2016 Transportation Supervisors Continuing Education Program

“Fleet Management Nuts & Bolts”

Part II: Three-hour Class

Presented 12/7/15 – 9/30/16

Training Cycle: 10/1/14 – 9/30/16
Compiled & Edited

By

Howard “Mac” Dashney
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The 2016 Transportation Supervisors Continuing Education Program
Is Dedicated to the Life and Service of

Vincent Joseph Weiler
“Vince”

1944 - 2015

He made the ride to and from school special for many very special schoolchildren through his service to Isoco RESA and the Training Agency Association of Michigan (TAAM). He leaves us a challenge of what to do every day and a perfect example of how to do it.

Thanks Vince
Acknowledgements

Without the advice, commitment, insight, and patience of TAAM Supervisors’ Education Committee and Chairman, Bill Coaster, this project could not have been possible.

**TAAM Supervisors’ Education Committee**

Bill Coaster, Char-Em ISD, Chairperson
Angela McCoy, Ottawa Area ISD
Tom Moore, Washtenaw ISD
Kim Hooper, Wayne RESA
Lori Richardson, Oakland Schools
Chad Sexton, Genesee ISD
*Vince Wieler, Iosco RESA*

Listed below are the people and organizations that gave of their expertise and time to ensure a quality program for all transportation supervisors.

**Presenters**

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Ravenna, Michigan 49451
Wayne RESA Production Group
Wayne RESA provided the production facilities and technical expertise to produce these classroom and online programs. Without its participation, the quality of the classroom and online educational programing would be much less. I wish to thank the following people for their expertise, encouragement, and support.

Ms. Kimberly Ingram, Executive Director of Information Technology
Mr. Jeff Gnagey, Producer/Director/Online Course Programmer
Mr. Bill Heldmyer, Producer/Director
Mr. Reggie Smith

Whenever I try to thank all the organizations that provided people and resources to produce this program, I invariably miss someone or organization. Many organizations and people made this program a success; if I failed to acknowledge you, please accept my apology and heartfelt thanks for your effort.
**Legal Authority**
for
**School Bus Fleet Managers’**
Continuing Education Program

257.1851 School bus safety education

Sec. 51

(2) The person or persons in charge of school bus operations at a school shall have, at a minimum, successfully completed the beginning school bus driver training program in his or her first year serving as the person or persons in charge of the operation. The person or persons in charge of school bus operations at a school shall successfully complete 6 hours of supervisory continuing education every 2 years after the successful completion of the beginning school bus driver training program. The continuing education course or courses shall be approved by the superintendent of public instruction and shall be provided by an approved educational agency.

2016 Transportation Supervisors’
Continuing Education Program
Six-hour Training Cycle

Program Goals:

1. **Highlight** local school bus fleets’ innovative activities, materials, and procedures.
2. **Promote** identifying and sharing innovative activities, materials, and procedures across all Michigan school bus fleets.
3. **Identify** and describe specific issues and questions, e.g. federal and state physical standards and school bus railroad crossing conflicts, confronting school bus fleet administrators.
4. **Review** bills before the legislature and The Michigan Association for Pupil Transportation’s Legislative Agenda for the 2015-16 legislative session.
2016 Pupil Transportation Supervisors’ Continuing Education Program
Part II: Three-hour Class

Agenda

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Hello, my name is Mac Dashney

I want to welcome you to Part II of the 2016 Transportation Supervisors Continuing Education Program.

The Part II presentations include hours four (4), five (5), and six (6) of the required biennial six-hour training. The theme for this training cycle is “School Bus Nuts and Bolts.” The program’s focus is on both innovative programs developed by local transportation supervisors and on resources available to fleet administrators.

The Part II presentations are some of the most innovative programs and resources included in the Continuing Education Program series.

The first presentation topic is Federal and State Laws, Regulations, and Rules. Representatives of the departments of State Police, Transportation, State, and Education will discuss prioritizing, applying, impacting, and overseeing laws, regulations, and rules transportation supervisors must use in fleet operation. The Department of Education representative (Mr. Ken Micklash) will engage the three department representatives in conversation during their respective presentations. The purpose of the conversation is to indicate the degree of collaboration between each department and the department of education.

Sergeant Michael McLaughlin, MDoSP-CVED, will explain how to prioritize laws, regulations, and rules that deal with conflicting or similar transportation circumstances or situations. Sergeant McLaughlin, help us keep laws, regulations, and rules straight.

Ms. Jean Ruestman, MDOT-Program Administration Section, will discuss how to apply different laws, regulations, and rules to a similar transportation circumstance or situation. Ms. Ruestman, how do fleet managers apply different laws, regulations, and rules to the same transportation situation?

Mr. John Harris, MDoS-Driver Records Section, will outline how new laws are impacting school bus driver commercial learner permits (CLP) and commercial driver licenses (CDL). Mr. Harris, how did those federal requirements get to Michigan; what do fleet managers and school bus drivers need to do to comply with them?
Mr. Ken Micklash, MDoE-Pupil Transportation Consultant, will provide a perspective on the department’s oversight role. The Department of Education is the lead agency for monitoring Michigan’s school bus fleets. Mr. Micklash, tell us how your department carries out its oversight responsibility while at the same time collaborating with these three state agencies that also influence school bus fleet operation.

Our second presentation deals with school bus multiple-camera systems. Motor vehicle pass-bys are an increasing risk to students walking to or from a school bus. New school bus camera systems show student activity inside and record motorists’ actions outside of a school bus. Mr. George Gibson, Perry Public School Transportation Supervisor, will describe and illustrate the multiple-camera system used by his school bus fleet. Mr. Gibson, tell us about the many uses to which you put your camera systems.

Pass-bys are defined as motorists passing a stopped school bus exhibiting its alternately flashing overhead red lights requiring vehicles to stop for schoolchildren walking to or from a school bus. This phenomenon has been increasing over time and exposing children, the school bus, and motorists to unacceptable risk. Nationally, thousands of pass-bys happen every day. In Michigan, the number is hundreds of pass-bys every day. Two teenagers fatally injured after crashing into the back of a stopped school bus drew the attention of a West Michigan Legislator – Representative Holly Hughes, R-Montague. She introduced a bill to require “enhanced lighting” on the back of all school buses. The Michigan Association for Pupil Transportation (MAPT) identified motorist pass-bys as its number one legislative priority. Representative Hughes, MAPT, and Safe Fleet collaborated to test the Driver Alert-Model 7500 system. The Driver Alert System – Evaluation Project was born.

The last presentation of this program describes the Driver Alert System – Evaluation Project and highlights its results.

Our first presenter is Representative Holly Hughes. She will explain why she proposed the legislation and how pupil transportation supervisors can help. Representative Hughes, tell us the story of one family’s tragedy and how you and the pupil transportation community can make sure no other family has to have such an experience.

Paul Wegmeyer, Transportation Supervisor - West Ottawa Public School and MAPT Legislation Committee Chairperson, is our second presenter. He will outline how the project was constructed. Paul, tell us how you specked this project.
Tim Funk, Transportation Supervisor – Ravenna Public School District, is our third presenter. Ravenna Public School District provided twelve (12) of the 40 school buses involved in the evaluation project. Tim will describe and illustrate the Driver Alert System. Tim, shine some light on this system.
Federal & State: Laws, Regulations, and Rules
SCHOOL BUS OPERATION IN MICHIGAN: INTERGRATING FEDERAL AND STATE LAWS, RULES AND REGULATIONS.

