



Illinois State Board of Education

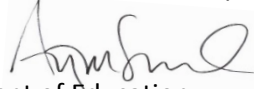
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James T. Meeks
Chairman

Tony Smith, Ph.D.
State Superintendent of Education

MEMORANDUM

TO: The Honorable Bruce Rauner, Governor
The Honorable William E. Brady, Senate Minority Leader
The Honorable John J. Cullerton, Senate President
The Honorable Jim Durkin, House Minority Leader
The Honorable Michael J. Madigan, Speaker of the House
The Honorable James T. Meeks, Chairperson, Illinois State Board of Education

FROM: Tony Smith, Ph.D. 
State Superintendent of Education

DATE: December 12, 2017

SUBJECT: Task Force on Modes of School Transportation for Elementary and Secondary Education

On behalf of the Illinois Modes of School Transportation Task Force, which was created under House Joint Resolution 22, I am pleased to submit the Final Report and Recommendations.

The Modes of School Transportation Task Force was charged with the following specific tasks:

- 1) To thoroughly review existing state and federal law regarding the use of the various modes to transport elementary and secondary education students;
- 2) To develop concise and consistent information to be considered for use by the State Board of Education, the Department of Transportation, and the Secretary of State to the public about the legal means by which elementary and secondary education students may be transported, including, but not limited to:
 - (A) The type of vehicle and the required equipment to transport elementary and secondary education students;
 - (B) The allowed purpose of the transportation and any other limits of transportation of elementary and secondary education students by vehicle;
 - (C) The type of driver's license required to transport elementary and secondary education students; and
 - (D) The requirements for driver licensing and vehicle incensing and inspection; and
- 3) To make recommendations to the State Board of Education and the General Assembly regarding the safe transportation of elementary and secondary education students in our state and seek input from stakeholders and members of the public on the issues to be reviewed and reported on by the Task Force.

Please contact Amanda Elliott or Sarah Hartwick at (217) 782-6510 if you have questions or need additional information.

cc: Timothy Mapes, Clerk of the House
Tim Anderson, Secretary of the Senate
Legislative Research Unit
State Government Report Center

Modes of School Transportation for Elementary and Secondary Education Task Force



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Glossary of Terms

Abbreviations & Definitions:

CBE: Community-Based Education

CDL: Commercial Driver License

CLP: Commercial Learners Permit

DMV: Department of Motor Vehicles (A Division of Secretary of State)

GCWR: Gross Combined Weight Rating

GVWR: Gross Vehicle Weight Rating

IEP: Individualized Education Program

MFSAB: Multifunction School Activity Bus

MPPV: Multi-Purpose Passenger Vehicle

NHTSA: National Highway Traffic Safety Administration

NASDPTS: National Association of State Directors of Pupil Transportation Services

ILLINOIS PROFESSIONAL SCHOOL BUS DRIVER TRAINING CURRICULUM: A course approved by the Illinois Secretary of State to be used as the training tool for new school bus drivers and re-applicants. The intent of the curriculum is to provide a consistency of training to be used by Regional Offices of Education in coordinating school bus driver training throughout Illinois.

PRE-TRIP INSPECTION: The inspection performed by a school bus driver on his/her school bus prior to the bus being operated each day, checking mechanical and safety items on the bus.

POST-TRIP INSPECTION: The inspection performed by a school bus driver on his/her school bus at the end of each route or trip, checking for sleeping students, left items, and damage and cleaning the vehicle.

SCHOOL BUS DRIVER PERMIT: A permit, issued by the Illinois Secretary of State, that is required for any individual planning to transport students in grade 12 or below for a public, private, or religious school, including nursery schools, if the vehicle is a yellow school bus or any other approved vehicle owned or operated by or for a school or religious institution used for this purpose over a regularly scheduled route.

Transportation Routes/Trip Types:

CURRICULAR-RELATED FIELD TRIP: A trip that is provided free of charge and directly related to the regular curricular of a pupil for which he or she earns credit for graduation and occurs during their required hours of instruction. The location of the field trip is considered to be an alternative attendance center [23 Ill. Adm. Code Section 120.30(d)].

EXTRACURRICULAR / CO-CURRICULAR ACTIVITY TRIP: Trips driven to transport pupils following voluntary extracurricular and/or co-curricular activities, including sports practices, club meetings, drama rehearsals, or choral and band practices immediately preceding or following the school day [23 Ill. Adm. Code Section 120.30(a)(5)].

REGULAR ROUTE: A route that occurs on a regularly scheduled basis for the purposes of transporting pupils between school and home or between schools when attendance is required at a location other than the pupils' assigned school to enable them to receive educational services of the school district required as part of the pupils' hours of school work (including curricular-related trips)

SCHOOL-SPONSORED ACTIVITY TRIP: A trip that is a school-sponsored activity, such as interscholastic, interscholastic athletic, or any other school-sponsored noncurricular-related activity trip that (i) does not require student participation as part of the educational services of the district and (ii) is not associated with the students' regular class-for-credit schedule or required five clock hours of instruction [105 ILCS 5/29-6.3].

Vehicle Types:

FIRST DIVISION VEHICLE: Motor vehicles that are designed for the carrying of not more than 10 persons, including the driver (e.g., passenger cars and minivans) [625 ILCS 5/1-217].

MULTIFUNCTION SCHOOL ACTIVITY BUS: A school bus manufactured for the purpose of transporting 11 or more persons, including the driver. Its purposes do not include transporting students to and from home or school bus stops and it cannot be school bus yellow or have identification, stop arm, and special lighting equipment [625 ILCS 5/1 148.3A-5].

SCHOOL BUS: Every motor vehicle owned or operated by or for any of the following entities for transportation of persons regularly enrolled as pupils in grades 12 or below in connection with any activity of such entity [625 ILCS 5/1-182]:

- Any public or private primary or secondary school;
- Any primary or secondary school operated by a religious institution; or
- Any public, private, or religious nursery school.

The definition does not include:

1. A bus operated by a public utility, municipal corporation, or common carrier authorized to conduct local or interurban transportation of passengers when such bus is not traveling a specific school bus route, but is on a regularly scheduled route for the transportation of other fare paying passengers, furnishing charter service for the transportation of groups on field trips or other special trips or in connection with other special events, or being used for shuttle service between attendance centers or other educational facilities.
2. A motor vehicle of the First Division.
3. A multifunction school activity bus.

SECOND DIVISION VEHICLE: A vehicle manufacture for more than 10 passengers; those designed or used for living quarters; and those that are designed for pulling or carrying property, freight, or cargo, including those First Division vehicles remodeled for use as a Second Division vehicle and a First Division vehicle used and registered as a school bus (yellow school bus) [625 ILCS 5/1-217].

TYPE I SCHOOL BUS: A school bus with a GVWR of more than 10,000 pounds [625 ILCS 5/1-213.4].

TYPE I-A SCHOOL BUS: A term commonly used by school bus manufacturers to classify a Type I school bus that is a conversion or body constructed upon a van-type or cutaway front-section vehicle with a left side driver's door designed for carrying more than 10 persons.

TYPE II SCHOOL BUS: A school bus with a GVWR of 10,000 pounds or less [625 ILCS 5/1-213.5].

TYPE 1 SEAT BELT ASSEMBLY: A lap belt for pelvic restraint.

TYPE 2 SEAT BELT ASSEMBLY: A combination of pelvic and upper torso restraints.

Illinois Driver Licenses Classifications:

Illinois driver's licenses are classified by the GVWR of a vehicle (and any towed vehicles):

Class A — Any combination of motor vehicles with a GCWR of 26,001 pounds or more, providing the GVWR of the vehicle being towed is in excess of 10,000 pounds (e.g., tractor trailers). Also allows for operation of Class B, C, and D vehicles.

Class B — Any single motor vehicle with a GCWR of 26,001 pounds or more or any such vehicle towing another not in excess of 10,000 pounds (e.g., full size school bus, box truck). Also allows for operation of Class C and D vehicles.

Class C — Any motor vehicle with a GVWR of more than 16,000 pounds, but less than 26,001 pounds, or any such vehicle towing another not in excess of 10,000 pounds. Also allows for operation of Class D vehicles (e.g., non-CDL unless the vehicle is manufactured for 16 or more passengers or carrying hazardous materials).

Class D — Any motor vehicle with a GVWR of 16,000 pounds or less (e.g., passenger vehicle). Does not include A, B, C, L, or M vehicles.

Executive Summary

House Joint Resolution (HJR) 22 was adopted by the Illinois General Assembly on May 31, 2017, and created the Modes of School Transportation for Elementary and Secondary Education Task Force (the “Task Force”). The resolution states that “there is a need for accurate and consistent information regarding the legal and appropriate mode of transportation of students in grades K through 12 made available to administrators, educators, parents and transportation companies and whether or not a school district in Illinois may use a multifunction school activity bus for transportation is continually up for debate.” The Task Force was therefore charged to:

1. Conduct a thorough review of existing state and federal law regarding the use of the various modes to transport elementary and secondary education students;
2. Develop concise and consistent information to be considered for use by the State Board of Education, the Department of Transportation, and the Secretary of State to the public about the legal means by which elementary and secondary education students may be transported, including, but not limited to, the type of vehicle and required equipment; allowed purpose and any other limits of transportation; the type of driver's license required to transport; and, requirements for driver licensing and vehicle licensing and inspection; and
3. Make recommendations to the State Board of Education and the General Assembly regarding the safe transportation of elementary and secondary education students in our state.

The Task Force met four times between September and December 2017, engaging in thoughtful discussion of resolution objectives incorporating stakeholder and public input.

Introduction

The Task Force reviewed all the directives of HJR 22 understanding the need for accurate and consistent information regarding the legal and appropriate mode of transportation of students in grades K through 12 made available to administrators, educators, parents, and transportation companies with clarity needed in regard to the use of multifunction school activity buses (MFSABs).

Until the enactment of Public Act 96-0410 (effective July 1, 2010), vehicles that were manufactured to transport 11-15 persons, commonly referred to as vans, were permitted for interscholastic or school-sponsored activities and mainly used to transport pupils for extracurricular activities, such as athletic events and practices. The National Highway Traffic Safety Administration (NHTSA) issued warnings regarding the potential rollover of 11-15 passenger vans. In 2003, the NHTSA established a new class of bus, the MFSAB, for use in transporting students on trips other than those between home and school. The Executive Summary of the NHTSA final rule stated:

“This rulemaking excludes MFSABS from the requirements for the traffic control devices. This exclusion resolves the conflict between the NHTSA standards that previously required all new school buses to be equipped with traffic controls devices, and State laws that do not permit the use of the traffic control devices on the types of trips that the new buses will be making. The new buses are not required to have those devices since the buses, unlike regular yellow school buses, are not intended for the roadside picking up and dropping off of children during service between home and school. While the MFSABs are not required to be equipped with the traffic control devices, they are, however, required to meet all requirements in the school bus crashworthiness standards, all other requirements in the school bus crash avoidance safety standards, and all post-crash school bus standards.”

This new type of bus provided a safer alternative to 11-15 passenger vans. An MFSAB is defined as a school bus manufactured for the purpose of transporting 11 or more persons, including the driver, according to the Illinois Vehicle Code. Its purposes do not include transporting students to and from home or school bus stops. The legislative timeline regarding 11-15 passenger vans as well as the introduction and use of the MFSABs are as follows:

1987-1995: No larger vans were allowed. K-12 required to use yellow school buses or First Division vehicles.

1995: PA 89-132 allowed 9-15 passenger vans to be used for extracurricular activities (Coach's Bill).

2003: NHTSA created the MFSAB vehicle classification.

2010: PA 96-410 banned non-conforming buses (15-passenger vans) and replaced them with MFSAB (9-15 extracurricular only).

2011: PA 97-378 amended definition of MFSAB to include 11 or more passengers.

2012: PA 97-896 allowed curricular-related trips (grades 9-12 only) with School Bus Driver Permit.

2017: PA 99-888 allowed K-12 curricular-related trips (for select special education private facilities for IEP-related events) with School Bus Driver Permit.

Task Force members focused on the appropriate use of the MFSAB, including the expansion of their use to all grade levels K-12 instead of the current 9-12 levels. Also, uniformity in licensure was discussed, with many members recommending that all drivers of an MFSAB be required to possess a valid School Bus Driver Permit regardless of the type of trip. The Illinois Secretary of State provided detailed licensure requirements to acquire a School Bus Permit beginning with the potential driver obtaining an eligibility receipt from the Department of Motor Vehicles (DMV). The driver must be fingerprinted; the fingerprints are cross-checked between the Illinois State Police and the Federal Bureau of Investigation databases. Next, the potential driver must pass a rigorous physical examination, which includes a tuberculosis test and drug testing. There is also a requirement

to complete an eight-hour initial training course from a certified Illinois State Board of Education (ISBE) instructor. The driver must obtain a letter of intent addressed to the DMV and take the written and passenger tests, with the final step requiring the driver to take the pre-trip, skills, and road test at the DMV to receive the appropriate license. Some members expressed that a driver shortage as an ongoing concern and adding a requirement to obtain a School Bus Permit along with the cost may discourage drivers from obtaining one while others stressed the higher priority of student safety and a properly trained driver regardless of the shortage concerns.

Discussion/Recommendations

The Task Force respectfully makes the following recommendations to the General Assembly and the State Board of Education. The Task Force acknowledges that some of the following recommendations will come at a cost to school districts and not alleviate concerns regarding a driver shortage, but urges that they be phased in over a period of time.

Recommendation 1: Allow MFSABs to transport students on curricular, co-curricular, or extra-curricular trips other than those between home and school for pupils in any grade K-12.

Currently, students in grades 9-12 or in six select special education private facilities in grades K-12 may be transported on an MFSAB for curricular-related activity [625 ILCS 5/11-1414.1]. This recommendation expands the allowance to use an MFSAB to all grade levels K-12 for all trip classifications except those between home and school.

The Task Force spent considerable time discussing the impact of the recommendation on student safety. Members recommend that school districts and other entities that will be allowed to transport students with an MFSAB should adopt policies and procedures to ensure student safety when they are being transported for curricular- and noncurricular-related trips.

VOTE: 9 YES; 4 NO; 2 PRESENT

Recommendation 2: If special transportation is provided for students with IEPs for an IEP- related trip in an MFSAB, the staff-to-student ratio must be 1 to 5.

Currently, MFSABs may be used for curricular-related transportation of any special education student with an IEP in any grade K-12 with a staff-to-student ratio of 1 to 5 for the following special education private facilities: Acacia Academy, Alexander Leigh, Marklund, Helping Hands Center, Connections Organization, and New Horizon Academy. If Recommendation 1 is approved, the Task Force recommends that requirements for special transportation for students with IEPs remain consistent.

VOTE: 15 yes; 0 no; 0 present

Recommendation 3: Require all drivers of an MFSAB owned or operated by or for a public or private school who transport students in grades K-12 to hold a valid Illinois School Bus Driver Permit [625 ILCS 5/6-106.1].

The current statute requires that a driver who is transporting students on any curricular-related school activity to possess a valid School Bus Driver Permit. Specifically, a curriculum school activity is defined as *“transportation from home to school or from school to home, tripper or shuttle service between school attendance centers, transportation to a vocational or career center or other trade-skill development site or a regional safe school or other school-sponsored alternative learning program, or a trip that is directly related to the regular curriculum of a student for which he or she earns credit”* [625 ILCS 5/11-1414.1].

Currently, drivers of an 11-15 passenger MFSAB transporting students in grade 12 or below for an interscholastic, interscholastic athletic, or school-sponsored, noncurricular-related activity that (i) does not require pupil participation as part of the educational services of the district and (ii) is not associated with the pupils' regular class-for-credit schedule or required five clock hours of instruction are not required to possess a School Bus Driver Permit and need only to have a valid driver's license.

This recommendation does not distinguish by type of trip and requires all drivers to possess a valid School Bus Driver Permit. Drivers who seek to obtain a permit must attend an eight-hour training class that covers a range of important topics, including pre-trip and post-trip inspection, bus operations, student management, accidents, evacuations, and special education.

Task Force members discussed that regardless of the type of trip or vehicle used to transport students, the driver shall have a valid School Bus Driver Permit and have undergone the required training and background checks. In addition, the physical for school district employment is different from the requirements of the school bus driver physical, which is more rigorous and ensures that the driver is medically capable of driving the vehicle he/she is licensed to drive to enhance the safety of the students.

The Task Force is conscious of the concerns regarding a driver shortage and agrees that a phased-in approach to this recommendation is sensible. Further, if this requirement is implemented, it is vital that sufficient bus driver training courses are offered through Regional Offices of Education and that a sufficient number of DMV offices offer testing for school bus driver and CDL permits to ensure individuals required to obtain a license are able to apply for and test for a license. The Task Force also recommends that the Secretary of State evaluate existing license categories and testing requirements to ensure that licensure and testing is appropriate for the type of vehicle that will be utilized by educational entities.

VOTE: 5 YES; 7 NO; 3 PRESENT

Recommendation 4: Add MFSABs to [625 ILCS 5/13-115] and [625 ILCS 5/12-816] pre-trip and post-trip inspection requirements.

The current statute requires only the yellow school bus to be subject to pre-trip and post-trip inspections [625 ILCS 5/1-107]. The Task Force recommends that the MFSAB should be part of this statute. Some, but not all, Local Education Agencies and contractors make it a practice to

inspect the MFSAB before and after each trip, much in the same way a yellow school bus is inspected, although this is not required. Pre-trip inspections include a test of the cellular or two-way radio to ensure that it is functioning properly before the bus is operated. Post-trip inspections include activating the interior lights of the bus to assist the driver in seeing in and under the seats during a visual sweep of the bus at the end of each route, work shift, or work day. Drivers also must check the bus for students or other passengers in the bus. This recommendation ensures consistency of the required inspections between school buses and MFSABs.

VOTE: 15 YES; 0 NO; 0 PRESENT

Recommendation 5: Add MFSABs to the list of vehicles owned or operated by or for a public or private school grades K-12 at [625 ILCS 5/11-1202] (new paragraph 4) that must stop at all railroad grade crossings unless marked exempt. This change must be aligned with the Illinois Professional School Bus Driver Training Curriculum (i.e., activating hazard lamps and following procedures at the crossing).

Currently, all yellow school buses owned or operated by or for a public or private school grades K-12 are required to stop at all railroad grade crossings. The Task Force recommends that all MFSABs owned or operated by or for a public or private school grades K-12 be required to stop at all railroad grade crossings. This would require the driver of the MFSAB to activate the hazard lights prior to reaching the tracks (100 feet in urban areas and 200 feet in rural areas); turn off all noise-producing accessories, including heater blowers, defroster fans, auxiliary fans, and radios; open the door; stop not farther than 50 feet or shorter than 15 feet before the railroad grade crossing; place the transmission in neutral; set the parking brake; and open the service door and driver's windows to improve hearing and visibility of approaching trains.

VOTE: 14 YES; 1 NO; 0 PRESENT

Recommendation 6: Require a new decal for all Second Division vehicles owned or operated by or for a public or private school grades K-12 that are required to stop at railroad grade crossings on the rear of the vehicle stating “THIS VEHICLE STOPS AT ALL RAILROAD GRADE CROSSINGS.”

The Task Force discussed that a new decal should be placed on the back of all Second Division vehicles (i.e., those manufactured for 11 passengers or more, including the driver) owned or operated by or for a public or private school serving grades K-12 in order to alert motorists and increase student safety.

VOTE: 15 YES; 0 NO; 0 PRESENT

Recommendation 7: IDOT administrative rule 92 Ill Adm. Code 447 requires brakes on school buses to be visually inspected every 10,000 miles or once a year (whichever occurs first). This brake inspection is separate from and in addition to the 10,000-mile or semiannual safety inspection required by 625 ILCS 5/13-101, which is performed at the Illinois Official Testing Station. The Task Force recommends IDOT include MFSABs operated by or for public or private schools K-12, including private special education facilities, be included in the applicability of this administrative rule.

The Task Force discussed whether MFSABs should be subject to the same requirements of a yellow school bus as defined in [625 ILCS 5/1-107] of the Illinois Vehicle Code. This is recommended by IDOT for the purpose of consistency. Yellow school buses are required to be inspected every six months or 10,000 miles at an IDOT inspection lane. This requirement for MFSABs to be inspected would be consistent with the same requirement for a yellow school bus owned or operated by or for a public or private school district, grades K-12, throughout the State of Illinois.

VOTE: 15 YES; 0 NO; 0 PRESENT

Recommendation 8: Retain the required equipment of the “Crossing Control Arm” and “First Aid Kit” that IDOT is considering removing from 92 Ill. Adm. Code Parts 435 and 436 (MFSAB) (Construction and Inspection Standards).

Statements from IDOT staff indicated that there had been some discussion to remove the Crossing Control Arm and First Aid Kit statements from its current administrative rules because this requirement is currently in statute for MFSABs manufactured on or after July 1, 2012. The Task Force recommends that this be kept in the administrative rules. These are safety devices and the need for them is important as tools for the driver to help protect the students.

VOTE: 15 YES; 0 NO; 0 PRESENT

Appendix

HOUSE JOINT RESOLUTION 22

WHEREAS, The transportation of elementary and secondary education students is an important public policy issue; and

WHEREAS, Whether or not a school district in Illinois may use a multifunction school activity bus for transportation is continually up for debate; and

WHEREAS, There is a need for accurate and consistent information regarding the legal and appropriate mode of transportation of students in grades K through 12 made available to administrators, educators, parents and transportation companies; therefore, be it

RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE ONE HUNDREDTH GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, THE SENATE CONCURRING HEREIN, that there is created the Task Force on Modes of School Transportation for Elementary and Secondary Education, consisting of the following:

- (1) the State Superintendent of Education or his or her designee, who shall serve as Chair of the Task Force;
- (2) the Lieutenant Governor or his or her designee;
- (3) the Secretary of State or his or her designee;
- (4) the Secretary of Transportation or his or her designee;
- (5) one member of the General Assembly, appointed by the President of the Senate;
- (6) one member of the General Assembly, appointed by the Minority Leader of the Senate
- (7) one member of the General Assembly, appointed by the Speaker of the House of Representatives;
- (8) one member of the General Assembly, appointed by the Minority Leader of the House;
- (9) representative of a statewide association representing school board members, appointed by the State Superintendent of Education;
- (10) a representative of an association representing private special education centers, appointed by the State Superintendent of Education;
- (11) a representative of a statewide association representing regional superintendents of schools, appointed by the State Superintendent of Education;
- (12) a representative of a statewide association representing teachers, appointed by the State Superintendent of Education;
- (13) a representative of a different statewide association representing teachers, appointed by the State Superintendent of Education;
- (14) a representative of an association representing teachers in a city with 500,000 or more inhabitants, appointed by the State Superintendent of Education;
- (15) a representative of an association representing private contractors providing school transportation, appointed by the State Superintendent of Education;

- (16) a representative of an association representing large unit school districts, appointed by the State Superintendent of Education;
- (17) a representative of a statewide association representing principals, appointed by the State Superintendent of Education;
- (18) a representative of a statewide association 10 representing school administrators, appointed by the State Superintendent of Education;
- (19) a representative of a statewide association 13 representing high school districts, appointed by the State Superintendent of Education;
- (20) a representative of an association representing school boards, appointed by the State Superintendent of Education; and
- (21) a representative of an association representing suburban school districts, appointed by the State Superintendent of Education; and, be it further

RESOLVED, That the Task Force shall:

- (1) conduct a thorough review of existing State and federal law regarding the use of the various modes to transport elementary and secondary education students;
- (2) develop concise and consistent information to be considered for use by the State Board of Education, the Department of Transportation, and the Secretary of State to the public about the legal means by which elementary and secondary education students may be transported, including, but not limited to:
 - (A) the type of vehicle and the required equipment to transport elementary and secondary education students;
 - (B) the allowed purpose of the transportation and any other limits of transportation of elementary and secondary education students by vehicle type;
 - (C) the type of driver's license required to transport elementary and secondary education students; and
 - (D) the requirements for driver licensing and vehicle licensing and inspection; and
- (3) make recommendations to the State Board of Education and the General Assembly regarding the safe transportation of elementary and secondary education students in our State; and be it further

RESOLVED, That the Task Force shall seek input from stakeholders and members of the public on the issues to be reviewed and reported on by the Task Force; and be it further

RESOLVED, That members of the Task Force shall serve without compensation, and the State Board of Education shall provide administrative and other support to the Task Force; and be it further

RESOLVED, That the Task Force shall meet at the request of the Task Force Chair, but shall meet a minimum of 4 times prior to December 15, 2017; and be it further

RESOLVED, That the Task Force shall present its legislative and administrative recommendations to the Governor and the General Assembly no later than December 15, 2017; and be it further

RESOLVED, That the Task Force shall be dissolved after submitting its recommendations to the Governor and the General Assembly.

Task Force on Modes of School Transportation
for Elementary and Secondary Education
Appointment Roster

James R. Thompson Center
100 West Randolph Street
Chicago, Illinois 60601



Alzina Building
100 North First Street
Springfield, Illinois 62777

Rep Dan Brady

General Assembly, Minority Leader of the House

Patrick Johnson

Private Contractor – School Transportation

Melissa Burns

Private Special Education Centers

Diana Mikelski

Association of Suburban School Districts

Derek Cantu

Lieutenant Governor’s Office

John Meixner

Regional Superintendent of Schools Association

Dan Cox

*Association of School Administrators
Senate*

Sen Chris Nybo

General Assembly, Minority Leader of the

Rep Fred Crespo

*General Assembly, Speaker of the
House of Representatives*

Rob Rodewald

Association of School Board Members

Jeff Dosier

Association of High School Districts

Tom Tully

Association of Teachers - IEA

Brenda Glahn

Secretary of State

Tom Wise

Secretary of Transportation

Vicki Giurlani

Association of Large Unit School Districts

Travis Wyatt

Association of Principals

Rich Hodson

Association of Teachers – IFT

General Assembly, President of the Senate – vacant

Tim Imler

Chair – Illinois State Board of Education

Association of Teachers, City of 500,000 or more-vacant

Association of School Boards – vacant

State Agency Presentations

Illinois State Board of Education

ILLINOIS SCHOOL VEHICLE USAGE GUIDE



Illinois State Board of Education

ILLINOIS SCHOOL VEHICLE USAGE GUIDE

UPDATED 10/04/2017

The transportation and safety of the more than 2 million Illinois school-age children is of primary importance. This guide is to be used by Local Education Agencies to describe the types of vehicles that are allowed to be used to transport school-age pupils and the proper driver licensure needed within the State of Illinois.

