



**State of Minnesota  
Department of Public Safety**

## **Legislative Report**

# **Minnesota State Patrol**

## **Office of Pupil Transportation**

**January 2009**



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## Table of Contents

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Introduction .....	3
History.....	4
Staffing.....	5
Technology .....	8
Legislation.....	11
Funding .....	13
Goals .....	14
Appendix	
Summary of Legislative Auditor’s Report.....	I
Statistics .....	II
Additional Responsibilities .....	III
Inspection Information .....	IV
Definitions of School Bus Vehicles .....	V
Stakeholder Group.....	VI

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## Introduction

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The 2008 Legislative Auditor's report "School District Transportation" identified many problems, loopholes, and deficiencies pertaining to the Department of Public Safety's operations involving school bus safety. (For a summary of the findings, see Appendix I)

In response to the report, the legislature worked with the Departments of Public Safety and Education to create the Office of Pupil Transportation Safety, within the Minnesota State Patrol, which is responsible for the following activities (Minn. Statutes §169.435):

- inspection of all school buses registered in Minnesota;
- overseeing all department activities related to school bus safety;
- assisting in development, interpretation and implementation of laws and policies relating to school bus safety, in consultation with a stakeholder group consisting of, but not limited to: representatives of the school board association, school superintendents, private bus contractors, transportation directors, school bus employees or their exclusive bargaining representatives, and parent organizations;
- supervising preparation of the School Bus Inspection Manual;
- in conjunction with the Department of Education and stakeholders, assisting school districts in developing and implementing comprehensive transportation policies and establishing best practices for private contracts;
- developing and maintaining a consistent record-keeping system to document school bus inspections, out-of-service school transportation vehicles, driver turnover rate, and driver files; and,
- conducting periodic audits of selected school districts to determine compliance with federal law, state statutes concerning (i) school bus driver requirements and driver employee background and driver license checks, including controlled substance and alcohol testing requirements; and (ii) duty to report violations Commissioner of Public Safety. Audit results must be documented by the Office of Pupil Transportation Safety and any statutory violations documented in the audit must be reported to Commissioners of Public Safety and Education.

The 2008 legislation required the Office of Pupil Transportation Safety to report to the legislature on the following items:

- Staffing
- Available technology to carryout the duties
- Recommended legislation
- Adequacy of funding

Since the passage of legislation, the Office of Pupil Transportation Safety has worked in partnership with industry stakeholders to identify its objectives, compile staff, and determine goals to ensure the office provides the safest mode of transportation for students.

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## History

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In 1971, the Minnesota State Patrol was mandated by statute to perform school bus inspections on every school bus registered in the state. Prior to 1971, the school bus inspection program was completely voluntary. These inspections were completed by state troopers and civilian inspection personnel in each patrol district.

In 1994, the legislature mandated that the Department of Public Safety be responsible for school bus safety. This legislation created the position of Pupil Transportation Safety Director to provide the oversight of all department activities related to school bus safety.

During the 2008 legislative session, Minnesota Statutes §169.435 was amended to create the "Office of Pupil Transportation Safety" to further clarify the duties and responsibilities of the Department of Public Safety with regard to the oversight of school bus-related activities.

Today inspections are performed annually by seven school bus inspection teams. Each year the State Patrol inspectors review an average of 14,000 school buses, types A, B, C, D and Type III, which translates to 8.14 inspections a day, per inspector, per year. For additional information on the number of school bus inspections by bus type and resulting violations, see Appendix II.

There are 19,586 school bus endorsed drivers who are required to submit to a physical exam every two years and a criminal background check every four years. Through improved review of driver's files by school bus inspectors, the transportation providers are subject to more oversight of violations pertaining to controlled substance testing, driver's license verifications, and proper endorsements.

### **Mission Statement**

The Office of Pupil Transportation Safety holds the responsibility to promote safe transportation for pupils riding school buses in the State of Minnesota. This is accomplished through the annual inspection program and the enforcement of acceptable regulations, statutes and rules.

