing of stopped school buses. Several districts that were in planning or procurement stages during the initial quarter became fully operational during the current reporting year.

#### School Zone Camera Program Adoption

- **First reporting period (Calendar Year Q3 2024): 7** jurisdictions operating **101** School Zone Cameras
- **Current reporting year: 34** jurisdictions operating **646** School Zone Cameras

School Zone Camera adoption grew substantially as more counties and municipalities implemented fixed speed-detection systems within school zones. This expansion accounts for much of the growth observed in violation totals in the following Violation Summary section.

### Considerations

The initial quarterly report reflected a small number of early adopters with limited operational duration. In contrast, the current report includes almost twelve months of activity across a significantly larger number of districts, jurisdictions, and camera systems.

Additionally, several local governments and vendors were still becoming familiar with the reporting requirements during both periods. As a result, some submissions contained incomplete, inconsistent, or incorrectly formatted data elements. These variations in reporting accuracy and program maturity should be considered when interpreting both adoption figures and the violation data presented in the following section.

For future reports, the department will implement a survey to collect operational information that cannot be obtained through automated reporting, including local safety objectives, implementation challenges, deployment practices, and other program-specific details.

Violation Summary

The number of violations recorded through School Bus Camera and School Zone Camera programs reflects the substantial expansion in program adoption described in the previous section. Because the initial reporting period (July–September 2024) covered only one quarter of activity and included a limited number of participating entities, the violation totals from that period are not directly comparable to the full-year reporting cycle (October 2024–September 2025). Additionally, the department noted some discrepancies in N O Vs reported by the vendor during the current reporting period whereby N O Vs were reported as being issued either during the early warning period or when the program wasn’t active. Therefore, the numbers provided should be considered preliminary until full validation is carried out with each respective local jurisdiction.

School Bus Camera Violations

- **First reporting period (Calendar Year Q3 2024):** 180,155 violations
- **Current reporting year:** 304,220 violations

Although the total number of School Bus Camera violations decreased in the current reporting year, this change should be interpreted cautiously. The initial quarter captured early program deployment, during which several districts reported high volumes of violations as drivers adjusted to the presence of automated enforcement.

School Zone Camera Violations

- **First reporting period (Calendar Year Q3 2024):** 27,209 violations
- **Current reporting year:** 645,104 violations

School Zone Camera violations increased substantially during the current reporting year. This growth is primarily attributable to the significant expansion in program adoption—from 7 jurisdictions to 34—and the corresponding increase in deployed camera systems. The full-year reporting window also captures a longer period of enforcement activity, contributing to the higher violation count.

Statewide School Bus and School Zone N O V dispositions

The following data was received directly from each local jurisdiction and reflects the disposition of the N O V’s issued during this reporting period. Note that the reporting periods for jurisdictions had various ending dates (details on each jurisdiction’s reporting ending period is in the appendix). This discrepancy in reporting periods will be addressed in next year’s report by synchronizing all local jurisdictions to a uniform reporting period ending on June 30th each year, covering the previous fiscal year.

N O V Type	N O V’s Issued	N O V’s Paid	N O V’s Pending	N O V’s Contested	N O V’s Upheld	N O V’s Dismissed	N O V’s Issued as U T C
School Bus	304,220	214,200	71,682	10,759	58	309	7,212
School Zone	645,104	403,925	36,111	3,457	2,289	16,957	132,845

Considerations

Because program adoption expanded dramatically between the two reporting periods, the violation totals should be viewed as an indicator of program scale rather than a direct measure of changes in driver behavior. The unequal duration of the reporting windows, the phased rollout of camera systems, and varying levels of reporting accuracy all limit the comparability of the two periods. The figures

presented here provide a general overview of enforcement activity during the first full year of statewide implementation and should be interpreted in conjunction with the adoption data presented in the preceding section.

### **Operational Observations**

During the first fifteen months of data collection, the department observed several operational challenges and opportunities for improvement across both School Bus Camera and School Zone Camera programs. Because these programs are still in the early stages of statewide deployment, and because reporting practices varied widely among participating entities, the available data is not yet sufficient to support meaningful trend analysis or safety impact assessments.

### **Traffic Crash Data**

The following crash data represents crashes where a school bus was directly or indirectly involved in a crash in Florida. The locational data submitted to the department does not support a crash analysis for School Zone crashes.

