

# **Section Two – School Bus Drivers and Vehicle Operators**

## **Objectives**

1. Compare and contrast non-commercial and commercial school buses.
2. Identify the difference in the laws requiring a school bus driver to have a Commercial Driver License (CDL) and a Chauffeur License.
3. Carry out and report the results of a licensing and credentialing audit of transportation department personnel.
4. Identify driver in-cab distractions and the odds of being involved in a crash for each distraction.
5. Calculate the time a driver's eyes are off the road while attending to in-cab distractions at 25, 30, 35, & 50 mph.
6. Identify sanctions to CDL license holders if they violate Michigan's texting law.
7. Identify the minimum distance between multiple sets of railroad tracks that require a driver to stop his/her school bus between sets of tracks.
8. Explain what parts of a school bus are required to be no closer than 15 feet to the nearest rail when stopping at a railroad track.
9. Define a school bus zone.
10. Identify when PA-60 of 2011 became effective.

**School Bus Licensing & Credentialing  
(Multifunction School Activity Bus & Traditional School Bus)**

	<b>School Bus<sup>1</sup> (SB) Types</b>	
<b>Vehicle/Driver Specifications</b>	<b>Non-commercial<sup>2</sup></b>	<b>Commercial<sup>2</sup></b>
<b>Vehicle</b> Passenger Capacity Weight  MDoSP School Bus Inspection	11-15 <26,000 <sup>3</sup> lbs  Yes <sup>4</sup>	16-89 ≥26,001 lbs <26,001 lbs  Yes
<b>Driver License</b>  Mechanics are not required to get a "S" endorsement if they will not be transporting students.	<b>Chauffeur<sup>5</sup></b>  (Exclusive operation of non-commercial MSAB or traditional school bus. Road test not required when upgrading operator license to chauffeur license.)	<b>Commercial Driver License (CDL)<sup>6</sup></b> "A" group designation (Combination vehicle ≥26,001 lbs with trailer >10,000 lbs) "B" group designation (≥16 passengers & ≥26,001 lbs) "C" group designation (≥16 passengers & <26,001 lbs)
<b>Alcohol &amp; Drug Testing<sup>7</sup></b>	<b>No</b> (FMCSA Regulations do not require)	<b>Yes</b>
<b>MDoE Driver Credentials</b> Physical Exam <sup>8</sup> Driver Record Check <sup>9</sup> Fingerprinting <sup>10</sup> Criminal Background Check <sup>11</sup> <b>Corporal Punishment<sup>12</sup></b> <b>Unprofessional Conduct<sup>13</sup></b> <b>Alcohol &amp; Drug Test Training<sup>14</sup></b> <b>Employer's A&amp;D Policy<sup>14</sup></b> New Bus Driver Training <sup>15</sup> Biennial Six-hour CCE <sup>15</sup>	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes
<b>Michigan Occupation &amp; Safety Administration<sup>16</sup></b> Blood-borne Pathogens Right-to-Know	Yes Yes	Yes Yes

**School Bus Driver Licensing & Credentialing Requirements**

<sup>1</sup> MCL [257.1807](#); MCL [257.57](#); Title 29 Transportation: Part [571.3](#) Definitions; FMCSA Subpart A, [383.5](#) Definitions; Highway Safety Program Guideline No. 17 Pupil Transportation Safety

<sup>2</sup> MCL [257.7a](#); FMCSA Subpart A, [383.5](#) Definitions

<sup>3</sup> MCL [257.312e](#) (same for both non-commercial and commercial school bus types)

<sup>4</sup> MCL [257.1839](#) and MCL [257.715a](#) (same for both non-commercial and commercial school bus types)

<sup>5</sup> MCL [257.6](#)

<sup>6</sup> MCL [257.1849](#); MCL [257.7a](#); MCL [257.312e](#)

<sup>7</sup> FMCSA Subpart A, [382.103](#) Applicability and Subpart F, [382.601](#) Employer obligation to promulgate a policy of misuse of alcohol and use of controlled substances

<sup>8</sup> MCL [257.1853](#)

<sup>9</sup> MCL [257.1853](#)

<sup>10</sup> MCL [380.1230a](#); MCL [380.1230g](#)