DEFINITION

- Federal Motor Carrier Safety Rules
  - 390.5: School bus means a passenger motor vehicle which is designed or used to carry more than 10 passengers in addition to the driver, and which the Secretary determines is likely to be significantly used for the purpose of transporting preprimary, primary, or secondary school students to such schools from home or from such schools to home.

MDOSP AND MDOE CONVERSATION

Motor vehicles with capacities of less than eleven (<11) passengers are not identified or described in the Pupil Transportation Act (PA-187 of 1990).

- MDoE comment regarding status of less-than-eleven passenger vehicles
- Is it required that these vehicles be inspected by CVED?
- MDOSP: Only if the vehicle exceeds 10K pounds gross vehicle weight rating would the annual inspection outlined by the Federal Motor Carrier Safety Rules be required. Otherwise, an inspection by a qualified person could be completed for the vehicle, at the option of the owner/operator.
DEFINITION

× Michigan Motor Vehicle Code
+ “School bus” means every motor vehicle, except station wagons, with a manufacturers’ rated seating capacity of 16 or more passengers, including the driver, owned by a public, private, or governmental agency and operated for the transportation of children to or from school, or privately owned and operated for compensation for the transportation of children to and from school.

DEFINITION

× The Pupil Transportation Act
+ “School bus” means a motor vehicle with a manufacturers’ rated seating capacity of 11 or more passengers, including the driver, used for the transportation of preprimary, primary, or secondary school pupils to or from school or school-related events or a multifunction school activity bus manufactured after September 2, 2003...

FMCSA §390.5
PA-187 MCL 257.1807

(“School bus” means a motor vehicle with a manufacturer’s rated seating capacity of 11 or more passengers, including the driver, used for the transportation of preprimary, primary, or secondary school pupils to or from school or school-related events or a multifunction school activity bus manufactured after September 2, 2003 as defined in 49 CFR 571.3, 49 CFR 571.108, and 49 CFR 571.131. School bus does not include a vehicle operated by a public transit agency or authority. A vehicle that is not a school bus is not subject to this act. For the purposes of this act, a parent, or legal guardian transporting his or her child or another child with written permission of the other child’s parent or legal guardian on a school-related event is not subject to this act.)

MDOSP & MDOE CONVERSATION
FEDERAL MOTOR CARRIER SAFETY RULES

- 390.3 General applicability
- FMCSR says all rules apply to interstate operation,

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<td>390.3 (f)(1) All school bus operations as defined in 390.5...</td>
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  - School Bus Operation means, “The use of a school bus to transport only school children and/or school personnel from home to school and from school to home.
  - Does not except a “school bus”, only “school bus operations”.

MICHIGAN MOTOR CARRIER SAFETY ACT

- Act 181 480.15
  - Insulin dependent school bus drivers diagnosed as diabetic after June 22, 2010!
MDOSP AND MDOE CONVERSATION

- PA-187 MCL 257.1853 School Bus Driver Medical Requirements
- Driver's and Physician's Information Surveys
- MDoSP Medical Waiver Card

Who do we contact for medical waiver information
Sgt. Joseph Austin oversees the Commercial Vehicle Enforcement Division Medical Waiver Unit. He can be contacted at 517-241-0542.

MICHIGAN MOTOR VEHICLE CODE

- MVC regulates vehicles and their operation in Michigan.
- School Bus – defined in MVC.
- School bus is also a “vehicle”.

1990 PA 187 – PUPIL TRANSPORTATION ACT

- Governs school bus operation in Michigan.
- 257.1810 and 257.1810a - References Federal Motor Vehicle Safety Standards (FMVSS).
- Resulting in development of the Michigan School Bus Inspection Manual.
  - Outlines Red and Yellow tag requirements.

MOTOR VEHICLE CODE

FEDERAL MOTOR VEHICLE SAFETY STANDARDS

SCHOOL BUS INSPECTION MANUAL

Pupil Transportation Act
MDOSP AND MDOE CONVERSATION

How long may a YELLOW TAGGED bus be driven?
An entity has up to 60 days to effect repairs on a school bus that has been Yellow Tagged. Red Tagged vehicles must be repaired before they can be used for pupil transportation. Public Act 187 of 1990 and the Michigan School Bus Inspection Manual, both available online, detail requirements and what constitutes Red and Yellow violations. Each school bus inspector has hard copies of the manual, available free of charge. You can also call me at 517-241-0572 and I will see that you receive a copy of the manual.

CDL

* Although CDL requirements originate in Federal Motor Carrier Safety Rules...
* PA 187 (257.1849 (2)) says, "A person shall not operate a school bus unless that person possesses...the appropriate vehicle group designation, a passenger vehicle endorsement, and a school bus endorsement as required under section (257.) 312e of the Michigan vehicle code...

...MORE THAN MEETS THE EYE

* To effectively operate a school bus in Michigan, you must take into consideration all of these laws, rules and regulations, and understand how they interact, but always start with the Pupil Transportation Act.
CONFLICTS:

- Size: MVC does not specify school bus width.
  - Revert to 96” as legal width
  - Pupil Transportation Act
    - Type 1 (>10K)
      - + Body width of not more than 102”
      - + O/A length not more than 45’
      - + Inside height not less than 72”
  - MSP: “The most descriptive law pertaining to the situation prevails”

SCHOOL BUSES AND TRAILERS...

- Remember: The most descriptive law prevails.
  - Pupil Transportation Act does not address
  - MVC does not specifically mention
    - 257.719(4) The following combinations...are prohibited.
    - 257.719(4)(c)...
      - “Any combination of vehicles not specifically authorized under this section is prohibited”

DRUG AND ALCOHOL TESTING

- IT’S A SCHOOL BUS, SO START WITH PA 187 – 257.1849:
  + ...A person with a commercial driver license shall not operate a school bus, and a school, school bus owner, or lessee shall not allow a person with a commercial driver license to operate a school bus, unless the operation is in compliance with the drug and alcohol testing regulations under 49 CFR parts 40 and 382.
MDOSP AND MDOE CONVERSATION

Criminal & Unprofessional Background Checks

Michigan School Code
380.1230

(1) Except as otherwise provided in this section, upon an offer of initial employment being made by the board of a school district or intermediate school district or the governing body of a public school academy or nonpublic school to an individual for any full-time or part-time employment or when school officials learn that an individual is being assigned to regularly and continuously work under contract in any of its schools, the district, public school academy, or nonpublic school shall request from the criminal records division of the department of state police a criminal history check on the individual and, before employing the individual as a regular employee or allowing the individual to regularly and continuously work under contract in any of its schools, shall have received from the department of state police the report described in subsection (8).

MDOSP AND MDOE CONVERSATION

Unprofessional Conduct Review

Michigan School Code
380.1230b

(1) (a) Authorizes the applicant’s current or former employer or employers to disclose to the school district, local act school district, public school academy, intermediate school district, or nonpublic school any unprofessional conduct by the applicant and to make available to the school district, local act school district, public school academy, intermediate school district, or nonpublic school copies of all documents in the employee's personnel record maintained by the current or former employer relating to that unprofessional conduct.