Whole Child • Whole School • Whole Community

1



Illinois State Board of Education

ABBREVIATIONS & DEFINITIONS

CBE: Community Based Education

CDL: 16 or More Passengers, Including the Driver

IEP: Individual Education Plan

MFSAB: Multifunction School Activity Bus

MPV: Multi- Passenger vehicle

MPPV: Multi Purpose Passenger Vehicle

SCHOOL BUS DRIVER PERMIT: Required for any individual planning to transport school children grade 12 or below for a public, private or religious school, including nursery schools, if you will drive: a yellow school bus or any other approved vehicle, owned or operated by a school or religious institution used for this purpose over a regularly scheduled route. (Issued by the Illinois Secretary of State)

Whole Child • Whole School • Whole Community

2



ROUTE / TRIP TYPES

CURRICULUM RELATED FIELD TRIP: Directly related to a regular curriculum and if attendance at the event is a requirement for a class, and the student receives class credit (museum, CBE, parade...)

EXTRA CURRICULAR / CO-CURRICULAR ACTIVITY TRIP: Voluntary attendance (sports practices, clubs meetings, rehearsals, band/choir practices) immediately after the school day

REGULAR ROUTE: Regularly scheduled basis between home and school, school to school (vocational, career center, trade school or an alternative school)

SCHOOL SPONSORED ACTIVITY TRIP: Does not require pupil participation for class credit (sports games)



VEHICLE TYPES

FIRST DIVISION VEHICLE: No More than 10 Passengers, Including the Driver (cars, mini-van 10 passengers or less including driver, medical carriers or medi-car, suburban and taxi cabs)

MFSAB: School Bus manufactured for the purpose of transporting 11 or more persons, including the driver whose purposes do not include transporting students to and from home or school bus stops; prohibited to be school bus yellow, identification, stop arm, and special lighting equipment.

SCHOOL BUS: Every motor vehicle owned or operated by or for any of the following entities for transportation of persons regularly enrolled as pupils in grades 12 or below in connection with any activity of such entity:

- Any public or private primary or secondary school;
- Any primary or secondary school operated by a religious institution; or
- Any public, private or religious nursery school

Does not include:

- Bus operated by public utility, municipal corporation when not traveling a specific school bus route, but is on regular fare paying passenger route;
- First Division vehicle;
- MFSAB

SECOND DIVISION VEHICLE: More than 10 Passengers, those designed or used for living quarters and those which are designed for pulling or carrying property, freight or cargo; including those First Division vehicles remodeled for use as a Second Division vehicle and a First Division vehicle used and registered as a school bus (yellow school bus)



GUIDE FOR VEHICLES USED BY SCHOOL DISTRICTS AND CONTRACTORS TO TRANSPORT ILLINOIS STUDENTS



School Bus

- Yellow School Bus
- Curriculum Related & Non-curriculum Related Trips
- CDL with School Bus Driver Permit



Passenger Car

- Taxi Cab, District-Owned Car
- Curriculum Related Trips
- School Bus Driver Permit without a CDL



Passenger Car

- Taxi Cab, District-Owned Car
- Non-curriculum Related Trips
- Valid Driver's License
- NO CDL or School Bus Driver Permit



GUIDE FOR VEHICLES USED BY SCHOOL DISTRICTS AND CONTRACTORS TO TRANSPORT ILLINOIS STUDENTS



Van

- MPPV or MPV
- Passenger Vehicle or Multi-passengers Vehicle
- 10 or Fewer, Including Driver
- Curriculum Related Trips
- School Bus Driver Permit without a CDL



Van

- MPPV or MPV
- Passenger Vehicle or Multi-passengers Vehicle
- 10 or Fewer, Including Driver
- Non-curriculum Related Trips
- Valid Driver's License
- NO CDL or School Bus Driver Permit



Passenger Cargo Vans

- Bus, other than School Bus not MFSAB
- 11-15 Passengers
- Pupil Transportation NOT ALLOWED



GUIDE FOR VEHICLES
USED BY SCHOOL
DISTRICTS
AND CONTRACTORS TO
TRANSPORT ILLINOIS
STUDENTS



- "White" School Bus
- 11-15 Passengers
- Non-curriculum Related Trips Only
- Valid Driver's License
- NO CDL or School Bus Driver Permit

- "White" School Bus
- 16 + Passengers
- Non-curriculum Related Trips Only
- CDL with Passenger Endorsement

- "White" School Bus
- 11-15 or 16 + Passengers
- Curriculum Related Events Grades 9-12 ONLY (**Home to School & School to Home PROHIBITED**)
- 11-15 Passengers School Bus Driver Permit without a CDL
- 16 + Passengers CDL with School Bus Driver Permit



GUIDE FOR VEHICLES
USED BY SCHOOL
DISTRICTS
AND CONTRACTORS TO
TRANSPORT ILLINOIS
STUDENTS

The MFSAB can be used for curriculum related events for grades 9-12 with a School Bus Driver Permit.
- CDL required if 16 + Passengers)

The MFSAB can be used for a student in any grade K – 12 with an IEP with a staff-to-student ratio of 1 to 5 **ONLY BY THE FOLLOWING ORGANIZATIONS:** Acacia Academy, Alexander Leigh, Marklund, Helping Hands Center, Connection Organization, or New Horizon Academy. (**Home to school & school to home is PROHIBITED.**)
- School Bus Permit Required 11-15 passengers and the addition of a CDL for 16 + passengers



NASDPTS

(National Association of State Directors of Pupil Transportation Services)

National Survey

January 29, 2015



Vehicle Definitions used for this Survey

School Bus - Type A, B, C, or D school bus certified by its manufacturer as meeting all applicable Federal Motor Vehicle Safety Standards (FMVSS) for "School Bus" performance and construction, and painted National School Bus Yellow, per each state's requirements.

Activity Bus - "School Bus," as defined above, meeting all applicable Federal requirements, including flashing student loading and unloading lights and stop arm(s), but painted a color other than yellow. Allowed by some states for field and activity trips.

MFSAB - "Multi Function School Activity Bus." Type A, B, C, or D, certified by its manufacturer as meeting all applicable FMVSS for "MFSAB" performance and construction. Federally, these buses must meet all standards for "School Bus" with the exception of flashing student and unloading lights and stop arm(s). May not always be required to be yellow by states that allow them.

Full-Size Van - Full-size windowed passenger van, usually designed to transport about 15 passengers. Federally classified and certified by manufacturer as a "Bus" (not "School Bus"). Often referred to as a "non-conforming vehicle."

Airport-type Shuttle - Small bus, usually with large side windows and side-facing seating, often with fiberglass or other non-metal construction of outer body skin. Federally classified as a "Bus" (not "School Bus").

Motor Coach - Large bus, primarily designed for over-the-road use. Federally classified as a "Bus" (not "School Bus"). Usually with large side windows and front-facing activity seating. Often under the authority of the Federal Motor Carrier Safety Administration in use as chartered transportation.

Public Transit Bus - Bus operated on fixed routes, accessible to public, usually in cities and requiring paid fares, under authority of the Federal Transit Administration.

Multipurpose Vehicle or Light Truck - Small, passenger carrying vehicle of varying common descriptions, including sedans, mini-vans, sport utility vehicles (SUVs), and light trucks. Certified by its manufacturer as meeting all applicable FMVSS for one of these vehicle types, designed to transport 10 or fewer persons, including the driver.

Passenger Car, Multipurpose Vehicle or Light Truck - Small, passenger carrying vehicle of varying common descriptions, including sedans, mini-vans, sport utility vehicles (SUVs), and light trucks. Certified by its manufacturer as meeting all applicable FMVSS for one of these vehicle types, designed to transport 10 or fewer persons, including the driver.



NASDPTS National Survey

This survey asked state directors of pupil transportation to report the types of vehicles that may be used to transport public school students, including charter school students, and under what circumstances.

- 40 states responded
- All 40 states allow the use of the Yellow School Bus for student transportation
- 1 state allows MFSAB (Multifunction School Activity Bus) for regular home to school and school to home *
- 19 states allow MFSABs for curriculum-related trips
- 22 states allow MFSABs for non-curriculum field trips or extracurricular trips



States that Allow Transport of Students in an MFSAB on Curriculum-Related Trips

- | | |
|--------------------------|------------------|
| • Alabama | • North Carolina |
| • Arkansas | • Nebraska |
| • Arizona | • Nevada |
| • Colorado | • Oregon |
| • Connecticut | • Rhode Island |
| • Illinois (grades 9-12) | • South Carolina |
| • Indiana | • Texas |
| • Kansas | • Virginia |
| • Michigan | • Vermont |
| • Minnesota | |



Vehicles States Allow to Transport Students on Curriculum-Related Trips

State	ACTIVITY BUS	MFSAB	FULL-SIZE VAN	AIRPORT-TYPE SHUTTLE BUS	MOTOR COACH	PUBLIC TRANSIT BUS	PASSENGER CAR, MPV, OR LIGHT TRUCK
Alaska							
Alabama	X	X			X		
Arkansas	X	X			X		X
Arizona	X	X	X	X	X	X	X
California					X		X
Colorado	X	X				X	X
Connecticut	X	X	X				X
Delaware					X		X
Florida						X	X
Iowa			X	X	X		X
Idaho							
Illinois		X					X
Indiana	X	X			X	X	
Kansas	X	X			X	X	X
Kentucky							
Massachusetts			X		X		
Maryland							X
Michigan		X				X	X
Minnesota	X	X			X	X	X



Vehicles States Allow to Transport Students on Curriculum-Related Trips

State	ACTIVITY BUS	MFSAB	FULL-SIZE VAN	AIRPORT-TYPE SHUTTLE BUS	MOTOR COACH	PUBLIC TRANSIT BUS	PASSENGER CAR, MPV, OR LIGHT TRUCK
Missouri							X
Montana	X		X		X		
North Carolina		X	X			X	X
North Dakota	X				X		X
Nebraska	X	X	X		X		X
New Jersey					X		X
New Mexico	X						
Nevada		X					X
Ohio						X	X
Oregon	X	X	X		X	X	X
Rhode Island	X	X					
South Carolina	X	X					
Tennessee							
Texas	X	X			X		X
Virginia	X	X					
Vermont		X			X		X
Washington						X	X
Wisconsin	X		X	X	X	X	X
West Virginia							
Wyoming							X
	18	19	9	8	18	12	26

ILLINOIS DEPARTMENT OF TRANSPORTATION

MULTIFUNCTION SCHOOL ACTIVITY BUSES



BRIEF HISTORY

- 1987-1995: No larger vans were allowed. K-12 required to use yellow school buses or first division vehicles.
- 1995: PA 89-132 allowed 9-15 passenger vans to be used for extracurricular activities (Coach's Bill).
- 2003: NHTSA created the MFSAB vehicle classification.
- 2010: PA 96-410 banned non-conforming buses (15 passenger vans) and replaced them with MFSAB (9-15 extracurricular only).
- 2011: PA 97-378 amended definition of MFSAB to include 11 or more passengers.
- 2012: PA 97-896 allowed curriculum related trips (graded 9-12 only) with school bus driver permit.
- 2017: PA 99-888 allowed K-12 curriculum related trips – specific institutions only with IEP and SB permit.



**MULTIFUNCTION SCHOOL ACTIVITY BUS
TYPE II
GVWR 10,000 LBS. OR LESS**



**TYPE I MFSAB
GVWR 10,000 LBS. OR MORE**



DEFINITIONS

ILLINOIS VEHICLE CODE AND CFR

Sec. 1-148.3a-5. Multifunction school activity bus (MFSAB). An MFSAB means a school bus manufactured for the purpose of transporting 11 or more persons, including the driver, whose purposes do not include transporting students to and from home or school bus stops. A MFSAB is prohibited from meeting the special requirements for school buses in Sections 12-801, 12-803, and 12-805 and subsection (a) of Section 12-802 of this Code.
(Source: PA. 96-410, eff. 7-1-10; 97-378, eff. 8-15-11.)

49 CFR 571.3 (Added 68 FR 44892, July 31, 2003) Multifunction school activity bus means a school bus whose purposes do not include transporting students to and from home or school bus stops.

Sec. 1-217. Vehicle.

First Division: Those motor vehicles which are designed for the carrying of not more than 10 persons.

Second Division: Those vehicles which are designed for carrying more than 10 persons, those designed or used for living quarters and those vehicles which are designed for pulling or carrying property, freight or cargo, those motor vehicles of the First Division remodelled for use and used as motor vehicles of the Second Division, and those motor vehicles of the First Division used and registered as school buses.

(Source: PA. 92-812, eff. 8-21-02.)



ILLINOIS VEHICLE INSPECTION LAW

Chapter 13 of the Illinois Vehicle Code (625 ILCS 5/13) requires inspection of the following vehicles that may be owned or operated by a school (K-12).

- School Buses
- Buses (includes MFSABs)
- First Division Vehicles when School Bus Driver Permit is Required
- Driver Education Training Vehicles (over 5 model years of age or odometer of over 75,000 miles)
- 2nd division vehicles registered for more than 8,000 lbs (or GVWR more than 8,000 lbs if no weight plate)



INSPECTION – HOW OFTEN AND WHERE?

- School Buses and First Division Vehicles that require School Bus Driver Permit are inspected every 6 months or 10,000 miles whichever occurs first.
- Buses (includes MFSABs) are inspected every 6 months.
- Driver Education Training Vehicles are inspected annually.
- All inspections are performed at Illinois Official Testing Stations which can be located at <http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Specialty-Lists/Safety/LanesForInternet.pdf>



INSPECTION COST

- School bus inspection fees are a set rate. The rates vary from \$26 to \$34.50 per bus statewide.
- MFSAB fees are per axle. Axles rates range from \$8 to \$11.50 per axle statewide. (MFSABs are 2 axles.)
- Testing Stations may petition for rates higher than what are set in the rule as shown above.



INSPECTION OVERVIEW

- All MFSABs receive a safety test on the overall condition of the bus, e.g., brakes, lights, and tires.
- Emergency exits are inspected for operation, alarms and locks, obstructions and identification.
- Buses (includes MFSAB) require a 10 B:C fire extinguisher and warning devices.
- MFSABs may display any color except school bus yellow (exterior and interior).
- MFSABs are required to display TO COMMENT ON MY DRIVING decal.
- **MFSABs are required to display:**
 - Weight and Maximum Passenger Capacity (Exterior)
 - Name of the Owner or Entity for which the MFSAB is Operated (Exterior)
 - An Identification Number (Exterior)
 - NO STANDEES (Interior)



MFSAB EXCEPTIONS

MFSABs are not subject to:

- Part 447 School Bus Brake Inspections
- Part 458 School Bus Driver Pretrip Inspection Requirements

Company policy may dictate compliance.



MFSAB MANUFACTURED ON OR AFTER JULY 1, 2012

Additional Equipment Required:

Child Check System
Communication Device (2-way radio or cell)
Crossing Control Arm (considering removing)
Noise Suppression Switch
First Aid Kit (considering removing)
Strobe Lamp
Rub Rails



NONSCHEDULED BUS INSPECTIONS

- MFSABs are subject to IDOT's nonscheduled bus inspection administrative rule (per IVC).
- IDOT employees can inspect MFSABs owned or operated by schools (K-12) wherever they are stored or parked.
- IDOT employees can place MFSABs out of service, issue a three-day violation, or a 30-day warning.
- Part 456 – Nonscheduled Bus Inspections can be found at <http://www.ilga.gov/commission/jcar/admincode/092/09200456sections.html>.



IDOT AUTHORITY

IDOT regulates the inspection and maintenance of MFSABs owned or operated by or for public or private schools (K-12). IDOT regulates the construction of applicable MFSABs manufactured on or after July 1, 2012.

IDOT does not generally get involved in the use of the vehicle. IDOT tends to stay neutral regarding use issues.



MFSAB AT RR CROSSING IVC

IVC Sec. 11-1202. Certain vehicles must stop at all railroad grade crossings.

(a) The driver of any of the following vehicles shall, before crossing a railroad track or tracks at grade, stop such vehicle within 50 feet but not less than 15 feet from the nearest rail and, while so stopped, shall listen and look for the approach of a train or railroad track equipment and shall not proceed until such movement can be made with safety:

1. Any second division vehicle carrying passengers for hire;
2. Any bus that meets all of the special requirements for school buses in Sections 12-801, 12-803, and 12-805 of this Code. The driver of the bus, in addition to complying with all other applicable requirements of this subsection must also (i) turn off all noise producing accessories including heater blowers, defroster fans, auxiliary fans, and radios, and (ii) open the service door and driver's window, before crossing a railroad track or tracks
3. Any other vehicle which is required by Federal or State law to be placarded when carrying as a cargo or part of a cargo hazardous material as defined in the "Illinois Hazardous Materials Transportation Act".



MFSAB AND RR CROSSINGS (CONT.)

IDOT Back to School Letter (September 2010)

Illinois law (at 625 ILCS 5/11-1202) requires school buses to stop within 50 feet but not less than 15 feet from the nearest rail, and while so stopped, shall listen and look for the approach of a train or railroad track equipment and shall not proceed until such movement can be made with safety. School bus drivers are also required to turn off all noise-producing accessories, including heater blowers, defroster fans, auxiliary fans and radios and open the service door and driver's window before crossing a railroad track or tracks. Due to the fact that a multifunction school activity bus is defined as a school bus manufactured for the purpose of transporting 11 or more persons, including the driver..., the Department has interpreted Section 11-1202 to require drivers of multifunction school activity buses to also stop at railroad grade crossings and follow the same procedures required to be followed when driving a school bus.



QUESTIONS/COMPLAINTS?

Illinois Department of Transportation

Bureau of Investigations and Compliance

Commercial Vehicle Safety Section

2300 S. Dirksen Parkway – Room 323

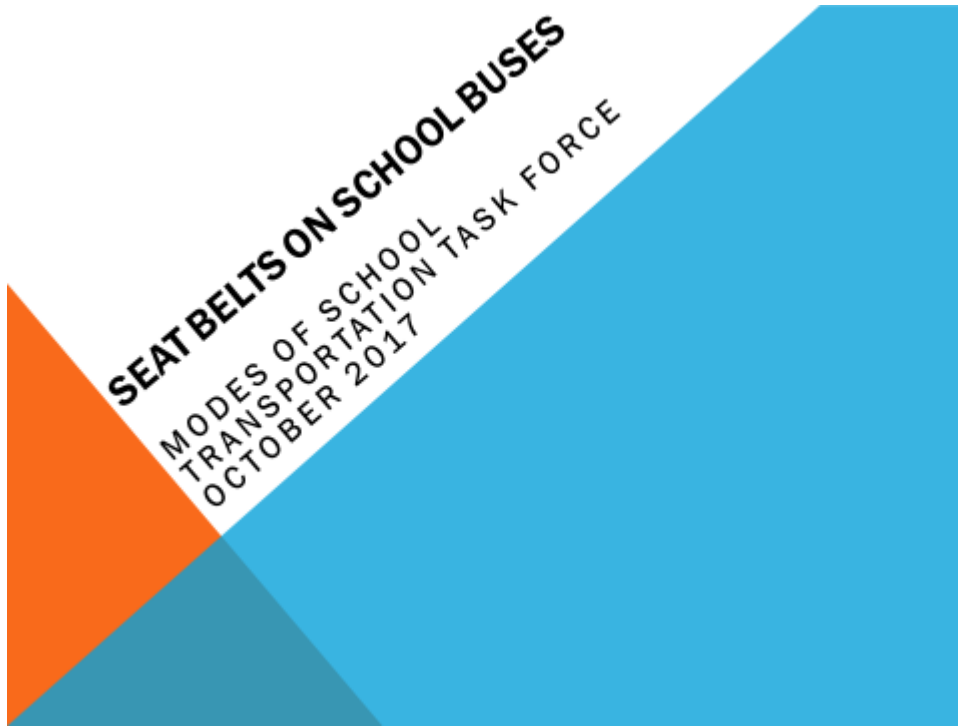
Springfield, IL 62764

(217) 785-1181

Vehicle Inspection Unit Manager: dan.f.thompson@illinois.gov



SEAT BELTS ON SCHOOL BUSES



DEFINITIONS

"Type I School Bus" means a school bus with a Gross Vehicle Weight Rating of more than 10,000 pounds. (IVC Section 1-213.4)

"Type I-A School Bus" means a term commonly used by school bus manufacturers to classify a Type I school bus that is a conversion or body constructed upon a van-type or cutaway front-section vehicle with a left side driver's door, designed for carrying more than 10 persons. The Type I-A school bus has a GVWR of more than 10,000 pounds. (92 Ill. Adm. Code 440)

"Type II School Bus" means a school bus with a Gross Vehicle Weight Rating of 10,000 pounds or less. (IVC Section 1-213.5)



FMVSS DEFINITIONS NHTSA

49 CFR §571.209 Standard No. 209; Seat belt assemblies.

S3. *Definitions.*

Type 1 seat belt assembly is a lap belt for pelvic restraint.

Type 2 seat belt assembly is a combination of pelvic and upper torso restraints.



NHTSA REQUIRES TYPE 2 SEAT BELTS (3 POINT) ON TYPE II SCHOOL BUSES. EFFECTIVE 10/21/11

49 CFR §571.208 Standard No. 208; Occupant crash protection.

S4.4.3.2 Each school bus with a gross vehicle weight rating of 4,536 kg (10,000 pounds) or less shall comply with the requirements of S4.4.3.2.1 and S4.4.3.2.2.

S4.4.3.2.1 The driver's designated seating position and any outboard designated seating position not rearward of the driver's seating position shall be equipped with a Type 2 seat belt assembly. The seat belt assembly shall comply with Standard No. 209 (49 CFR 571.209) and with S7.1 and S7.2 of this standard. The lap belt portion of the seat belt assembly shall include either an emergency locking retractor or an automatic locking retractor. An automatic locking retractor shall not retract webbing to the next locking position until at least $\frac{3}{4}$ inch of webbing has moved into the retractor. In determining whether an automatic locking retractor complies with this requirement, the webbing is extended to 75 percent of its length and the retractor is locked after the initial adjustment. If the seat belt assembly installed in compliance with this requirement incorporates any webbing tension-relieving device, the vehicle owner's manual shall include the information specified in S7.4.2(b) of this standard for the tension-relieving device, and the vehicle shall comply with S7.4.2(c) of this standard.

S4.4.3.2.2 Passenger seating positions, other than any outboard designated seating position not rearward of the driver's seating position, shall be equipped with Type 2 seat belt assemblies that comply with the requirements of S7.1.1.5, S7.1.5 and S7.2 of this standard.



NHTSA ALLOWS EITHER TYPE I OR TYPE 2 SEAT BELTS ON TYPE I SCHOOL BUSES EFFECTIVE 10/21/11

Optional belts on Type I school buses must comply with FMVSS, if installed.

§571.210 Standard No. 210; Seat belt assembly anchorages.

S4.1.3 *School bus passenger seats.*

S4.1.3.4 School buses with a GVWR greater than 4,536 kg (10,000 pounds) manufactured on or after October 21, 2011, with Type 1 seat belt anchorages, must meet the strength requirements specified in S4.2.1 of this standard.

S4.1.3.5 School buses with a GVWR greater than 4,536 kg (10,000 pounds) manufactured on or after October 21, 2011, with Type 2 seat belt anchorages, must meet the strength requirements specified in S4.2.2 of this standard.



Does the Illinois Passenger Protection Act apply to school buses and MFSABs?



CHILD PASSENGER PROTECTION ACT 625 ILCS 25

(625 ILCS 25/4)

Sec. 4. When any person is transporting a child in this State under the age of 8 years in a non-commercial motor vehicle of the first division, any truck or truck tractor that is equipped with seat safety belts, any other motor vehicle of the second division with a gross vehicle weight rating of 9,000 pounds or less, or a recreational vehicle on the roadways, streets or highways of this State, such person shall be responsible for providing for the protection of such child by properly securing him or her in an appropriate child restraint system. The parent or legal guardian of a child under the age of 8 years shall provide a child restraint system to any person who transports his or her child.

For purposes of this Section and Section 4b, "child restraint system" means any device which meets the standards of the United States Department of Transportation designed to restrain, seat or position children, which also includes a booster seat.

A child weighing more than 40 pounds may be transported in the back seat of a motor vehicle while wearing only a lap belt if the back seat of the motor vehicle is not equipped with a combination lap and shoulder belt.

(Source: P.A. 95-254, eff. 1-1-08.)



DEFINITIONS IVC

(625 ILCS 5/1-111.8) Commercial vehicle. Any vehicle operated for the transportation of persons or property in the furtherance of any commercial or industrial enterprise, For-Hire or Not-For-Hire, but not including a commuter van, a vehicle used in a ridesharing arrangement when being used for that purpose, or a recreational vehicle not being used commercially.

(Source: P.A. 90-89, eff. 1-1-98.)

(625 ILCS 5/1-217) Vehicle. Every device, in, upon or by which any person or property is or may be transported or drawn upon a highway or requiring a certificate of title under Section 3-101(d) of this Code, except devices moved by human power, devices used exclusively upon stationary rails or tracks and snowmobiles as defined in the Snowmobile Registration and Safety Act.

For this Code, vehicles are divided into 2 divisions:

- **First Division:** Those motor vehicles which are designed for the carrying of not more than 10 persons.
- **Second Division:** Those vehicles which are designed for carrying more than 10 persons, those designed or used for living quarters and those vehicles which are designed for pulling or carrying property, freight or cargo, those motor vehicles of the First Division remodeled for use and used as motor vehicles of the Second Division, and those motor vehicles of the First Division used and registered as school buses.