<sup>11</sup> MCL [380.1230](#) & MCL [380.1230g](#)

<sup>12</sup> MCL [380.1312](#)

<sup>13</sup> MCL [380.1230b](#)

<sup>14</sup> FMCSA Subpart F, [382.601](#) Employer obligation to promulgate a policy of misuse of alcohol and use of controlled substances

<sup>15</sup> MCL [257.1851](#)

<sup>16</sup> Part 554: Blood-borne Infectious Diseases, [R325.70016](#) Information & Training; Occupational Safety & Health Standard, §[1910.1200](#) Hazard Communication

**257.1849**

- (1) Age 18 or older
- (2) Commercial Driver License (CDL) to operate a Commercial Motor Vehicle (CMV) [257.312e](#)
- (3) Driver record check [Driving Record Subscription Service](#)
- (4) Retake CDL Skills Test
  - a) CDL suspension/revocation [257.303](#) more than one CDL
  - b) CDL disqualified
  - c) Convicted of disqualified offenses in **CMV or non-commercial vehicle** [49 CFR 383.51b](#)
  - d) More than 1 conviction of serious traffic violation while operating a CMV within three (3) years [49 CFR 383.5 Definitions "Serious Traffic Violations"](#)
  - e) Convicted of traffic violation resulting in an accident while operating CMV
  - f) Disqualified with >7 points [257.320a](#) or alcohol offense [257.625](#)
  - g) Shall not operate school bus until successfully complete CDL skills test

**257.1851**

- (1) Education certification
  - Enrollment card (EC) for Beginning School Bus Driver Course (BSBDC)



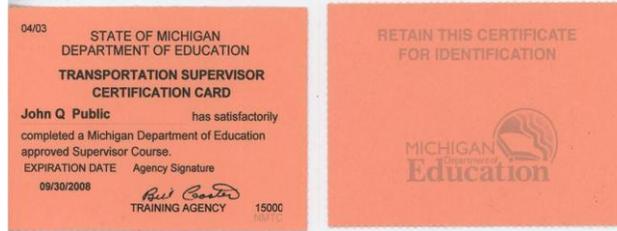
- Course Completion Card (CCC) complete within 90 days of receiving EC, good for 24 months



- Certificate of Continuing Education (CCE) recertified every 24 months



- Failure to successfully complete beginning & continuing education - drivers are not permitted to operate a school bus while transporting passengers.
- (2) School bus fleet supervisors shall successfully complete
- BSBDC – CCC; expires within 24 months
  - Complete Transportation Supervisor Certification Card (TSCC) every 24 months



**257.1853**

- (1) School bus drivers shall meet
- a) MCL 257.1849 – Licensing and MCL 257.1851 – Education requirements
  - b) FMCSA Medical Requirement
    - \* [49 CFR 391.41 - 91.49](#)
    - \* [New medical requirement Q&A](#)
    - \* Two (2) interval between physicals
    - \* Drivers required to carry Medical Examiner Certificate

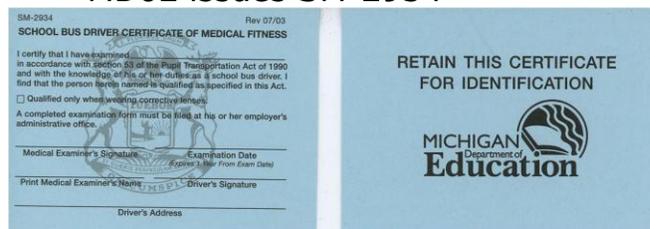
HB-4360  
Rep Haines

Will allow insulin-dependent individuals apply for school bus driver positions. They must comply with Procedures for Continued Certification of Insulin-Diabetic School Bus Drivers.

This bill only deals with insulin-dependent candidates.

Very likely bill will be passed into law.

- \* Drivers with this physical are interstate qualified
- \* Exception for current insulin-dependent diabetic driver
  - \* [Procedures for Continued Certification of Insulin-Diabetic School Bus Drivers](#)
  - \* Drivers and Attending Physicians complete above surveys annually
  - \* MDoE issues SM-2934



- \* Drivers with SM-2934 are qualified to driver only within Michigan – intrastate qualification.

