

WORKSHOPS 8/26/21
65C-20; 65C-22
CHILD SAFETY ALARM ACT

Comment/Issue	Response (Office of Child Care)
APPROVED VENDORS	
When can we expect the completed list of approved vendors?	We have published a rolling list of approved vendors. We anticipate the complete list will be published before Oct. 1.
How can we get a copy of the approved companies?	The list has been posted on the DCF website and emailed to child care providers who offer transportation.
Will the approved list be manufacturers of the device only or approved installation companies?	Manufacturers of the device only.
How do we get on the list?	It is not a list of providers; it is a list of approved alarm manufacturing companies.
<p>Somebody might want to check that this system is what you want installed in daycare busses – their own training video on their website says the system is activated only when the red stop lights/stop sign are turned on the school bus, as the bus stops to collect a child. I have never seen a daycare use the red stop lights on a school bus before – therefore how would the system activate?</p> <p>4. Child Check-Mate System, Inc. Website: Child Check-Mate System (childcheckmate.com) Phone Number: 1-877-494-8222</p>	<p>From Child Check-Mate System:</p> <p>“The video they are referring to is in reference to one that highlights a standard school bus operation. We have ~60 different system variations, most of which were developed specifically for state required legislation, and all of which work differently. Our systems need a 12V signal to become activated. The most common activation source for a passenger van is the brake lights. When connecting to the brake lights, as soon as someone depresses the brakes for the first time, the system will become activated.</p> <p>When you and I went over the checklist for the new requirements, you mentioned that the system would need to activate automatically upon the ignition being turned on. We have developed software specific to these new requirements that will accommodate just that. When the driver turns the ignition on the CCM system will activate as soon as it receives that ignition signal.</p> <p>The system we developed for this regulation is based on the minimum draft requirements we discussed last week:</p> <ul style="list-style-type: none"> •Activation: the system will automatically activate when the ignition is turned on.

	<ul style="list-style-type: none"> •Deactivation: the system will deactivate in the key off position and the driver will have 60 second to perform their child check. If the driver does not perform their child check within these 60 seconds, the horn will sound. •Audible Alert: the system will sound the vehicle alarm and can be heard up to 500ft. The alarm will continue to sound for 5 minutes or until the driver returns to deactivate the system. <p>Part Numbers: A007 ETW + AC01.”</p>
INSTALLATION OF ALARM	
In relation to passenger vans, what is the mandatory placement of the alarm to deactivate? The side door or in the rear of the van?	The placement for buses/vans will be the back panel. For other types of vehicles, refer to the manufacturer’s recommendations.
Is it going be someone to install in each county and who sale the alarm? Who’s required to install the alarms?	Alarms must be installed per the manufacturer’s instructions.
CURRENTLY INSTALLED ALARMS	
What about the busses that have this installed already? How the grandfathered standard works for this alarm? If a bus already has an alarm do we need to replace it with one on the list?	You will be able to use the alarm if it’s in working order and meets criteria specified in the rule. If at some point you need to get a new alarm, it must be from the list of approved vendors.
I suggest that with the grandfathered alarm systems installed prior to October 2021 should also get an upgrade or add cameras to vehicle for added protection. While I do understand that some have systems already but doesn't meet the requirement that is needed for the protection of our children, I believe a date should be given for an upgraded system to be put in place for protection for the children.	Thank you for your suggestion. The current law states that child care providers who transport children must have an alarm system from the DCF list installed and operational by Jan. 1, 2022.
FINANCIAL IMPACT	
Are you aware of the financial impact this will have on providers? I have not been able to access cost without an approved list of vendors to contact.	We are aware there will be a financial impact on providers, but the impact is a result of the statutory requirement.
What is the financial impact? How much per vehicle is this going to cost?	The estimated cost per vehicle is expected to fall between \$230 - \$606.
Is there funding out there to help pay for this?	No.