MDOSP AND MDOE CONVERSATION

Unprofessional Conduct Review

Michigan School Code
MCL 380.1230b

(8) As used in this section:
(b) Unprofessional conduct means 1 or more acts of misconduct; 1 or more acts of immorality, moral turpitude, or inappropriate behavior involving a minor; or commission of a crime involving a minor. A criminal conviction is not an essential element of determining whether or not a particular act constitutes unprofessional conduct.
MDOSP AND MDOE CONVERSATION

Criminal History Check

Michigan School Code
380.1230g (1) & (12)

(1) Not later than July 1, 2008, the board of a school district or intermediate school district, the board of directors of a public school academy, or the governing body of a nonpublic school shall do both of the following for each individual who, as of December 1, 2005, is either a full-time or part-time employee:
   (a) Request from the criminal records division of the department of state police a criminal history check on the individual.
   (b) Request the department of state police to conduct a criminal records check on the individual through the federal bureau of investigation. The board, board of directors, or governing board shall require the individual to submit his or her fingerprints to the department of state police.

MDOSP AND MDOE CONVERSATION

Criminal History Check

Michigan School Code
380.1230g (1) & (12)

(12) As used in this section:
   (a) "At school" means in a classroom, elsewhere on school property, or on a school bus or other school-related vehicle.
   (b) "Felony" means that term as defined in section 1 of chapter I of the code of criminal procedure, 1927 PA 175, MCL 761.1.
   (c) "Listed Offenses" means that term as defined in section 2 of the sex offenders registration act, 1994 PA 295, MCL 28.722.

Section 2 (j), (u), (t), & (v)

MDOSP AND MDOE CONVERSATION

Criminal History Check

Michigan School Code
380.1230g (1) & (12)

(d) "Regularly and continuously work under contract" means any of the following:
   (i) To work at school on a more than intermittent or sporadic basis as an owner or employee of an entity that has a contract with a school district, intermediate school district, public school academy, or nonpublic school to provide food, custodial, transportation, counseling, or administrative services, or to provide instructional services to pupils or related and auxiliary services to special education pupils.
   (ii) To work at school on a more than intermittent or sporadic basis as an individual under a contract with a school district, intermediate school district, public school academy, or nonpublic school to provide food, custodial, transportation, counseling, or administrative services, or to provide instructional services to pupils or related and auxiliary services to special education pupils.
   (iii) To work at school on a more than intermittent or sporadic basis as an entity that has a contract with a school district, intermediate school district, public school academy, or nonpublic school to provide food, custodial, transportation, counseling, or administrative services, or to provide instructional services to pupils or related and auxiliary services to special education pupils.
   (iv) "School property" means that term as defined in section 33 of the sex offenders registration act, 1994 PA 295, MCL 28.733.
IF YOU HAVE QUESTIONS...

- Michigan State Police
  - Commercial Vehicle Enforcement Division
  - School Bus Inspection Unit
- Sgt. Mike McLaughlin
  - mclaughlinm3@michigan.gov
  - 517-241-0572

- Michigan Department of Education
  - Pupil Transportation Consultant
- Ken Micklash
  - MicklashK@michigan.gov
  - (517) 373-6388
MDoSP Prioritizing Laws, Regulations, and Rules

Before getting questions from our live audience, I have a couple for Sgt. McLaughlin

Prioritizing Laws, Regulations, & Rules

Are federal laws, regulations, and or rules automatically applied and enforced at the state and local levels? Why or why not? Provide an example.

- Federal Laws must be adopted by a state. Although the Motor Carrier Safety Act (Act 181 of 1963) adopted provisions of Title 49 of the code of federal regulations, it was done with some modification. An example would be the following.

- As a non-excepted, intrastate driver only, the driver would be subject to state driver qualification, which allows for the following: Insulin dependent drivers, employed as a school bus driver on June 22, 2010, where diabetes was noted at the time of that medical examination, and the requirements of MCL 257.1853 (1) (c) were met, can obtain the SM-2934 (otherwise known as the Blue Card).

- **It is important to note that INTERSTATE operation of a school bus requires adherence to 383.71 (2) (b) (1) and (5)**

Prioritizing Laws, Regulations, & Rules

How does a school bus fleet supervisor choose between state laws, regulations, or rules that are applicable to the same circumstance or situation? For example, is the Michigan Vehicle Code or the Pupil Transportation Act correct in indicating the legal width of a school bus?

- Whenever looking for requirements for operation of a school bus, always begin with PA 187. It is legally defensible that the most descriptive law pertaining to a situation prevails. If unable to find an exact situation, or whenever unsure about requirements for school bus operation, please contact the Michigan State Police, Commercial Vehicle Enforcement Division, School Bus Inspection Unit for assistance.
Prioritizing Laws, Regulations, & Rules

Before adopting federal laws or regulations, what should state officials consider to avoid the unintended consequences accompanying the adoption of federal law or regulation? An example to consider is the adoption into the Pupil Transportation Act of the federal rules requiring a biennial DOT physical for all Michigan school bus drivers.

Generally, federal laws and regulations are adopted as state law in order to meet certain qualification requirements. Public Act 93 of 2010 amended the Pupil Transportation Act, requiring school bus drivers meet the qualifications standards of 49 CFR 391.41 to 391.49 with limited exceptions for INTRASTATE only drivers.

Prioritizing Laws, Regulations, & Rules

So, even though FMCSR requirements indicate medical examinations may be valid for up to 24 months, the medical examiner may issue a medical certificate for less than 24 months when it is necessary to monitor certain medical conditions. Additionally, a school district has the option of developing local policy which would require their school bus drivers to complete an annual physical examination. This decision would be made at the local district level.

Prioritizing Laws, Regulations, & Rules

Thank you Sgt. McLaughlin.

Now I will open up for questions from our audience of transportation supervisors. Please come to the podium to ask your question.
Motor Bus Transportation Act 432 of 1982

- Regulates any for hire motor carrier of passengers having a seating capacity of 15 passengers or more, including the driver. Normal home to school is not considered "for hire" for school systems.
- "For hire" includes any method or arrangement to remunerate (pay) the operator.
- For hire motor carrier of passengers must apply and receive operating Authority from MDOT. $5 million liability insurance and passed bus inspection (MSP ok) is required.
- Provides exemptions for transit and local governments but not for school districts.

MDOT and MDOE Conversation

School Buses Used For Other Than Pupil Transportation

Pupil Transportation Act (PA-187)
MCL 257.1865
(1) a school may permit the use of a school bus which is not otherwise being used for school purposes... organization or group... transporting senior citizens or retired or disabled persons, or by a nonprofit organization for purposes of transporting its members to or from an activity, event, or outing... suitable or economically feasible public or private transportation... not available... costs may be paid.

Michigan School Code
380.1333
(1) a school district may use of a school bus... organization or group for purposes of transporting senior citizens or retired or disabled persons, or by a nonprofit organization... transporting its members to or from an activity, event, or outing... public or private transportation is not available... costs may be paid.

Michigan Department of Education Rules
R340.231
As a school bus operator do you need an Authority from MDOT?

- If you are only providing school related transportation – No.
- If you are providing transportation to passengers who are not members of the school (students, chaperons) for any form of remuneration – Yes.

Per The Pupil Transportation Act 187 of 1990, Section 257.1865 "a school may permit the use of a school bus which is not otherwise being used for school purposes by an organization or group for the purposes of transporting senior citizens or retired or disabled persons, or by a nonprofit organization for purposes of transporting its members to or from an activity, event, or outing."

MDOT and MDOE Conversation

Public School Transportation Charging Fees Q&A

Question #5
Our school’s Lacrosse team boosters pay for one way transportation which is transferred from the athletic account to the transportation department. Do we need MDOT certification?

Answer #5
When carrying a school sponsored team (and support staff) you do not need MDOT certification. If carrying spectators or if the team is not school sponsored and you are receiving any type of remuneration, then you do need MDOT certification.

Trips that do and do not require an Authority from MDOT.