- (2) Maintain driver records
- (3) State police may inspect record

- (4) Criminal background check – does not require fingerprints
- (5) Smoking on school bus
- (6) No alcohol or controlled substances on school bus
- (7) Nor reimbursement or workers compensation benefits for service

SB-496

Senator Casperson

**Bill Summary**

Senate Bill 496 would amend the Motor Carrier Safety Act to incorporate and revise references to Federal regulations; and repeal sections regarding exemptions from the Act's medical qualification provisions.

The Act prohibits a person from operating a CMV unless he or she is qualified to do so. In the case of intrastate transportation, a person is qualified to operate a CMV if he or she meets certain requirements, including medical qualifications; or is eligible for and displays a valid medical waiver card, is excepted from the Act's medical waiver card provisions, or displays a grandfather rights card issued under the Act. Under the bill, a grandfather rights card could be displayed until December 31, 2014.

The bill would repeal Sections 4 and 4a of the Act. Under Section 4, the Act's provisions regarding an intrastate driver's medical qualifications do not apply to a driver who has been a regularly employed driver of the motor carrier for a continuous period that began on or before June 10, 1984; and who has received a grandfather rights card from the Motor Carrier Division of the Department of State Police. Grandfather rights remain valid until December 31, 2014. Under Section 4a, the Department of State Police was not authorized to issue new grandfather cards after October 20, 2005.

Also, under the bill, the provisions of a Federal regulation that requires a medical exam would not apply to a farm vehicle driver, or to a CMV owned and operated by a unit of government or its employees.

**A bill to amend 1963 PA 181, entitled**

"Motor carrier safety act of 1963," by amending sections 1a, 2d, and 5 (MCL 480.11a, 480.12d, and 480.15), section 1a as amended by 2006 PA 50, section 2d as amended by 2005 PA 177, and section 5 as amended by 2006 PA 595; and to repeal acts and parts of acts.

(8) This act and the rules promulgated under this act do not apply to a school bus as defined 1 in **SECTION 7 OF** the pupil transportation act, 1990 PA 187, ~~MCL 257.1801 to 257.1877~~, **MCL 257.1807**, or a bus defined, and certified **FOR WHICH A 4 CERTIFICATE OF AUTHORITY WAS ISSUED**, under the motor bus 5 transportation act, 1982 PA 432, MCL 474.101 to 474.141.

# License & Qualifications Sequence of Actions and or Events

Start actions & events and move to driving assignment & continuation of activities & events

