

6A-3.003 Certification as to Specifications of School Buses.

(1) through (4) No change.

(5) A school bus as defined in s. 1006.25, F.S., that is equipped with a school bus infraction detection system as defined in s. 316.003, F.S., and operated in accordance with s. 316.173, F.S., for the purpose of documenting a motor vehicle illegally passing a stopped school bus in violation of s. 316.172(1)(a) or (b), F.S., is subject to the following:

(a) the system shall be comprised of two (2) or more cameras affixed to a school bus that meets all of the following requirements:

1. Is synchronized to automatically record video or one or more sequenced photographs of a vehicle failing to stop for a school bus in violation of s. 316.172(1)(a) or (b), F.S.:

2. Is capable of capturing images of:

a. The left and right side of the school bus documenting a vehicle illegally passing the stopped school bus from either direction beginning when the vehicle is no less than two-hundred (200) feet from the school bus; and

b. The license plate on the rear of the vehicle.

3. Is capable of capturing a record of the following:

a. The date, time and GPS location of the violation;

b. The status of the school bus's eight-way student warning light system at the time of the violation; and

c. The date stamp documenting the latest system self-test conducted on the School Bus Infraction Detection System.

(b) School bus infraction detection systems must perform a self-test no less than once every thirty (30) days and be tested by a licensed technician at least once a year.

(c) The school district shall ensure that images and data recorded by the system will not identify or depict any student unless the student is the operator of a vehicle failing to stop for a school bus in violation of 316.172(1)(a) or (b), F.S.

(6) ~~(5)~~ The Commissioner may approve special equipment differing from, or not prescribed, in *Florida School Bus Specifications* for the specific purpose of limited pilot testing to determine if such equipment provides substantive improvements in safety, cost-effectiveness or efficiency. Pilot testing of equipment shall not be approved until the Commissioner has determined, to the extent practical, that the equipment will not compromise safety.

Rulemaking Authority 316.173(17), (18), 1001.02(1), 1006.25(2), (4) FS. Law Implemented 316.003, 316.173,

1006.25 FS. History—New 7-20-74, Repromulgated 12-5-74, Formerly 6A-3.03, Amended 11-15-94, 8-20-17, 10-24-19, 11-23-22.