Authority required (remuneration is received):
- Non school sponsored events such as field trips
- Fan bus to a school sponsored event with any form of remuneration
- Transporting senior citizens to events for any form of remuneration

Authority not required (no remuneration received):
- School sponsored field trips for summer school child care programs
- Transporting a non-profit organization and only its members for no form of remuneration
- Public school providing mandated transportation services to a local nonpublic school
MDOT and MDOE Conversation

Public School Transportation Charging Fees Q&A

Question #1
Our district provides field trips for summer school aged child care programs. We are reimbursed from an internal account in the program to cover transportation costs. Do we need MDOT certification?

Answer #1
If this is a public school sponsored childcare program, then you do not need MDOT certification. If the trips are for privately owned child care centers, then you would need MDOT certification.

Question #2
Our district provides field trips for the local parks and recreation authority that reimburses the school district for its costs. Do we need MDOT certification?

Answer #2
If the field trips are for a classroom (i.e., school sponsored activity) then you do not need MDOT certification even if parks and recreation authority is paying for the transportation. If this is not a school sponsored event then you do need MDOT certification.

MDOT Application for an Authority Process

- Complete and send in the Application for authority form.
- Provide proof of Act 432’s insurance requirements ($5 million liability insurance)
  - Based upon pupil population many school districts may not meet the $5 million insurance requirement.
- Provide proof of Michigan State Police Safety Inspection
  - Many older school buses do not meet the Emergency Exit requirements contained in Act 432 and may have to be updated.
- Pay application and fee for each bus used to provide for-hire transportation services
MDOT and MDOE Conversation

Questions regarding MDOT Certification

1. Who school people contact if they are interested MDOT certification?

2. How long does it take to receive MDOT certification?

3. Can a school move MDOT certification around from one school bus to another?

The Pupil Transportation Act 187 of 1990

Carriers receiving an Authority from MDOT must still comply with all requirements contained within the Pupil Transportation Act 187 of 1990.

The Pupil Transportation Act (PA-187) MCL 257.1810a

How school districts may use motor carriers legally.

257.1810a

(1) A school may contract with a licensed motor carrier of passengers for a motor bus to be used for occasional transportation of pupils to or from school-related events. A school shall not directly operate a motor bus for the use of pupil transportation to or from school or school-related events. A motor carrier certified by the state transportation department shall not use a motor bus to transport pupils to and from school.
Motor Bus Transportation Act (PA-432 of 1982)  
Pupil Transportation Act (PA-187 of 1990)

MDOE
Mr. Ken Micklash  
MDOE  
Pupil Transportation Consultant  
(517) 373-6388  
MicklashK@michigan.gov

MDOT
Ms. Jean Ruestman  
MDOT  
Manager, Program Administration Section  
(517) 373-6625  
ruestmanj@michigan.gov

MDOT Applying Laws, Regulations, and Rules

Before getting questions from our live audience, I have a couple for Ms. Ruestman

Applying Laws, Regulations, & Rules

   a. “For hire” means for remuneration or reward of any kind, paid or promised, either directly or indirectly.

2. What organizations are exempt from MDOT Authority to operate a “for hire” passenger transportation fleet?
   a. There are exemptions for public transit, local governments and non-profit organizations carrying their members. There is no exemption for school districts.
3. The Michigan School Code (PA-451 of 1976) and the Pupil Transportation Act (PA-187 of 1990) allow school districts to charge for transportation of non-students to school-related or non-school-related events. Why does MDOT require a school district to have MDOT Authority before they can provide such transportation?

a. PA-432 regulates motor carrier of passengers. You become a motor carrier of passengers when you hold yourself out to the public as willing to transport passengers for hire by motor bus from place to place over Michigan public highways, therefore you must comply with PA-432 when you are acting as a motor carrier of passengers. You must continue to comply with the School Code and the Pupil Transportation Act during those times.

4. If a school district has questions about whether it needs MDOT Authority before charging for a transportation service, what resource should it consult?

a. Visit the MDOT bus and limousine web site at www.michigan.gov/busandlimo a list of some common questions and answers regarding the use of school buses for transportation services. If you still have questions, click on the Contact Us link near the top of the page for information regarding who to contact.

Thank you Jean Ruestman.
Now I will open up for questions from our audience of transportation supervisors. Please come to the podium to ask your question.
Discussion Points

- Foreign Language Interpreter
- Fraudulent Testing Preventatives
- Skills Test
- New Restriction Codes
- Proof of Legal Presence
- Upcoming changes
MDOS and MDOE Conversation

Can the written test be read to a person?

Foreign Language Interpreter

- CDL Written Knowledge Tests
- Reduce Potential for Fraud
- American Sign Language Interpreters

Fraudulent Testing Preventatives

- Stronger Stand Against Cheating
- Written or Skills Tests
- Denied License for 60 Days
- Posted to Driving Record
- One Type of Test per Day
Skills Test

- Retain CLP for Fourteen Days Prior
- National Standards
- Scheduled Two Business Days in Advance
- "Banked" Test Segments

MDOS and MDOE Conversation

- For how long is a CDL-CLP valid?
- Can a CLP be renewed?
- If I renew a CLP, will I have pay additional fees and retake a knowledge test?

New Restriction Codes

- Appear on CLPs and Full CDLs
- Based on Application Date – July 8th, 2015
- Placed By Skills Test Examiners Electronically

- PKMZ
- XENL
P – No Passengers in CMV Bus
IF...
Driver has CLP with (P) Passenger Endorsement
or
(S) School Bus Endorsement
THEN...
(P) Restriction Required on CLP
and
Other passengers prohibited in vehicle (exceptions)

X – No Cargo in CMV Tank Vehicle
IF...
Driver has CLP with (N) Tank Endorsement
THEN...
(X) Restriction Required on CLP
and
May only operate vehicle with an empty tank

K – Intrastate Only
IF...
Driver certifies travel is Intrastate only
THEN...
(K) CDL Restriction Required
and
May not operate CMV in Interstate Commerce
MDOS and MDOE Conversation

PA-187 of 1990

MCL 257.1853

(1) A driver of a school bus shall, at a minimum, meet the following qualifications:

(a) The requirements of sections 49 and 51.

(b) The requirements to ensure that a person is qualified to operate a school bus found in 49 CFR 391.41 to 391.49, including the appendices of each section, except that the requirement of 49 CFR 391.41(b)(3) does not apply if either of the following is true:

(i) The driver of the school bus has been granted a waiver under section 3 of the motor carrier safety act of 1963, 1963 PA 181, MCL 480.13.

(ii) The driver of the school bus is employed as a school bus driver on the effective date of the amendatory act that added this subdivision, diabetes is noted at the time of examination, and the requirements of subdivision (c) are met.

MDOS and MDOE Conversation

MCL 257.1853

(i) The driver of the school bus has been granted a waiver under section 3 of the motor carrier safety act of 1963, 1963 PA 181, MCL 480.13.

(ii) The driver of the school bus is employed as a school bus driver on the effective date of the amendatory act that added this subdivision, diabetes is noted at the time of examination, and the requirements of subdivision (c) are met.

MDOS and MDOE Conversation

Driver's & Physician's Information Surveys

MDOE - SM-2934

“Blue Medical Card”

MDOSP Medical Waiver Board

Medical Waiver for Person Not Medically Qualified to Drive
Displays on Face of Hard Card

Changes will Require:
- Branch Visit
- Corrected License Application
- Applicable Fees
- Website
- K Restrictions
- Medical Certifications

K - Intrastate Only

MDOS and MDOE Conversation

Comment on what has changed with the introduction of the “K” restriction. Prior to the new restriction, school bus drivers could go online and change their certification from intrastate to interstate as often as they wanted. Will the “K” restriction provide the same flexibility?