The Office of Pupil Transportation Safety works in cooperation with various stakeholders including school board administrators, school superintendents, private bus contractors, directors of transportation, bus company employees and private citizens to provide educational outreach to improve school bus safety.

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## Staffing

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### 169.435 Office of Pupil Transportation Safety

**Subd. 4** In addition to the pupil transportation safety director, who must be a state trooper, the Office of Pupil Transportation Safety must be staffed by a minimum of:

(1) three state troopers, each of whom must be assigned to the metropolitan area, northern Minnesota, or southern Minnesota; and

(2) 15 school bus vehicle inspectors, one of whom must be designated chief inspector. The school bus vehicle inspectors shall perform annual and spot inspections of school buses and Head Start buses as required by law.

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Currently the Office of Pupil Transportation Safety has established the following staffing:

- State Patrol Lieutenant, Pupil Transportation Safety Director
- Commercial Vehicle Sergeant, Chief Inspector
- 13 School Bus Inspectors—An additional inspector will be added in March 2009, upon completion of the training academy to bring the inspection team to its full staffing level of 14.
- 3 State Troopers (metropolitan area, northern Minnesota, and southern Minnesota)—Position to be staffed by July 1, 2009.

Based on the authorized staffing levels, it is assumed the office will be able to perform its statutory obligation as set forth by the legislature. However, a review of current staffing levels will need to be assessed upon full implementation of the office. This review will include:

- Consultation with the Commissioners of Public Safety and Education regarding program oversight
- General program oversight to ensure the mission of the office
- An assessment of the stakeholder and partnership requirements—(training assistance, outreach programs, regulations, statutory law changes and updates, etc.)
- Feedback from the school bus inspectors—(adequacy of the inspection process, trends identified during the inspections, etc.)
- Review of the total number school buses inspected per year
- Assessment of the data collected during the annual inspection process
- Evaluation of out-of-service trends identified during the annual inspection process
- Feedback from the three school bus Troopers—(identification of driving issues, non-compliance matters, roadside evaluations and random roadside inspections)
- Audits and reviews of school districts compliance with the rules, regulations, and laws governing school transportation

## School Bus Inspector Duties

The school bus inspectors assigned to the Office of Pupil Transportation Safety will be responsible to ensure all school buses providing transportation of school-aged children meet the minimum safety standards set forth by rules and regulations.

The improved school bus inspector staffing levels will allow for increased opportunities to conduct random school bus inspections at terminals, schools, and school related events. The inspectors will also have more unobligated time to allow for driver record checks at the school bus terminal. Inspectors will also partner with the school bus Troopers to conduct enhanced enforcement projects throughout Minnesota. For additional responsibilities, see Appendix III.

## School Bus Inspector Work Areas



**Northwest – 2 inspectors**  
**Northeast – 1 inspector**  
**Central – 1 inspector** (+ additional inspector 03-09)  
**North & South Metro – 5 inspectors**  
**Southwest – 2 inspectors**  
**Southeast – 2 inspectors**

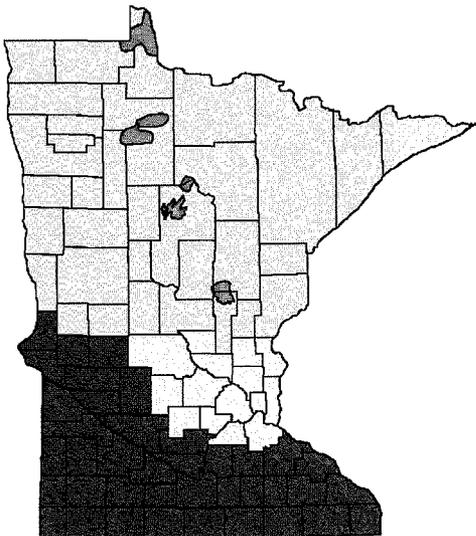
**Total of 14 inspectors**

## Technical Sergeant Duties

The Technical Sergeants (State Troopers) assigned to the Office of Pupil Transportation Safety will be responsible for all aspects of school bus transportation and compliance to ensure the safest possible transportation of school-aged children. Their duties will include, but are not limited to:

- Enforcement of all traffic laws, rules, and regulations governing the safe operations of a school bus (e.g. safe driving, safe loading/unloading of children, stop arm violations and rail road crossing procedures).
- Ensuring compliance with the Federal Motor Carrier Safety Regulations governing the safe operations of a school bus.
- Ensuring compliance and enforcement of the commercial driver license (CDL) laws and regulations.
- Coordinating enhanced school bus enforcement projects.
- Becoming a liaison between the school bus operators and school districts.
- Providing education outreach to school bus operators, school bus drivers, school districts, and parent organizations.
- Conducting random inspections of school bus driver training records to ensure training and licensing requirements have been met.
- Completing compliance reviews of school district and private school bus operations.
- Acting as a point of contact for school bus-related issues to ensure consistent application of rules, regulations, and laws governing school bus operations.

## Technical Sergeant Work Areas (effective 07-01-2009)



- 1 Northern Technical Sergeant - vacant
- 1 Metropolitan Technical Sergeant – vacant
- 1 Southern Technical Sergeant – vacant

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## Technology

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### Inspection Data Collection System

The Office of Pupil Transportation Safety is currently collaborating with its federal partners to develop a Minnesota-specific data collection system for our school bus inspection program. This system faces many challenges in its development due to the complexity required to retrieve specific inspection data (e.g., driver information, vehicle specific data, inspection results, school district information, and historical data). Currently this data is collected using an existing federal program called ASPEN which was developed for general commercial vehicle inspections. Unfortunately this program does not allow for the ease of data retrieval by school bus field personnel. A secondary issue is the inability to retrieve specific data element points such as driver identification, vehicle identification numbers, carrier's safety history, and defect trends identified during the school bus inspection.

While this upgrade enhancement is costly, estimated to run at least \$200,000, it will eliminate many manual tasks currently required to complete a school bus inspection by providing an accessible database from which information may be quickly retrieved. It will also provide for the automatic retrieval of data needed to populate the online school bus inspection results posted to the Office of Pupil Transportation Safety's website for public review.

At this time there is no firm date for implementation of this records management system due to the complexity of the software design. The software developer anticipates it will take six months to complete the project from the execution of a signed contract.

The table below provides as example of how the school bus inspection data will appear on the website once it is collected.

### School Bus Inspection Results (Example)

January 1, 2009 through December 31, 2009

School District / Private Contractor	Total Buses	Pass	Temp	Fail
ABC TRANSPORTATION	144	129	12	3
ADA CHRISTIAN	5	5	0	0
ADAMS STREET CHRISTIAN SCHOOL	4	4	0	0
ADAMS TOWNSHIP SCHOOL DISTRICT	6	2	3	1
ADDISON COMMUNITY SCHOOLS	13	11	2	0
ADRIAN PUBLIC SCHOOLS	36	30	5	1
AGAPE CHRISTIAN ACADEMY FAMILY	1	1	0	0
AGBU AKA ALEX & MARION MANOLAN SCHOOL	3	3	0	0
AIMS DEARBORN ACADEMY	6	6	0	0
AIRPORT COMMUNITY SCHOOLS	43	39	4	0
AKRON FAIRGROVE SCHOOLS	8	6	2	0
ALBA PUBLIC SCHOOLS	2	1	1	0
ALBION PUBLIC SCHOOLS	16	13	2	1
ALCONA COMMUNITY SCHOOLS	18	18	0	0
ALGER MARQUETTE COMMUNITY ACTION AGENCY	11	7	4	0

## Website

The Office of Pupil Transportation Safety is currently updating its website to provide a more user-friendly version with pertinent information related to school bus safety, transportation, and information. These changes will make it easier for the user to locate the points of contact for various school-related items, gather school bus inspection results by school district, review driver training, and search additional websites with school transportation-related information.