**Does the Illinois Safety Belt Law apply to school buses
and MFSABs?**



**ILLINOIS SAFETY BELT LAW
625 ILCS 5/12-603.1**

Sec. 12-603.1. Driver and passenger required to use safety belts, exceptions and penalty.

(a) Each driver and passenger of a motor vehicle operated on a street or highway in this State shall wear a properly adjusted and fastened seat safety belt. A child less than 8 years of age shall be protected as required pursuant to the Child Passenger Protection Act. Each driver of a motor vehicle transporting a child 8 years of age or more, but less than 16 years of age, shall secure the child in a properly adjusted and fastened seat safety belt as required under the Child Passenger Protection Act. Each driver of a motor vehicle transporting a passenger who is unable, due to infirmity, illness, or age, to properly adjust and fasten a seat safety belt and is not exempted from wearing a seat safety belt under subsection (b) shall secure the passenger in a properly adjusted and fastened seat safety belt as required under this Section.



ILLINOIS SAFETY BELT LAW
625 ILCS 5/12-603.1
(CONT.)

(b) Paragraph (a) shall not apply to any of the following:

- 8. A motor vehicle which is not required to be equipped with seat safety belts under federal law.**



Illinois School Bus Permit Holders



Illinois Secretary of State
Driver Services Department

Multifunction School Activity Bus



What is a Multifunction School Activity Bus?

A school bus manufactured for the purpose of transporting 11 or more persons, including the driver, whose purpose does not include transporting students to and from home or school bus stops.

Acceptable Transportation

- Athletes to and from practices and games
- Any student (K -1 2) in a non-curriculum activity
- Grades 9 – 12 curriculum related events (School Bus Permit required)
- 5 special education private facility schools

Home to school and school to home prohibited

1st Division School Bus Permit Vehicle



1st Division SB Permit Process

- Eligibility Receipt-Dept of Motor Vehicles (DMV)
- Fingerprints from Il State Police and FBI
- Medical/Physical-tuberculosis test and drug testing
- Initial 8hr training via ISBE-Certified Instructor
- Letter of Intent to DMV facility and take 1st Division School Bus written test
- Take 1st Division road test at DMV to receive appropriate license

2nd Division School Bus Permit Vehicle



2nd Division SB Permit Process

- Eligibility Receipt-Dept of Motor Vehicles (DMV)
- Fingerprints from Il State Police and FBI
- Medical/Physical-tuberculosis test and drug testing
- Initial 8hr training via ISBE-Certified Instructor
- Letter of Intent to DMV facility and take 2nd Division written and passenger tests
- Take 2nd Division pre-trip, skills and road test at DMV to receive appropriate license

Highlights of Initial Class

- SECTION I - THE PROFESSIONAL DRIVER
- SECTION II - LIABILITY AND THE BUS DRIVER
- SECTION III - PRE-TRIPPING YOUR BUS
- SECTION IV - SCHOOL BUS OPERATIONS
- SECTION V - STUDENT MANAGEMENT
- SECTION VI - ACCIDENTS
- SECTION VII - SCHOOL BUS EVACUATION
- SECTION VIII - UNIVERSAL PRECAUTIONS FOR PREVENTION OF THE SPREAD OF INFECTIOUS DISEASES BY BODY FLUIDS
- SECTION IX - SPECIAL EDUCATION AND THE PROFESSIONAL DRIVER

Questions



Task Force Resource Materials

Illinois State Board of Education Division of Funding and Disbursement Services Vehicles Used by School Districts to Transport Students

Updated May 11, 2017

Vehicle	Vehicle Abbr./Man. Label	Vehicle Description (example)	Passengers	Uses	Driver Requirements
Multifunction School Activity Bus	MFSAB	White school bus	11-15	Non-curriculum only	Valid driver's license
Multifunction School Activity Bus	MFSAB	White school bus	15+	Non-curriculum only	CDL license with passenger endorsement
Multifunction School Activity Bus	MFSAB	White school bus	11-15 or 15+	Curriculum related events for grades 9-12 only (Home to school and school to home prohibited)	School bus driver permit
School Bus		Yellow school bus		Curriculum related & non-curriculum trips	School bus driver permit
Car	Passenger Vehicle	Taxi cab, district-owned car		Curriculum related trips	School bus driver permit (restricted)
Car	Passenger Vehicle	Taxi cab, district-owned car		Non-curriculum trips	Valid driver's license
Van	MPPV MPV	Passenger vehicle or multi-passenger vehicle	10 or less includes driver	Curriculum related trips	School bus driver permit (restricted)
Van	MPPV MPV	Passenger vehicle or multi-passenger vehicle	10 or less includes driver	Non-curriculum trips	Valid driver's license
Passenger Cargo Vans	Bus, other than school bus		11-15	NOT ALLOWED	NOT ALLOWED

The Multifunction School Activity Bus (MFSAB) can be used for curriculum related events for grades 9-12 or a student in any grade K through 12 with an Individualized Education Plan (IEP) with a staff to student ratio of 1 to 5 ONLY at the following organizations: Acacia Academy, Alexander Leigh, Marklund, Helping Hands Center, Connections Organization or New Horizon Academy. (Home to school and school to home transportation is prohibited)

Curriculum related trips include to and from school, from one school to another, or for a curriculum-related event or field trip. If attendance at the event is a requirement for a class, the trip is curriculum related.

School districts can claim depreciation for the White Activity Bus or Multifunction School-activity bus (MFSAB, manufactured for the purpose of transporting 11 or more passengers [625 ILCS 5/1-148.3a-5]) starting July 1, 2010. Districts can depreciate the entire cost of the bus over a five year period (20% per year) on the Pupil Transportation Claim Reimbursement System (PTCRS).

Illinois State Board of Education
Division of Funding and Disbursement Services

School Vehicle Use
Updated July 2017

The transportation and safety of the more than 2 million Illinois school age children is of primary importance. This document has been prepared to guide local education agencies (LEAs) in understanding the types of vehicles that are allowed to transport school age pupils, proper driver licensure as well as the eligible cost for purposes of submitting a claim via the Pupil Transportation Claim Reimbursement System (PTCRS).

TRANSPORTATION ROUTES - TYPES

The proper and claimable use of a vehicle used to transport school age pupils stems from the different types of transportation provided by the LEA. Specifically, a clear understanding of the different types of transportation routes is critical prior to determining the type of vehicle to be used.

Regular Route (reimbursable trips) - A route that occurs on a regularly scheduled basis for the purposes of transporting pupils between school and home or between schools when attendance is required at a location other than the pupil's assigned school to enable them to receive educational services of the school district required as part of the pupil's five daily clock hours of school work (including curriculum-related trips).

The most common regular routes are those between home and school. However, there are other types of routes that are considered regular such as tripper or shuttle service between schools, those to a vocational/career center, other trade-skill-development sites, a regional safe school or other school sponsored alternative learning program.

Curriculum-related Field Trip (reimbursable trips) – A trip that is provided free of charge and directly related to the regular curriculum of a pupil for which he or she earns credit for graduation and occurs during their required five clock hours of instruction. The location of the field trip is considered to be an alternative attendance center. [23 Ill. Adm. Code Section 120.30(d)]

Extra-curricular/Co-curricular Activity Trip (reimbursable trips) – Trips driven to transport pupils following voluntary extracurricular and/or co-curricular activities, including sports practices, club meetings, drama rehearsals, or choral and band practices immediately preceding or following the school day. [23 Ill. Adm. Code Section 120.30(a)(5)]

School-sponsored Activity Trip (non-reimbursable trips) – A trip that is a school sponsored activity such as interscholastic, interscholastic athletic or any other school sponsored non-curriculum related activity trip that does not require pupil participation as part of the educational services of the district, as part of the pupils' regular class for credit schedule and the required five clock hours of instruction. [105 ILCS 5/29-6.3]

VEHICLE TYPES [Illinois Vehicle Code - 625 ILCS 5/1-217 & 1-148.3a-5]

FIRST DIVISION VEHICLES

First Division vehicles are defined in the Illinois Vehicle Code as motor vehicles designed to carry no more than 10 persons total.

First Division vehicles can be used to transport 10 or fewer persons, including the driver, on regular routes for any and all school-sponsored activities, including curriculum-related trips. Examples of First Division vehicles include cars, station wagons, mini-vans (10 passengers or less which includes the driver), taxi cabs, medical carrier or medi-car, and Suburbans. The manufacturer sticker (Federal Certification Label) located on the inside of the driver's side door will stipulate MPV for Multi-Passenger Vehicle, MPPV (Multi-Purpose Passenger Vehicle), or Passenger Car [49 CFR 571.3]

Claimable Use

The Illinois State Board of Education (ISBE) does not encourage LEAs to use First Division vehicles for pupil transportation; rather, they should be the exception and a last resort alternative when a school bus is not an option, not as a first line of transportation. Regular route mileage and depreciation are claimable for First Division vehicles on the Annual Pupil Transportation Reimbursement Claim.

Public or non-public schools using First Division vehicles, including taxi cabs that transport pupils on a regular route must ensure that:

- all vehicles are inspected at an Illinois Department of Transportation (IDOT) inspection lane every 6 months or 10,000 miles (whichever is first) [625 ILCS 5/13-109];
- insurance policies issued or renewed must ensure that the vehicles are properly insured with a minimum liability amount of \$2,000,000 combined single limit accident or \$1,000,000 liability combined with a \$5,000,000 umbrella policy [625 ILCS 5/12-707.01] effective January 1, 2017;
- the driver of such vehicles used to transport pupils on regular routes (to and from school) and between attendance centers, as well as curriculum-related trips have valid School Bus Driver Permit; and
- the district/contractor maintains a listing of the drivers' names and copies of the drivers' licenses showing that they have a School Bus Driver Permit or a renewal letter.

Licensure

Parents or legal guardians transporting only their own child for a school district in a First Division vehicle must have a current and properly classified driver's license, but do not need a School Bus Driver's Permit.

Drivers other than parents or legal guardians transporting pupils in First Division vehicles over a regular route (to and from school), between attendance centers or on curriculum-related trips for the transportation of pupils in grades 12 or below for a school district must possess a valid School Bus Driver's Permit [625 ILCS 5/6-104(d)(2)]

SECOND DIVISION VEHICLES

Second Division vehicles are defined in the Illinois Vehicle Code as motor vehicles designed for carrying more than ten persons, those designed or used for living quarters and those vehicles which are designed for pulling or carrying property, freight or cargo, First Division vehicles remodeled for use and used as Second Division motor vehicles, and those First Division motor vehicles used and registered as school buses [625 ILCS 5/1-217].

The most common Second Division vehicle used for school related purposes and the safest form of ground transportation for school age children is the yellow school bus. Only school buses can be painted national school bus glossy yellow. No bus (e.g. Multifunction School Activity Bus, church, etc.) other than a school bus shall be painted national school bus glossy yellow or a color that closely resembles national school bus glossy yellow. A bus owned and operated by a religious organization that is used in connection with a school, must be national school bus glossy yellow. If the bus is used for a religious organization only, then the color cannot be national school bus glossy yellow [625 ILCS 5/12-900].

School Bus [Illinois Vehicle Code 625 ILCS 5/1-182]

(a) "School bus" means every motor vehicle, except as provided in paragraph (b) of this Section, owned or operated by or for any of the following entities for the transportation of persons regularly enrolled as pupils in grade 12 or below in connection with any activity of such entity:

- Any public or private primary or secondary school;
- Any primary or secondary school operated by a religious institution; or
- Any public, private or religious nursery school

(b) This definition shall not include the following:

1. A bus operated by a public utility, municipal corporation or common carrier authorized to conduct local or interurban transportation of passengers when such bus is not traveling a specific school bus route but is: On a regularly scheduled route for the transportation of other fare paying passengers; Furnishing charter service for the transportation of groups on field trips or other special trips or in connection with other special events; or Being used for shuttle service between attendance centers or other educational facilities;
2. A motor vehicle of the First Division;
3. A multifunction school activity bus.

MULTIFUNCTION SCHOOL ACTIVITY BUS (MFSAB) [625 ILCS 5/1-148.3a-5]

In July 2003, the National Highway Traffic and Safety Administration (NHTSA) defined a new class of school bus, the "Multifunction School Activity Bus" (MFSAB) which was defined as a vehicle that is sold for purposes that *do not include transportation between home and school for pupils from kindergarten through Grade 12* (emphasis added). NHTSA promoted this vehicle to serve as a safe choice for institutions, including school districts that have a need to transport groups of people. A particular safety benefit was that the MFSAB was a safer alternative to transporting 11 to 15 passengers instead of the 15 passenger vans that had been used in the past.

The Illinois Vehicle Code defines a multifunction school-activity bus (MFSAB) as a school bus manufactured for the purpose of transporting 11 or more persons, including the driver, whose purposes do not include transporting students to and from home or school bus stops. A MFSAB is prohibited from meeting the special requirements for school buses in Color, Identification, Stop Signal Arm and Special Lighting Equipment (Sections 12-801, 12-803, and 12-805 and subsection (a) of Section 12-802).

Claimable Use

Second Division vehicles cannot be used to transport pupils for any official school activity (i.e. regular route, curricular or co-curricular trips) unless they meet all the design standards for school buses [625 ILCS 5/1-182; 11-1414.1(a); 12-801 et seq.].

Transportation to and from specified interscholastic or school sponsored activities for pupils in grades 12 and below [105 ILCS 5/29-6.3]

(a) Any school district transporting pupils in grade 12 or below for an interscholastic, interscholastic athletic, or school-sponsored, noncurriculum-related activity that (i) does not require pupil participation as part of the educational services of the district and (ii) is not associated with the pupils' regular class-for-credit schedule or required 5 clock hours of instruction shall transport the pupils only in a school bus, a vehicle manufactured to transport not more than 10 persons, including the driver, or a multifunction school-activity bus manufactured to transport not more than 15 persons, including the driver.

Any school district furnishing transportation for pupils under the authority of Section 29-6.3(a) shall insure against any loss or liability of the district resulting from the maintenance, operation, or use of the vehicle.

Exceptions for Curricular-related School Activities [625 ILCS 5/11-1414.1(a)]

MFSABs may be used for curricular-related school activities except home-to-school and school-to-home transportation for pupils in grades 9-12 and students in any grade K-12 with an Individualized Education Plan (IEP) with a staff to student ratio of 1 to 5 attending Acacia Academy, Alexander Leigh, Marklund, Helping Hands Center, Connections Organization or New Horizon Academy.

(a) Every student enrolled in grade 12 or below in any entity listed in subsection (a) of Section 1-182 of this Code must be transported in a school bus or a vehicle described in subdivision (1) or (2) of subsection (b) of Section 1-182 of this Code for any curriculum-related school activity, except a student in any of grades 9 through 12 or a student in any of grades K through 12 with an Individualized Education Plan (IEP) with a staff to student ratio of 1 to 5, and attending Acacia Academy, Alexander Leigh, Marklund, Helping Hands Center, Connections Organization, or New Horizon Academy may be transported in a multifunction school activity bus (MFSAB) as defined in Section 1-148.3a-5 of this Code for any curriculum-related activity except for transportation on regular bus routes from home to school or from school to home, subject to the following conditions::

(i) A MFSAB may not be used to transport pupils under this Section unless the driver holds a valid school bus driver permit.

(ii) The use of a MFSAB under this Section is subject to the requirements of Sections 6-106.11, 6-106.12, 12-707.01, 13-101, and 13-109 of the Illinois Vehicle Code.

Regular route mileage and depreciation are claimable for MFSABs used to transport pupils in grades 9-12 on the Annual Pupil Transportation Reimbursement Claim.

NOTE: Entities that use MFSABs to transport pupils in grades 9-12 for curricular activities must ensure that liability insurance policies issued or renewed January 1, 2013 shall carry a minimum amount of \$2,000,000 combined single limit per accident. This minimum insurance requirement may be satisfied by either a \$2,000,000 combined single limit primary commercial automobile policy or a \$1,000,000 primary commercial automobile policy and a minimum \$5,000,000 excess or umbrella liability policy [625 ILCS 5/12-707.01] effective 1/1/2017.

School Districts - A MFSAB cannot be used to transport any pupils in grades 8 or below for any official school activity (i.e. regular route, curricular or co-curricular trips). They may only be used for interscholastic athletic or other interscholastic or school-sponsored activities that do not require pupil participation as part of the pupils' regular credit schedule and the required five clock hours of instruction. Mileage is not allowed on the Annual Pupil Transportation Reimbursement Claim; however, depreciation is permitted.

Licensure

The proper licensure of all drivers of Second Division vehicles (i.e. 11 persons or more including the driver) for pupil transportation is dictated by the activity, the grade level and the manufactured capacity of the Second Division vehicle being driven.

Any driver of a school bus transporting pre-primary, primary or secondary school pupils must have a properly classified Commercial Driver's License (CDL) with a "P" passenger and "S" school bus endorsement [625 ILCS 5/6-104(d); 5/6-508(c-2)].

Activity – Curricular
Grade Level – 12 or less
Vehicle – Yellow School Bus carrying 16 or more passengers
License – School Bus Driver Permit (CDL)

Activity – Curricular
Grade Level – 9 - 12
Vehicle – MFSAB carrying 15 passengers or less
License - School Bus Driver Permit (CDL) or Restricted School Bus Driver Permit (Non CDL)

Activity – Curricular
Grade Level – 9-12
Vehicle – MFSAB carrying 16 passengers or more
License – School Bus Driver Permit (CDL)

Activity – Non Curricular
Grade Level – 12 or less
Vehicle – Yellow School Bus carrying 16 or more passengers
License – School Bus Driver Permit (CDL)

Activity – Non Curricular
Grade Level – 12 or less
Vehicle – MFSAB carrying 15 passengers or less
License – Valid drivers’ license

Activity – Non Curricular
Grade Level – 12 or less
Vehicle – MFSAB carrying 16 passengers or more
License – Commercial Driver’s License (CDL) with a “P” passenger endorsement

ADDITIONAL FACTS

- It is illegal for a school district or non-public school to purchase, lease or use a passenger/cargo van manufactured to carry 11–15 passengers to transport students for any reason ;
- School districts or non-public schools could be held liable in a lawsuit for knowingly using the 11-15 passenger/cargo van that does not conform to the federal motor vehicle safety standards for vehicles used by or for a school district when used to transport pupils for any reason.

The National Highway Traffic Safety Administration (NHTSA), National Association for Pupil Transportation (NAPT) and the National Association of State Directors of Pupil Transportation Services (NASDPTS) believe that school buses may be more expensive than other types of vehicles, but the increased level of safety justifies a higher cost.

ALL VEHICLES

Insurance

All vehicles mentioned should have proof of adequate insurance on file in the school district.

[625 ILCS 5/12-707.01]

Liability insurance policies issued or renewed on and after January 1, 2013 shall comply with the following: (1) any vehicle that is used for a purpose that requires a school bus driver permit and is used in connection with the operation of private day care facilities, day camps, summer camps, or nursery schools shall carry a minimum of liability insurance in the amount of \$1,000,000 combined single limit per accident; (2) all other vehicles which are used for a purpose that requires a school bus driver permit shall carry a minimum of liability insurance in the amount of \$2,000,000 combined single limit per accident. This minimum insurance requirement may be satisfied by either a \$2,000,000 combined single limit primary commercial automobile policy or a \$1,000,000 primary commercial automobile policy and a minimum \$5,000,000 excess or umbrella liability policy; and (3) any commuter van or passenger car used for a for-profit ridesharing arrangement shall carry a minimum of liability insurance in the amount of \$500,000 combined single limit per accident. Effective August 24, 2012.

Required Inspections

The Illinois Vehicle Inspection Law requires first division vehicles, including taxis, which are used for a purpose that requires a school bus driver permit and school buses registered in Illinois to be inspected at Illinois Official Testing Stations every six months or 10,000 miles, whichever occurs first. Multifunction school activity buses (MFSABs) are required to be inspected every six months at an Illinois Official Testing Stations [625 ILCS 5/13-101 and 109]. Any component subject to regular inspection which is damaged in a reportable accident must be re-inspected before the vehicle is returned to service [625 ILCS 5/13-109(a)].

“Reportable accident” is defined as:

a) The driver of a vehicle that is in any manner involved in an accident within this State, resulting in injury to or death of any person, or in which damage to the property of any one person, including himself, in excess of \$1,500 (or \$500 if any of the vehicles involved in the accident is subject to Section 7-601 but is not covered by a liability insurance policy in accordance with Section 7-601) is sustained, shall, as soon as possible but not later than 10 days after the accident, forward a written report of the accident to the Administrator.

(b) Whenever a school bus is involved in an accident in this State, caused by a collision, a sudden stop or otherwise, resulting in any property damage, personal injury or death and whenever an accident occurs within 50 feet of a school bus in this State resulting in personal injury to or the death of any person while awaiting or preparing to board the bus or immediately after exiting the bus, the driver shall as soon as possible but not later than 10 days after the accident, forward a written report to the Department of Transportation. If a report is also required under Subsection (a) of this Section, that report and the report required by this Subsection shall be submitted on a single form. [625 ILCS 5/11-406]

Any vehicle used to transport pupils shall be inspected at an official Illinois Department of Transportation (IDOT) testing station every 6 month or 10,000 miles whichever occurs first. Any component subject to regular inspection which is damaged in a reportable accident must be re-inspected before the vehicle is returned to service
[625 ILCS 5/13-109(a)]

The Illinois Department of Transportation (IDOT) shall also conduct periodic nonscheduled inspections of school buses, of buses registered as charitable vehicles and of religious organization buses. If such inspection reveals that a vehicle has a serious violation to the rules promulgated by IDOT, then IDOT shall remove the Certificate of Safety from the vehicle, and shall place the vehicle out-of-service. A bright orange, triangular decal shall be placed on an out-of-service vehicle where the Certificate of Safety has been removed. The vehicle must pass a safety test at an official testing station before it is again placed in service. Other violations may qualify for a 30 day warning or a 3 day penalty [625 ILCS 5/13-109(b)].

For the location of the nearest IDOT Official Testing Station, where school buses can be inspected, contact the IDOT Vehicle Inspection Unit at 217-785-1181 or online at the Illinois Department of Transportation's website of:

<http://www.idot.illinois.gov/assets/uploads/files/transportation-system/specialty-lists/safety/lanesforinternet.pdf>

LINKS TO STATE AND NATIONAL ORGANIZATIONS

National Highway Traffic Safety Administration <http://www.nhtsa.dot.gov/>

National Transportation Safety Board <http://www.nts.gov/>

National Association for Pupil Transportation <http://www.napt.org/>

Ill Secretary of State <http://www.cyberdriveillinois.com/>

Ill State Board of Education – Transportation

<https://www.isbe.net/Pages/Funding-and-Disbursements-Transportation-Programs.aspx>

American School Bus Council <http://www.americanschoolbuscouncil.org>

School Bus Transportation News <http://www.stnonline.com>

Illinois Vehicle and School Code Statutes

625 ILCS 5/1-217 Vehicle

Every device, in, upon or by which any person or property is or may be transported or drawn upon a highway or requiring a certificate of title under Section 3-101(d) of this Code, except devices moved by human power, devices used exclusively upon stationary rails or tracks and snowmobiles as defined in the Snowmobile Registration and Safety Act.

For the purposes of this Code, unless otherwise prescribed, a device shall be considered to be a vehicle until such time it either comes within the definition of a junk vehicle, as defined under this Code, or a junking certificate is issued for it.

For this Code, vehicles are divided into 2 divisions:

First Division: Those motor vehicles which are designed for the carrying of not more than 10 persons.

Second Division: Those vehicles which are designed for carrying more than 10 persons, those designed or used for living quarters and those vehicles which are designed for pulling or carrying property, freight or cargo, those motor vehicles of the First Division remodeled for use and used as motor vehicles of the Second Division, and those motor vehicles of the First Division used and registered as school buses.

(Source: P.A. 92-812, eff. 8-21-02.)

625 ILCS 5/1-148.3a-5 Multifunction school activity bus

A multifunction school-activity bus (MFSAB) means a school bus manufactured for the purpose of transporting 11 or more persons, including the driver, whose purposes do not include transporting students to and from home or school bus stops. A MFSAB is prohibited from meeting the special requirements for school buses in Sections 12-801, 12-803, and 12-805 and subsection (a) of Section 12-802 of this Code.

(Source: P.A. 96-410, eff. 7-1-10; 97-378, eff. 8-15-11.)

625 ILCS 5/1-182 School Bus

(a) "School bus" means every motor vehicle, except as provided in paragraph (b) of this Section, owned or operated by or for any of the following entities for the transportation of persons regularly enrolled as pupils in grade 12 or below in connection with any activity of such entity:

Any public or private primary or secondary school;

Any primary or secondary school operated by a religious institution; or

Any public, private or religious nursery school

(b) This definition shall not include the following:

4. A bus operated by a public utility, municipal corporation or common carrier authorized to conduct local or interurban transportation of passengers when such bus is not traveling a specific school bus route but is: On a regularly scheduled route for the transportation of other fare paying passengers; Furnishing charter service for the transportation of groups on field trips or other special trips or in connection with other special events; or Being used for shuttle service between attendance centers or other educational facilities

5. A motor vehicle of the First Division

6. A multifunction school-activity bus.

(Source: P.A. 96-410, eff. 7-1-10.)

625 ILCS 5/6-104 Classification of Driver - Special Restrictions

(a) A driver's license issued under the authority of this Act shall indicate the classification for which the applicant therefor has qualified by examination or by such other means that the Secretary of State shall prescribe. Driver's license classifications shall be prescribed by rule or regulation promulgated by the Secretary of State and such may specify classifications as to operation of motor vehicles of the first division, or of those of the second division, whether operated singly or in lawful combination, and whether for-hire or not-for-hire, and may specify such other classifications as the Secretary deems necessary.