Does the daycare have to pay for this? What does it look like?	Yes, the facility is responsible for the purchase of the alarm. The look of the alarms varies. Please see the running list of approved alarms posted here to get an idea of what they look like.
Will the alarm monitor seat weight or movement or counting the number of kids?	The criteria used to evaluate the alarm companies is in the rule.
<p>I suggest the alarm system be similar to that of a car alarm that will alert(or alarm goes off) if any person or body is inside the vehicle with any motion.</p> <p>I also suggest with this alarm there are cameras as well so along with alarm driver or staff will be able to look on camera as well as walk thru to make sure no child is left behind inside the vehicle.</p>	Thank you for your suggestion. The alarm is to operate in conjunction with existing transportation rules to ensure both visual and physical sweeps are conducted, the transportation log is appropriately filled out, and a second individual to conduct the same process.
CONCERNS REGARDING AVAILABILITY OF ALARMS	
Has DCF researched availability of these resources in a time that most industries have been affected by product delays and labor shortages?	The alarm manufacturing companies on the list have reported no product delays or labor shortages.
The proposed deadline gives us little time to budget for and get installation completed. The department has yet to identify approved vendors and systems. Every industry is experiencing labor shortages so I have no confidence that even the best intentioned can meet this deadline.	A rolling list of alarm manufacturing companies is now available on the DCF web site at: www.myflfamilies.com/childcare .
Just wondering if the manufacturing gets overwhelmed and the supply and demand can't keep up?	Be sure to keep your licensing counselor abreast of the efforts you have made to comply.
CONCERNS ABOUT TIMELINE	
I am VERY concerned at the ability for myself and other providers to meet the tight deadline with only being made aware 5 months before rule takes affect (July 17th - Jan 1st) and without an approved list as of today 4 months (Aug - Jan). My suggestion would be to delay the January 1, 2022 requirement to August 1, 2022 giving providers ample time to contact approved vendor from the DCF generated list (TBD), budget for the cost and train drivers. This delay would also allow providers to have the alarms installed at a time when buses and vans are not in a daily rotation of before and after school transportation. In planning for the installation at the current timeline schools would only have Christmas break (10 days, 2 of those being holidays Christmas Eve	A rolling list of alarm manufacturing companies is now available at www.myflfamilies.com/childcare . The alarm manufacturing companies on this list have reported no product delays or labor shortages.

and New Year's Eve) to have alarms installed so that our buses remain in compliance. If we are waiting for the bill to take pass on October 1, 2021 that shortens implementation to 91 days!	
Do these locks require the SIM card? Which has already delayed lots of cars/vehicles because of a shortage?	Please consult with the manufacturing company that is listed.
CLASSIFICATION OF VIOLATIONS	
I think a Class III is too low. Especially if they are transporting.	Thank you for your feedback.
Why class 3? Especially if they are transporting. Class three is technical, and it should stay at that unless there are other transportation violations occurring. If they are transporting. Add the second option of Class 2	Currently, there is draft language for class 2 and class 3 violations related to the new alarm requirement. The severity of the situation leading to a citation will determine which class violation is cited. Please refer to the draft classification summaries on the child care website.
TO WHOM DO THE ALARM REQUIREMENTS APPLY	
Does this apply to small family home daycares? Or, is it anyone who transports children?	This is only applicable to child care facilities and large family day care homes that provide transportation.
What if the public-school system delivers your after-school age children your site? The school bus stops in front of the center.	If it is a school bus stop, then this new law would not apply to the public school system.
Does this apply to only "regular" transportation or to field trips too?	This rule applies to vehicles routinely used to transport children.
What if you use a charter bus company?	If the company provides routine transportation and is part of your child care program services, then the provisions of Senate Bill 252 apply. If the company does not provide routine transportation as part of your child care program services, the provisions of Senate Bill 252 do not apply.
Does the alarm requirement apply to vehicles (7 or 15 passenger vans) we use to take families (parents and children) to appointments (family services)? Or is it just for daily transportation?	If your child care program is using transportation on a regular basis as part of your child care program's services, then the new alarm bill applies. If your program participates in transportation while the child is accompanied by his / her parent, then the new alarm requirement does not apply.

We rent the county school bus for summer field trips	If the bus is used as part of your routine services and transports children, you must have an alarm installed pursuant to the new law.
We just have a pickup truck. And all the children we transport are school agers. We don't pick up from homes. So, does this apply to us?	The transportation requirements are applicable, as these transportation services are provided as part of your child care program. When choosing an alarm system, it is the provider's responsibility to determine which system best meets the facility's needs and fits the type of vehicle used by the program. A list of approved systems to choose from has been posted on the Department's website so that providers can get a head start on complying with this new standard.
APPROVAL FOR TRANSPORTATION	
What is the process to get approved by the Department?	Contact your licensing counselor and they can make a visit to look at the vehicle and collect information about the driver and insurance.
If we are currently transporting and have been inspected will we need a new "approval"	No.
When mentioned about the Dept must approve transportation services, does that also include family service type transportation or just for daily transportation?	The department has provided a list of alarm manufacturing companies that child care providers may choose from in order to come into compliance with Senate Bill 252 by Jan. 1, 2022. Senate Bill 252 applies to vehicles used to routinely transport children at licensed child care facilities and large family child care homes. If your program participates in transportation while the child is accompanied by his / her parent, then the new alarm requirement does not apply.
If you are part of County Government and provide transportation for children to attend therapies to different centers, how do you get approved to provide said services?	If it is a licensed program, transportation must be approved through licensing.
How do private bus companies get approved if they are not, buses for the school? Is there someone we should tell them to contact?	The licensing requirements apply to child care programs. If the program contracts with a private bus company, it would be handled on an individual basis. It would depend on how the bus is being used – whether it is being used on a regular basis. Your licensing counselor is your touchpoint to the Department.
TURNING ON/OFF ENGINE – MULTIPLE STOPS	
I am very much concerned about the addition of this rule to require an alarm system be installed requiring drivers to turn off an alarm at the back of the vehicle. There is already the legal requirement to “sweep” the bus by an additional employee to assure all children have been evacuated. You can't regulate stupid people to not be stupid. The same	The alarm bill requirements are to work in tandem with the existing transportation requirements for transporting children.