- Update school bus website including current points of contacts – completed January 2009
- Posting of school bus inspection results – to be completed February 2009
- Online Type III school bus driver training – completed August 2008
- Update school bus inspection manual – to be completed May 2009
- Update model school bus training manual – to be completed March 2009
- Review current school bus brochures –to be completed March 2009
- Commercial Driver License holder notice of conviction of traffic violation report–completed August 2008
- Conviction notice of Type III school bus driver traffic violation report – completed August 2008
- Notice of Commercial Driver License/Type III school bus driver license disqualification report–completed August 2008
- Updated school bus stop violation report–completed August 2008
- Additional links and websites– to be completed February 2009

The updates and changes to the Office of Pupil Transportation Safety website have been limited at the present time as the result of a comprehensive review of all state controlled websites. The goal of the review is to provide a uniform basis for the appearance and operation of all state web sites.

The following page illustrates the Office of Pupil Transportation Safety's website which is being designed in order to accommodate the data collection and dissemination as required by the 2008 legislation. Additional information regarding the school bus inspection process posted on the website can be found in Appendix IV.



# DEPARTMENT OF PUBLIC SAFETY MINNESOTA STATE PATROL



## OFFICE OF PUPIL TRANSPORTATION SAFETY

### School Bus Safety Programs

### School Bus

**Lt. Edward Carroll**  
Pupil Transportation Safety Director  
Phone: (651) 405-6047  
Email: ed.carroll@state.mn.us

[School Bus Inspection Results](#)

[Model School Bus Driver Training Manual](#)

[School Bus Inspection Manual](#)

[School Bus Brochures](#)

[Minnesota Minimum Equipment Standards](#)

[Report School Bus Stop Arm Violation](#)

[Type III School Bus Driver and Pre-Trip Planning \(Requires MS PowerPoint to view\)](#)

[Notification to Employer of Driving Violation - Type III School Bus Driver](#)

[Notification to Employer of Driving Violation - CDL Holder](#)

[Notification to Employer of Suspension, Revocation, Cancellation or Disqualification - CDL Holder](#)

[Links](#)

[FMCSA](#)

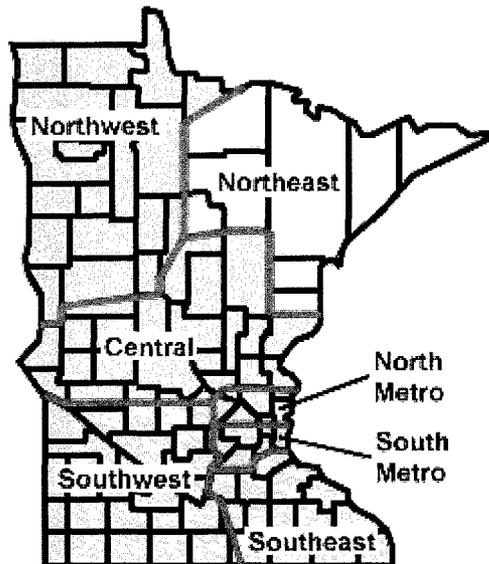


**Sgt. Duane Bartels**  
Chief School Bus Inspector  
Phone: (651) 260-2223  
Email: duane.bartels@state.mn.us

All school buses are mandated to be inspected annually in Minnesota. There are 7 Inspection teams located throughout the state.

For more information within your region, please contact the school bus inspector in your regional area.

Contact Information:  
Minnesota State Patrol Office of Pupil Transportation Safety  
1110 Centre Point Curve  
Suite 410  
Mendota Heights, MN 55120



[Click here](#) for enlarged detail map.