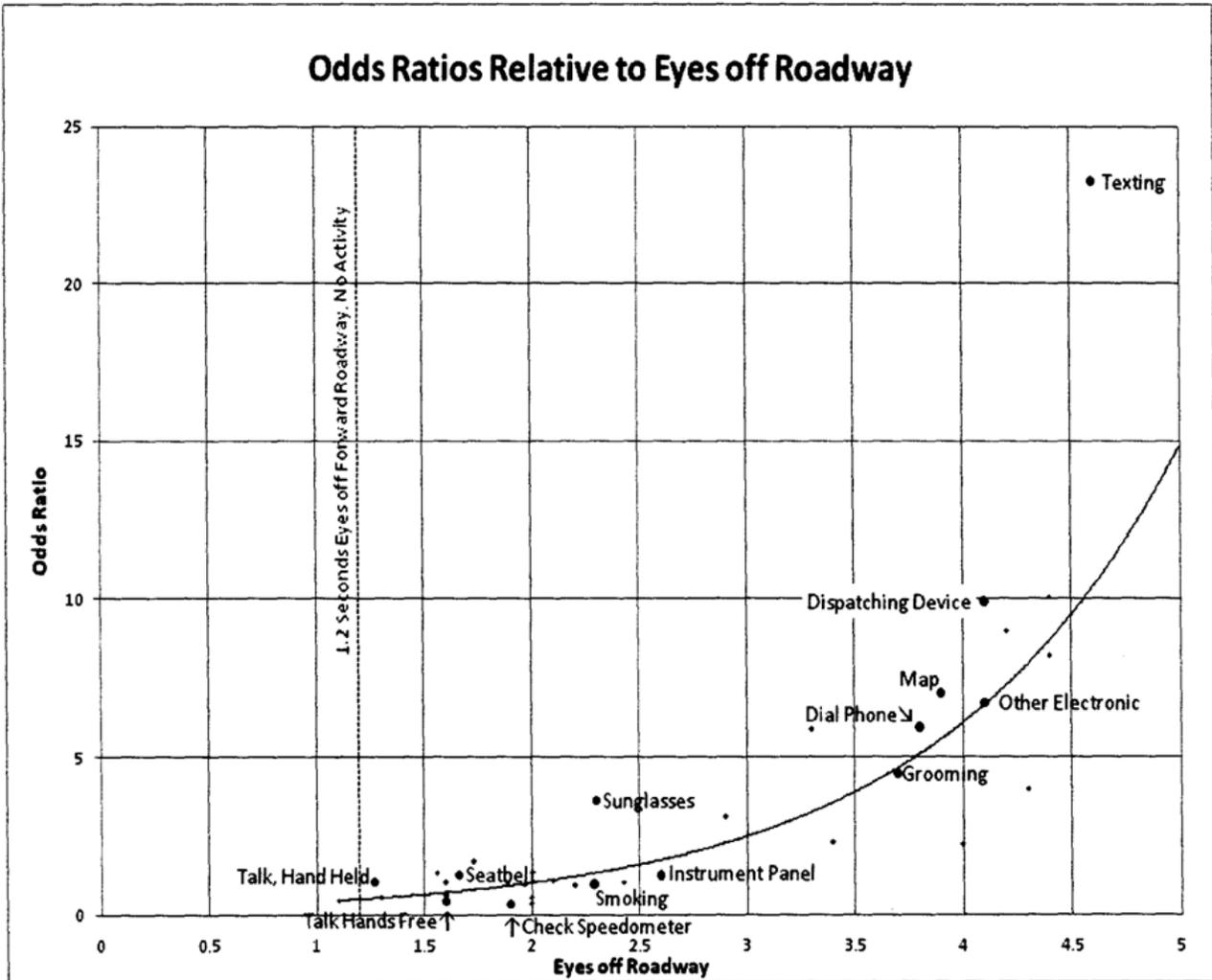


<u>Pre-driving</u> <u>No TIP Ops</u>	<u>Transition to driving</u> <u>TIP</u>	<u>Driving</u> <u>TOP</u>	<u>Continuation</u> <u>Job Assignment</u>
Drvr Rec Ck			Annual with transactions
Alcohol & Drug trng	→		
Organization A&D policy	→		
A&D employer ck	→		
Professional conduct	→		
Pre-employment physical	→		→ <b>Biennial</b> physicals
Pre-employ drug test	→	A&D drug testing program	→ Random, Reasonable, Post Acc
Right-to-know			As needed by events
Blood-borne pathogens	→		→ Annual updates
Pre-requisite training	→		
Corporal Punishment	→		
Fingerprinting	→		→ On-going monitoring
Criminal Background Ck	→		
T.I.P.	→		
		T.O.P.	
		CDL (C:B/C:P&S)	→ Quadrennial renewal
	CEC	→	
		CCC	
		CCE	→ Biennial renewal (Drivers odd years)
		Supervisor's CCE	→ Supervisor's CCE (Supervisors even years)



## The problem with a districted school bus driver

The chart below is the result of a study on the distractions of commercial motor vehicle drivers and the odds of being involved in a crash. A description follows the chart outlining the results of the study and the impact of distracted driving. This chart and the explanation of the study can be a very persuasive distracted school bus driver workshop before school starts.



Source: FMCSA-constructed. Based on VTTI Study (2009).

## Odds Ratios Relative to Eyes Off Roadway<sup>17</sup>

During the 3.8 seconds the driver has his eyes off the forward roadway while dialing his mobile telephone, at 55 miles per hour, the CMV travels about the length of a football field, 306 feet.

A complete copy of the final report for the VTTI Study (2009) is included in the docket referenced in the beginning of this rulemaking notice.