#### **School Bus Crash Data by Injury Severity:**

- **No Injury:** 2,472 (Oct 2024 – Sep 2025)
- **Possible Injury:** 272 (Oct 2024 – Sep 2025)
- **Non-Incapacitating Injury:** 120 (Oct 2024 – Sep 2025)
- **Incapacitating Injury:** 35 (Oct 2024 – Sep 2025)
- **Fatality (within 30 days):** 7 (Oct 2024 – Sep 2025)

### **Traffic Citation Data**

U T C's may be issued in-person by a law enforcement officer after witnessing an infraction. If a U T C is issued for passing a school bus or speeding in a school zone where a camera system is active, and the driver has also received a N O V, the N O V will be dismissed. In such cases, the U T C serves as the official documentation of enforcement.

#### **Citation Data by Violation Type:**

- **Failure to Stop for a School Bus:** 3,804 (Oct 2024 – Sep 2025)
- **School Zone - More Than 10 MPH:** 149,305 (Oct 2024 – Sep 2025)



## **Data Submission and Transfer Processes**

Throughout the reporting year, the department worked closely with local jurisdictions to establish a standardized data transfer process and define clear reporting requirements. As the year progressed, many jurisdictions transitioned to having their camera system vendors transmit data directly to the department.

## **Data Quality and Reporting Discrepancies**

Initial analysis of the submitted data revealed several discrepancies that affected the completeness and reliability of both event-level and summary-level reporting:

- Summary disposition data resets were identified, where reporting periods appeared to restart unexpectedly, resulting in incomplete or duplicated quarterly totals.
- Geolocation inconsistencies were observed, including instances where cameras appeared to be operating in two different locations simultaneously, creating challenges in event-level data accuracy.
- Inconsistent reporting of warning-period violations was noted across jurisdictions. Some entities included violations issued during ramp-up or warning phases, complicating comparisons and limiting the analysis of larger data sets.

These issues reflect the rapid expansion of the programs and the varying levels of familiarity among jurisdictions and vendors with the newly established reporting specifications.

## **Ongoing Collaboration and Process Improvements**

The department is actively working with local jurisdictions to validate and refine submitted data. These early challenges have been treated as opportunities to strengthen the reporting framework and improve future data quality. Planned and ongoing improvements include:

- Quarterly workshops with camera vendors and local governments to clarify reporting definitions, address common errors, and reinforce data submission standards.
- An annual statewide survey of participating jurisdictions to gather information on the safety strategies and program objectives each entity aims to achieve through camera-based enforcement.
- Enhanced validation procedures to identify anomalies earlier in the reporting cycle and support jurisdictions in correcting data before data submissions.

## **Program Maturity and Early-Stage Dynamics**

Overall, the department has collected data for approximately fifteen months, during which both School Bus Camera and School Zone Camera programs have continued to expand. The operational issues observed during this period are consistent with early-stage implementation challenges associated with rapid deployment and adoption. As jurisdictions gain experience with the reporting requirements and as data transfer processes become more standardized, the department anticipates improvements in data quality, consistency, and the ability to conduct more robust analyses in future reporting cycles.

## Recommendations

To enhance the accuracy, consistency, and legislative utility of data collected through School Bus Camera and School Zone Camera programs, the Department recommends the following actions:

### **1. Standardized Reporting Periods and Frequency**

Aligning data collection timelines will reduce discrepancies in N O V dispositions, which have previously been affected by inconsistent quarterly resets and mismatched cumulative totals. The department will implement a fiscal year analysis from July 1 through June 30.

### **2. Establish Quarterly Data Quality Workshops**

The Department recommends hosting quarterly workshops with participating school districts, local jurisdictions, and camera system vendors. These sessions will provide a collaborative forum to address recurring data quality issues—such as duplicate camera identifiers, inaccurate GPS coordinates, and inconsistent disposition reporting. The workshops will also support the implementation of process improvements and build successful engagements with stakeholder groups, including the Florida Association of Pupil Transporters, local governments and school districts.

### **3. Revise and Clarify Data Submission Guidance**

To promote uniform compliance and reduce interpretation errors, the Department will revise its guidance on data submission requirements. Updated documentation will include clearer definitions, validation rules, and illustrative examples to assist vendors and jurisdictions in submitting complete and accurate data. This initiative responds to issues identified during stakeholder meetings and data reviews, including discrepancies in cumulative totals and confusion regarding reporting formats.