IF...

Skills test is performed with automatic transmission

THEN...

(E) CDL restriction required and Cannot drive CMV with manual transmission

E - No Manual Transmission
M - No Class A Passenger Vehicle

**IF**
- Driver applies for (P) Passenger Endorsement
- Performs Skills Test in Class B Passenger Vehicle

**THEN**
- (M) CDL Restriction Required
- Cannot operate a Class A Passenger Vehicle

N - No Class A and B Passenger Vehicle

**IF**
- Driver applies for (P) Passenger Endorsement
- Performs Skills Test in Class C Passenger Vehicle

**THEN**
- (N) Restriction Code Required on CDL
- Driver cannot operate Class A or Class B Passenger Vehicle

Z - No Full Air Equipped CMV

**IF**
- Applicant passes Air Brake Knowledge Test
- Performs Skills Test in CMV with Partial Air Brakes

**THEN**
- (Z) CDL Restriction Required
- Driver cannot operate CMV with Full Air Brakes
**L - No Air Brake Equipped CMV**

**IF...**
- Applicant does not take or fails Air Brake Knowledge Test
- Performs Skills Test with no air brakes

**or**
- Performs Skills Test with no air brakes

**THEN...**
- (L) Restriction Code Required on CDL
- Driver cannot operate any vehicle with air brakes

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**Proof of Legal Presence**

- Federal Motor Carrier Safety Administration
- All CDL holders
- Renewal / Converting CLP to CDL / Correction
- Only need to show once

---

**Upcoming Changes**

- National Medical Registry
- Doctors will upload medical information
- Three years
MDOS Impacting Laws, Regulations, and Rules

Before getting questions from our live audience, I have a couple for Mr. Harris

MDOS Impacting Laws, Regulations, and Rules

PA-11 of 2015 revised and updated state laws related to acquiring a Commercial Learner’s Permit (CLP) and a Commercial Driver’s License (CDL). Did the Federal Motor Carrier Safety Administration require Michigan to adopt these updates?

The state law became effective July 8, 2015, when will trainees applying for a CLP and drivers renewing or upgrading their CDL see changes to their CLP or CDL?
MDOS Impacting Laws, Regulations, and Rules

What codes or restrictions may a school bus driver trainee see on his or her CLP?

Will a school bus driver renewing his or her CDL see new codes or restrictions on his or her license?

The new “K” restriction is a major procedural change regarding whether a school bus driver can drive out of state, e.g. Chicago, Cedar Point, Saulte Ste Marie, Ontario, Canada. Will you explain what the “K” restriction means to newly licensed school bus drivers? How will the “K” restriction impact school bus drivers already holding a CDL?

MDOS Impacting Laws, Regulations, and Rules

I am a driver with twenty (20) years experience driving a tractor-trailer. My license is a CDL-A. I want to drive school bus during the fall, winter, and spring and continue driving semi during the summer. When I take my road-test in a school bus to get my “P&S” endorsements it will be in a vehicle with an automatic transmission. Will I lose my previous authority to operate a commercial motor vehicle equipped with a manual transmission?

MDOS Impacting Laws, Regulations, and Rules

Under what circumstances should a school bus driver renewing his or her CDL expect to see new codes or restrictions on his or her renewed license?

Thank you John Harris.

Now I will open up for questions from our audience of transportation supervisors. Please come to the podium to ask your question.
Before getting questions from our live audience, I have a couple for Mr. Micklash.

MDOE Overseeing Laws, Regulations, and Rules

MDOE is the lead agency for pupil transportation and school bus operation.

Ken describe for us how the MDOE carries out its leading and overseeing functions.

1. You introduced a fleet auditing activity to your list of responsibilities, explain what that is and how you perform it.

2. What is the Department’s relationship with TAAM?  
   - What do the letters TAAM stand for?  
   - How does the Department’s relationship with TAAM affect its leadership and oversight obligations?

3. Describe MDOE’s leadership role with PTAC.  
   - What do the letter PTAC stand for?  
   - How did PTAC come into being?  
   - What role does PTAC occupy in the Department’s leadership and oversight of pupil transportation?
MDOE Overseeing Laws, Regulations, and Rules

4. Review for supervisors in the audience and viewing this program resources available through the MDOE.
   ➤ MDoE Pupil Transportation Resources

MDOE Overseeing Laws, Regulations, and Rules

My last question is a specific application of overseeing school bus fleet operation.

5. My school district has MDOT Authority to charge for passenger transportation. The district has a contract with a local non-profit organization to transport approximately 15,000 people to a local park for a festival sponsored by the non-profit. The district’s reading of the Pupil Transportation Act, MCL 257.1865, indicates that the district can charge for transportation to and from an event sponsored by a non-profit organization. Is this a correct reading of the law?

MDOE Overseeing Laws, Regulations, and Rules

Thank you Mr. Micklash.

I am now going to open for questions from our live audience of transportation supervisors. Please come to the podium to ask your question.

Ken Micklash
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Pupil Transportation Consultant
(517) 373-6388
MicklashK@michigan.gov

F&S:LR2 - MDOE Leadership & Oversight
School Bus Multiple Camera System
ADVANCED SURVEILLANCE SYSTEM

Presentation by: George Gibson
Perry Public Schools
517.625.3107
gibson@goperry.org

WHAT IS IT?

• **Safety** - With our Advanced Surveillance Technology, safety is the number one topic being addressed.
• **Satisfaction** - Not only do we want to make sure our students are safe, but we give peace of mind to not only the school and its drivers, but also students and their parents.
• **Savings** - By reducing driver occupation turnover, our school systems can focus on putting more money towards classrooms, faculty, and facilities.
SAFETY

Driver Monitoring
- Speed
- Stopping Distance
- Signal Usage
- Sign Usage
- Driver Control

Student Monitoring
- Bullying
- Suspicious Activity
- Parental Concerns
- Quality Control

Multi-camera Systems
Satisfaction

Parents
Drivers
Students
Faculty
Administrator

Savings

• With a decrease in driver turnover and advanced monitoring, we can save money in a number of ways...
  1. Less money spent on new driver expenses
  2. Monitoring idle time, decreasing fuel costs
  3. Decreasing crash risks with alert and attentive drivers

Positive Thinking

With our new and improved surveillance system, our students are safer than ever, having countless positive affects on our community. With happier parents and faculty, our school can save money while giving an overall experience that is unmatched.

In the end, it’s about our students, our kids, and our future. Let’s give them the experience they deserve.
Before getting questions from our live audience, I have a couple for Mr. Gibson.

1. You indicated the multi-camera system has had a greater impact upon fleet operations than passenger management. What are the three “Ss?”
2. Let us talk specifically about the three “S’s.” Give me some specific examples each of the “S’s.”
   • Safety –
   • Satisfaction –
   • Savings –

3. In your presentation, you mentioned a reduction in driver stress as one outcome of the camera system, what do you mean and do you have one or two specific examples.
4. How have the reductions in driver stress affected staffing and the need to hire school bus drivers?
5. How has the camera system affected the community with the Perry Public Schools in general and specifically the pupil transportation department?
6. How do you think the camera system affected your department’s overall operation and how has the department’s image changed within the Perry Public School and throughout the Perry community?
Multi-camera Systems

7. While developing the multi-camera system presentation, you mentioned that you lease your school buses. I cannot help but ask why you lease, what are the benefits to the Perry Public Schools, and would you recommend leasing to other school bus fleet operators?