No person shall operate a motor vehicle unless such person has a valid license with a proper classification to permit the operation of such vehicle, except that any person may operate a moped if such person has a valid current Illinois driver's license, regardless of classification.

(b) No person who is under the age of 21 years or has had less than 1 year of driving experience shall drive: (1) in connection with the operation of any school, day camp, summer camp, or nursery school, any public or private motor vehicle for transporting children to or from any school, day camp, summer camp, or nursery school, or (2) any motor vehicle of the second division when in use for the transportation of persons for compensation.

(c) No person who is under the age of 18 years shall be issued a license for the purpose of transporting property for hire, or for the purpose of transporting persons for compensation in a motor vehicle of the first division.

(d) No person shall drive: (1) a school bus when transporting school children unless such person possesses a valid school bus driver permit or is accompanied and supervised, for the specific purpose of training prior to routine operation of a school bus, by a person who has held a valid school bus driver permit for at least one year; or (2) any other vehicle owned or operated by or for a public or private school, or a school operated by a religious institution, where such vehicle is being used over a regularly scheduled route for the transportation of persons enrolled as a pupil in grade 12 or below, in connection with any activity of the entities unless such person possesses a valid school bus driver permit.

(d-5) No person may drive a bus that does not meet the special requirements for school buses provided in Sections 12-801, 12-802, 12-803, and 12-805 of this Code that has been chartered for the sole purpose of transporting pupils regularly enrolled in grade 12 or below to or from interscholastic athletic or interscholastic or school sponsored activities unless the person has a valid and properly classified commercial driver's license as provided in subsection (c-1) of Section 6-508 of this Code in addition to any other permit or license that is required to operate that bus. This subsection (d-5) does not apply to any bus driver employed by a public transportation provider authorized to conduct local or interurban transportation of passengers when the bus is not traveling a specific school bus route but is on a regularly scheduled route for the transporting of other fare paying passengers

A person may operate a chartered bus described in this subsection (d-5) if he or she is not disqualified from driving a chartered bus of that type and if he or she holds a CDL that is:

- (1) issued to him or her by any other state or jurisdiction in accordance with 49 CFR 383;
- (2) not suspended, revoked, or canceled; and

(3) valid under 49 CFR 383, subpart F, for the type of vehicle being driven.

A person may also operate a chartered bus described in this subsection (d-5) if he or she holds a valid CDL and a valid school bus driver permit that was issued on or before December 31, 2003.

(e) No person shall drive a religious organization bus unless such person has a valid and properly classified drivers license or a valid school bus driver permit.

(f) No person shall drive a motor vehicle for the purpose of providing transportation for the elderly in connection with the activities of any public or private organization unless such person has a valid and properly classified driver's license issued by the Secretary of State.

(g) No person shall drive a bus which meets the special requirements for school buses provided in Section 12-801, 12-802, 12-803 and 12-805 of this Code for the purpose of transporting persons 18 years of age or less in connection with any youth camp licensed under the Youth Camp Act or any child care facility licensed under the Child Care Act of 1969 unless such person possesses a valid school bus driver permit or is accompanied and supervised, for the specific purpose of training prior to routine operation of a school bus, by a person who has held a valid school bus driver permit for at least one year; however, a person who has a valid and properly classified driver's license issued by the Secretary of State may operate a school bus for the purpose of transporting persons 18 years of age or less in connection with any such youth camp or child care facility if the "SCHOOL BUS" signs are covered or concealed and the stop signal arm and flashing signal systems are not operable through normal controls.

(h) No person shall operate an autocycle unless he or she has a valid Class D driver's license.

(Source: P.A. 98-777, eff. 1-1-15.)

625 ILCS 5/6-500 Definition of Words and Phrases

Notwithstanding the definitions set forth elsewhere in this Code, for purposes of the Uniform Commercial Driver's License Act (UCDLA), the words and phrases listed below have the meanings ascribed to them as follows:

(6) Commercial Motor Vehicle.

(A) "Commercial motor vehicle" or "CMV" means a motor vehicle or combination of motor vehicles used in commerce, except those referred to in subdivision (B), designed to transport passengers or property if the motor vehicle:

(i) has a gross combination weight rating or gross combination weight of 11,794 kilograms or more (26,001 pounds or more), whichever is greater, inclusive of any towed unit with a gross vehicle weight rating or gross vehicle weight of more than 4,536 kilograms (10,000 pounds), whichever is greater; or

(i-5) has a gross vehicle weight rating or gross vehicle weight of 11,794 or more kilograms (26,001 pounds or more), whichever is greater; or

(ii) is designed to transport 16 or more persons, including the driver; or

(iii) is of any size and is used in transporting hazardous materials as defined in 49 C.F.R. 383.5.

(B) Pursuant to the interpretation of the Commercial Motor Vehicle Safety Act of 1986 by the Federal Highway Administration, the definition of "commercial motor vehicle" does not include:

(i) recreational vehicles, when operated primarily for personal use;

(ii) vehicles owned by or operated under the direction of the United States Department of Defense or the United States Coast Guard only when operated by non-civilian personnel. This includes any operator on active military duty; members of the Reserves; National Guard;

personnel on part-time training; and National Guard military technicians (civilians who are required to wear military uniforms and are subject to the Code of Military Justice); or
(iii) firefighting, police, and other emergency equipment (including, without limitation, equipment owned or operated by a HazMat or technical rescue team authorized by a county board under Section 5-1127 of the Counties Code), with audible and visual signals, owned or operated by or for a governmental entity, which is necessary to the preservation of life or property or the execution of emergency governmental functions which are normally not subject to general traffic rules and regulations.

(13.8) Electronic device. "Electronic device" includes, but is not limited to, a cellular telephone, personal digital assistant, pager, computer, or any other device used to input, write, send, receive, or read text.

(21.7) Mobile telephone. "Mobile telephone" means a mobile communication device that falls under or uses any commercial mobile radio service, as defined in regulations of the Federal Communications Commission, 47 CFR 20.3. It does not include two-way or citizens band radio services.

(26) Serious Traffic Violation. "Serious traffic violation" means:

(A) a conviction when operating a commercial motor vehicle, or when operating a non-CMV while holding a CDL, of:

(i) a violation relating to excessive speeding, involving a single speeding charge of 15 miles per hour or more above the legal speed limit; or

(ii) a violation relating to reckless driving; or

(iii) a violation of any State law or local ordinance relating to motor vehicle traffic control (other than parking violations) arising in connection with a fatal traffic accident; or

(iv) a violation of Section 6-501, relating to having multiple driver's licenses; or

(v) a violation of paragraph (a) of Section 6-507, relating to the requirement to have a valid CDL; or

(vi) a violation relating to improper or erratic traffic lane changes; or

(vii) a violation relating to following another vehicle too closely; or

(viii) a violation relating to texting while driving; or

(ix) a violation relating to the use of a hand-held mobile telephone while driving; or

(B) any other similar violation of a law or local ordinance of any state relating to motor vehicle traffic control, other than a parking violation, which the Secretary of State determines by administrative rule to be serious.

(27) State. "State" means a state of the United States, the District of Columbia and any province or territory of Canada.

(32) Texting. "Texting" means manually entering alphanumeric text into, or reading text from, an electronic device.

(1) Texting includes, but is not limited to, short message service, emailing, instant messaging, a command or request to access a World Wide Web page, pressing more than a single button to initiate or terminate a voice communication using a mobile telephone, or engaging in any other form of electronic text retrieval or entry for present or future communication.

(2) Texting does not include:

(i) inputting, selecting, or reading information on a global positioning system or navigation system; or

(ii) pressing a single button to initiate or terminate a voice communication using a mobile telephone; or

(iii) using a device capable of performing multiple functions (for example, a fleet management system, dispatching device, smart phone, citizens band radio, or music player) for a purpose that is not otherwise prohibited by Part 392 of the Federal Motor Carrier Safety Regulations.

(33) Use a hand-held mobile telephone. "Use a hand-held mobile telephone" means:

(1) using at least one hand to hold a mobile telephone to conduct a voice communication;

(2) dialing or answering a mobile telephone by pressing more than a single button; or

(3) reaching for a mobile telephone in a manner that requires a driver to maneuver so that he or she is no longer in a seated driving position, restrained by a seat belt that is installed in accordance with 49 CFR 393.93 and adjusted in accordance with the vehicle manufacturer's instructions.

(Source: P.A. 97-208, eff. 1-1-12; 97-829, eff. 1-1-13.)

625 ILCS 5/6-526 Prohibition against texting

(a) A driver may not engage in texting while driving a commercial motor vehicle.

(b) A motor carrier may not allow or require its drivers to engage in texting while driving a commercial motor vehicle.

(c) For the purpose of this Section, when a person is operating a commercial motor vehicle, driving means operating a commercial motor vehicle on a highway, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle when the driver has moved the vehicle to the side of, or off, a highway and has halted in a location where the vehicle can safely remain stationary.

(d) Texting while driving is permissible by a driver of a commercial motor vehicle when necessary to communicate with law enforcement officials or other emergency services.

(Source: P.A. 97-829, eff. 1-1-13.)

625 ILCS 5/6-527 Using a hand-held mobile telephone

(a) A driver may not use a hand-held mobile telephone while driving a commercial motor vehicle.

(b) A motor carrier may not allow or require its drivers to use a hand-held mobile telephone while driving a commercial motor vehicle.

(c) For the purpose of this Section, driving means operating a commercial motor vehicle on a highway, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle when the driver has moved the vehicle to the side of, or off, a highway and has halted in a location where the vehicle can safely remain stationary.

(d) Using a hand-held mobile telephone is permissible by a driver of a commercial motor vehicle when necessary to communicate with law enforcement officials or other emergency services.

(Source: P.A. 97-829, eff. 1-1-13.)

625 ILCS 5/11-1414.1 School transportation of pupils

(a) Every student enrolled in grade 12 or below in any entity listed in subsection (a) of Section 1-182 of this Code must be transported in a school bus or a vehicle described in subdivision (1) or (2) of subsection (b) of Section 1-182 of this Code for any curriculum-related school activity, except a student in any of grades 9 through 12 or a student in any of grades K through 12 with an Individualized Education Plan (IEP) with a staff to student ratio of 1 to 5, and attending Acacia Academy, Alexander Leigh, Marklund, Helping Hands Center, Connections Organization, or New Horizon Academy may be transported in a multifunction school activity bus (MFSAB) as defined in Section 1-148.3a-5 of this Code for any curriculum-related activity except for transportation on regular bus routes from home to school or from school to home, subject to the following conditions:

(i) A MFSAB may not be used to transport students under this Section unless the driver holds a valid school bus driver permit.

(ii) The use of a MFSAB under this Section is subject to the requirements of Sections 6-106.11, 6-106.12, 12-707.01, 13-101, and 13-109 of this Code.

"Curriculum-related school activity" as used in this subsection (a) includes transportation from home to school or from school to home, tripper or shuttle service between school attendance centers, transportation to a vocational or career center or other trade-skill development site or a regional safe school or other school-sponsored alternative learning program, or a trip that is directly related to the regular curriculum of a student for which he or she earns credit.

(b) Every student enrolled in grade 12 or below in any entity listed in subsection (a) of Section 1-182 of this Code who is transported in a vehicle that is being operated by or for a public or private primary or secondary school, including any primary or secondary school operated by a religious institution, for an interscholastic, interscholastic-athletic, or school-sponsored, noncurriculum-

related activity that (i) does not require student participation as part of the educational services of the entity and (ii) is not associated with the students' regular class-for-credit schedule shall transport students only in a school bus or vehicle described in subsection (b) of Section 1-182 of this Code. This subsection (b) does not apply to any second division vehicle used by an entity listed in subsection (a) of Section 1-182 of this Code for a parade, homecoming, or a similar noncurriculum-related school activity.

(Source: P.A. 99-888, eff. 1-1-17.)

105 ILCS 5/29-6.3 Transportation to and from specified interscholastic or school sponsored activities

(a) Any school district transporting students in grade 12 or below for an interscholastic, interscholastic athletic, or school-sponsored, noncurriculum-related activity that (i) does not require student participation as part of the educational services of the district and (ii) is not associated with the students' regular class-for-credit schedule or required 5 clock hours of instruction shall transport the students only in a school bus, a vehicle manufactured to transport not more than 10 persons, including the driver, or a multifunction school-activity bus manufactured to transport not more than 15 persons, including the driver.

(a-5) A student in any of grades 9 through 12 may be transported in a multifunction school activity bus (MFSAB) as defined in Section 1-148.3a-5 of the Illinois Vehicle Code for any curriculum-related activity except for transportation on regular bus routes from home to school or from school to home, subject to the following conditions:

(i) A MFSAB may not be used to transport students under this Section unless the driver holds a valid school bus driver permit.

(ii) The use of a MFSAB under this Section is subject to the requirements of Sections 6-106.11, 6-106.12, 12-707.01, 13-101, and 13-109 of the Illinois Vehicle Code.

(b) Any school district furnishing transportation for students under the authority of this Section shall insure against any loss or liability of the district resulting from the maintenance, operation, or use of the vehicle.

(c) Vehicles used to transport students under this Section may claim a depreciation allowance of 20% over 5 years as provided in Section 29-5 of this Code. (Source: P.A. 96-410, eff. 7-1-10; 97-896, eff. 8-3-12.)

January 29, 2015

Charlie Hood, Executive Director, National Association of State Directors of Pupil Transportation Services (NASDPTS)

The National Association of State Directors of Pupil Transportation Services (NASDPTS) is releasing the results of a national survey conducted this month on vehicle use for student transportation.

The survey asked state directors to report on the types of vehicles that may be used to transport public school students, including charter school students, and under what circumstances.

Various types of passenger-carrying vehicles were defined for the purposes of the survey as follows.

Note: These are working, plain meaning definitions used for the purposes of the survey. They do not correspond, word for word, to the legal definitions contained in 49 CFR Part 571 that manufacturers must use for the purpose of determining applicability to various vehicle types of the Federal Motor Vehicle Safety Standards (FMVSS). They also may not correspond to definitions within individual states' regulations.

VEHICLE	DEFINITION
SCHOOL BUS	Type A, B, C, or D school bus certified by its manufacturer as meeting all applicable Federal Motor Vehicle Safety Standards (FMVSS) for "School Bus" performance and construction, and painted National School Bus Yellow, per each state's requirements.
ACTIVITY BUS	"School Bus," as defined above, meeting all applicable Federal requirements, including flashing student loading and unloading lights and stop arm(s), but painted a color other than yellow. Allowed by some states for field and activity trips.
MFSAB	A "Multi Function School Activity Bus." Type A, B, C, or D, certified by its manufacturer as meeting all applicable FMVSS for "MFSAB" performance and construction. Federally, these buses must meet all standards for "School Bus" with the exception of flashing student and unloading lights and stop arm(s). May not always be required to be yellow by states that allow them.
FULL-SIZE VAN	Full-size windowed passenger van, usually designed to transport about 15 passengers. Federally classified and certified by manufacturer as a "Bus" (not "School Bus"). Often referred to as a "non-conforming vehicle."
AIRPORT-TYPE SHUTTLE	Small bus, usually with large side windows and side-facing seating, often with fiberglass or other non-metal construction of outer body skin. Federally classified as a "Bus" (not "School Bus").
MOTOR COACH	large bus, primarily designed for over-the-road use. Federally classified as a "Bus" (not "School Bus"). Usually with large side windows and front-facing activity seating. Often under the authority of the Federal Motor Carrier Safety Administration in use as chartered transportation.
PUBLIC TRANSIT BUS	Bus operated on fixed routes, accessible to public, usually in cities and requiring paid fares, under authority of the Federal Transit Administration.
PASSENGER CAR, MULTIPURPOSE VEHICLE OR LIGHT TRUCK	Small, passenger carrying vehicle of varying common descriptions, including sedans, mini-vans, sport utility vehicles (SUVs), and light trucks. Certified by its manufacturer as meeting all applicable FMVSS for one of these vehicle types, designed to transport 10 or fewer persons, including the driver.
NASDPTS Survey Results Comments:	
Forty state directors responded to the survey. These results do not include 10 states that did not respond to the survey.	
Not surprisingly, all 40 states allow the use of School Buses for nearly all public student transportation.	
Four states allow Activity Buses to be used for regular home-school-home transportation, while 18 allow them for curriculum-related trips, and 20 for non-curricular field or activity trips.	
Three states allow MFSABs to be used for regular home-school-home transportation, while 19 allow them for curriculum-related trips, and 22 for non-curricular field or activity trips.	
Five states allow Full-size Vans to be used for regular home-school-home transportation, while 9 allow them for curriculum-related trips, and 10 for non-curricular field or activity trips. One of these states commented that the vehicles must be modified to carry only 10 passengers and the driver, and another said "alternative vehicles" may only be used in an emergency situation with state approval.	
It is not clear whether some of the states that said they allow the use of full-size, non-conforming vans for public student transportation simply defer to the provisions of federal law that prohibit them, instead of specifically prohibiting them in state regulations. The federal highway bill (SAFETEA-LU) enacted in 2005 prohibits the use by schools of new or leased full-size vans for student transportation.	
Three states allow Motor Coaches to be used for regular home-school-home transportation, while 18 allow them for curriculum-related trips, and 32 for non-curricular field or activity trips.	
Seventeen states allow Public Transit Buses to be used for regular home-school-home transportation, while 12 allow them for curriculum-related trips, and 12 for non-curricular field or activity trips.	
Twenty three states allow Passenger Cars, MPVs, or Light Trucks to be used for regular home-school-home transportation, while 26 allow them for curriculum-related trips, and 30 for non-curricular field or activity trips.	
The survey did not attempt to assess allowable use of different vehicle types by private individuals, such as parents, who are not operating their vehicles under the authority of a school or school district.	

Survey Results: Vehicle Usage to Transport Students

NASDPTS, January 2015

Which of the following types of vehicles are ALLOWED for use in your state to transport PUBLIC school students on non-home/school/home CURRICULUM-RELATED TRIPS (for example, between two schools or a school and another curriculum-related site, such as a vocational center or on curricular field trips)?

State	SCHOOL BUS	ACTIVITY BUS	MFSAB	FULL-SIZE VAN	AIRPORT-TYPE SHUTTLE BUS	MOTOR COACH	PUBLIC TRANSIT BUS	PASSENGER CAR, MPV, OR LIGHT TRUCK	NOT SURE
Alabama	X	X	X			X			
Arkansas	X	X	X			X		X	
Arizona	X	X	X	X	X	X	X	X	
California	X					X		X	
Colorado	X	X	X				X	X	
Connecticut	X	X	X	X				X	
Delaware	X					X		X	
Florida	X						X	X	
Iowa	X			X	X	X		X	
Idaho	X								
Illinois	X		X					X	
Indiana	X	X	X			X	X		
Kansas	X	X	X			X	X	X	
Kentucky	X								
Massachusetts	X			X		X			
Maryland	X							X	
Michigan	X		X				X	X	
Minnesota	X	X	X			X	X	X	
Missouri	X							X	
Montana	X	X		X		X			
North Carolina	X		X	X			X	X	
North Dakota	X	X				X		X	
Nebraska	X	X	X	X		X		X	
New Jersey	X					X		X	
New Mexico	X	X							
Nevada	X		X					X	
Ohio	X						X	X	
Oklahoma									X
Oregon	X	X	X	X		X	X	X	
Rhode Island	X	X	X						
South Carolina	X	X	X						
Tennessee	X								
Texas	X	X	X			X		X	
Virginia	X	X	X						
Vermont	X		X			X		X	
Washington	X						X	X	
Wisconsin	X	X		X	X	X	X	X	
West Virginia	X								
Wyoming	X							X	
40	39	18	19	9	3	18	12	26	1
	98%	45%	48%	23%	8%	45%	30%	65%	3%

Survey Results: Vehicle Usage to Transport Students

NASDPTS, January 2015

Which of the following types of vehicles are ALLOWED for use in your state to transport PUBLIC school students TO AND FROM HOME AND SCHOOL on regularly scheduled routes?

State	SCHOOL BUS	ACTIVITY BUS	MFSAB	FULL-SIZE VAN	AIRPORT-TYPE SHUTTLE BUS	MOTOR COACH	PUBLIC TRANSIT BUS	PASSENGER CAR, MPV, OR LIGHT TRUCK	COMMENTS
Alaska	X							X	Family members can be provided Fee in Lieu for their own children, methods include, watercraft, snowmobiles
Alabama	X								
Arkansas	X								
Arizona	X	X	X	X	X	X	X	X	Though school buses are the recommended unit for transportation, Arizona as stated in the opinion on the Arizona Attorney General's website, states that districts may transport students in vehicles other than school buses.
California	X						X	X	For Passenger vehicle, students are allowed to be transported in a vehicle that is not designed to transport more than 10 passengers including the driver. California Vehicle Code 545
Colorado	X						X	X	
Connecticut	X							X	Passenger vehicles CANNOT have a capacity greater than 10.
Delaware	X								Our specs state that a MFSAB will meet all of our SB standards, color, lights, etc. There is a proposed program to allow a charter school next year to use public transit as a means of transportation for their students. Some passenger cars and MPVs are used by day cares and those providing homeless transportation.
Florida	X						X	X	
Iowa	X				X		X	X	We also allow RTA's (Regional Transit Authorities) to transport to/from school/home and they typically use airport style shuttle buses.
Idaho	X								
Illinois	X						X	X	
Indiana	X						X		
Kansas	X						X	X	
Kentucky	X								

Survey Results: Vehicle Usage to Transport Students

NASDPTS, January 2015

Which of the following types of vehicles are ALLOWED for use in your state to transport PUBLIC school students TO AND FROM HOME AND SCHOOL on regularly scheduled routes?

State	SCHOOL BUS	ACTIVITY BUS	MFSAB	FULL-SIZE VAN	AIRPORT-TYPE SHUTTLE BUS	MOTOR COACH	PUBLIC TRANSIT BUS	PASSENGER CAR, MPV, OR LIGHT TRUCK	COMMENTS
Massachusetts	X			X					Vans are allowed with additional safety equipment and flashing red lights w/school bus sign. Van can only carry 8 passengers.
Maryland	X								MD Public Service Commission approved and bonded taxis for special education students in non-public, specialized schools and with permission and only one student is transported
Michigan	X		X			X	X	X	MOTOR COACH allows for occasional use, such as taking group to a state playoff game.
Minnesota	X						X	X	
Missouri	X							X	
Montana	X								
North Carolina	X			X			X	X	
North Dakota	X								
Nebraska	X			X				X	12 Passenger Vans have to be modified to carry only 10 passengers and the driver. 15 passenger vans have been banned since 2011.
New Jersey	X							X	
New Mexico	X								
Nevada	X						X		Students are provided passes on public transit buses.
Ohio	X						X	X	
Oklahoma	X							X	The law only lists vehicle specifications if the vehicle holds more than 10.
Oregon	X	X	X				X	X	
Rhode Island	X								
South Carolina	X	X							Activity only if the bus is yellow
Tennessee	X								This would exclude vehicles that are under 10 passengers for certain situations, i.e.: medical conditions

Survey Results: Vehicle Usage to Transport Students

NASDPTS, January 2015

Which of the following types of vehicles are ALLOWED for use in your state to transport PUBLIC school students TO AND FROM HOME AND SCHOOL on regularly scheduled routes?

State	SCHOOL BUS	ACTIVITY BUS	MFSAB	FULL-SIZE VAN	AIRPORT-TYPE SHUTTLE BUS	MOTOR COACH	PUBLIC TRANSIT BUS	PASSENGER CAR, MPV, OR LIGHT TRUCK	COMMENTS
Texas	X							X	School bus required for more than 10 students. Passenger car allowed for less than 10 students.
Virginia	X								
Vermont	X						X	X	Passenger, MPV vehicles must have a manufactured seating capacity of 10 or less. These vehicles must display a School Bus Sign and Simple Lighting system when transporting students.
Washington	X						X	X	
Wisconsin	X	X		X	X	X	X	X	School buses are the only ones that can do road pickup.
West Virginia	X								
Wyoming	X							X	
40	40	4	3	5	3	3	17	23	
	100%	10%	8%	13%	8%	8%	43%	58%	

Uniform Guidelines *for* State Highway Safety Programs



March 2009

Highway Safety Program Guideline No. 17

Pupil Transportation Safety

Each State, in cooperation with its political subdivisions and tribal governments, should establish a State highway safety program for pupil transportation safety including administration; the identification, operation, and maintenance of buses used for carrying students; and the training of passengers, pedestrians, and bicycle riders. The purpose of this guideline is to provide strategies for minimizing, to the greatest extent possible, the danger of death or injury to school children while they are traveling to and from school and school-related events.

I. PROGRAM MANAGEMENT

There should be a single State agency with primary administrative responsibility for pupil transportation that employs at least one full-time professional to carry out these responsibilities. The responsible State agency should develop an operating system for collecting and reporting information needed to improve the safety of operating school buses and school-chartered buses. Each State should establish procedures to meet the following recommendations for identification and equipment of school buses. All school buses should:

- Be identified with the words "School Bus" printed in letters not less than eight inches high, located between the warning signal lamps as high as possible without impairing visibility of the lettering from both front and rear, and have no other lettering on the front or rear of the vehicle, except as required by Federal Motor Vehicle Safety Standards (FMVSS), 49 CFR Part 571;
- Be painted National School Bus Glossy Yellow, in accordance with the colorimetric specification of National Institute of Standards and Technology (NIST) Federal Standard No. 595a, Color 13432; except that the hood should be either that color or lusterless black, matching NIST Federal Standard No. 595a, Color 37038.
- Have bumpers of glossy black, matching NIST Federal Standard No. 595a, Color 17038, unless, for increased visibility, they are covered with a reflective material;
- Comply with all FMVSS applicable to school buses at the time of their manufacture;
- Be equipped with safety equipment for use in an emergency, including a charged fire extinguisher that is properly mounted near the driver's seat, with signs indicating the location of such equipment;
- Be equipped with device(s) demonstrated to enhance the safe operation of school vehicles, such as a stop signal arm;

- Be equipped with a system of signal lamps that conforms to the school bus requirements of FMVSS No. 108, 49 CFR 571.108; and
- Have a system of mirrors that conforms to the school bus requirements of FMVSS No. 111, 49 CFR 571.111.
- School-chartered buses should comply with all applicable Federal Motor Carrier Safety Regulations (FMCSR) and FMVSS.