### **4. Conduct an Annual Program Operations Survey**

To supplement the structured data collected through N O V Event and Disposition reporting, the department recommends implementing an annual survey of participating jurisdictions and school districts. This survey will capture key operational insights not available through automated reporting, including local safety goals, implementation challenges, deployment strategies, and other relevant program details. The survey will support a more comprehensive understanding of statewide enforcement efforts and inform future legislative and programmatic decisions.

## School Zone Camera N O V Disposition by Jurisdiction

Jurisdiction	County	Report Period Ending	NOVs Issued	NOVs Paid	NOVs Pending	NOVs Contested	NOVs_ Upheld	NOVs Dismissed	NOVs Issued as UTC
Aventura	Miami-Dade	9/30/2025	6,577	4,136	0	69	67	2	1,609
Baker County	Baker	9/30/2025	4,579	1,269	3,287	23	0	0	0
Bradenton	Manatee	9/30/2025	16,937	10,460	0	11	8	3	2,928
Cape Coral	Lee	7/31/2025	11,824	9,336	621	120	30	14	1,503
Davie	Broward	<b>Warning Phase Only</b>							
Deerfield Beach	Broward	6/3/2025	6,357	4,281	923	55	38	16	1,009
Dunnellon	Marion	9/30/2025	85	40	45	0	0	0	0
Eustis	Lake	6/30/2025	3,188	1,908	1,190	24	1	4	61
Ft. Walton Beach	Okaloosa	9/30/2025	8,605	3,664	1,513	28	10	2,247	1,153
Hendry County	Hendry	6/30/2025	6,951	4,547	2,391	13	0	0	0
Hialeah Gardens	Miami-Dade	6/30/2025	7,964	7,089	2,752	23	0	0	0
High Springs	Alachua	6/30/2025	2,669	2,019	8	5	4	1	572
Hillsborough	Hillsborough	7/17/2025	5,775	3,094	1,026	68	20	5	1,026
Hollywood	Broward	6/30/2025	28,030	16,520	45	85	82	3	2,374
Key Biscayne	Miami-Dade	6/4/2025	221	155	0	0	0	0	64
Lake Alfred	Polk County	6/30/2025	41,777	28,255	0	82	9	3	0
Lawtey	Bradford	9/30/2025	7,634	3,403	828	24	7	36	923
Leesburg	Lake	6/30/2025	19,662	13,096	6,330	160	61	15	0
Manatee County	Manatee	<b>Program Cancelled</b>							
Miami Gardens	Miami-Dade	9/30/2025	96,489	47,840	8,976	160	121	14,003	25,670
Miami Springs	Miami-Dade	9/3/2025	12,509	267	0	0	0	0	0
Miami-Dade County	Miami-Dade	7/31/2025	252,873	170,404	0	2,129	1,598	531	75,468
Neptune Beach	Duval	6/30/2025	1,019	779	239	0	0	1	0
Niceville	Okaloosa	6/30/2025	960	747	213	0	0	0	0
Oakland	Orange	6/30/2025	73	16	57	0	0	0	0