Thank you Mr. Gibson

Now I will open up for questions from our audience of transportation supervisors. Please come to the podium to ask your question.

Thank You
Driver Alert System – Evaluation Project
Driver Alert System – Evaluation Project

Representative Holly Hughes, R-Montague
571.373.3436
N-1195 House Office Building
Lansing 48909

Why I hold my breathe every school day.

What schoolchildren, school bus drivers, and motorists face every school day.

What the numbers tell us:

➢ Nationally 75,966 motorists illegally pass stopped school buses every school day
➢ Michigan experiences 600 motorists illegally passing stopped school buses every school day
➢ Ten (10) school districts in this project experienced 42-32 illegal pass-bys per day during our 20 day project time
Driver Alert System – Evaluation Project

What needs to be done?

- Cooperation from school districts to identify real-world solutions
- Create appropriate legislation – HB-4046
- Support for legislation from MAPT and school bus fleet supervisors

Driver Alert System – Evaluation Project

I am going to open up the discussion for questions from our audience of transportation supervisors. But before I do, I have a couple of questions.

1. How did you get involved with schoolchildren, school buses, and motorists at school bus stops?
2. What are you doing to reduce the dangers at school bus stops?
3. With whom are you working to improve safety at and around school bus stops?
4. What can Michigan’s transportation supervisors do to assist you improve the safety around school bus stops?

The floor is now open for audience questions. Please come to the podium and ask your question.
Driver Alert System – Evaluation Project

Paul Wegmeyer, West Ottawa Public Schools, MAPT Legislation Committee Chairperson – 616.395.2410

MAPT's 215-16 Legislation Agenda
Priority #1: Aggressively address the “Pass-by Crisis”
Priority #2: Seek critical shortage status for pupil transportation personnel
Priority #3: Increase the awareness of school buses at RRX stops and enable “EXEMPT” signage
Priority #4: Seek an exemption from Michigan’s “frost law” (school bus seasonal weight and speed restrictions)
Priority #5: Monitor and influence legislative and regulatory activities

Driver Alert System – Evaluation Project

Serious Problem
76,000 pass-bys per day nationally
600 pass-bys per day in Michigan

MAPT partnered with Rep. Hughes and to address the problem.
Driver Alert System – Evaluation Project

Agreed to provide up to 40 Driver Alert Model 7500 rear lighting systems.

School bus fleets would test the system’s ability to reduce pass-bys.

10 school bus fleets were identified to test the system.

The fleets represented rural, suburban, and urban areas spread throughout the Lower Peninsula.

Information collected about school buses participating in the evaluation project:

<table>
<thead>
<tr>
<th>School Bus Id</th>
<th>Location</th>
<th>Year Built</th>
<th>Body Style</th>
<th>Color</th>
<th>Snow Plow</th>
<th>Special Equipment</th>
<th>Special External Equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>123456</td>
<td>Ann Arbor</td>
<td>2012</td>
<td>Full Size</td>
<td>Red</td>
<td>Yes</td>
<td>Front and rear</td>
<td>Optional feature</td>
</tr>
</tbody>
</table>
DAS-EP Important Dates and Activities

- 09/24 - Pilot Project Supervisor Briefing meeting at MAPT office conference room with transportation supervisors of participating school bus fleets (10:30a-1:00p)
- 09/26-10/02 - Illegal pass-by data collection (Week #1) - Without use of Driver Alert
- 10/05-10/09 - Illegal pass-by data collection (Week #2) - Without use of Driver Alert
- 10/12-10/16 - Installation week to equip buses with Driver Alert at each of the participating school bus fleets
- 10/16 - Driver Alert "Kick-off" meeting at Ravenna Public Schools Transportation Department (11:00a)
- 10/19-10/23 - Illegal pass-by data collection (Week #3) - With use of Driver Alert
- 10/26-10/30 - Illegal pass-by data collection (Week #4) - With use of Driver Alert
- 12/3 - DAS-EP Workgroup Project Data Review/Wrap Up meeting at MAPT office conference room (10:30a-12:00p)

Driver Alert System – Evaluation Project

Reasons motorists give for passing by a stopping or stopped school bus preparing to load/unload schoolchildren:

I did not see the bus – driver distraction
I did not know I was supposed to stop – ignorance of the law
Lights are high; I cannot see them – ineffective signaling system

Driver Alert System – Evaluation Project

The purpose of this project is to communicate to motorists approaching stopping or stopped school buses:

What to do
When to do it
Why do it
Driver Alert System – Evaluation Project

I am going to open up the discussion for questions from our audience of transportation supervisors. But before I do, I have a couple of questions.

1. How does the committee identify and prioritize topics that it recommends to MAPT to be part of its legislative agenda?
2. What did the committee consider when it identified the “Pass-by Crisis” as its number one legislative priority?
3. What criteria did the committee use to identify evaluation project fleets?
4. How many vendors can provide the Driver Alert System?
5. If the project demonstrates that the Driver Alert System reduces pass-bys, what is the next step for MAPT? Will MAPT work with and support Representative Hughes’ proposed legislation? What does that mean for transportation supervisors in this audience and taking the program online?
Children and school buses are at risk when motorists approaching a stopping or stopped school bus do not see it, are confused by it, or cannot see its signals. Ravenna Public School transports 600 children every day and cannot have motorists confused, distracted, or unknowing when approaching our 12 school buses about to load or unload those children.

The Driver Alert System is unique. School bus drivers can communicate to motorists WHAT TO DO, WHEN TO DO IT, and WHY DO IT when approaching a stopping or stopped school bus. The messaging is at motorist’s eye level. A written message continuously communicated to motorists is an excellent educational tool.
Driver Alert System – Evaluation Project

I am going to open up the discussion for questions from our audience of transportation supervisors. But before I do, I have a couple of questions.

➢ What is the value of pupil transportation to a school district in particular a rural district?
➢ How does a superintendent look at keeping children safe while riding a district school bus to and from school and school-related activities?

This may be an unfair question – is the DAS worth the approximate $500 cost per unit added to new bus purchases and retro-fitting existing school buses?

The floor is now open for audience questions. Please come to the podium and ask your question.
What the motorist pass-by experience is like in the Ravenna Public School District

School bus drivers opinions about the Driver Alert System and the change in motorists approaching their school buses after the DAS was installed and used on Ravenna school buses

How the Driver Alert System works
Preparation to stop – 200 feet of amber light communication
While stopped - red light communicates direct and clear
“Hazard Warning Light” - communicates stopping
Railroad crossing – communicates bus driver's intent

The messages are communicated at motorist’s eye level
Driver Alert System – Evaluation Project

I am going to open up the discussion for questions from our audience of transportation supervisors. But before I do, I have a couple of questions.

➢ From your perspective as a transportation supervisor and part-time school bus driver, is there a need to improve the way school bus drivers can communicate to motorists what to do, when to do it, and why do it as vehicles approach a stopping or stopped school bus?

➢ What was the retro-fit installation of the DAS like – time consuming, expensive, or a problem with school bus inspection?

Would you recommend to supervisors in the auditorium and watching this program online that they include the DAS as a spec on new school bus purchases and retro-fit existing school buses?

I am now going to open for questions from our live audience of transportation supervisors. Please come to the podium to ask your question.
I certify that I have examined Last Name: ___________ First Name: ___________ in accordance with (please check only one):

☐ the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.49) and with knowledge of the driving duties. I find this person is qualified and, if applicable, only when check all that apply.