<p>employee who might leave a child on the bus can walk right past a sleeping child on the way to turn off the alarm. The employee who is anxious to shut off the offending alarm could turn it off before the bus is evacuated. Would more attention be given the alarm rather than caring for the children? This law does not guarantee a child won't be overlooked yet it punishes the large majority of providers who have consistently done right by the children. The expense to install the alarm system, whatever that turns out to be, is just one more kick in the shins to an already over stressed industry. To mandate a requirement that sounds like a good idea without any proof that it will save lives and when costs have not been considered is irresponsible and creates a burden for our industry.</p>	
<p>Will we need to make arrangements to have our alarms inspected by our DCF counselor before we can begin using our vans for transportation?</p>	<p>No. If the alarm used is on the approved list, the counselor will assess during the next scheduled inspection.</p>
<p>The alarm must be initiated by the van being turned off? Where is mandatory placement of the alarm in order to disarm before 1-minute delay? Will the procedure be to disarm alarm then unload?</p>	<p>The alarm will activate once the ignition of the vehicle is turned off. The procedure will be to unload children, conduct the first sweep of the vehicle, and then perform a second sweep while making your way to the back or side of the vehicle to disable the alarm. The procedure is to unload, check for any children left behind, and then disarm.</p>
<p>I agree that it takes a lot longer than a minute to get the kids off the bus. We have a 25-passenger bus, it takes much longer to get the kids out of car seats and if one of them is not having a good day, then it takes a lot more than a minute to get them off the bus</p>	<p>Thank you for the feedback. We will consider the time frame when speaking with the alarm companies.</p>
<p>We have vans how do you expect us to "climb" the to the back to disarm with students on van. This one-minute defeats the safety measure of being the 3rd safety check</p>	<p>The visual sweep and log are currently required. The added component is the alarm. You should off-load the children and then conduct the sweep.</p>
<p>It takes more than one minute to unload students safely and complete the two-person visual check. If you disarm the alarm before unloading it defeats the purpose of alarm reminding you to complete a final check. Maybe it should be a longer delay time?</p>	<p>We will explore this in our conversations with the alarm companies.</p>
<p>It appears that 1 minute is short, once the van stops it may take a little more than a minute to vacate it.</p>	<p>We will explore this in our conversations with the alarm companies.</p>

<p>You have to get inside the bus and check to see if you left any children inside once you unload so who will be watching the kids while you do that</p>	<p>Some facilities have a bus assistant. Whoever helps the driver conduct the visual sweep can attend to the children. This rule is in addition to the log and visual sweep.</p>
<p>I have alarms. They do not go off until you turn the ignition key off. Therefore, you have ample time within the minute to clear the van.</p>	<p>Thank you for your comment.</p>
<p>Vans should be turned off before unloading correct?</p>	<p>Turning off the vehicle will initiate the alarm. Then you should off load the children, conduct the visual sweep, turn the alarm off, and then the next person can conduct a visual sweep.</p>
<p>So get the children off the van, have staff meet the van, do the sweep and second staff presses the alarm after their sweep</p>	<p>The provider may have limited flexibility with ratio during this transition to ensure health and safety of children in care.</p> <p>For LFCCH the first sweep may include the deactivation of the alarm. Below is a detailed walk through of what this may look like:</p> <p>For family child care home providers, the following is recommended: Upon arrival, the driver must unload the children and complete a visual sweep, deactivate the alarm, and escort the children inside. Immediately following, the driver that is in charge of the entire group of transported children will now be responsible for the combined group of children inside. The second personnel must then complete the second visual sweep of the vehicle and document on the transportation log.</p>
<p>Is DCF aware that vans make several stops where the van is turned off many times in a drop off area at elementary schools?</p>	<p>The alarm will activate once the ignition is turned off, not when the vehicle makes a stop but is otherwise still turned on.</p>
<p>We need to make sure that we have a way to shut off alarms during times of not being used for transporting children in personal vehicles. Large family child care homes will not use these vehicles every day and some may only need them on field trips or special occasions. Put in the rule how that can be done.</p>	<p>The alarm must be automatically activated during operating hours and children are being transported.</p>
<p>The requirement to have a second physical inspection and visual sweep requires the person who stayed home with the other children to go out to the empty vehicle leaving 12 children in the care of one person, putting them out of ratio for supervision.</p>	<p>Thank you for your comment.</p>