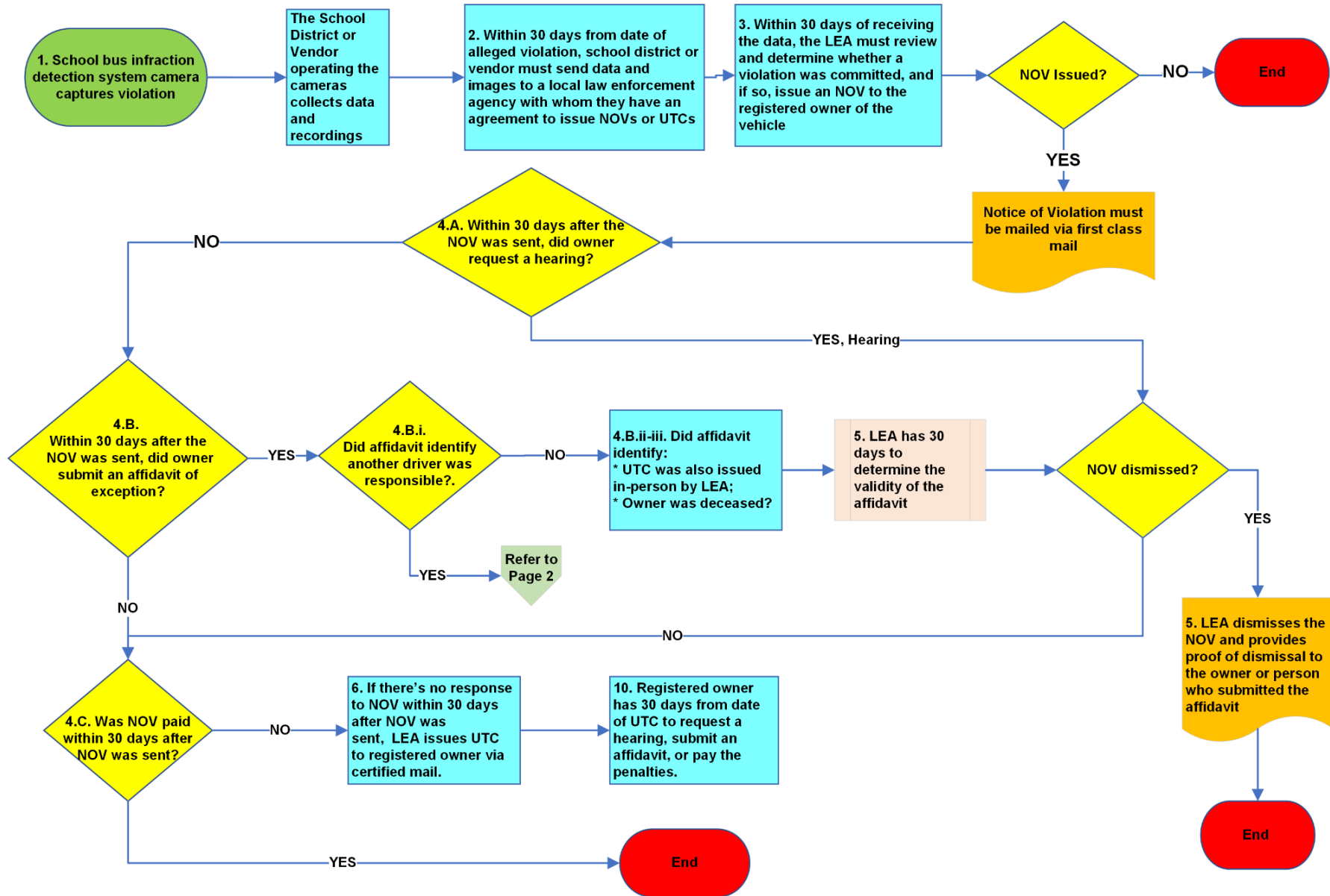
Jurisdiction	County	Report Period Ending	NOVs Issued	NOVs Paid	NOVs Pending	NOVs Contested	NOVs_ Upheld	NOVs Dismissed	NOVs Issued as UTC
Ocoee	Orange	9/30/2025	1,096	466	628	2	0	0	0
Osceola County	Osceola	9/30/2025	23,636	14,850	3,664	34	62	10	5,016
Palm Bay	Brevard	<b>Program Cancelled</b>							
Village of Wellington	Palm Beach	9/30/2025	2,073	213	0	11	0	0	0
Pinecrest	Miami-Dade	7/31/2025	21,577	15,264	0	103	97	3	4,453
Sanibel	Lee	6/30/2025	341	283	85	0	0	0	0
Sarasota	Sarasota	6/30/2025	23,459	17,149	0	52	22	6	3,041
South Miami	Miami-Dade	6/5/2025	18,333	14,039	378	62	29	33	3,786
St. Cloud	Osceola	6/30/2025	5,085	3,711	836	30	15	6	508
Tallahassee	Leon	6/30/2025	6,629	4,561	76	84	8	0	1,643
West Miami	Miami-Dade	9/30/2025	117	64	0	0	0	15	38

## School Bus Camera N O V Disposition by Jurisdiction

Jurisdiction	County	Report Period Ending	NOVs Issued	NOVs Paid	NOVs Pending	NOVs Contested	NOVs_ Upheld	NOVs Dismissed	NOVs Issued as UTC
Brevard Public Schools	Brevard	9/1/2025	1,340	463	842	35	0	0	0
Hillsborough County Schools	Hillsborough	9/1/2025	86,548	59,222	24,551	2,591	0	184	0
Miami-Dade Schools	Miami-Dade	6/1/2025	202,479	145,045	43,871	8,111	0	0	5,452
Polk County Schools	Polk	9/30/2025	9,011	6,014	1,640	5	0	0	1,352
Santa Rosa Schools	Santa Rosa	9/30/2025	4,842	3,456	778	17	58	125	408



## School Bus Camera Process Overview



## School Zone Camera Process Overview