Any school bus meeting the recommendations above that is permanently converted for uses other than transporting children to and from school should be painted a color other than National School Bus Glossy Yellow, and should have the stop arms and school bus signal lamps removed.

School buses, while being operated on a public highway and transporting primarily passengers other than school children, should have the words "School Bus" covered, removed, or otherwise concealed, and the stop arm and signal lamps should not be operated.

II. OPERATIONS

Each State should establish procedures to meet the following recommendations for operating school buses and school-chartered buses:

- Personnel
 - Each State should develop a plan for selecting, training, and supervising people whose primary duties involve transporting school children in order to ensure that such persons will attain a high degree of competence in, and knowledge of, their duties;
 - Every person who drives a school bus or school-chartered bus occupied by school children should, at a minimum:
 - Have a valid State driver's license to operate such a vehicle. All drivers who operate a vehicle designed to transport 16 or more persons (including the driver) are required by the Federal Motor Carrier Safety Administration's (FMCSA) Commercial Driver's License Standards (49 CFR Part 383) to have a valid commercial driver's license;
 - Meet all physical, mental, moral, and other requirements established by the State agency having primary responsibility for pupil transportation, including requirements related to drug and/or alcohol misuse or abuse; and
 - Meet the physical qualification standards for drivers under the FMCSR of the FMCSA, 49 CFR Part 391.
- Vehicles
 - Each State should enact legislation that provides for uniform procedures regarding school buses stopping on public highways for loading and discharge of children. Public information campaigns should be conducted on a regular basis to ensure that the driving public fully understands the implications of school bus warning signals and requirements to stop for school buses that are loading or discharging school children. Schools should work with local law enforcement agencies to enforce laws against passing a stopped school bus that is loading or unloading students.

- Each State should establish policies to ensure that school districts are aware of the Federal statutory provision 49 U.S.C. Section 30112(a), as amended by Section 10309(b) of SAFETEA-LU (P.L. 109-59), prohibiting the purchase by schools and school systems of new non-conforming vehicles for school transportation purposes, and prohibit operation of any school bus or other vehicle used for school transportation purposes unless it meets the FMVSSs for school buses.
- Each State should minimize highway use hazards to school bus and school-chartered bus occupants, other highway users, pedestrians, bicycle riders and property. Efforts to minimize such hazards should include, but not be limited to:
 - Planning safe routes and annually reviewing routes for safety hazards;
 - Planning routes to ensure the most effective use of school buses and school-chartered buses to ensure that passengers are not standing while these vehicles are in operation;
 - Providing loading and unloading zones off the main traveled part of highways, whenever it is practical to do so;
 - Establishing restricted loading and unloading areas for school buses and school-chartered buses at or near schools;
 - Ensuring that school bus operators, when stopping on a highway to take on or discharge children, adhere to State regulations for loading and discharging including the use of signal lamps;
 - Replacing school buses manufactured before April 1, 1977, with buses that meet the current FMVSSs for school buses, and not chartering any pre-1977 school buses; and
 - Prohibiting public or private schools from purchasing school buses built prior to April 1, 1977 for school transportation or school-related events.
- Use of amber signal lamps to indicate that a school bus is preparing to stop to load or unload children is at the option of the State. Use of red warning signal lamps as specified in this guideline for any purpose or at any time other than when the school bus is stopped to load or discharge passengers should be prohibited.
- When school buses are equipped with stop arms, such devices should be operated only in conjunction with red warning signal lamps, when vehicles are stopped.
- Seating
 - Children are protected in large school buses by compartmentalization, a passive occupant protection system. This provides a protective envelope consisting of strong, closely-spaced seats that have energy-absorbing padded seat backs that help to distribute and reduce crash forces. Compartmentalization is most effective when occupants are fully seated within the bus seat. Seating should be provided that will allow each occupant to sit on a school bus seat without any part of his or her body extending into the aisle.
 - There should be no auxiliary seating accommodations such as temporary or folding jump seats in school buses.
 - Standing while school buses and school-chartered buses are in motion should not be permitted. Routing and seating plans should be coordinated to eliminate passengers standing when a school bus or school-chartered bus is in motion.

- Drivers of school buses and school-chartered buses should be required to wear occupant restraints whenever the vehicle is in motion.
- Passengers in school buses and school-chartered buses with a gross vehicle weight rating (GVWR) of 10,000 pounds or less should be required to wear occupant restraints (where provided) whenever the vehicle is in motion. Occupant restraints should comply with the requirements of FMVSS Nos. 208, 209 and 210, as they apply to multipurpose vehicles.
- When transporting preschool age children in a school bus;
 - Each child should be properly secured in a Child Safety Restraint System, suitable for the child's weight and age, that meets applicable FMVSSs; and
 - The Child Safety Restraint System should be properly secured to the school bus seat, using anchorages that meet FMVSSs.
 - Emergency exit access
- Baggage and other items transported in the passenger compartment should be stored and secured so that the aisles are kept clear and the door(s) and emergency exit(s) remain unobstructed at all times.
- When school buses are equipped with interior luggage racks, the racks should be capable of retaining their contents in a crash or sudden driving maneuver.
- Vehicle maintenance. Each State should establish procedures to meet the following recommendations for maintaining buses used to carry school children:
 - School buses should be maintained in safe operating condition through a systematic preventive maintenance program;
 - Regularly scheduled vehicle inspections should be conducted as specified in accordance with FMCSA regulations contained in 49 CFR Part 396.3; and
 - School bus drivers should perform daily inspections of their vehicles, including all safety equipment and submit a report of their findings daily as specified in 49 CFR 396.11.

III. OTHER ELEMENTS OF PUPIL TRANSPORTATION SAFETY

- At least once during each school semester, each pupil transported from home to school in a school bus should be instructed in safe riding practices, proper loading and unloading techniques, proper street crossing to and from school bus stops and should participate in supervised and timed emergency evacuation drills. Prior to each departure, each pupil transported on an activity or field trip in a school bus or school-chartered bus should be instructed in safe riding practices and the location and operation of emergency exits.
- Parents and school officials should work together to identify and select safe pedestrian and bicycle routes for the use of school children. (See Guideline No. 14.)
- All school children should be instructed in safe transportation practices for walking to and from school. For those children who routinely walk to school, training should include preselected routes and the importance of adhering to those routes.
- Children riding bicycles to and from school should receive bicycle safety education, be required to wear bicycle safety helmets, and not deviate from preselected routes.

- Local school officials and law enforcement personnel should work together to establish crossing guard programs.
- Local school officials should investigate programs that incorporate the practice of escorting students across streets and highways when they leave school buses. These programs may include the use of school safety patrols or adult monitors.
- Local school officials should establish passenger vehicle loading and unloading points at schools that are separate from the school bus loading zones.
- Before chartering any vehicle or motor coach for school activity purposes, schools should check the safety record of charter bus companies through the FMCSA Safety and Fitness Electronic Records System. Schools should also consider using a multi-function school activity bus in place of charter buses where feasible. A multi-function school activity bus is not required to be equipped with traffic control devices (i.e., flashing lights and stop arm). These buses are not intended for the roadside picking up and dropping off of children during service between home and school. They are intended for use by schools and other institutions that need transportation services for school activity trips or for other coordinated transportation activities.

IV. PROGRAM EVALUATION

The pupil transportation safety program should be evaluated at least annually by the State agency having primary administrative responsibility for pupil transportation.

V. DEFINITIONS

- A “bus” is a motor vehicle designed for carrying more than 10 persons (including the driver).
- A “school bus” is a “bus” that is used for purposes that include carrying students to and from school or related events on a regular basis, but does not include a transit bus or a school-chartered bus.
- A “school-chartered bus” is a bus that is operated under a short-term contract with State or school authorities who have acquired the exclusive use of the vehicle at a fixed charge to provide transportation for a group of students to a special school-related event.
- A “multi-function school activity bus” is a school bus whose purposes do not include transporting student to and from home or school bus stops.
- “Federal Motor Carrier Safety Regulations (FMCSR)” are the regulations of the Federal Motor Carrier Safety Administration (FMCSA) for commercial motor vehicles in interstate commerce, including buses with a gross vehicle weight rating (GVWR) or gross vehicle weight greater than 10,000 pounds; designed or used to transport more than 8 passengers (including the driver) for compensation; or designed or used to transport more than 15 passengers (including the driver), and not used to transport passengers for compensation. (The FMCSR are set forth in 49 CFR Parts 390 – 399.)
- A “child safety restraint system” is any device (except a passenger system lap seat belt or lap/shoulder seat belt), designed for use in a motor vehicle to restrain, seat, or position a child who weighs less than 65 pounds.

NATIONAL HIGHWAY AND TRAFFIC SAFETY ADMINISTRATION

VEHICLES – DEFINITIONS

Overview

The school bus is the safest vehicle on the road—your child is much safer taking a bus to and from school than traveling by car. Although four to six school-age children die each year on school transportation vehicles, that’s less than one percent of all traffic fatalities nationwide. NHTSA believes school buses should be as safe as possible. That’s why our safety standards for school buses are above and beyond those for regular buses.

What is a School Bus?

For the purposes of NHTSA’s school bus regulations, a school bus is a “bus” that is sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events. A bus is a motor vehicle that has capacity of 11 or more people (including the driver). This definition can include vans, but does not include buses operated as common carriers in urban transportation.

The National Traffic and Motor Vehicle Safety Act (Safety Act) requires any person selling or leasing a new school bus to sell or lease a bus that meets all FMVSSs applicable to school buses.

In addition to NHTSA’s Federal definition of school bus, a State or school district may have a definition for school bus that differs from NHTSA’s definition, but that would not affect NHTSA’s requirements. The State definition determines which vehicles are subject to the State operational requirements for school buses. The definition for NHTSA’s school bus regulations, which determines whether a new bus sold or leased for pupil transportation must be certified as meeting Federal school bus standards, is unaffected by State definitions.

What is a multifunction school activity bus?

Under NHTSA’s regulations, a multifunction school activity bus (MFSAB) is defined as “a school bus whose purposes do not include transporting students to and from home or school bus stops.” An MFSAB must meet all FMVSSs applicable to school buses except those requiring the installation of traffic control devices (flashing lights and stop arms). If a new school bus will not be used to transport students to and from home or school bus stops, an MFSAB may be sold. If a new school bus will be used to transport students between school and home, or between school and school bus stops, an MFSAB must not be sold.

When are you required to use a school bus?

Federal law regulates the manufacture and sale of new vehicles, but does not regulate vehicle use. Each State has the authority to determine how school children must be transported. State law should be consulted for determining use requirements.

Liability for using a non-complying bus to transport students is a matter addressed by State law. Schools, school districts, and other student transportation providers should consult their attorneys or insurance carriers regarding liability concerns.

While NHTSA does not regulate vehicle use, NHTSA has issued recommendations for States on various operational aspects of school bus and pupil transportation safety programs. Highway Safety Program Guideline No. 17, Pupil Transportation Safety, recommends that school children be transported to and from school and related events in school buses. Each State decides to what extent it will follow Guideline No. 17.

Task Force Minutes

*James R. Thompson Center
100 West Randolph Street
Chicago, Illinois 60601*



*Alzina Building
100 North First Street
Springfield, Illinois 62777*

MODES OF SCHOOL TRANSPORTATION TASK FORCE

September 26, 2017

CALL TO ORDER

The meeting was called to order at 9:03 am by Chair Tim Imler and roll was taken.

ROLL CALL

Present (Springfield and Chicago):

Derek Cantu ,Policy Analyst Assistant, Illinois Lt. Governor Sanguinetti's Office;
Dan Cox, Superintendent, Staunton Community Unit School District #6;
Rep Fred Crespo, Illinois State Representative, 44th District;
Brenda Glahn, Legal Advisor, Illinois Secretary of State;
Tim Imler, Division Administrator, Funding and Disbursement Services ISBE
Patrick Johnson, President, Illinois School Transportation Association
John Meixner, Regional Superintendent of Schools, ROE #26
Tom Tully, Secretary/Treasurer, Illinois Education Association
Tom Wise, Acting Section Chief, Illinois Department of Transportation, Commercial Vehicle Safety Section;
Travis Wyatt, Principal, Jasper County School District.

Conference Call:

Rep Dan Brady, Illinois State Representative, 105th District;
Melissa Burns, Administrator, Acacia Academy;
Jeff Dosier, Superintendent, Belleville Township High School District #201;
Rich Hodson, Physics Instructor, Belleville East High School.

Absent:

Vicki Giurlani, Director of Transportation, Round Lake Area School District 116
Rob Rodewald, Board President, Bourbonnais SD #53

ISBE Staff:

Mark Morten
Mike Stier
Jill Bayley

Guests:

Robert Wolfe (Springfield), Chief Financial Officer, ISBE;
Cathy Allen (Springfield), Illinois Department of Transportation;
Kevin Duesterhaus (Springfield), Manager of CDL Division, Illinois Secretary of State;
Charlie Hood (Chicago), Executive Director, NASDPTS;

Andrew Bodewes (Conference Call), Cook Illinois Corporation, Student Transportation;
Chris Ganschow (Chicago), Illinois School Transportation Association;
Charlie Semple (Conference Call), Member of IAPT, Transportation Director of Teutopolis Unit #50.

Introduction

Chair Tim Imler stated that the Task Force has 21 members, 16 of which are filled to date. Chair Tim Imler also stated that everyone needed to have their ethics training certificate (pg. 39) sent to Missy Buschon and their OMA (Open Meeting Acts) certificate sent to Jill Bayley.

Chair Tim Imler went over the materials that were in everyone's binders. After reviewing the Task Force bylaws, Chair Tim Imler asked if there were any questions and/or changes that needed to be made. Hearing none, he asked for a motion to adopt the bylaws. Brenda Glahn made the motion ; Tom Tully seconded the motion. The motion passed and the bylaws were adopted.

The public participation guidelines were then reviewed by the Task Force. Chair Tim Imler asked if there were any questions. Hearing none, he asked for a motion to adopt the policy. Travis Wyatt made the motion; Tom Tully seconded the motion. The motion passed and the public participation policy was adopted.

Task Force Objectives

Chair Tim Imler made a statement about the purpose of the Modes of School Transportation Task Force (MSTTF) and what the objective should be during the next four meetings. The purpose of today's meeting is to review the existing State and Federal laws regarding the use of various modes of transportation for elementary and secondary students and do a thorough review of the vehicles that can be used and when for pupil transportation.

The Task Force consists of 21 members with the chair appointed by the State Superintendent of Education and sets forth the following provisions concerning the members of the Task Force:

- 1) conduct a thorough review of existing State and federal law regarding the use of the various modes to transport elementary and secondary education students;
- 2) develop concise and consistent information to be considered for use by the State Board of Education, the Department of Transportation, and the Secretary of State to the public about the legal means by which elementary and secondary education students may be transported, including, but not limited to:
 - (A) the type of vehicle and the required equipment to transport elementary and secondary education students;
 - (B) the allowed purpose of the transportation and any other limits of transportation of elementary and secondary education students by vehicle;
 - (C) the type of driver's license required to transport elementary and secondary education students; and
 - (D) the requirements for driver licensing and vehicle incensing and inspection; and

- 3) make recommendations to the State Board of Education and the General Assembly regarding the safe transportation of elementary and secondary education students in our State; and shall seek input from stakeholders and members of the public on the issues to be reviewed and reported on by the Task Force.

The Task Force shall meet at the request Task Force Chair, but shall meet a minimum of 4 times prior to December 15, 2017; and shall present its legislative and administrative recommendations to the Governor and the General Assembly no later than December 15, 2017 and, upon filling its report, the review committee is dissolved.

Discussion

There are several different transportation routes. The different type of transportation route determines the type of vehicle used. A regular route is for the purpose of transporting pupils between school and home or between schools when attendance is required at a location other than the pupil's assigned school so they can receive education services of the school district required as part of the pupil's five daily clock hours of school work (including curriculum-related trips). The most common regular routes are those between home and school. However, there are other types of routes that are considered regular such as tripper or shuttle service between schools, to vocational/career center, other trade-skill-development sites a regional safe school or other school sponsored alternative learning program.

Curriculum related field trip is a trip that is provided free of charge and directly related to the regular curriculum of a pupil for which they earn credit for graduation and occurs during their required five clock hours of instruction. The location of the field trip is considered to be an alternative attendance center.

Extra-curricular/co-curricular activity trips are trips driven to transport pupils following voluntary extra-curricular and/or co-curricular activities, including sports practices, club meetings, drama rehearsals or choral and band practices immediately preceding or following the school day.

School sponsored activity trips are trips that are a school sponsored activity such as interscholastic, interscholastic athletic or any other school sponsored non-curriculum related activity trip that does not require pupil participation as part of the education services of the district, as part of the pupil's regular class for credit schedule and the required five clock hours of instruction. Representative Dan Brady asked the question of what the difference is between extra circular and school sponsored activities. Chair Tim Imler responded that a school sponsored activity is the pupil's elective to participate in that activity and the extra circular activity is usually a graded instruction. Robert Wolfe further explained that first activity would be if the school district elects to provide an early run from home to school for the activity or a late run. After school activity, the school district may elect to provide from school to door transportation that would be considered a late run and it would be a route that is reimbursable for regular transportation reimbursement. The second activity are those activities that transport students from the school to the activity, whether it be to another school district or the back and forth transportation from the site of that activity.

First division vehicles are defined in the Illinois Vehicle Code as motor vehicles designed to carry no more than 10 persons, including the driver. . Examples of first division vehicles include cars, stations wagons, mini vans, or taxi cabs. The manufacturer sticker is located on the inside of the driver's side door. First

Division vehicles are permitted for regular transportation but it would not be the first option but used as an alternative if a school bus is not an option. The yellow school bus is the safest for pupil transportation K-12.

Parents or legal guardians transporting only their own child for a school district must have a current and properly classified driver's license but do not need a School Bus Driver's permit. Drivers other than parents or legal guardians transporting pupils in grades 12 or below for a school district must possess a valid School Bus Driver's Permit that is issued by the Illinois Secretary of State. Charlie Hood asked the question that vehicles with MPV plates or passenger certifications if that would include a light truck, specifically a Ford F-150 that might be used to carry students on a curricular trip to a job site for like an agricultural program. Cathy Allen stated that a truck would be considered a Second Division vehicle. The Illinois Vehicle Code states it would not be a First Division vehicle because of the bed of the truck is used to haul property, freight or cargo. Illinois Code 1-217.

Second Division vehicles are defined as motor vehicles designed for carrying more than 10 person, those designed or used for living quarters and those vehicles which are designed for pulling or carrying property, freight or cargo. The most common is the yellow school bus. Only school buses can be painted national school bus glossy yellow. Charlie Hood stated that he is aware that in every state the school buses are painted the glossy yellow for regular routes. On the Federal level, multifunction school activity bus is defined as a school bus. Charlie Hood stated that a multifunction school activity bus must meet all school bus requirements with the exception of the traffic control devices, such as the amber and red flashing lights and stop arms, are exempt from having those on their bus. National school bus yellow is not a Federal requirement but that then becomes a state issue as to what color those buses may be white or yellow. Multifunction school activity buses can be any color except the glossy yellow. White activity buses do not have to be white. A bus owned and operated by a religious organization that is used in connection with a school, must be national school bus glossy yellow. If the bus is used for a religious organization only, then the color cannot be national school bus glossy yellow. The question arose if this was the evidence in every case? Cathy Allen responded that if they are a school and a church, they would have to use the yellow school bus for their school and that they can also use the yellow school bus for their church but for the school, they have to use the yellow school bus. Chair Tim Imler asked that if a church is using a bus to transport students to school, does it have to be yellow? Cathy Allen said yes, but said she sees vehicles that are not yellow and should be. Brenda Glahn stated that they could use a non-school bus if they were transporting parishioners to a concert. Cathy Allen also stated that the Board of Ed regulates public schools and private schools are regulated by liability concerns because they do not have to deal with reimbursements and if they choose to use the wrong vehicle, it is a liability concern in the end. Chair Tim Imler asked Melissa Burns to comment on her experience for non-public special ed for those that operate to and from school and do they use the yellow school bus. Melissa Burns stated that in her situation, they do not ever do drop off or pickup for a normal route so they do not use the yellow school bus. Cathy Allen stated that for curriculum related they have to use the yellow school bus. Chair Tim Imler stated that if you are a non-public, religious or private school and are using a vehicle for school related purposes, you must use a yellow school bus. Chair Tim Imler stated that he does not think this is happening. John Mexiner stated that there are some private schools that he knows that do not use the yellow school bus, but that they are only governed by liability insurance companies. Chair Tim Imler stated that someone from the non-public parochial school community either needs to be present or aware about participating in these meetings because the decisions that come out of this committee affects them too. These schools need to

know what type of vehicles, color and licensure can be used. Kevin Duesterhaus stated that MFSAB's can be used by private or school districts, grades 9-12, for curricular activities but not school to home or home to school. Melissa Burns stated that when speaking to a lot of non-public schools, they do not know accurate regulations, which is concerning. Chair Tim Imler stated that MFSAB's may be used for curricular related school activities except home to school and school to home for pupils in grades 9-12 only. Melissa Burns stated that some of the confusion is that for elementary grades they can use these vehicles for non-curricular but not curricular. Cathy Allen stated that these private schools are still using the 15-passenger vans. Chair Tim Imler stated that the law was changed for the 11-15 passenger vans that were used for non-curricular or extracurricular activities. The Federal government had done studies that they were subject to rollover in tests so they were considered unsafe. Therefore, they moved to eliminate use of the 11-15 passenger vans for any activity and replaced (in school code and vehicle code) them with a multifunction activity bus for these type of trips. No school should be using a 11-15 passenger van for any type of pupil transportation. Cathy Allen stated that they cannot use shuttle buses, like the airport shuttle buses. Charlie Hood stated that the Feds only regulate the sale of new manufactured vehicles so a dealership cannot knowingly sell a vehicle to a school for significant use to transport students to and from school events if it is a 15-passenger van, which is considered a bus by the Feds. There are some Ford vehicles that actually say on the vehicle certification plate bus (not school bus) on them. In 2005, the Federal government told schools that they may not knowingly purchase a new or newly leased van, 15 persons or less van, including the driver. There was a question asked in regards to first division vehicles that if a student is on a curricular related field trip and needs to leave early, can a first division vehicle be used and it can be used if the driver has a school bus permit.

The definition of an Illinois school bus means every motor vehicle, except a bus operated by a public utility, municipal corporation or common carrier authorized to conduct local or interurban transportation of passengers when such bus is not traveling a specific school bus route, motor vehicle of the First Division or a multifunction school activity bus, are owned or operated by or for any of the following entities for the transportation of person regularly enrolled as pupils in grade 12 or below in connection with any activity of such entity: public or private primary or secondary school; primary or secondary school operated by a religious institution; or any public, private or religious nursery school. Cathy Allen stated that the public or private nursery school was a term used by DCF but are now referred to as licensed daycare facilities and according to 12-806A, a child care facility can use a school bus, but do not have to. Daycare facilities can use any vehicle they want to. Charlie Hood stated that the Feds govern the sale on non-conforming vans, 15 passenger, does extend to pre-primary, primary and secondary.

In July 2003, the National Highway Traffic and Safety Administration (NHTSA) defined a new class of school bus, the "Multifunction School Activity Bus" (MFSAB) which was defined as a vehicle that is sold for purposes that do not include transportation between home and school for pupils from kindergarten through grade 12. NHTSA promoted this vehicle to serve as a safe choice for institutions, including school districts that have a need to transport groups of people. A particular safety benefit was that the MFSAB was a safer alternative to transporting 11 to 15 passengers instead of the 15-passenger vans that had been used in the past. The Illinois Vehicle Code defines a multifunction school activity bus (MFSAB) as a school bus manufactured for the purpose of transporting 11 or more persons, including the driver, whose purposes do not include transporting students to and from home or school bus stops. A MFSAB is prohibited from meeting the special requirements for school buses in color, identification, stop signal arm

and special lighting equipment (Sections 12-801, 12-803 and 12-805 and subsection (a) of Section 12-802). They cannot be used from home to school and school to home. Charlie Hood stated that the Feds do not regulate usage. In July 2012, all MFSABs must have a crossing arm, strobe light, first aid kit and fire extinguisher. When using a MFSAB, it is restricted to non-curricular or curricular for grades 9-12. There is also the question if the white activity buses are required to stop at railroad crossings. Yellow school buses must stop and open their door at all railroad crossings. Cathy Allen stated that the law does not require the MFSAB to stop at railroad crossings but an IDOT attorney said, in writing, because the definition of a MFSAB starts with the word "a school bus" his interpretation was that it should stop at railroad crossings. A school bus driver's permit is not necessary to drive a MFSAB unless for curricular reasons.

MFSABs may be used for curricular related school activities except home to school and school to home transportation for pupils in grades 9-12 and students in any grade K-12 with an Individualized Education Plan (IEP) with a staff to student ratio of 1 to 5 attending Acacia Academy, Alexander Leigh, Marklund, Helping Hands Center, Connections Organization or New Horizon Academy. Robert Wolfe stated that there would be educational development skills that are part of the IEPs and education entities are taking these students out beyond the school walls for like skill developments and transportation was required to go to restaurants, Walgreens, grocery stores, etc. Brenda Glahn further stated that legislatively when the MFSABs replaced the 11-15 passenger vans, it was supposed to be a one for one that MFSABs were to be used for non-curricular activities only and there was confusion and misunderstandings. Some schools started purchasing MFSBs for curricular related purposes, unaware that they were not allowed to do that. There were many private schools approaching their Senators and Representatives stating that they had spent all of this money to purchase these buses and now they were being told that they were unable to use them for purposes for which they bought them. Every year very broad legislation would be introduced for allowing for the use of the MFSABs to be used for curricular related activities and there may have been one that would allow home to school and school to home and over the course of years, it got more and more narrowly tailored. It would not pass, when they were being able to use them for almost anything and so that is how we first got to limit it to the 9-12 students because they were older and more safety conscientious but there was still the problem of students with IEPs that needed to get out in the community. They had also purchased these buses and wanted to use them for that activity and that is how we got to this narrow exception and it was limited in scope to try to garner support in the general assembly so it wasn't as broad. Therefore, this is how we got these strange exceptions.

