House of Representatives

General Assembly

File No. 267

February Session, 2010

Substitute House Bill No. 5032

House of Representatives, April 1, 2010

The Committee on Transportation reported through REP. GUERRERA of the 29th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT AUTHORIZING THE USE OF DIGITAL VIDEO SCHOOL BUS VIOLATION MONITORING SYSTEMS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. (NEW) (*Effective October 1, 2010*) A local or regional board of education may install, operate and maintain live digital video school bus violation detection monitoring systems, or may enter into an agreement with a private corporation or other entity for the provision, operation and maintenance of such systems. As used in this section, "live digital video school bus violation detection monitoring system" means a system with one or more camera sensors and computers that produce live digital and recorded video of motor vehicles being operated in violation of statutory or regulatory provisions concerning the operation of motor vehicles when approaching, following or passing school buses. Any such monitoring system used pursuant to this section shall produce a live visual image of a motor vehicle that is viewable remotely, a recorded image of the vehicle number plate and a record of the time, date and location of such vehicle. The person who

15 witnesses such violation via such live video shall sign an affidavit
16 attesting to such violation.

This act shall take effect as follows and shall amend the following sections:		
Section 1	*October 1, 2010*	New section

TRA *Joint Favorable Subst.*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 11 $	FY 12 $
State Technical High Schools	GF - Cost	Potential	Potential

Note: GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 11 $	FY 12 $
Local and Regional School Districts	Cost	Potential	Potential

Explanation

The bill allows local and regional boards of education to install, operate, and maintain live digital video school bus violation detection monitoring systems, or to enter into an agreement with another entity to provide, operate, and maintain such systems.

If a local or regional board of education, or the technical high school system chose to install live digital video monitoring systems on school buses they would incur increased costs. On average, it costs approximately $2,500 per bus, in the first year, and approximately $1,000 annually each year following, to contract with a private company to install and monitor the live digital video data. If a local or regional board of education or the technical high school system opted to install and monitor their own equipment, it is anticipated that the costs would increase, as the school would have to hire staff trained in installing and monitoring the specialized equipment.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation and the number of schools

that chose to purchase live digital video detection monitoring systems.

Sources: *Homeland Security, "Final Design Review School Bus Remote Video Monitoring System"*

OLR Bill Analysis
sHB 5032

AN ACT AUTHORIZING THE USE OF DIGITAL VIDEO SCHOOL BUS VIOLATION MONITORING SYSTEMS.

SUMMARY:

This bill authorizes local and regional school boards to install, operate, and maintain live digital video school bus violation detection monitoring systems, or agree with a private corporation or other entity to provide, operate, and maintain such systems.

EFFECTIVE DATE: October 1, 2010

MONITORING SYSTEMS

Under the bill, a live digital video school bus violation detection monitoring system has at least one camera sensor and computer that produces live digital and recorded video of motor vehicles breaking laws or regulations on approaching, following, or passing school buses.

The bill requires the monitoring system to produce a (1) live visual image to be viewed remotely; (2) recorded image of the number plate of the vehicle violating the law or regulation; and (3) record of the time and date of the violation and the location where it occurred. A person viewing the violation as it occurs on the live video feed must sign an affidavit attesting to the violation. The bill does not state what is done with the signed affidavit.

BACKGROUND

Vehicles Must Stop for School Bus

The law requires a motorist to immediately bring his or her vehicle to a stop at least 10 feet from the (1) front when approaching and (2)

rear when overtaking or following any registered school bus displaying flashing red lights on any highway or private road, in any parking area, or any school property. Vehicles cannot proceed until the bus stops displaying the flashing red lights. Vehicles also may not turn at the intersection of two or more highways towards a school bus taking on or discharging passengers.

Violators face a fine of between $100 and $500 for a first offense, and between $500 and $1,000, up to 30 days in jail, or both, for each subsequent offense. Police must issue a written warning or a summons to a vehicle owner on receiving a school bus driver's written report specifying the license plate number, color, and type of vehicle the driver observed violate the law (CGS § 14-279).

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute
Yea 35 Nay 1 (03/16/2010)