## Distraction in Commercial Trucks and Buses: Assessing Prevalence and Risk in Conjunction With Crashes and Near-Crashes<sup>18</sup>

The purpose of this research was to conduct an analysis of naturalistic data collected by DriveCam®. The introduction of naturalistic driving studies that record drivers (through video and kinematic<sup>19</sup> vehicle sensors) in actual driving situations created a scientific method to study driver behavior under the daily pressures of real-world driving conditions.

The research documented the prevalence of distractions while driving a CMV, including both trucks and buses, using an existing naturalistic data set. This data set came from 183 truck and bus fleets comprising a total of 13,306 vehicles captured during a 90-day period. There were 8,509 buses and 4,797 trucks. The data sets in the current study did not include continuous data; they only included recorded events that met or exceeded a kinematic threshold (a minimum g-force setting that triggers the event recorder). These recorded events included safety critical events (*e.g.*, hard braking in response to another vehicle) and baseline events (*i.e.*, an event that was not related to a safety-critical event, such as a vehicle that traveled over train tracks and exceeded the kinematic threshold). A total of 1,085 crashes, 8,375 near-crashes, 30,661 crash relevant conflicts, and 211,171 baselines were captured in the data set.

Odds ratios were calculated to show a measure of association between involvement in a safety-critical event, which includes crashes, and performing a non-driving related task. The odds ratios show the odds of being involved in a safety critical event when a non-driving related task is present compared to when there is no non-driving related task. The non-driving related task, "any cell phone usage," includes all the specific cell phone sub-tasks, such as reaching for, dialing, talking or listening to a hand-held or hands-free cell phone.

Drivers increased their odds of involvement in a safety-critical event by 1.14 times for "any cell phone usage" while driving. However, when the cell phone task was disaggregated into subtasks, the study results show that the sub-tasks involved

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<sup>17</sup> Federal Register/Vol. 75, No. 244/ Tuesday, December 21, 2010/ Proposed Rules

<sup>18</sup> Hickman, J., Hanowski, R., & Bocanegra, J. (2010). *Distraction in Commercial Trucks and Buses: Assessing Prevalence and Risk in Conjunction with Crashes and Near-Crashes*. Washington, DC: FMCSA.

<sup>19</sup> Kinematics is a branch of physics that deals with the motion of a body or system without reference to force and mass.

with using a cell phone have different risks, some increasing and some decreasing the odds of involvement in a safety-critical event. The odds of involvement in a safety critical event increased significantly when truck and bus drivers performed certain non-driving related tasks:

- Reaching for a cell phone while driving increased the odds by 3.7 times;
- Dialing a cell phone while driving increased the odds by 3.5 times;
- Reaching for a headset/earpiece increased the odds by 3.4 times.

Listed below is a compilation of Michigan law and Federal rules regarding impact on a school bus driver's CDL if texting while driving.

**DEPARTMENT OF TRANSPORTATION**  
**Federal Motor Carrier Safety**  
**Administration**  
**49 CFR Parts 383, 384, 390, 391, and**  
**392**  
**[Docket No. FMCSA-2009-0370]**  
**RIN 2126-AB22**

**Limiting the Use of Wireless Communication Devices<sup>20</sup> (Ban on school bus driver texting.)**

**AGENCY:** Federal Motor Carrier Safety Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Federal Motor Carrier Safety Administration (FMCSA) prohibits texting by commercial motor vehicle (CMV) drivers while operating in interstate commerce and imposes sanctions, including civil penalties and disqualification from operating CMVs in interstate commerce, for drivers who fail to comply with this rule. Additionally, motor carriers are prohibited from requiring or allowing their drivers to engage in texting while driving. FMCSA amends its commercial driver's license (CDL) regulations to add to the list of disqualifying offenses a conviction under State or local traffic laws or ordinances that prohibit texting by CDL drivers while operating a CMV, ***including school bus drivers***. Recent research commissioned by FMCSA shows that the odds of being involved in a safety critical event (e.g., crash, near-crash, unintentional lane deviation) is 23.2 times greater for CMV drivers who engage in texting while driving than for those who do not. This rulemaking increases safety on the Nation's highways by reducing the prevalence of or preventing certain truck- and bus-related crashes, fatalities, and injuries associated with distracted driving.