Next Steps

Chair Tim Imler discussed what the next steps should be for the meeting on October 19, 2017. He said he wanted someone to talk about licensure/inspections. Brenda Glahn stated that she would not be at the meeting on October 19, 2017 but she would have Carrie Leitner from the Illinois Secretary of State, Vehicle Services Department, to discuss all of the different types of requirements for licensure for the different modes of school transportation vehicles. There will also be a presentation from Tom Wise and Cathy Allen from the Illinois Department of Transportation. Chair Tim Imler also stated that it would be nice to have someone from a bus manufacturer and/or dealership attend one of the meetings in the future.

Public Comment

None.

Adjournment

The meeting was adjourned at 11:53 am by Chair Tim Imler. The next MSTTF meeting is Thursday, October 19, 2017.

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100 West Randolph Street
Chicago, Illinois 60601*



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100 North First Street
Springfield, Illinois 62777*

MODES OF SCHOOL TRANSPORTATION TASK FORCE

October 19, 2017

CALL TO ORDER

The meeting was called to order at 9:08 am by Chair Tim Imler and roll was taken.

ROLL CALL

Present (Springfield and Chicago):

Derek Cantu, Policy Analyst Assistant, Illinois Lt. Governor Sanguinetti's Office;
Dan Cox, Superintendent, Staunton Community Unit School District #6;
Tim Imler, Division Administrator, Funding and Disbursement Services ISBE
Patrick Johnson, President, Illinois School Transportation Association
John Meixner, Regional Superintendent of Schools, ROE #26
Tom Tully, Secretary/Treasurer, Illinois Education Association
Tom Wise, Acting Section Chief, Illinois Department of Transportation, Commercial Vehicle Safety Section;

Conference Call:

Rep Dan Brady, Illinois State Representative, 105th District;
Melissa Burns, Administrator, Acacia Academy;
Jeff Dosier, Superintendent, Belleville Township High School District #201;
Travis Wyatt, Principal, Jasper County School District.

Absent:

Rep Fred Crespo, Illinois State Representative, 44th District;
Vicki Giurlani, Director of Transportation, Round Lake Area School District 116
Brenda Glahn, Legal Advisor, Illinois Secretary of State;
Rich Hodson, Physics Instructor, Belleville East High School
Rob Rodewald, Board President, Bourbonnais SD #53

ISBE Staff:

Mark Morten
Mike Stier
Jill Bayley

Guests:

Robert Wolfe (Springfield), Chief Financial Officer, ISBE;
Cathy Allen (Springfield), Illinois Department of Transportation;
Kevin Duesterhaus (Springfield), Manager of CDL Division, Illinois Secretary of State;
Charlie Hood (Conference Call), Executive Director, NASDPTS;
Andrew Bodewes (Conference Call), Cook Illinois Corporation, Student Transportation;
Jay Shattuck (Springfield), Illinois School Transportation Association.
Carrie Leitner (Springfield), Illinois Secretary of State, Vehicle Services Department

Minutes

Chair Tim Imler asked for a motion to approve the minutes from the September 26, 2017 meeting. Tom Tully made the motion to approve the minutes; Tom Wise seconded the motion. The motion passed and the minutes were approved.

Discussion

Cathy Allen from the Illinois Department of Transportation gave a slide presentation on the brief history of the modes of school transportation Task Force multifunction school activity buses and on seat belts on school buses. The documents are attached to the minutes.

Chair Tim Imler stated that cfr stands for Code Federal Regulation. John Meixner wanted to know whose responsibility it was to have the buses inspected. Cathy Allen stated that it is the school district or whomever owns the school bus or first division vehicle. The school bus and first division vehicles that require a school bus driver permit are inspected every 6 months or 10,000 miles, whichever occurs first. The inspection decal is located on the windshield and directly aligns with the steering column. Police look for this decal as proof of compliance. Robert Wolfe asked how the identification number (exterior) is assigned. Cathy Allen stated that the school districts assign the identification numbers. Melissa Burns asked the question if schools with MFSABs has had to add the additional features required. Cathy Allen stated that only vehicles manufactured on or after July 1, 2012 need the equipment listed and that there is no retrofit. Cathy Allen stated that she would like to recommend a change to the rules about MFSABs at railroad crossings. Any bus that meets all of the special requirements for school buses in Sections 12-801, 12-803 and 12-805, the driver of the bus must turn off all noise, heater blowers, defroster fans, auxiliary fans and radios and open the service door and driver's window before crossing a railroad track. In the ISBE bus driver's training manual, it states that the driver must also put on the yellow hazard lights but not law. Cathy Allen stated that if it is in the bus driver's training manual then it should also be in the law. Mike Stier and Patrick Johnson both agreed with Cathy about the hazard lights being included in the law if it is part of the driver's getting their school bus driving permit. Charlie Hood also agreed and said it would be much more consistent with whatever national level of training recommendations exists since operation life saver and procedures in other states almost universal require drivers to activate their 4-way warning/hazard lights when approaching a railroad crossing. Chair Tim Imler stated that this was going to be a recommendation for this committee that hazard lights on a multifunction school activity bus will need to be on at the time they approach a railroad crossing. Chair Tim Imler also stated that in regards to non-curricular activities that no matter what you are using the vehicle for, would it be advisable that any time you approach a railroad crossing for any trip, that you would have to follow the same procedures when

approaching. This raises another issue. If you only have drivers with a driver's license, they will need to be told to follow the same procedures when approaching a railroad crossing as though it was like a curricular trip. Cathy Allen stated that the law really doesn't tell an MFSAB that it has to stop because the law clearly states that is only for a school bus 12-801, 12-803 and 12-805 because a MFSAB cannot be either of these. If you would like MFSABs to stop, then add them in at #4 under IVC Sec. 11-1202. Carrie Leitner stated that there is actually a division on MFSABs depending on usage in regards to #1 of IVC Sec. 11-1202 that any second division vehicle carrying passengers for hire. She also stated that if you are taking adults somewhere for hire, they would be required to stop at the railroad crossing but during the week it would be different and depending on how it is plated, which brings up a whole other can of worms. Cathy Allen stated that a daycare would not have to stop at a railroad crossing. Kevin Duesterhaus stated that the "for hire" is the magic word and why they would need to stop at a railroad crossing. Carrie Leitner stated that they could argue if it is being used for extracurricular activities, then they wouldn't have to stop. However, if it were being used to take adults somewhere, they would need to stop. Tom Tully stated that if you have to send more people to training, they are going to say they are not flexible and not doing it so you would lose people. Dan Cox stated that to send coaches to training may be hard because bus drivers have a hard time finding training places. Cathy Allen stated that to add #4 to the IVC Sec. 11-1202 contain MFSABs owned by schools K-12 and any other private place that owns MFSABs could be in #1 but the reason schools purchased these vehicles for is for extracurricular activities and for coaches to drive. Cathy Allen stated that back in September 2010, the IDOT attorney stated that since the definition of a MFSAB starts out with the words school bus, that we could hang our hat on that and make them stop at railroad crossings. The law does not say it but IDOT has a legal document stating we could make them stop. Robert Wolfe stated that this under the discretion of this committee. Chair Tim Imler asked Charlie Hood that from a National perspective how would he feel about having MFSABs stop at all railroad crossings regardless of the trip. Charlie Hood stated that he does not have any information as to what other states are requiring but from a common sense consistency and safety point of view but the procedures for stopping at railroad crossings that it should be uniformed for any school carrying students on any form of a school sanctioned trip. Chair Tim Imler stated that it is not the use but the vehicle is itself that is dictating the stopping at railroad crossings. Chair Tim Imler also stated that if we were looking at uniformity and standardization, the use of that vehicle, regardless of the type of trip, would fall under and be used stop at railroad crossings because of what it is and not what it is being used for. Tom Tully stated that additional information is needed and there needs to be distinction between the law and what he sees because he also sees buses with their arms out when crossing at a railroad. If we are talking about uniformity, do we want these mini buses to have to add the stop sign? Melissa Burns stated that she was told because they were very confused, when they went to get their license at the Secretary of State and one of the people there when we discussed if we needed to do that, it was their feeling it was more unsafe for a white bus to stop at a railroad crossing. With a yellow school bus, every driver probably knows they stop at a railroad crossing but with white buses, the expectation wasn't there so there was more of a risk that white buses would get rear-ended. Cathy Allen stated that their attorney said when they brought up the same argument that he would rather have them get rear ended than hit by a train. Charlie Hood stated that it is not unusual in states for school buses and I can't say specifically for MFSABs, but a specification requirement is to have large lettering on the back of the bus that says vehicle stops at all railroad crossings to help mitigate the concern that people might not be aware they are going to do it. Cathy Allen stated that they could require that on all MFSABs. Dan Cox state that first and foremost looking at student's safety, stopping at the tracks makes the most sense. However, from a training standpoint, is it the thought that the coaches and drivers of these buses

are going to have to go through more training that is rigorous or is it something that districts can have guidelines to do themselves. If you require training, it could eliminate the purpose and indirectly affect many districts because the purpose of driving that bus is because of driver shortage and it is a cost saving measure too. Robert Wolfe asked the question of what would be the estimated time for training and proper procedures for a coach to learn to stop at a railroad crossings. Would this training take an hour or less? Patrick Johnson stated that it would be based on the candidate, but you could probably learn what you need to learn in an afternoon. Tom Tully suggested that maybe a driver could watch a video or webinar and answer questions to get a certificate to stop at railroad crossings. Cathy Allen presented information on seatbelts and the usage of them on school buses, which is attached to the minutes with a short discussion.

Chair Tim Imler gave a slide show presentation about Illinois vehicle Usage Guide, which is attached to the minutes. Cathy Allen asked the question about a school bus with 15 or less students, you wouldn't have to have a cdl license but I think you do. Kevin Duesterhaus stated that this type of vehicle would be a class D school bus permit, second division and therefore would not need a cdl license. You need a cdl license for 16 or more students.

Chair Tim Imler asked the Task Force committee if they were considering making a recommendation to expand the use of the MFSABs beyond what is currently in law, with the understanding specifically grade level expansion, curricular trips with an understanding a school bus driver's permit has to be a part of that equation if you are going to use the MFSABs for curricular purposes? Dan Cox asked if the thought behind this was because school districts that have, multiple buses and they want to use them more because they are sitting in their parking lots from 8:00 to 3:00. Chair Tim Imler stated that this Task Force is for understanding vehicles and licensure but coming up with a recommendation for elementary and secondary education for allowed purpose and use. Kevin Duesterhaus stated that he does not hear school districts complaining about using a yellow bus versus a white bus but thinks more of the complaints are coming from parochial and private schools. Melissa Burns stated that expanding the use of MFSABs comes down to cost because they already have the white buses and if you switch to a yellow bus then you will need a cdl license, which would make it harder to find drivers. In addition, if requiring a yellow school bus, this would be much larger than what they would need compared to the small number of students. Dan Cox stated that cost would also be if you owned or leased the MFASB's. Cathy Allen stated that contractors do not use the MFSABs but school districts do use them. Chair Tim Imler asked Melissa Burns with MFSABs that the concerns with licensures, if it was only a school bus driver's permit if that would be more acceptable than to maybe force the issue on having them get a cdl for purchasing or using a bus of 16 passengers or more. Melissa Burns stated that it be more safe to have everyone be licensed. Jay Shattuck stated that when making a recommendation to think about safety in regards to a white school bus versus a yellow school bus.

Carrie Leitner discussed some recent changes for licensure (registration). A change to M (municipal) plates on work trucks, like maintenance crew that were not legal but are legal now. These plates do not expire Public Act 99-707. In Public Act 99-595, this changed the insurance requirements for school buses. School buses are plated on a 2-year cycle and prior to this Public Act 99-595; someone changed the insurance requirements on liability insurance on school buses from \$25,000 to a combined \$2 million single limit policy. At the last registration in 2015, certificates for insurance were collected for school buses to verify they had the proper amount of insurance. School districts have a variation of insurance policies and some

do not have certificates. The Department of Insurance was consulted and is has to be \$2million combined single limit because that is what is in the statue. , Secretary of State just wants to make sure everyone is following the law and there were some negotiations in not the past session but the one before it, and has now been changed to a combined \$2 million single limit policy or a \$1 million primary commercial with a minimum \$1 million umbrella. At the 100th General Assembly, two laws pertaining to school buses were passed. The first one involved plating school buses that were being used in the summer that had nothing to do with student transportation. Previously, once you were plated as a school bus (sb plate) you could not use it for anything other than transporting kids to and from school. If you wanted to use a school bus for non-related school activities, you could get a pt (public transportation) plate. Once you had either of those plates, it limited the function use of the vehicle. You cannot flip back and forth more than one time in a calendar year. The Illinois Secretary of State does not care if you want to use a school bus on the weekend for something not school related but you have to a school bus plate, higher insurance, higher driver's license requirements, cover up the words "school bus" and cannot use the stop sign, arm and lights, per Public Act 241. In Public Act 100-227 (12-806 amended), this came out of Representative Sue Scherer's office, if you sell a school bus to a non-school entity and/or a non-dealer who specializes in school buses, it will then be considered a private citizen's bus. You will have to paint the bus a different color, remove stop arm, stop sign, lights and anything else that would make it look like a school bus. This will also go into effect January 1, 2018. Chair Tim Imler asked who was responsible for making these changes to the school bus. Carrie Leitner stated that the buy is responsible. This act will be enforced by the type of registration plate and should be plated as a flat weight plate (# DEF)

Chair Tim Imler stated that the last discussion is in regards to the National Survey of the NASDPTS, which Charlie Hood is the executive director of this association. The survey (dated January 29, 2015) was taken in regards to how other states use the MFSABs. The survey is attached to the minutes, more detailed survey results are in the resources in Task Force binder. Chair Tim Imler asked Charlie Hood if he knew if there was any other state besides Illinois that limited the use of MFSABs for certain grade levels. Charlie Hood stated that he really didn't know that because the survey did not specifically ask them that question. Charlie Hood stated that the survey is a great resource, but not legal gospel without more in-depth research being done. The overall one thing to take away from this is that most states don't make a distinction of how the MFSAB is used. Except for the driver qualification issue which is another whole different story, if the drivers qualification issues are treated equally (Training, CDL...) assuming it is uniform but rather the safety remain consistent regardless of the type of trip.

Next Steps:

Tim Imler reviewed with the group that the Task Force will need to focus on the recommendations for the final report and the upcoming meetings and what is forthcoming. There was discussion on the different recommendations that these past two meetings have sparked (usage of the MFSAB / costs / driver licensure) as well as if any further information is needed.

Public Comment:

None.

Adjournment:

The meeting was adjourned at 11:35 am by Chair Tim Imler. The next MSTTF meeting is Monday, November 20, 2017 at 9:00 am.

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100 North First Street
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MODES OF SCHOOL TRANSPORTATION TASK FORCE

November 20, 2017

CALL TO ORDER

The meeting was called to order at 9:03 am by Chair Tim Imler and roll was taken.

ROLL CALL

Present (Springfield and Chicago):

Derek Cantu, Policy Analyst Assistant, Illinois Lt. Governor Sanguinetti's Office;
Brenda Glahn, Legal Advisor, Illinois Secretary of State;
Tim Imler, Division Administrator, Funding and Disbursement Services ISBE;
Patrick Johnson, President, Illinois School Transportation Association;
John Meixner, Regional Superintendent of Schools, ROE #26;
Tom Tully, Secretary/Treasurer, Illinois Education Association;
Tom Wise, Acting Section Chief, Illinois Department of Transportation, Commercial Vehicle Safety Section;
Travis Wyatt, Principal, Jasper County School District

Conference Call:

Melissa Burns, Administrator, Acacia Academy;
Dan Cox, Superintendent, Staunton Community Unit School District #6;
Jeff Dosier, Superintendent, Belleville Township High School District #201;
Diana Mikelski, Association of Suburban School Districts;
Sen Chris Nybo, General Assembly, Minority Leader of the Senate;
Rob Rodewald, Board President, Bourbonnais SD #53.

Absent:

Rep Dan Brady, Illinois State Representative, 105th District Rep Fred Crespo, Illinois State Representative, 44th District;
Vicki Giurlani, Director of Transportation, Round Lake Area School District 116;
Rich Hodson, Physics Instructor, Belleville East High School.

ISBE Staff:

Mark Morten
Mike Stier
Keri Shoemaker

Guests:

Cathy Allen (Springfield), Illinois Department of Transportation;
Kevin Duesterhaus (Springfield), Manager of CDL Division, Illinois Secretary of State;
Charlie Hood (Conference Call), Executive Director, NASDPTS;
Betty Lindquist (Conference Call), Day School Connections;
Chris Parr (Springfield), Jasper School District #1;
Mike Reinders (Conference Call), Winnebago SD #223;
Charlie Semple (Conference Call), Teutopolis SD #50;
Jay Shattuck (Springfield), Illinois School Transportation Association;
Mike Slife (Conference Call), Rockford SD #205.

Minutes

Chair Tim Imler asked for a motion to approve the minutes from the October 19, 2017 meeting. Tom Tully made the motion to approve the minutes; Brenda Glahn seconded the motion. The motion passed and the minutes were approved.

Discussion

Chair Tim Imler went over highlights from the October meeting and reviewed the 8 recommendations again. Final recommendations will be voted on at the December meeting and the report is due to the General Assembly on December 15th.

(8 Recommendations)

Modes of School Transportation Task Force DRAFT Recommendations – October 19 Meeting

1. Add Multifunction School Activity Buses (MFSAB) to Department of Transportation rules at 92 Ill. Administrative Code Part 447 School Bus Brake Inspections Requirements.
2. Add MFSAB to 625 ILCS 5/13-115 & 625 ILCS 5/12-816 Pre-trip and Post Trip Inspection Requirements.
3. Add MFSAB to the list of vehicles owned or operated by or for a public or private school in grades K-12 at 625 ILCS 5/11-1202 (New paragraph 4) that must stop at all railroad grade crossings.
4. Require a new decal for MFSABs at 625 ILCS 5/11-1202 (New subparagraph 4a) on the rear of the vehicle stating “THIS VEHICLE STOPS AT ALL RXR GRADE CROSSINGS”.
5. Align proposed changes at 625 ILCS 5/11-1202 with the Illinois Professional School Bus Driver Training Curriculum (i.e. regarding the hazard lamps being activated).
6. Require all drivers of a MFSAB owned or operated by or for a public or private school who transport children in grades K-12 to hold a valid Illinois School Bus Driver Permit (625 ILCS 5/6-106.1)
7. Allow a MFSAB to transport children on curricular, co-curricular or extra-curricular trips other than those between home and school for pupils in grades K-12 as long as they are not picked up or discharged in a location such as a public roadway that would require the use of traffic control devices. If special transportation is provided for students with an Individualized Education Plan (IEP), the staff to student ratio must be 1 to 5.

8. Retain the required equipment of the “Crossing Control Arm” and “First Aid Kit” that IDOT is considering removing from 92 Ill. Adm. Code Parts 435 and 436 (MFSAB) (Construction and Inspection Standards).

The proposed changes will:

- Create consistency with the requirements of a school bus;
- Eliminate confusion for MFSAB drivers regardless of type of pupil transportation provided;
- Alert motorists of the MFSAB’s intentions when approaching railroad crossings; and,
- Increase student safety

A few additions reviewed and discussed were aligning MFSAB requirements with yellow/regular school bus requirements. Pre and post trip inspections align with regular school bus rules. Adding MFSABs to School Code 11.2 regarding stopping at all railroad crossings. Charlie Hood mentioned a decal for placement on the back of the bus.

Cathy Allen stated that to add #4 to the Illinois Vehicle Code C Sec. 11-1202 contain MFSABs owned by schools K-12 and any other private facility that owns MFSABs could be the number 1 reason schools purchased these vehicles is for extracurricular activities and for coaches to drive

Charlie Hood mentioned the decal on the back of the MFSAB like the regular school bus; reiterating that it is not unusual in states for school buses and I can’t say specifically for MFSABs, but a specification requirement is to have large lettering on the back of the bus that says vehicle stops at all railroad crossings to help mitigate the concern that people might not be aware they are going to stop.

Aligning proposed changes to Illinois Vehicle Code, Section 11-1203 with Illinois School Bus Driver curriculum. Cathy Allen referenced a phone conversation with Mike Slife, former ISBE employee, and his suggestion of putting vehicle in neutral, parking brake, and hazard lamp for consistency.

Cathy Allen stated that only vehicles manufactured on or after July 1, 2012 need the equipment listed and that there is no retrofit needed. Cathy Allen stated that she would like to recommend a change to the rules about MFSABs at railroad crossings. Any bus that meets all of the special requirements for school buses in Sections 12-801, 12-803 and 12-805, the driver of the bus must turn off all noise , heater blowers, defroster fans, auxiliary fans and radios and open the service door and driver’s window before crossing a railroad track. In the ISBE bus driver’s training manual, it states that the driver must also put on the yellow hazard lights but not law. Cathy Allen stated that if it is in the bus driver’s training manual then it should also be in the law. Mike Stier and Patrick Johnson both agreed with Cathy about the hazard lights being included in the law if it is part of the driver’s getting their school bus driving permit. Charlie Hood also agreed and said it would be much more consistent with whatever national level of training recommendations exists since operation life saver and procedures in other states almost universally require drivers to activate their 4-way warning/hazard lights when approaching a railroad crossing. Chair Tim Imler stated that this was going to be a recommendation for this committee that hazard lights on a multifunction school activity bus will need to be on at the time they approach a railroad crossing

Chair Tim Imler also stated that in regards to non-curricular activities that no matter what you are using the vehicle for, would it be advisable that any time you approach a railroad crossing for any trip that the driver would have to follow the same procedures when approaching the railroad crossing. This raises another issue. If you only have drivers with a driver's license, they will need to be told to follow the same procedures when approaching a railroad crossing as though it was like a curricular trip. Cathy Allen stated that the law really doesn't tell an MFSAB that it has to stop because the law clearly states that is only for a school bus 12-801, 12-803 and 12-805 because a MFSAB cannot be either of these.

Recommendation #7 -Require all drivers owned by public or private facility – drivers must hold proper driver requirements. Student to staff ratio 1:5 for Special Education pupils.

Rep Fred Crespo asked for clarification on #8. Cathy Allen responded that it was being discussed to remove the stop arm and first aid kit statement from Administrative Rules, but now it is being reconsidered due to this Task Force.

John Meixner commented that rural districts would like more flexibility in regards to regulations on the use of MFSAB's. He cannot argue the recommendations and how they relate to safety of the students, but they may take away some of the flexibility in use. Jeff Dosier replied that he is hearing the same type of comments in his area.

Kevin Duesterhaus said that # 6 would be a game changer for everybody. Everyone would have to have a school bus permit.

Tom Tulley discussed the flexibility of use as well as that many of districts in his area bought these MFSABs to use in place of the yellow school bus and recommendation # 6 would limit their use. He as well can not dispute the added safety aspect. Tom also stated that if you have to send more people to training, they are going to say they are not flexible and not doing it, so you would lose people.

Dan Cox stated that to send coaches to training may be hard because bus drivers have a hard time finding training places.

Melissa Burns asked for clarification on recommendation #6 and Tim Imler reviewed what is currently in law.

Melissa Burns commented that her schools would be happy with #7 but has concerns about the extracurricular trips. She asked if it is possibly to separate extracurricular between inside a school day and outside a school day?

Jeff Dosier commented that the issue is the driver flexibility not the vehicle.

Kevin Duesterhaus discussed the Illinois Secretary of State (ISOS) power point presentation on School Bus Driver Permits. He gave a history of the MFSAB and ISOS. It defined what type of trips require a school bus permit. The MFSAB replaced the 15 passenger van which was outlawed. The original intent was to ONLY be used for non-curricular trips NOT for curricular trips. ISOS stance has always been that is should not be used for curricular trips, but over the years there has been legislation changed to deviate from the original intent of the use of the MFSAB through compromise. These compromises have deviated from the original purpose of the use.

Diana Mikelski asked what the obstacles are that others are experiencing when it comes to getting drivers permitted.

Kevin Dueterhaus stated that the two roadblocks are driving history and physical examination are the two big ISOS issues.

Tim Imler commented that the time factor of training; 8 hour Initial Class, as well as the 2 hour refresher annually are issues as well.

Kevin Dueterhaus reiterated that the use of the MFSAB has been chipped away from the original intended purpose each year or so, until we are where we are today on the use issue, He went on to further explain that all along, the ISOS still stands with the original intent of the MFSAB use which is non-curricular. He stated that ISOS is not asking for recommendation # 6 , they are fine with drivers who only transport for extra-curricular trips not having a school bus driver permit as long as they are properly licensed for the vehicle they are driving... He went on to state that they are not saying they that they are not in favor of # 6 but more of a clarification.

First Division School Bus Permit: anything 10 passengers or less including the driver (taxi cab, mini vans, cars...)

The Process to obtain First Division School Bus Permit:

- Eligibility Receipt-Dept. of Motor Vehicles (DMV)
- Fingerprints from IL State Police and FBI
- Medical/Physical-tuberculosis test and drug testing
- Initial 8hr training via ISBE-Certified Instructor
- Letter of Intent to DMV facility and take 1st Division School Bus written test
- Take 1st Division road test at DMV to receive appropriate license.