☐ the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.49) with any applicable State variances (which will only be valid for intrastate operations), and, with knowledge of the driving duties. I find this person is qualified, and, if applicable, only when check all that apply.

☐ Wearing corrective lenses ☐ Accompanied by a ______ waiver/exemption ☐ Driving within an exempt intrastate zone (49 CFR 391.62) (Federal)

☐ Wearing hearing aid ☐ Accompanied by a Skill Performance Evaluation (SPE) Certificate ☐ Qualified by operation of 49 CFR 391.64 (Federal)

☐ Grandfathered from State requirements (State)

The information I have provided regarding this physical examination is true and complete. A complete Medical Examination Report Form, MCSA-5875, with any attachments embodies my findings completely and correctly, and is on file in my office.

Medical Examiner’s Certificate Expiration Date

Medical Examiner’s Signature

Medical Examiner’s Telephone Number

Date Certificate Signed

Medical Examiner’s Name (please print or type)

☐ MD ☐ Physician Assistant ☐ Advanced Practice Nurse

☐ DO ☐ Chiropractor ☐ Other Practitioner (specify)

Medical Examiner’s State License, Certificate, or Registration Number

Issuing State

National Registry Number

Driver’s Signature

Driver’s License Number

Issuing State/Province

Driver’s Address

Driver’s License Number

CLP/CDL Applicant/Holder

Street Address: ___________ City: ___________

State/Province: ___________ Zip Code: ___________

☐ Yes ☐ No
New Medical Certificate Form Required

**Beginning Dec. 22, 2015**, medical examiners must use a new medical examiner’s certificate (form MCSA-5876) when certifying the medical status of commercial vehicle drivers. (A PDF of the MCSA-5876 is attached.) This new Federal Motor Carrier Safety Administration requirement is part of the Medical Examiner’s Certification Integration Final Rule. Please share with your constituents and affected members.

FMCSA has made it very clear that any certificates for medical exams dated on or after Dec. 22, 2015 that fail to use the new MCSA-5876 WILL NOT be accepted by the Michigan Department of State. Applicants will be sent back to the medical examiner to obtain a certificate that is completed using the new form.

Old forms based on medical exams that were administered before Dec. 22, 2015 may still be accepted.

FMCSA has been conducting webinars with the medical community and has created a document that explains the changes that impact Certified Medical Examiners. This document can be found at the FMCSA website at: Medical Examiners Final Rule

Please contact the CDL Help Desk at 517-322-5555 with questions about the new form or the reporting requirements.
Review Legislative Activities

There is one (1) year left in the current Legislative Session – ends 12/31/16

All Senate and House bills not enacted into law by this date will die and must be re-introduced in the 2016-18 Legislative Session.
Summary, Wrap-up, & Evaluation

HB-4020 – Representative Kosowski – Seatbelts on School Buses

HB-4031 – Representative Kosowski – School bus Sinking Fund

HB-4046 – Representative Holly Hughes – enhanced rear lighting

HB-4112 – PA-128 of 2105 – Representative Nesbitt

HB-4130 – PA-129 of 2015 – Representative Nesbitt

HB-4319 – PA-128 of 2015 – Representative Nesbitt

HB-4320 – PA-129 of 2015 – Representative Nesbitt

Summary, Wrap-up, & Evaluation

HB-4423, HB-4424, HB-4425, HB-4426, & HB-4427 – a package of bills to revise Michigan’s speed limit laws

HB-5208 – Representative Zemke – Prohibits carrying more than passenger capacity of school buses starting with the first day of the school year.


Injury Data for Children Riding in a School Bus

<table>
<thead>
<tr>
<th>Riders/Day²</th>
<th>Trips/Day AM/PM</th>
<th>Rides/Day Schl Yr</th>
<th>Days Rides/Schl Yr</th>
</tr>
</thead>
<tbody>
<tr>
<td>23,500,000</td>
<td>2</td>
<td>47,000,000</td>
<td>175</td>
</tr>
</tbody>
</table>

Injuries per school year²

17,000

Percent of total rides resulting in injury

System Malfunction: 0.000002 (2/10,000%)

System Function: 0.999998

Serious injuries, hospital overnight stay, per school year³ of total injuries

510

System Malfunction: 0.000000062 (3/50,000%)

System Function: 0.999999938

Fatal injuries inside a school bus

5

System Malfunction: 0.00000000061 (3/5,000,000%)

System Function: 0.99999999939


² Ibid page 1980

³ Ibid page 1981, Of the 17,000 annual injuries 97% were treated and released the same day. Approximately 3% required hospitalization.

1/11/17 - Day 2 Pupil Transportation Issues
Railroad Crossing **EXEMPT** Sign

Why Necessary

Summary, Wrap-up, & Evaluation

An Updated Website Addresses and Resources are included in the electronic Student Manual

Summary, Wrap-up, & Evaluation

Transportation Supervisor Continuing Education Program Archives are included in the electronic Student Manual
Summary, Wrap-up, & Evaluation

Wrap-up
Download the electronic version of this manual to access all the documents and materials presented during class. You will find the electronic manual at the Char-Em ISD Northwest Michigan Training Consortium.

Complete your program evaluation and return it to your class instructor or download it when you complete the online Part II program.

Thank you all for participating in the 2016 Part II Transportation Supervisors Continuing Education Program.
Website Addresses & Resources

Michigan Websites:
- Administrative Rules by State Department
- Administrative Rules for Education
- Bus Driver Medical Examination Questions
- Bus Driver 2-year physical Exam Materials, 062210
- The Legislature
  - House Fiscal Agency
  - Senate Fiscal Agency
- CDL Manual – Michigan’s

Idaho CDL Manual - Basic Skills Test & Road Test Explanation
  - Chapter 10 – School Buses, 10-1
  - Chapter 11 – Pre-trip Inspection Test, 11-1
  - Chapter 12 – Basic Control Skills, 12-1
  - Chapter 13 – Road Test, 13-1

Dictionary - Merriam-Webster

Law Dictionary
- Google Map, 071108
- Interview tips
- Michigan Constitution
- Mich. Const Art VIII Sec 2 May Transport
- Michigan Court Opinions - Court of Appeals & Supreme Court

Michigan Legislature
- MAPT
- MDoE - Student Educational Records: Privacy

MDOT - Certified Bus & Limo Carriers
- MDoT Regional Offices
- MDoT Listing of Michigan's Public Transit Agencies
- Michigan Manual of Uniform Traffic Control Devices
  - School Area Traffic Control Guidelines
  - Guidelines for Traffic Safety Planning in School Areas
- Michigan Attorney General Opinions
- Michigan Department of State - Mechanic Certification Requirement
- Michigan Vehicle Service & Repair Act
- Michigan Approved Non-public Schools
- Michigan Motor Carrier Safety Act
- Michigan Records and Retention Schedule
- Michigan School Bus Officials - School Bus Specifications
- Michigan School Districts - Square Miles

Michigan State Police School Bus Inspection Manual version 1.8 2013
- Michigan Traffic Crash Data
- Michigan Vehicle Code
- MI County Roads - Seasonal Load Restrictions
- MIOSHA - Right-to-Know Regulations & Employee Training
- MSBO
- Pupil Transportation Best Practices
- SE-4094 Transportation Expense Reports
- SE-4094 Help - Financial Information Database
- State Government Departments - Education, State Police, Transportation etc.
  - Dep't of Ed
  - MDoE Pupil Transportation Resources
  - Dep't of Envir Quality
  - Dep't of State
  - Dep't of State Police
  - Dep't of Transportation
  - Uniform Traffic Code for Cities, Townships, & Villages - backing a school bus