**Question**

**School Bus Operations**

ATU believed it is unnecessary to extend the ban to public school bus drivers.

**FMCSA Response:**

FMCSA is precluded by statute from applying the FMCSRs to employees of Federal, State and local governments, even when they are engaged in transportation in interstate commerce (49 U.S.C. 31132(2) and (3)). This would include drivers of school buses employed by such government entities. However, ***drivers employed by private entities providing school bus transportation under contract to government entities will be covered, if they are engaged in interstate transportation.*** In addition, ***both government and private drivers of school***

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<sup>20</sup> Federal Register/Vol. 75, No. 186/Monday, September 27, 2010/Rules and Regulations

**buses requiring a CDL would be subject to the CDL disqualification if they are convicted of 2 or more serious traffic violations, which can include a conviction for violating a State traffic law prohibiting texting while driving.**

**DATES: The final rule is effective October 27, 2010.**

## **V. Regulatory Analyses**

FMCSA amends the FMCSRs to restrict texting, including texting while using dispatching devices and fleet management systems, by certain drivers while operating CMVs in interstate commerce. The goal of the regulatory revision is to prevent or reduce the prevalence of truck and bus crashes, fatalities, and injuries on our Nation's highways due to texting while driving.

### **Federal Motor Carrier Safety Administration**

#### **PART 383—COMMERCIAL DRIVER'S LICENSE STANDARDS; REQUIREMENTS AND PENALTIES**

##### **§ 383.5 Definitions.**

**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.

**Texting** means manually entering alphanumeric text into, or reading text from, an electronic device.

(1) This action includes, but is not limited to, short message service, emailing, instant messaging, a command or request to access a World Wide Web page, or engaging in any other form of electronic text retrieval or entry, for present or future communication.

(2) Texting does not include:

(i) Reading, selecting, or entering a telephone number, an extension number, or voicemail retrieval codes and commands into an electronic device for the purpose of initiating or receiving a phone call or using voice commands to initiate or receive a telephone call;

(ii) Inputting, selecting, or reading information on a global positioning system or navigation system; or

(iii) Using a device capable of performing multiple functions (e.g., fleet management systems, dispatching devices, smart phones, citizens band radios, music players, etc.) for a purpose that is not otherwise prohibited in this part.

**§ 383.51(c) Disqualifications of Drivers**

**TABLE 2 TO § 383.51**

<p>If the driver operates a motor vehicle and is convicted of:</p>	<p>For a <b><u>"second" conviction</u></b> of any combination of offenses in this Table in a separate incident <b><u>within a 3-year period</u></b> while <b><u>operating a CMV</u></b>, a person required to have a CDL and a CDL holder must be disqualified from operating a CMV for</p>	<p>For a second conviction of any combination of offenses in this Table in a separate incident within a 3-year period while operating a non-CMV, a CDL holder must be disqualified from operating a CMV, if the conviction results in the revocation, cancellation, or suspension of the CDL holder's license or non-CMV driving privileges, for . .</p>	<p>For a <b><u>"third" or subsequent conviction</u></b> of any combination of offenses in this Table in a separate incident <b><u>within a 3-year period</u></b> while <b><u>operating a CMV</u></b>, a person required to have a CDL and a CDL holder must be disqualified from operating a CMV for . . .</p>	<p>For a third or subsequent conviction of any combination of offenses in this Table in a separate incident within a 3-year period while operating a non-CMV, a CDL holder must be disqualified from operating a CMV, if the conviction results in the revocation, cancellation, or suspension of the CDL holder's license or non-CMV driving privileges, for</p>
<p>(9) Violating a <b><u>State</u></b> or local <b><u>law</u></b> or ordinance on motor vehicle traffic control prohibiting texting while driving.<sup>2</sup></p>	<p><b>60 days</b></p>	<p><b>Not applicable</b></p>	<p><b>120 days</b></p>	<p><b>Not applicable</b></p>

2. *Driving, for the purpose of this disqualification, means operating a commercial motor vehicle, with the motor running, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle with or without the motor running when the driver has moved the vehicle to the side of, or off, a*

highway, as defined in 49 CFR 390.5, and has halted in a location where the vehicle can safely remain stationary.