The driver may NOT take the driving test at ISOS in the MFSAB. The driver must test in a Yellow School Bus of the same size not an MFSAB in order to obtain the permit (CDL or not).

Melisa Burns stated that it is impossible to find a 15 passenger yellow school bus to take the ISOS test. Kevin stated that you can test up and still drive the smaller bus. He went on to say that there are places particularly up north that will rent you a yellow 15 passenger bus and take it and drop it off for you to test in. Melissa argued that that is not the case as she has called everywhere in the state and there are literally no places that has this size of yellow bus anymore and that the manufacturers does not make them anymore. Patrick Johnson stated that he has several of these buses and they are out there as well are very common in the Chicago area.

Cathy Allen asked the question about a school bus with 15 or less students, you wouldn't have to have a cdl license but I think you do. Kevin Dueterhaus stated that this type of vehicle would be a class D school bus permit, second division and therefore would not need a cdl license. You need a cdl license for 16 or more students.

John Meixner stated that there are very limited facilities downstate to take skills test are giving and that this is adding to the difficulty of obtaining a license. Kevin continued to clarify the reasoning of the limited facilities to keep a better control on the testing.

Second Division School Bus Permit: Any vehicle 16 passengers or more including the driver, CDL required (larger school bus / MFSAB)

The Process to obtain Second Division School Bus Permit:

- Eligibility Receipt-Dept. of Motor Vehicles (DMV)
- Fingerprints from IL State Police and FBI
- Medical/Physical-tuberculosis test and drug testing
- Initial 8hr training via ISBE-Certified Instructor
- Letter of Intent to DMV facility and take 2nd Division written and passenger tests
- Take 2nd Division pre-trip, skills and road test at DMV to receive appropriate license

Once the driver has taken the CDL written test, they would receive a Commercial Learners Permit (CLP) and hold it for a minimum of 14 days before they are eligible to take the skills/road test at the DMV. The Federal Government regulates the CDL.

Patrick Johnson gave an overview of the *Illinois Professional School Bus Driver Training Curriculum*:

- SECTION I - THE PROFESSIONAL DRIVER
- SECTION II - LIABILITY AND THE BUS DRIVER
- SECTION III - PRE-TRIPPING YOUR BUS
- SECTION IV - SCHOOL BUS OPERATIONS
- SECTION V - STUDENT MANAGEMENT
- SECTION VI - ACCIDENTS
- SECTION VII - SCHOOL BUS EVACUATION
- SECTION VIII - UNIVERSAL PRECAUTIONS FOR PREVENTION OF THE SPREAD OF INFECTIOUS DISEASES BY BODY FLUIDS
- SECTION IX - SPECIAL EDUCATION AND THE PROFESSIONAL DRIVER

Patrick continued and reviewed that in addition to the 8 hour initial class the drivers will attend a 2 hour annual continuing education refresher class. Also that instructors are the only ones required to have a valid first aid card, not drivers under the current law.

More discussions / clarification on the permit / the driver / the vehicle confusion...Tim Imler said that this confusion is out there and that he hopes that, as part of the outcome of this Task Force, will help clear up this confusion. Many schools are not doing the correct thing and may not even know it or understand it.

Kevin Duesterhaus stated that he sees that a majority of the issues with permits is within the non-public schools. Mainly because all the non-public schools have are the MFSABs, and not the yellow buses, whereas the public school have permitted drivers that drive the yellow buses on other events.

Chris Parr commented that he has gone through the training and found it VERY helpful and useful. He also went on to state that he does not have the MFSAB in his district (the largest land mass district in the State of Illinois). They have only yellow buses with permitted drivers because they are looking out for the safety of the students that they transport, in addition to the flexibility of the “yellow bus” being able to be used it for all types of trips. Even though there are not any statistics out there on MFSAB accidents (they are all lumped into “school bus accidents”) it would only take one bad accident and the drivers were not trained and licensed / permitted, and it would not be good. These small buses have many more blind spots than larger buses and if the driver is not trained / prepared bad things could / will happen. The driver must be really aware of what is going on to prevent injury. He understands that we are all short on drivers and need flexibility but these things need to be thrown out in the discussion. Student Safety is number one!

Diana Mikelski asked about the minimum age of the driver. School Bus Permit holders must be at least 21. Any restriction on the age of the driver to operate an MFSAB? Kevin Duestherhaus stated that there is no minimum age to drive the MFSAB right now as long as they have a valid / appropriated license.

Patrick Johnson – if we are not permitting, the drivers are not being checked on medical conditions. There have been really bad accidents in the nation that have been linked to medical issues of the driver. This adds another aspect beyond the testing and training issues. If the driver is not physically unable to handle the vehicle, safety is majorly jeopardized. On the school bus physical there are items that preclude a driver from transporting students. He stated that God forbid that there is a bad accident and it is looked back upon that the Task Force looked beyond the necessity of this process.

Mike Stier stated that coaches / teachers might be physically fit for the classroom per their employment physical, but not fit per the school bus driver physical to drive students and that school bus permitted drivers go through an annual physical not just at the time of employment. (Heart conditions, insulin dependent diabetic, seizures, etc...)

Charlie Semple commented that he does training within his district before any driver is allowed to driver the MFSAB.

Charlie Hood stated there has been an increase focus regarding medical testing of bus drivers, 30 or so states require the Federal DOT level of physicals while it is not federally mandated. The other majority of states have some form of physical requirements for all drivers that transport students. He does not know if other states require it for the MFSAB or not, but they do understand the importance of the physical requirements.

Mike Reinders commented that there needs to be the same level of testing / licensing regardless of driver. All his drivers are tested / permitted regardless of what they are driving.

John Meixner questioned backgrounds checks showing something from 30 years ago that does not allow them to drive a school bus. Brenda Glahn replied there hasn't been any discussion on updated statute on criminal offenses; it would have to be a legislative change to update the disqualifying offenses. She stated that you wouldn't want to take out sexual offenses since being around children. Patrick Johnson said he would have to look at the list and address the one of issue legislatively. Brenda and Kevin agreed.

Tim asked if Rep. Crespo or Sen. Nybo if they had any comments / questions / or thoughts up to this point? Sen Nybo stated none at this time and Rep. Crespo stated he is learning a lot.

Tim Imler asked for comments from the public.

Chair Tim Imler read the requirement of the Task Force; and opened input to guests. Tim said he had heard from at least 4 non-members of the Task Force.

Charlie Semple (Teutopolis) Has concerns in changing licensure, shortage of drivers. Also mentioned the funding shortage for transportation reflects on the transportation of students as well as the driver shortages, thus causing students to drive themselves. Does not agree with students driving themselves for safety issues, but districts are being forced to do so for lack of funds or cancel the sporting event or other extracurricular activity. Also where will/does money for lap, shoulder belts for buses come from? He has a sticker on the dash to remind the driver that the MFSAB must stop at RxR crossings. Agrees with the RxR decal on the back of the MFSAB

Mike Reinders (Boone/Winnebago) if we are paying a driver to transport students no matter what bus/vehicle, they drive, they should have all the requirements of a school bus driver permit. Thinks teachers should also get FBI check on background not just drivers as well as the “now and forever” background checks. He wants all drivers trained to the fullest extent for the safety of the students.

Chris Parr commented that he does not have the MFSAB, but has coaches who drive for him do so in the yellow buses. He agrees that physicals are important and that along with that physical is a drug testing program. It would insure the safety of the student in the vehicle that the drivers are fit to drive. He reminds everyone that “SAFETY IS THE NUMBER ONE GOAL AS A SCHOL BUS DRIVER TRANSPORTING STUDENTS”! This is regardless of one or more students no matter where we are going; home to school, school to home; sporting event or field trips. Whoever is behind the wheel is safe to transport students. There is a lot of support within of staff stepping up and willing to obtain a school bus driver permit. He does not believe that all district would go over and above like Charlie Semple does to train drivers of the MFSAB unless required to do so.

Jay Shattuck will give Tim his comments later through email. Jay Shattuck stated the carve out of the law allowing expanded use of MFSAB for certain schools stems from confusion of the driver/ vehicle / usage. The recommendations should take in the “SAFE TRANSPORTATION” should be at the forefront. We need to look into the way that we can attack more drivers to elevate the problems to find qualifying drivers.

Mike Slife understands the shortage of drivers and that needs to be addressed. They (Rockford SD) do not allow anyone (coaches / teachers) to drive but their school bus drivers. It takes away from their income. Illinois has a great safety record when it comes to school buses and by diminishing the quality of drivers will take away from the safety in Illinois. He hears stories of other districts that allow coaches / teachers driving 80+ miles per hour with students onboard is horrifying. By having these requirements, it will help limit some of that by holding the drivers more accountable. The Task Force recommendations are great recommendations.

Betty Lindquist (Therapeutic Day School) appreciates the Task Force, agrees with the 8 Recommendations. She feels it is important in keeping the SAFETY of Student Transportation in Illinois to the highest standards.

She does have concerns with finding a vehicle for the behind the wheel testing. Patrick Johnson can provide her with contact information/locations.

Chair Tim Imler asked for any other comments.

Cathy Allen said regarding #8 recommendation that for clarification it's for buses manufactured after 7-1-12.

Patrick Johnson asked about accident records for MFSABs, is it funneled with school bus or tracked separately? Cathy Allen will get contact information for him on that.

Monty Epley of Nokomis SD #22 sent in a comment regarding MFSAB driver requirements Tim read his comment.

Chair Tim Imler outlined current recommendations and asked for thoughts, suggestions, and reactions. He stated that the report will be available prior to the next meeting so that it can be studied before the meeting. At the December meeting, we will take a vote on the final report and recommendations. This Task Force may be a precursor of future legislation, possibly this spring.

Tom Tully stated committee should iron-out #6-#7 and the safety requirements. These will be the troublesome spots with varying thoughts and reasons.

Brenda Glahn stated that Secretary Jesse White has been against MFSAB use beyond intended; not sure what the Secretary will accept with the expansion of use. Further discussions will be needed with the Secretary on his views.

Patrick Johnson asked about a 5 year moratorium on the expansion of the uses of the MFSAB? Jay Shattuck stated that when the resolution was drafted with the legislators that that was the case. An agreement between legislators and Senate President John J. Cullerton was made about this 5 year moratorium.

Kevin Deusterhaus stated if they allow #6 & #7 the yellow school bus will barely be used.

Charlie Hood stated that the MFSAB is clearly not designed for home to school and school to home use. A manufacturer cannot sell an MFSAB if they know that you are going to use it for home to school and school to home use. It is prohibited, as stop arms and lights are required.

Tom Wise stated that the bells and whistles are very important to student safety. A lot of these recommendations are designed to bring the law back in line. He feels that # 6 is VERY important as there is a reason behind why drivers are trained. The ongoing testing / training is important in keeping the safety in check. As a former school board member, with regards to #7 he understands the need for coaches being able to drive but still questions the expansion of the use of the MFSAB.

Cathy Allen stated the IDOT's role was to get the kids out of the 15 passenger vans into a safer vehicle (MFSAB) and they were very happy at that time when that happened. Now it is a use issue rather than an unsafe vehicle issue.

Tim Imler expressed his personal opinion. Opposition was given in the past for the expansion of the use of the MFSAB from the original intent of extracurricular only from the very beginning. Expansion is already

there and it can't be reversed. Safety has always been the issue. He is very open to find a bridge / compromise that the Task Force can come to an agreement. He has learned a lot. He feels the school bus driver permit is very essential. Just with the physical issue discussed today was an eye opener. Understands the driver shortage is there but feels the properly permitted driver is important for student safety. Tim stressed the permit is very important.

(Diana Mikelski) stated the #1 priority should be the SAFETY OF THE CHILDREN, period! There should be NO compromise on safety. Anyone that transports students should have a permit.

Tom Tully asked the representatives of the 5 exclusive k-12 schools about the issue of requiring the additional permitting for the drivers. Are they opposed to the additional training? Is there a hybrid that could be developed to separate the coaching vs. curricular trip?

Tim Imler explained a case when he had to testify about a first division vehicle can be used on a curricular based trip but the MFSAB cannot and that is the case. There is a gap between the first division and the second division school bus. It is hard to argue the case when the MFSAB is safer than the first division vehicle and it cannot be used. What is the answer?

Jeff Dosier with going with #6 after schools have purchased the MFSAB so the coaches can drive will now cause a lot of issues. # 7 is not as big of a problem.

Tim Imler asked how do we answer the question of not having safe drivers (physicals and training) if we do not require a permit?

Kevin Duesterhaus thinks that the MFSAB will be phased out at the districts and only be at the nonpublic school with # 6. Districts will feel that there is no need for the MFSAB when a yellow bus will work. John Meixner agrees with Kevin.

Mike Stier commented about the comments of coaches and teachers not going to go through the permitting process. He stated that all you have to do is make it a requirement of the employment that the will drive and obtain a permit if they want to coach. That is all there is to it. Someone voiced in that if you add one more requirement, they will not be able to find good coaches... followed by Diana Mikelski adding that, that compromises the safety of the students. She continued as how can you have anyone behind the wheel with students and not being trained or what their record is? How do you answer that to a parent who has entrusted their child with you? Someone voiced that this is a very difficult time to add more requirements. Adding more requirements will make it very difficult for schools. Mike Stier commented that you are saying that we should jeopardize a kid's life, how do you put a price on one student's life/safety? They continued to say that we need to put this upon the local schools to make sure that drivers are safe, and that at their district they do the check and don't just put anyone behind the wheel in the MFSAB.

Melissa Burns stated that even though the comments have been that the smaller MFSABs will go away is not necessarily the case that there are cost benefits to having the smaller MFSAB vs the larger yellow school bus.

Mike Reinders stated that staff is stepping forward to obtain permits knowing that the need for drivers is there. He knows of companies that have MFSAB drivers who cannot get out of their own vehicle and they are driving these MFSABs. The permitting (physicals) are important.

Tim Imler asked for comment about the expansion? Melissa Burns is for the expansion beyond what is out there now. She is also in favor of the requiring of the permit for all drivers. She brought up the question as to why we are distinguishing the between curricular and noncurricular.

John Meixner asked to add another recommendation to ask for increased funding for school transportation and it be fully funded. Tim Imler explained about the little bit of funding increase this year because of the EBF. John expressed the end effect is attracting drivers and retaining.

Tim Imler asked Derek Cantu for comment. He said it is difficult to come to a conclusion and that it is premature for him to comment.

Next Steps:

Tim Imler reviewed with the group that the Task Force will need to focus on the recommendations for the final report and the upcoming meetings and prepare to vote. There was discussion on the different recommendations that these past meetings have sparked (usage of the MFSAB / costs / driver licensure / student safety) as well as if any further information is needed. Individual votes on each recommendation may be taken rather than one vote. The report will be available and will be edited live at the next meeting, before the final vote of the report.

Public Comment:

None.

Adjournment:

The meeting was adjourned at 11:45 am by Chair Tim Imler. The next MSTTF meeting is Wednesday, December 6, 2017 at 9:00 am.

*James R. Thompson Center
100 West Randolph Street
Chicago, Illinois 60601*



*Alzina Building
100 North First Street
Springfield, Illinois 62777*

MODES OF SCHOOL TRANSPORTATION TASK FORCE

December 6, 2017

CALL TO ORDER

The meeting was called to order at 9:05 am by Chair Tim Imler and roll was taken.

ROLL CALL

Present (Springfield and Chicago):

Rep Dan Brady, Illinois State Representative, 105th District;
Dan Cox, Superintendent, Staunton Community Unit School District #6;
Brenda Glahn, Legal Advisor, Illinois Secretary of State;
Tim Imler, Division Administrator, Funding and Disbursement Services ISBE;
Patrick Johnson, President, Illinois School Transportation Association;
John Meixner, Regional Superintendent of Schools, ROE #26;
Tom Tully, Secretary/Treasurer, Illinois Education Association;
Tom Wise, Acting Section Chief, Illinois Department of Transportation, Commercial Vehicle Safety Section.

Conference Call:

Melissa Burns, Administrator, Acacia Academy;
Derek Cantu, Policy Analyst Assistant, Illinois Lt. Governor Sanguinetti's Office;
Rep Fred Crespo, Illinois State Representative, 44th District;
Jeff Dosier, Superintendent, Belleville Township High School District #201;
Diana Mikelski, Association of Suburban School Districts;
Rob Rodewald, Board President, Bourbonnais SD #53;
Travis Wyatt, Principal, Jasper County School District.

Absent:

Vicki Giurlani, Director of Transportation, Round Lake Area School District 116;
Rich Hodson, Physics Instructor, Belleville East High School;
Sen Chris Nybo, General Assembly, Minority Leader of the Senate.

ISBE Staff:

Mark Morten
Mike Stier
Keri Shoemaker

Guests:

Cathy Allen (Springfield), Illinois Department of Transportation;
Andrew Bodewes (Conference Call), Cook Illinois Corporation, Student Transportation;
Kevin Duesterhaus (Springfield), Manager of CDL Division, Illinois Secretary of State;
Amanda Elliott (Springfield), Legislative Affairs, ISBE;
Sarah Hartwick (Springfield), Legislative Affairs, ISBE;
Charlie Hood (Conference Call), Executive Director, NASDPTS;
Betty Lindquist (Springfield), Connections Day School;
Rella Peeler (Springfield), Camelot;
Mike Reinders (Conference Call), Winnebago SD #223;
David Richards (Conference Call), Valley View SD #365U, Central Regional Director IAPT;
Jay Shattuck (Springfield), Illinois School Transportation Association;
Mike Slife (Conference Call), Rockford SD #205;
Robert Wolfe (Springfield), Chief Financial Officer, ISBE.

Discussion

Chair Tim Imler apologized for the restriction of turnaround time of the review of the recommendations. The report needs to be turned into the General Assembly on or before December 15th. We will review each recommendation individually for discussion and clarity. Then Chair Tim Imler will ask for the vote on the recommendation. If the vote is not unanimous; we will do roll call to will request vote of recommendation again. Regardless of vote outcome, each recommendation will go into the report along with a summary report of the votes. At end of meeting will ask for a motion on final report to be submitted to the General Assembly. Minutes from today's meeting will be sent out by the end of the week for review. Unless there are corrections they will be considered adopted as this is the final meeting. This report is not binding, it will be up to the members of General Assembly to pursue the recommendations.

Minutes

Chair Tim Imler asked for a motion to approve the November 20, 2017 minutes. Rob Rodewald made a motion to approve the minutes; Tom Tully seconded. The motion passed and the November minutes were approved. (Rep Fred Crespo noted he was in attendance by conference call for the November meeting- inadvertently his name was under absent).

Chair Tim Imler started the review of the report, starting with the Glossary of terms. Rep Fred Crespo was unable to open the report that was emailed last week, Chair Tim Imler said he could re-send them to him now. Amanda Elliott emailed the report to Rep Fred Crespo.

Cathy Allen stated that under abbreviations and definitions; the MPV and MPPV are the same vehicle. Cathy also noted that 'Multifunction' does not have a hyphen.

Chair Tim Imler discussed the section regarding type of trips; asked for any concerns, changes or questions on this. Brenda Glahn clarified that under the definition of school bus permit it should include ...'by or for' - 'any other approved vehicle owned or operated by or for' it doesn't have to be owned by the school.

Cathy Allen mentioned clarification on page 2 under the School-Sponsored Activity Trip, it should state is NOT part of the pupils' regular class-for-credit. Chair Tim Imler will double check wording.

Cathy Allen also stated the definition of first division vehicle should state '10 or more including the driver'. Chair Tim Imler stated the final report will be edited by our Communications Department.

Kevin Duesterhaus clarified Class C is a NON- CDL unless transporting 16 passengers or more / or if hauling hazardous materials.

Cathy Allen questioning using Department of Motor Vehicle (DMV) vs. Secretary of State. Others commented that in general that is what it's referred to the general public...

Chair Tim Imler starts the review of the 8 Recommendations on page 8.

Recommendation 1: Allow MFSABs to transport children on curricular, co-curricular, or extra-curricular trips other than those between home and school for pupils in any grade K-12 as long as they are not picked up or discharged in a location such as a public roadway that would require the use of traffic control devices.

#1 – Rep Dan Brady asked clarification, this is allowing MFSABs to be used for K-12? Chair Tim Imler clarified it is to allow MFSABs to transport children on curricular, co-curricular, or extra-curricular trips other than those between home and school for pupils in any grade K-12 as long as they are not picked up or discharged in a location such as a public roadway that would require the use of traffic control devices. This expands the use to all grade levels.

Brenda Glahn asked for clarification on the pick up location; Chair Tim Imler stated example could use to take places like CVS parking lot. They are not using it to pick-up or drop-off on public roadway. This is how private facility uses them now. Brenda Glahn asked should there be a load/unload penalty with no stop-arm when it is not used as stated such as to pick-up or drop-off on public roadway There are places where there is not a parking lot close and the driver chooses to unload on a street in front of the 'museum'. How do we enforce this? It would be a law without any teeth and they will let them off wherever the driver likes. Tim Imler stated that would be a part of legislation when it is introduced how the General Assembly would handle that. Cathy Allen stated the School Bus stop arm used wherever student is picked up or dropped off is how the law states it now regardless of the location. Amanda Elliott asked if bus drivers does something that they are not allowed to do, is it a ticketed offense? Or does everything have to be a ticketed office to enforce it? Per Brenda Glahn it would usually say in the law 'you may not do' or 'it is unlawful for a bus driver to ...' for a ticketed offence. Right now it is more up to the School District or Company to punish the driver for doing wrong. Dan Cox mentioned the multiple times he sees buses with stop arm violations, none prosecuted.

Jay Shattuck noted there should be acknowledgement on the safety awareness within the Recommendation. Safety of expansion, would it be appropriate to include some commentary by Task Force Committee about the safety itself in respect to the concerns expressed by some of the task force members? Jay Shattuck asked maybe it could be included in the opening statements under Discussions/Recommendations. Something along the lines that this could diminish safety. Chair Tim Imler- the MFSABs do not have stop arm, amber lights - used for other activities for including loading in parking lots. Expanding to all grade levels and entities.

Brenda Glahn agrees with Jay Shattuck about the expression of safety because that has been a great dissection of this task force. Tom Tully is there a way to reference our commentary of pros/cons (discussion) as found in previous minutes? Jay Shattuck - will there be an opportunity to voice opinion etc. regarding the recommendations of this committee? Chair Tim Imler willing to take note on what each of committee member's thoughts are in report; what phrasing would they recommend. Amanda Elliott suggested making a general note in the narrative stating that the task force spent a large amount of time discussing safe pros/cons – students safety, acknowledging the school bus is the safest form of transportation for students.....And that possibly put in there that schools have to have a policy to protect student safety measures.

Rep Fred Crespo asked we are adding non HS students allowing to transport students but not school to home/home to school. Do not have to have stop arm, and clarified what Amanda Elliott said about making a note on the safety that committee felt about Recommendation #1.

Tom Wise made suggestion on wording – pick-up or discharge on public roadways/parking lot. Limit them on public roadways. Chair Tim Imler asked Melissa Burns how are you using them on a regular day?

Melissa Burns-yes, and use hazards when loading and unloading in parking lot.

Rep Fred Crespo understands safety, but talking about adding elementary and high school kids. Thinks safety will be more concern for the elementary students.

Brenda Glahn noted when a yellow school bus is stopped, they must use of the stop arm even if in the parking lot. Melissa Burns clarified a parking lot as public roadway. Brenda Glahn – yes – anytime loading/unloading students should be using stop arm for safety. Melissa Burns so a public roadway is parking lot, took the recommendation as a busy roadway. Do we need to clarify in the recommendation? There was a lot of back and forth discussion trying to clarify what a public roadway / parking lot is... Brenda Glahn stated under current law in a parking lot the stop arm and lights must be on for a yellow school bus so to use when ‘require the use of traffic control devices’ would not be correct. More clarification is needed as to what a public roadway and where ‘it require the use of traffic control devices’.

Rep Brady – aren’t we supposed to be expanding this just to K-12 kids. Chair Tim Imler – yes.

IDOT requested wording but changed location on a public roadway. Cathy Allen – is public roadway definition including anywhere? Instead of in a location put ‘discharged AT a location’. Melissa Burns said stop sentence after K-12 not include public roadway. Amanda Elliott suggested second sentence – pupil should not be picked-up or dropped off on public roadways. Take out public roadway.

Chair Tim Imler - Supposed to be voted on whether or not to expansion of grade level. Chair Tim Imler re-read Recommendation #1, asked for motion, Rep Dan Brady motioned; Tom Tully seconded. Chair Tim Imler asked if we have a unanimous decision on this recommendation. Members stated no, we do not. Roll taken for vote:

Rep Dan Brady - Yes

Melissa Burns - Yes

Derek Cantu - Yes

Dan Cox - Yes

Rep Fred Crespo – Present

Jeff Dosier - Yes

Brenda Glahn - No

Patrick Johnson - No

John Miexner - Yes

Diana Mikelski - No

Rob Rodewald - Yes

Tom Tully - No

Tom Wise – Present

Travis Wyatt - Yes

Tim Imler – Yes

Chair Tim Imler stated we have 9 voting Yes, 4 voting No, and 2 voting Present.

Recommendation 2: If special transportation is provided for students with an IEP, the staff to student ratio must be one to five.

Recommendation #2 – Tim Imler stated that this wording mirrors what is currently in place for the six private facilities. We are expanding it to all Education entities for a staff to student ratio of 1:5. This is only in reference in to transporting special education pupils on an MFSAB, for special education. Tom Tully motioned, Melissa Burns seconded.