<p>We suggest that under 2.4.2 if a large family child care provider has a ratio in the vehicle being transported that is equal or less than the number of children in a regular family child care home that they should be allowed to sign off on the log and do just one visual sweep. Once entering the home, the second provider can count kids coming in and check them off the log without going out of the home to inspect the vehicle. 2.4.5 Section E under LFCCH should be added to this section.</p>	
<p>MISCELLANEOUS</p>	
<p>Will we be forced to halt transportation of our before and after school students in the middle of the school year, if we are unable to meet the alarm requirement for the above concerns?</p>	<p>If the requirements are met to include the alarm system in your transportation as outlined in Section 2.5 of the handbook – we do not anticipate that transportation will need to be halted. Typically, when there is a new rule, we do not cite for a violation of the rule during the first inspection after adoption of the rule. Beyond that, we follow our normal process. If there is a violation, it may include halting transportation services, but it will not remove your license to operate.</p>
<p>Do you need Chauffeur License or will your driver license be good to drive the bus</p>	<p>A CDL license is required for vehicles with capacity of 16 passengers and above.</p>
<p>When a vehicle is being inspected annually, will this be required to be part of the inspection?</p>	<p>Yes</p>
<p>We will be doing the visual sweep plus alarm?</p>	<p>Yes</p>
<p>For centers that use buses for summer field trips, will there be an approved list of bus companies that are in compliance?</p>	<p>The rules apply to providers that supply transportation on a routine basis. If you rent a charter bus to take the children on a field trip and this is not done on a routine basis, the rules do not apply. However, if you contract with a company that brings the children to you daily, such as from school, the rules apply.</p>
<p>What is the plan if we are unable to meet the January 1 deadline due to DCF delay in getting us approved list and/or vendor or installation delays?</p>	<p>If you have issues getting alarms or installation, communicate with your licensing counselor and keep a list of all actions you have taken to comply.</p>
<p>If alarm stop working how can it be replaced?</p>	<p>Go back to the person who installed it to see whether you need a new system or whether you can repair it.</p>
<p>How is the transition to the Division of Early Learning impact the rules currently in place?</p>	<p>It only impacts Gold Seal which is now housed with the DEL.</p>
<p>Will grants be given for the update to playground rules?</p>	<p>No</p>
<p>Is the center responsible if the bus company contracted does not have that alarm?</p>	<p>It depends on the contract and how regularly it is used.</p>

<p>How will this be handed down through South Florida I am in Broward County we have childcare licensing? Also, how will the licensing counselors have the ability to do all of these inspections prior to transportation? I foresee that there could be a huge back up as there are so many school buses and vans that are not equipped with these alarms yet.</p>	<p>An inspection is not required to begin using the alarm system. At your next inspection, you may be asked to demonstrate the alarm system is in working order.</p>
<p>This regulation is going to put an undue stress on many, many providers. With this new strain of Covid-19, and even the previous strain, many providers such as myself have to shut down multiple classrooms weeks at a time. Majority of us are not charging the parents tuition since the parents are unable to work. Additionally, this is putting a strain on providers not only loss of tuition, but undue stress of all of the extra cleaning that has to be done while the classroom, including its teachers, is quarantined. Teachers and staff are impossible to find right now, and more and more are leaving the field forcing us not only to go into a classroom ourselves as owners and directors working late hours each day and on the weekends just to catch up on office work. We are also constantly having to turn away children that need care simply because we do not have the staff to put in the classrooms.</p> <p>These are the kinds of stresses that owners and directors are dealing with at this time. One more stress right now is not something that some of us can take. While I feel like there is a need for this type of device in the future, now is not the time to demand that this be done. With such a short notice as well as one more expense for owners, it is something that can be looked at in the future. Providers are struggling and in survival mode. We can only take so much at once. Many have shut down because of all of these struggles, and I feel that many more will soon. Our state really does not need to lose the good providers we have due to one more demand at this time.</p>	<p>Please consult with the legislature.</p>
<p>How come it's so strict for us? I saw a stranger park in a parking lot and left his car running leaving his kids sleeping in the car for over 20</p>	<p>These are licensing requirements for providers who are taking responsibility of children outside of the care of their parents.</p>

minutes. When we called the police, they gave the family a walk. The officer said he gave them a strict talking to.