**(Below is the text of Michigan's anti-texting regulation. It is what the above part 9 is referring? The federal law will take effect if a school bus driver violates Michigan Vehicle Code MCL 257.602b)**

### **Michigan Vehicle Code**

**257.602b Reading, typing, or sending text message on wireless 2-way communication device prohibited; exceptions; violation as civil infraction; fine; local ordinances superseded.**

Sec. 602b.

(1) Except as otherwise provided in this section, **a person shall not read, manually type, or send a text message on a wireless 2-way communication device** that is located in the person's hand or in the person's lap, including a wireless telephone used in cellular telephone service or personal communication service, while operating a motor vehicle that is moving on a highway or street in this state. As used in this subsection, a wireless **2-way communication device does not include a global positioning or navigation system** that is **affixed to** the motor **vehicle**.

(2) Subsection (1) does not apply to an individual who is using a device described in subsection (1) to do any of the following:

- (a) Report a traffic accident, medical emergency, or serious road hazard.
- (b) Report a situation in which the person believes his or her personal safety is in jeopardy.
- (c) Report or avert the perpetration or potential perpetration of a criminal act against the individual or another person.
- (d) Carry out official duties as a police officer, law enforcement official, member of a paid or volunteer fire department, or operator of an emergency vehicle.

(3) An individual who violates this section is responsible for a civil infraction and shall be ordered to pay a civil fine as follows:

- (a) For a first violation, \$100.00.
- (b) For a second or subsequent violation, \$200.00.

(4) **This section supersedes all local ordinances** regulating the use of a communications device while operating a motor vehicle in motion on a highway or street, except that a unit of local government may adopt an ordinance or enforce an existing ordinance substantially corresponding to this section.

**History:** Add. 2010, **Act 60, Eff. July 1, 2010**

### **Federal Motor Carrier Safety Administration**

## **PART 392—DRIVING OF COMMERCIAL MOTOR VEHICLES**

### **Subpart H—Limiting the Use of Electronic Devices**

#### **§ 392.80 Prohibition against texting.**

(a) *Prohibition.* No driver shall engage in texting while driving.

(b) *Motor Carriers.* No motor carrier shall allow or require its drivers to engage in texting while driving.

(c) *Definition.* For the purpose of this section only, **driving** means operating a commercial motor vehicle, with the motor running, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle with or without the motor running when the driver moved the vehicle to the side of, or off,

a highway, as defined in 49 CFR 390.5, and halted in a location where the vehicle can safely remain stationary.

(d) *Exceptions.* (1) *School bus operations and vehicles designed or used to transport 9 to 15 passengers, including the driver, not for direct compensation.* The provisions of § 390.3(f)(1) and (6) are not applicable to this section.

(2) *Emergency Use.* Texting while driving is permissible by drivers of a commercial motor vehicle when necessary to communicate with law enforcement officials or other emergency services.

**Issued on: September 17, 2010**

## **Railroad Crossings**

### 257.1857 Railroad Crossings

- (1) Initial at first rail 15 to 50 feet



Multiple track crossing



## Proximity of railroad crossing and highway intersection



The Rail Safety Section updated its list of railroad crossing interconnects February 28, 2011. The Safety Section identifies all railroad interconnects by the county in which they are located. The report lists the counties in alphabetical order. The report includes a more detailed geographical description of the railroad crossing interconnect location. You may access the report by going to the MVU or MDoE websites and opening **Part I: "Back-to-School Briefing" Resources and Materials.**

Illustrated below is Michigan Department of Transportation Rail Safety Section's – School Bus Driver's Report of Railroad Crossing Concerns. After reviewing railroad crossing requirements and potential problems, place a report form in every school bus.