Chair Tim Imler asked if we have a unanimous vote. Rob Rodewald wanted clarification on any student with an IEP. Amanda Elliott stated that with her experience on the Private Facility Bill, the trip should be for an IEP purpose. If the IEP states that the student needs to go to the grocery store to learn how to buy milk, this is when the student ratio would kick in, not if IEP students were on a trip to the museum with regular education kids. This would be for life skills class. If a life skills class is going for an IEP related trip that is when the ratio kicks in, not if they happen to be IEP students. However if the IEP would require a 1 on 1 aid, then the IEP would allow that. However, students with a severe need would already have that. Amanda went on to further say that it should read, “If transportation is provided for an IEP related trip in an MFSAB, the staff to student ratio must be 1:5. Rep Dan Brady, so the purpose of the trip defines the ratio of the staff on bus for Special Education students. Amanda Elliot stated it follows the intent of the Special Education Facilities Bill. Betty Lindquist, we do this regardless. All are IEP because of facility is all Special Ed students. This is the standard that private facilities are held to, so for us it really doesn’t matter. Amanda Elliot stated that all of the private facility trips are IEP related trips. Betty Lundquist stated: “These are trips that are mandated to have a staff to student ratio of 1:5, so we have to do that regardless.

Chair Tim Imler asked do we have a unanimous consensus on Recommendation #2?
It will be so recorded as 15 voting yes.

Recommendation 3: Require all drivers of an MFSAB owned or operated by or for a public or private school who transport children in grades K-12 to hold a valid Illinois School Bus Driver’s Permit [625 ILCS 5/6-106.1].

Recommendation #3- Require all drivers owned by or for school– HOLD valid School Bus Driver Permit no matter what type of trip.

Rep Dan Brady – What’s the average time to get bus driver permit. Chair Tim Imler answered 8 hour course, Kevin Duesterhaus stated the SOS rules, and background checks, physicals, written test and the driving tests have to be taken in yellow school bus. . Rep. Dan Brady – ‘so they can’t take the test in the bus that they will be driving?’ Kevin Duesterhaus said correct, not to get a School Bus Permit. They would have to test in a yellow bus. Brenda Glahn said yes, to get a School Bus permit, they have to take it in a Yellow School Bus because it is a School Bus driver permit. Which would allow the driver to use that permit as a driver of a yellow bus. That is why they must test in the yellow bus rather than test in an MFASB.

John Miexner and Tom Tully asked about data for accident reports with MFSABs coaches, teachers or other staff driving. Kevin Duesterhaus said this recommendation will probably weed out the MFASBs because of this rule. Schools will just use yellow school buses. Tom Tully agreed, his Supt stated that they will not be using these MFSABs and go back to yellow buses. When his MFSABs get into accidents they don’t report it to anyone they just get them fixed. Dan Cox – Safety is important, there are driver shortages, funding is an issue... Funding and licensing are tied to the driver shortages.

Patrick Johnson – How much training for golf coach to drive bus? Chair Tim Imler – None. They must have a valid bus driver’s license. Patrick Johnson stated that that is no additional training beyond what they

got when they were 16 years old?. Kevin Duesterhaus stated not unless the school district has a policy in place for additional training for that. Patrick Johnson said but yet we just made the recommendation to expand the use of the MFSAB to K-12...

Rep Fred Crespo – could there be some consideration on breaking this into 2/curricular & non-curricular?

Chair Tim Imler/Brenda Glahn that is law now. Amanda Elliott, I think what he is saying – break down to k-12, 9-12 and curricular and non-curricular.

Chair Tim Imler, right now you have to have SB permit on curricular trips, but outside daily activities, currently they do not need a permit.

Chair Tim Imler asked for a motion on Recommendation #3. Rep Dan Brady made the motion; Tom Tully seconded the motion. The vote was not unanimous, roll call vote:

Rep Dan Brady - No

Melissa Burns - Yes

Derek Cantu - Present

Dan Cox - No

Rep Fred Crespo – Present

Jeff Dosier - No

Brenda Glahn - Yes

Patrick Johnson - Yes

John Miexner - Present

Diana Mikelski - Yes

Rob Rodewald - No

Tom Tully - No

Tom Wise – Yes

Travis Wyatt – No

Tim Imler – No

For Recommendation #3 - 5 voting Yes, 7 voting No and 3 voting Present.

Recommendation 4: Add MFSABs to [625 ILCS 5/13-115] and [625 ILCS 5/12-816] Pre-trip and Post-Trip Inspection Requirements.

Recommendation #4 – Tim Imler stated that this would be identical as drivers of the yellow school bus. MFSABs added to requirement pre and post trip inspection.

John Miexner just for clarification – this is already required for all yellow bus drivers? Chair Tim Imler–yes, but not for a coach /teacher/ or anyone else driving an MFSAB at this time. John Miexner –the training on how to do these is part of the school bus driver permit, correct? Tim Imler – yes that is correct. John Miexner – so there is no proposed training for this without a school bus driver permit.

Tom Tully, task force is recommending training and permit needed, correct? Tim Imler – If you had a school bus driver permit you would be trained on pre and post trip inspections. This simply add the requirement to complete the pre and post trip inspection to the MFSAB.

Chair Tim Imler asked for a motion. Brenda Glahn made the motion; Tom Wise seconded the motion. Recommendation #4 – 15 votes YES, unanimously.

Recommendation 5: Add MFSABs to the list of vehicles owned or operated by or for a public or private school grades K-12 at [625 ILCS 5/11-1202] (new paragraph 4) that must stop at all railroad grade crossings unless marked exempt and align the change with the Illinois Professional School Bus Driver Training Curriculum (i.e., regarding the hazard lamps being activated and procedures to follow at the crossing).

Recommendation #5

Chair Tim Imler asked for a motion – Rep Dan Brady made the motion; Brenda Glahn seconded

Chair Tim Imler asked if unanimous vote on this recommendation: No, roll call vote was taken:

Rep Dan Brady - Yes

Melissa Burns - Yes

Derek Cantu – Yes

Dan Cox - Yes

Rep Fred Crespo – Yes

Jeff Dosier - Yes

Brenda Glahn - Yes

Patrick Johnson – Yes

John Miexner - Yes

Diana Mikelski - Yes

Rob Rodewald - Yes

Tom Tully - Yes

Tom Wise – Yes

Travis Wyatt – Yes

Tim Imler – No

14 voting Yes, 1 voting No.

Recommendation 6: Require a new decal for all Division II vehicles owned or operated by or for a public or private school grades K-12 on the rear of the vehicle stating “THIS VEHICLE STOPS AT ALL RAILROAD GRADE CROSSINGS.”

Recommendation #6, require decal railroad crossing. (Cathy Allen questioned 2nd division bus) Amanda Elliott suggested wording for bus clarification. Chair Tim Imler stated in previous meeting – IDOT and SOS council put out an opinion that they do require stop at RR. Cathy Allen said that is correct from IDOT council Cathy Allen asked for clarification that this is requiring on school buses as well as MFSABs. Everyone already know a yellow school bus has to stop but not the MFSABs. Did not realize it would be on both the yellow bus and the MFSABs. Tim Imler stated that it could be refined to only state MFSABs if that is what everyone would like.

Chair Tim Imler asked for a motion. Dan Cox made the motion; Brenda Glahn seconded the motion.

15 voting Yes – unanimously.

Recommendation 7: Add MFSABs to the Department of Transportation rules at 92 Ill. Administrative Code Part 447 School Bus Brake Inspections Requirements.

Recommendation #7 – Clarity by IDOT on intent, Chair Tim Imler stated it what is in the draft varies from the document on the screen. Tim Imler read the revised recommendation. Through (by or for public) admin rules, IDOT requires 10,000 miles brake check for yellow school buses. Addition to MFSAB to be included in this rule included private/special education facilities. (by or for)

Chair Tim Imler asked for a motion. Dan Cox made a motion; Tom Tully seconded the motion.

15 voting Yes – unanimously.

Recommendation 8: Retain the required equipment of the “Crossing Control Arm” and “First Aid Kit” that IDOT is considering removing from 92 Ill. Adm. Code Parts 435 and 436 (MFSAB) (Construction and Inspection Standards).

Recommendation #8- 92. Ill admin. Code 435-436 Construction and inspection standards, retain the equipment for those inspections. Clarification by Cathy Allen that as of 7/01/12 MFSABs do have the crossing arm. Cathy Allen stated that the industry is complaining that these are not needed because they are not used. But with the expansion of k – 12 they may/should be used more. It requires the pupil to walk 5 ft. in front of bumper.

Chair Tim Imler asked for a motion. Brenda Glahn made the motion; Tom Wise seconded. 15 voting Yes – unanimously.

Chair Tim Imler stated that those are all the recommendation in the report. The votes will be included in the body of the report showing how each member voted, as well as a one-page summary at the end of the report, showing how each member voted.

Chair Tim Imler asked for a motion for that would permit the staff of the Illinois State Board of Education the authority to finalize the report be considered for final submission to the State Board of Education and the General Assembly. Tom Tully motioned, Brenda Glahn seconded. All members – voting yes.

Chair Tim Imler asked for public comment:

Mike Slife, Transportation Director, Rockford Public School District #205– I think it’s crazy that we are recommending the expansion of the MFSAB for a lot more than we currently do, require no training, inspect them a lot more, and also require them to stop, but not train the driver. Rockford Public schools does not have any MFSABs currently, because there is no training required. We use our yellow school buses. I would, and had planned on purchasing about 4 MFSAB’s for each of my high schools to help relieve. I have coaches who are more than willing to get their school bus permit, but they don’t want to drive the yellow bus. But I don’t think we will. Insurance wise, I am surprised that other districts can get away with driving MFSABs with no additional training.

Dave Richards, Transportation Director, Valley View School District #365U – I would echo Mike Slife’s comments. My district does not use these activity buses either. We are putting coaches out on the road and taking these teams and/or students for an activity out of town, in a lot of cases, in most cases, to an event, again, with a total lack of training. We require phenomenal training for a school bus driver to drive a child a mile and a half or two miles to school, which I am not advocating changing. I think we need to seriously consider the training requirements for anyone able to drive a student as young as kindergarten age anywhere. It would be interesting to hear from parents who truly knew that the required training to drive your Kindergartner down the road is none at all. That is a concern. Thank You.

Mike Reinders, Transportation Director, Winnebago Community Unit School District 323– Like Rockford and Dave, I do not have any MFSABs. I was an advocate for the training before, and still am, and mandating that, and if not mandated, it won’t occur. We are putting people who got their license at age 16 maybe behind the wheel of a bigger bus, transporting students with no training, which is heading up the possibility for failure and catastrophic failure at that. I would, and somebody mentioned way earlier in this conversation, to see if there was any documentation or research as to what accidents there has been with MFSABs, and any fatalities or stuff like that. I’d be really interested in hearing that. I think that taking the training away from this process kind of defeated a lot of the things that were discussed at prior meetings.

Chair Tim Imler asked for final comments:

Patrick Johnson, President, Illinois School Transportation Association – I know this is a little bit after the fact. It's not all about the drivers, it's about public perception. These questions are rhetorical. When this group sees a yellow school bus, and you're driving, how do you react? When you see that yellow school bus on the road, what do you do as an industry professional? As opposed to, when you see the Cook County Department of Corrections white bus driving down the road, does it register anything in your head? You know, it's also going to be how the public reacts to seeing these vehicles. You don't read the side of the bus and see what company it is, or what organization it is. You see a yellow school bus and you change your behavior immediately. You see the department of corrections bus, do you really alter your driving? And they're not going to know what bus that is carrying those kids.

Diana Mikelski, Transportation Director, Township High School District 211 – It seems like we have created a double standard what a school bus driver has to do, versus what somebody can get in and drive the same identical vehicle, except that it's painted white. Again, as I said before, it goes for the safety for the kids. We have one of the largest high school districts and all of our coaches have to have school bus permits, and many of them have CDL's where they can take their own. Yes, it's an expense. It's a cost. It's something that we believe highly in to make sure that our students are safe at all times. Thank You.

Rep Fred Crespo- Thank you Tim and your staff for facilitating this task force. I learned a lot and realize it was a lot of hard work. The way this process works is that we will get this report out to the General Assembly and the Governor. If you have any concerns for or against this, I would strongly recommend contacting State Rep and Senators for where you stand of this, as it will be discussed more when we get back in session. Reach out if you have concerns. Looks forward to a robust debate on this in the General Assembly. Once again Tim I know this was not easy and you guys did a phenomenal job!

Chair Tim Imler thanked the General Assembly members for being here. We have all learned and have been more informed in this process. Reminder, the minutes from today's meeting will be including in the report submitted to ISBE and the General Assembly. Please take a look at the minutes as we have to get them turned around rather quickly, if I don't hear any comments on minutes from today's meeting they will submit along with report as presented.

Rep Dan Brady – Tim I too want to echo Rep Crespo's comments and thank everybody.

Chair Tim Imler adjourned the meeting at 10:44am.

Written Public Comments

The MFSAB came about due to trying to eliminate the 12 and 15 passenger vans. I truly believe that was the correct way to make transporting students safely to and from sports and other extra-curricular events. What is really concerning now is if the licensure of the vehicle and drivers are changed we might see school districts going back to 8 and 10 passenger vans. I hear a lot from the smaller school districts around this area about the funding of transportation especially in the past 6-8 years. If a district only receives maybe 2 payments out of 4 per school budget year this is really a serious factor. Schools have been trying to cope with this transportation payment schedule and doing whatever is necessary to get students to and from events or cancel them due to no transportation. Some school districts are having students drive themselves with other students in cars to these events. Is this a safe option? I don't think so but due to budget constraints and a shortage of drivers they do things that are really not safe for the students. It really comes down to money driving the safety of transporting students.

Lap/shoulder belts on buses might be a good idea but it needs serious consideration about who is responsible if the seat belts are not used at all or improperly worn. I have talked to a number of school bus drivers and that is a big concern. I talked to all the students in this district during bus evacuation drills about lap/shoulder belts eventually being on all buses in the state of Illinois. I tell students that if they don't stay in their seat now with no seat belts what would they do if lap/shoulder belts were on all buses? All students say they will wear the lap/shoulder belts but we all know better.

Some of the state legislators in this state are really surprised that buses don't have lap/shoulder belts.

It all comes back to the money. Does the state have the money to help put these ideas into force? The local school districts can't tax the local tax payers even though safety would improve to a certain degree.

Charlie Semple, Transportation Director
Teutopolis Unit 50 School
801 West Main St
Teutopolis IL 62467

If you make it in order to drive the MFSAB you have to have a School Bus Permit I think they will be defeating the purpose that they are meant for. We just purchased one because of this reason. It is getting harder and harder to find School Bus drivers. Please consider this when they decide on this.

Thanks, Monte Epley
Transportation Supervisor
Nokomis CUSD #22



**TRANSPORTATION DEPARTMENT
2000 Christina Street
Rockford, IL 61104**

TO: Tim Imler, Division Administrator
Illinois State Board of Education

FROM: Michael Slife, Executive Director of Transportation
Rockford Public School District #205

SUBJECT: Modes of School Transportation Task Force

DATE: 11/14/2017

I would like to address the members of the Joint Task Force. I have read the September meeting minutes and October is not available yet so if I address something that has already been worked through I apologies.

I work at a large district in Northern Illinois and believe that the only way a district or bus contractor should be allowed to transport a student for any function, curricular or non-curricular, is in a yellow school bus. This goes for both regular routes and any other type of field trip or athletic event. If this Task Force is going to allow the Multifunction School Activity Bus (MFSAB) for use on school sponsored activity trips the licensing for the driver of the MFSAB needs to be addressed. These coaches and teachers that are driving students without any training are putting our children at risk. Any driver of the MFSAB should have Passenger and School Bus endorsements on their license. I would go as far as to suggest that they should be required to have a CDL as well, due to it being a second division vehicle by the number of passengers (Sec. 1-217. Vehicle.).

There is an argument that having a non-trained driver able to cover athletic trips allows a district to cover their bus driver shortage. I argue that when they drive the MFSAB it is contributing to the driver shortage. When a district has coach or teacher driving these MFSAB's, work is being taken away from the licensed driver. This causes them to get less hours than they need to make a living and results in the drivers leaving the district or bus contractor in search of a new position that they can get more hours. I have heard that it is more economical to use the MFSAB than a school bus. If the district transports with the

correct type of school bus (see definitions of school bus vehicles), there would not be a large fuel savings. There would only be the additional safety for the students.

Currently a district does not need to ensure the MFSAB is mechanically safe and ready to transport students. Items that need to be addressed are requiring them to do a pre-trip check like a yellow school bus and at the minimum a child check for the post trip. MFSAB's currently by law do not have to stop at the railroad tracks and should. These items can only be mandated if you can guarantee that the drivers that drive the MFSAB are qualified and trained to drive them.

The next piece is education for those that operate vehicles for non-public schools such as religious, private schools and special education co-ops. Many in our area and towards Chicago are still using 11-15 passenger vans and some are using the MFSAB for pick up and drop off from home school and school to home. I understand that the dealerships are not supposed to sell certain vehicles to districts or others for student transportation but if they are not told what the use will be then no one will know. I also understand from the minutes that certain private schools purchased the MFSAB's without knowing what they could actually be used for. Ignorance of the law does not require changing the statute. To put students at any school at risk just because someone spent money without acknowledging the safety of students is not someone I would want in a position responsible for children. Now that we are at this point, we need to train these coaches and teachers that transport in the MFSAB to ensure that our students remain safe in any environment.



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OVER 35 YEARS OF LOBBYING EXPERIENCE IN ILLINOIS ON BEHALF OF BUSINESS INTERESTS

Public Comments
On Behalf of Illinois School Transportation Association
Modes of School Transportation Task Force Meeting
November 20, 2017

My name is Jay Shattuck of Shattuck Associates Consulting, Inc. and my comments today are made on behalf of my client, the Illinois School Transportation Association (ISTA). ISTA represents private contractors providing transportation services to Illinois schools.

ISTA sought enactment of HJR 22 which created this Task Force. The impetus behind our efforts was approval of legislation that carved out certain named schools allowing them to use multi-function school activity bus (MFSAB) for grade school students (PA 99-888). ISTA opposed this legislation until the Illinois Association of Private Special Education Centers agreed to not pursue additional expansion of the use of MFSABs until 2022 (see attached letter). ISTA went neutral also with the agreement that a Task Force to address the confusion that gave rise to the need of the carve out legislation would be created. Parents, school administrators, teachers, and school bus contractors need consistent accurate information regarding:

- (1) the type of vehicle and the required equipment to transport elementary and secondary students;
- (2) the allowed purpose of the transportation and any other limits of transportation of elementary and secondary education students by vehicle type;
- (3) the type of driver's license required to transport elementary and secondary education students; and
- (4) the requirements for driver licensing and vehicle licensing and inspection.

HJR 22 seeks to address these issues for stakeholders by:

- conducting a thorough review of existing State and federal law regarding the use of the various modes to transport elementary and secondary education students;
- developing concise and consistent information to be considered for use by the State Board of Education, the Department of Transportation, and the Secretary of State to the public about the legal means by which elementary and secondary education students may be transported; and
- making recommendations to the State Board of Education and the General Assembly regarding the safe transportation of elementary and secondary education students in our State.

ISTA emphasizes the importance that the Task Force recommendations put the safe transportation of students ahead of other considerations such as cost savings.

ISTA believes the Task Force activities to date can provide better information to the public and provide for the continued safe transportation of Illinois elementary and secondary education students.



July 15, 2016

Mr. Christopher Ganschow
15 Clay Street #303
Highland Park, Illinois 6004

Mr. Ganschow,

Please be advised that the Illinois Association of Private Special Education does not plan on pursuing any type of legislation regarding **Multifunction School Activity Buses** for the next five spring legislative sessions. The first opportunity for our group to pursue legislation would be in the Spring of 2022.

Please feel free to contact me directly if I can answer any further questions. My cell is (217) 502-3703.

Thank you,

A handwritten signature in black ink, appearing to read "Liz Brown-Reeves". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Liz Brown-Reeves
Government Affairs
Illinois Association of Private Special Education Centers



Homer Community Consolidated School District 33C

Administrative Offices:
15733 Bell Road
Homer Glen, IL 60491-8404
PHONE (708) 226-7600

Kara Coglianese, Ed.D. Superintendent
Kathy Robinson, Assistant Superintendent for Instruction
Christi Tyler, Assistant Superintendent for Business

Homer Schools Transportation
16020 Cedar Road
Homer Glen, IL 60491-8404
PHONE (708) 226-7625

Robert Rounsaville, Director of Support Personnel Services

Good Morning,

I am the dispatcher for a south-suburban Chicagoland elementary school district and also instruct school bus drivers at initial and refresher classes for Will County ROE. I am concerned that the MFASB bus regulations being considered by the MSTTF Task Force may not consider what I believe are serious safety issues for “white buses.”

Though “white buses” meet mechanical safety requirements, those safety features are not required to be checked by the driver. Drivers who have no required training put students at risk. MSTTF TASK FORCE MEMBERS, please consider requiring drivers MFSAB’s to have Passenger Endorsement and a School Bus Driver Permit. ALSO, isn’t a CDL license required as well? (...This is due to a second division vehicle classification carrying 15 passengers.)

Thank you for allowing me to address you with my concerns.

Nancy G Lahey
Dispatcher
Homer CCSD 33C
School Bus Instructor
Will County Regional Office of Education



Homer Community Consolidated School District 33C

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Robert Rounsaville, Director of Support Personnel Services

I am the dispatcher for a south-suburban Chicagoland elementary school district and also instruct school bus drivers at initial and refresher classes for Will County ROE. In addition to what I sent the committee last week, I am concerned that the MFASB regulations being considered by the MSTTF Task force may not take into account what I believe is another serious safety concern – qualified drivers.

Thank you for the opportunity to share my passion - safe drivers for students.

I imagine myself speaking to a mom and dad whose child died in a school-related accident in an MFSAB ...How does one explain to a parent that the driver was never trained, never had a physical nor background check but yet by law, was allowed to drive the vehicle in which their child was killed? Who can put a price on a child's life? Can one justify the cost savings?

I cannot honestly tell parents their child is safe with a person who has not attended the initial safety class, has not been examined by a physician, nor been federally background checked.

In my mind, mandated driver requirements cannot be a money saving measure. I believe every person who drives PK - 12th grade students should have the same training requirements as school bus drivers who drive students to/from curriculum-based trips.

Nancy G Lahey

Dispatcher
Homer CCSD 33C
School Bus Instructor
Will County Regional Office of Education

To: Modes of School Transportation Task Force

From: Michael Reinders – Director of Transportation – Winnebago School District 323

The original intent for the MFSAB class vehicle was to establish a new class of Bus. The intent was for transporting on trips OTHER than between school and home, while also providing a safer alternative to the 15-passenger van with known stability issues, especially with non-CDL drivers.

We are all too familiar with the school bus driver shortage challenges most school districts face on a yearly basis. I do believe the MFSAB is much safer than large vans as well.

That being said, much more goes into safe transportation than just the vehicle itself. With proper training and licensing, I believe using vehicles other than a school bus can be a safe and efficient mode of transporting the most precious cargo in the world, our children and grand-children, which is the future.

Currently, while some school districts go above and beyond, there are no requirements other than a valid driver license and proof of insurance.


The "establish a new class of Bus" statement to me lends to requiring the same training and licensing as a School Bus. They are built like a school bus, transport students, like a school bus, handle the same as a small school bus, but any licensed driver may drive a MFSAB. Some teachers/coaches do not like driving a large van (eg.E150) but we can put them in a MFSAB? This seem incongruous to safe transportation for our future! Students are still the most precious cargo in the transportation world. Why would we not want to ensure that cargo be as protected as humanly possible?

Drivers paid to transport students, no matter by School Bus or a First Division vehicle and if I remember correctly taxi drivers are all required to have a School Bus Permit. So should the driver of a MFSAB.

Also a MFSAB should be required to meet all the inspection requirements as well as stopping at Railroad grade level crossings.

In my tenure as Director of Transportation as well as a past school board member I have so far successfully dissuaded the district from utilizing the MFSAB. Yes we are short on drivers, but I will fight to not go down that path unless all drivers given the same scrutiny as a School Bus Driver.

Thank-you for your consideration



Michael Reinders

Summary Chart of Votes on Final Recommendations

Name	Affiliation	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8
Rep Dan Brady	General Assembly, Minority Leader of the House	Y	Y	N	Y	Y	Y	Y	Y
Melissa Burns	Private Special Education Centers	Y	Y	Y	Y	Y	Y	Y	Y
Derek Cantu	Lieutenant Governor's Office	Y	Y	Present	Y	Y	Y	Y	Y
Dan Cox	Association of School Administrators	Y	Y	N	Y	Y	Y	Y	Y
Rep Fred Crespo	General Assembly, Speaker of the House of Representatives	Present	Y	Present	Y	Y	Y	Y	Y
Jeff Dosier	Association of High School Districts	Y	Y	N	Y	Y	Y	Y	Y
Brenda Glahn	Secretary of State	N	Y	Y	Y	Y	Y	Y	Y
Vicky Giurlani	Association of Large Unit School Districts	Absent	Absent	Absent	Absent	Absent	Absent	Absent	Absent
Rich Hodson	Association of Teachers-IFT	Absent	Absent	Absent	Absent	Absent	Absent	Absent	Absent
Patrick Johnson	Private Contractor-School Transportation	N	Y	Y	Y	Y	Y	Y	Y
John Miexner	Regional Superintendent of Schools Association	Y	Y	Present	Y	Y	Y	Y	Y
Diana Mikelski	Association of Suburban School Districts	N	Y	Y	Y	Y	Y	Y	Y
Sen Chris Nybo	General Assembly, Minority Leader of the Senate	Absent	Absent	Absent	Absent	Absent	Absent	Absent	Absent
Rob Rodewald	Association of School Board Members	Y	Y	N	Y	Y	Y	Y	Y
Tom Tully	Association of Teachers-IEA	N	Y	N	Y	Y	Y	Y	Y
Tom Wise	Secretary of Transportation	Present	Y	Y	Y	Y	Y	Y	Y
Travis Wyatt	Association of Principals	Y	Y	N	Y	Y	Y	Y	Y
Tim Imler	Chair-Illinois State Board of Education	Y	Y	N	Y	N	Y	Y	Y
	YES	9	15	5	15	14	15	15	15
	NO	4	0	7	0	1	0	0	0
	PRESENT	2	0	3	0	0	0	0	0