Supervisors' CEP Training Materials: Search = fleet
- University of Michigan Transportation Research Institute
  - U of M Wheel Chair Transportation Research

2016 Trans Supers’ CEP
Part II Website Addresses & Resources

Michigan Department of Education
Prepared: 12/7/15
Federal Websites:

- America Walks - Walking to from School
- American Association of State Highway & Transportation Officials
- Code of Federal Regulation
- Conversion English to Metric to English Measures
- Canada - Crossing into Canada with school bus and students
- Energy Information Administration - Fuel (Diesel & Gasoline) Data
- Federal Motor Carrier Safety Administration (FMCSA)
  - Driver Qualifications - 49 CFR Part 391
  - Employer Obligation to promulgate policy on misuse of alcohol and use of controlled substances
  - FMCSA - School Bus Driver Physical Information
  - Compliance-Safety-Accountability: CMV Inspection Program
  - Requesting Alcohol and controlled substance use from previous employers
- CSA: Just Facts for Drivers
  - States' CMV-CDL responsibilities
- Federal Transit Administration - Public Transit Providing Pupil Transportation
  - 49 CFR 605 School Bus Operations
- Head Start Transportation Regulations
- Homeless Ed Trans Info
  - Homeless Education FAQs
- Insurance Institute for Highway Safety
- Kansas Dept of Ed National Loading/Unloading Surveys
- Manual of Uniform Traffic Control Devices
- McKinney-Vento Act - Homeless Children Education,
- NASDPTS School Bus FMVSSs
- National Association of State Directors of Pupil Transportation Services
- NASDPTS - Identification & Evaluation School Bus Route & Hazard Marking System
- National Center for Homeless Education Resources
- National Center for Safe Routes to School
- National Highway Traffic Safety Administration
  - Child Safety Restraint Systems - CSRS
- National Highway Traffic Safety Administration - School Buses
- NHTSA-Safety in Numbers
- National Registry of Certified Medical Examiners
- National Registry of Physicians Frequently Asked Questions
- National School Transportation Specifications and Procedures 2005 Edition
- National Transportation Safety Board - School bus crashes
- National Weather Service - wind chill calculator
- Office of Drug & Alcohol Policy & Compliance
- Relative Risks of School Travel - Special Report 269
- Safe Routes to School
  - School Travel Trends 2007-2012
  - 2014 Part II Trends in Walking and Bicycling to/from School 2007-2012
  - 2014 Part II SRTS Building a Successful Program, 120213
- Skill Performance Evaluation (SPE) Certificate Program (FMCSA)
- School Bus Driver In-service Safety Series
- School Bus Travel To & From Canada
- School Bus Recalls
- Special Education - Individuals with Disabilities Education Act (IDEA)
  - USDoe SpEdTrans FAQs, 120609
    - USDoe Section 504 - Rehabilitation Act of 1973 as updated
    - Section 504 Fact Sheet
- Special Education Consultants - Law, Policy, & Practice
  - Simple Ways to Improve Children's Behavior - Home & School
- US-DOT Office of Drug & Alcohol Policy and Compliance
- Traffic Safety Facts: School Transportation - Related Crashes

Leadership Styles:
- Leadership Style Test
ARCHIVED TRANSPORTATION SUPERVISOR TRAINING TOPICS

COLLABORATION

Public School/Public Transit and Motor Carrier Collaboration- February 2014

Ms. Sharron Edger, Passenger Transportation Administrator, MDOT

Mr. Ken Micklash, Pupil Transportation Consultant, MDE


Safe Routes to School - February 2014

Ms. Meg Thomas-Ackerman, Director Safe Routes to School, Michigan Fitness Foundation

Mr. David Hornak, Principal, Horizon Elementary, Holt, Michigan

http://mistreamnet.org/videos2988/safe-routes-to-school

COMMUNICATIONS

Communicating with Students, Parents, Staff and Community - March 2013

Mr. Jim Davis, Director of Student Services, Lansing School District

http://mistreamnet.org/videos/1942/module3

HUMAN RESOURCES

Managing in a Labor/Management Contract Environment – March 2013

Mr. Art Przbylowicz, Michigan Education Association

Ms. Lisa Swem, Thrun Law PC

http://mistreamnet.org/videos/1337/intro-and-module-1
ARCHIVED TRANSPORTATION SUPERVISOR TRAINING TOPICS

*Updating Medical Self-Certification – March 2013*

Mr. John Harris, Director, Records Section, Michigan Department of State.

[http://mistreamnet.org/videos/1941/module2](http://mistreamnet.org/videos/1941/module2)

*School Bus Driver Medical Examination Standards – September 2015*

Sgt. Joe Austin, Manager MSP Commercial Motor Vehicle Waiver Board


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**Vehicle Related Issues**

*Updating the School Bus Inspection Process, March 2013*

Lt. Steven Horwood, Commander MSP Commercial Vehicle Enforcement Division

Sgt. Mike McLaughlin, MSP Commander, School Bus Inspection Unit


*Introduction and State Police School Bus Inspections - February 2014*

Sgt. Mike McLaughlin, MSP Commander, School Bus Inspection Unit

Inspector William Young, Michigan State Police


*Managing an Emergency – September 2015*

Mr. Darryl Hofstra, Transportation Director, Forest Hills Public Schools, Grand Rapids, Mi.

Bus Pre-Trip Inspection – September 2015

Mr. Doug Francis, Asst. Transportation Director, Gaylord Public Schools

http://mistreamnet.org/videos/3510/school-bus-pre-trip-inspection
2016 Transportation Supervisors’
Continuing Education Program
“Fleet Management Nuts & Bolts”
Part II: Three-hour Program
Program Evaluation

Program Date: ___________  Program Location: ____________________

Place an (√) next to the organization that best identifies your employer:

- [ ] Public School-K-12          - [ ] Public School-isd
- [ ] Public School Academy
- [ ] Private Parochial School    - [ ] Private Non-denominational School
- [ ] Contractor
- [ ] Head Start Program
- [ ] Day Care
- [ ] Other: (indicate) __________________

Federal & State: Laws, Regulations, and Rules - (Fill in the circle √ that is your response to each statement.)

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Presentation was well organized.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>2. Presenters were knowledgeable.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>3. I understood what the presenters were saying.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>4. The presenters’ topic is relevant to my job.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>5. I learned something new from this presentation.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>6. This will help me do my job.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
</tbody>
</table>

School Bus Multiple Camera Systems: (Fill in the circle √ that is your response to each statement.)

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>7. Presentation was well organized.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>8. Presenter was knowledgeable.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>9. I understood what the presenter was saying.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>10. The presenter’s topic is relevant to my job.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>11. I learned something new from this presentation.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>12. This will help me do my job.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
</tbody>
</table>

Driver Alert System – Evaluation Project: (Fill in the circle √ that is your response to each statement.)

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>13. Presentation was well organized.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>14. Presenter was knowledgeable.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>15. I understood what the presenter was saying.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>16. The presenter’s topic is relevant to my job.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>17. I learned something new from this presentation.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>18. This will help me do my job.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
</tbody>
</table>

Continue on the reverse side of this page.
Please write any comments you have regarding the 2016 Transportation Supervisors’ CEP presentations.

__________________________________________________________________________________________________________

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__________________________________________________________________________________________________________

Thank you for completing the Part I program evaluation. Your response helps us identify presenters and topics that help you do your job. Return this evaluation to your classroom instructor. If you took this class online, you need to complete the evaluation to get credit for the class.