Michigan Department of Transportation  
Rail Safety Section  
2700 East Airport Service Drive  
Lansing, Michigan 48906  
www.michigan.gov/mdotrailfreight

**SCHOOL BUS DRIVER'S REPORT OF RAILROAD CROSSING CONCERN**

EDUCATIONAL AGENCY:

School District/School: \_\_\_\_\_

Address: \_\_\_\_\_

RAILROAD CROSSING INFORMATION:

Name of Railroad: \_\_\_\_\_

Name of Street: \_\_\_\_\_ National Inventory / DOT Number: \_\_\_\_\_

City: \_\_\_\_\_ Township: \_\_\_\_\_ County: \_\_\_\_\_

Nearby Roads: \_\_\_\_\_ and \_\_\_\_\_

TYPE OF WARNING DEVICES AT CROSSING: (Please check all boxes that apply)

- Crossbucks    Yield Signs    Stop Signs    Pavement Markings    No Passing Lines    Stop Bars    Flashing Lights    Cantilevers w/Flashing Lights    Gates    Other: \_\_\_\_\_

DESCRIBE CONCERN:

If site distance issue, check which quadrant. NE NW SE SW. Please state issue.

PERSON REPORTING CONCERN: \_\_\_\_\_

Date Reported: \_\_\_\_\_

TRANSPORTATION SUPERVISOR: \_\_\_\_\_

Telephone No: (\_\_\_\_\_) \_\_\_\_\_ Email Address: \_\_\_\_\_

If you have questions please contact Jeannine Farkas at (517) 373-8235 or [farkasj3@michigan.gov](mailto:farkasj3@michigan.gov).

**PLEASE FAX COMPLETED FORM TO: (517) 373-0856**

For official use only
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**Public Act 60 of 2011**  
**MCL 257.601b**  
**Effective 7/1/2011**

Summary:

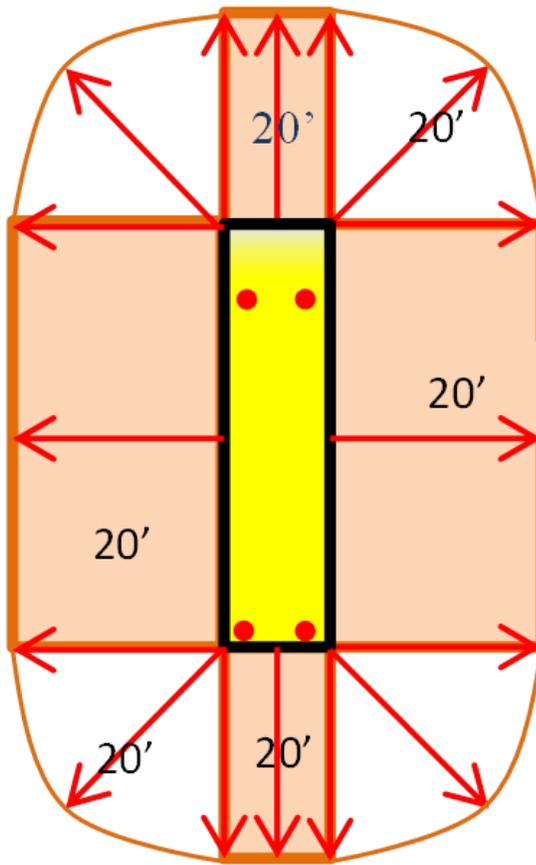
"School Bus Zone"  
PA-60 of 2011 (HB-4168)

Michigan Vehicle Code  
MCL 257.601b

5(c) "School bus zone" means the area lying within 20 feet of a school bus that has stopped and is displaying 2 alternately flashing red lights at the same level, except as described in [MCL 257.682](#).

- Double fine for moving violation
- 3 pt. with injury \$1,000 or 1 year or both
- 3 pt. with fatal \$7,500 or 15 years or both

Effective: **July 1, 2011**



## **School Bus Crash Simulations**

The National Transportation Safety Board produced the following school bus crash simulations. The simulations are digital reconstructions of school bus crashes.

The first is crash between a school bus and dump truck in an intersection.  
[Collision Between a Tractor/Semi-Trailer and School Bus, May 31, 2001](#)

The second school bus runs-off the road, collision with guardrail, bridge rail and vault  
[http://www.beta.nts.gov/Events/2004/Omaha/omaha\\_ani.htm](http://www.beta.nts.gov/Events/2004/Omaha/omaha_ani.htm)

These simulations make excellent discussion starters during a drivers' meeting.