[Minnesota State Patrol - Department of Public Safety](#)  
[State of Minnesota](#)

Last Updated: January 8, 2009

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## Legislation

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### **Recommended New Legislation**

#### **Student Occupancy Restraint Enhancement**

On October 21, 2008 the National Highway Traffic Safety Administration enacted a final rule (NHTSA-2008-0163), requiring the installation of lap/shoulder belts for all small school buses of 10,000 pounds or less, manufactured after October 21, 2011.

As cited by the National Coalition for School Bus Safety, this change coupled with existing compartmentalization of the school bus seating area will afford "optimum protection" for the students traveling in a school bus. This multifaceted safety approach will significantly reduce the injuries sustained by the students in the event of a crash.

Based on the above information and research conducted by the National Highway Traffic Safety Administration and the National Coalition for School Bus Safety, the Office of Pupil Transportation Safety recommends the adoption of these standards requiring lap/shoulder restraints for all school buses manufactured after October 21, 2011.

#### **Interior School Bus Verification Checks for Unattended Children**

Over the past few months there have been several incidences of young school children left behind on a school bus by their drivers. Fortunately, these incidences have not led to any serious injuries or deaths. The Office of Pupil Transportation Safety will be working closely with the stakeholder group (see Appendix VI for a list of stakeholder contacts) to draft a bill requiring mandatory checks of school bus interiors upon the completion of any school bus route or activity. It is hoped that through this proactive legislation, serious injuries or deaths of children left unattended on a school bus will be avoided.

#### **School Bus Accident and Subsequent Operation (Post-Crash Inspection Requirements) Minnesota Statutes §169.4511**

The Minnesota State Patrol has drafted legislation to amend the current law governing the post-crash inspection of school buses involved in crashes. The current language does not effectively provide clear-cut guidelines to law enforcement to determine if an inspection is required to ascertain the roadworthiness of a school bus after a crash. Upon passage of the legislation, school buses involved in a crash will require an inspection performed by the State Patrol if the crash results in:

- a fatality;
- bodily injury to a person who, as a result of the injury, immediately receives medical attention away from the scene of the accident; or
- one or more vehicles incurring disabling damage as result of the accident, requiring the motor vehicle(s) to be transported away from the scene

This statutory language change will mirror the definition of a reportable crash as defined by the Federal Motor Carrier Administration regulations ensuring a uniform interpretation of the law.

## **Minnesota State Statutes and Rules Governing School Bus Operations**

The Office of Pupil Transportation Safety, in conjunction with the stakeholder group, will review all state statutes and rules governing school transportation to ensure the laws are consistent and current with requirements. Based on this review, legislative recommendations will be brought forward to the legislature for consideration.

### **Legislative Changes Recently Implemented**

#### **Type III School Bus**

During the 2008 legislative session, lawmakers addressed the lack of regulatory oversight of Type III school bus drivers (see Appendix V for school bus descriptions) with the passage of Minnesota Statutes §171.02 sub 2b, which provides that drivers of these vehicles must meet certain minimum qualifications. This new law was the culmination of several months of meetings with the key members of the Senate and House of Representatives committees with jurisdiction over transportation and education policy, the Commissioner of Public Safety, the Minnesota State Patrol, industry leaders and professionals, as well as the general public.

The resulting legislation was enacted and became law effective August 1, 2008 with a compliance date of September 1, 2008. The law sets forth minimum driver qualifications for training and operation of Type III school buses throughout Minnesota:

- safe operation of the Type III school bus;
- understanding student behavior, including issues relating to students with disabilities;
- encouraging orderly conduct of students on the bus and handling incidents of misconduct appropriately;
- knowing and understanding relevant laws, rules of the road, and local school bus safety policies;
- handling emergency situations;
- proper use of seat belts and child safety restraints;
- performance of pretrip vehicle inspections;
- safe loading and unloading of students;
- criminal background check or background investigation;
- implementation of minimum physical requirements to ensure medical fitness;
- implementation of controlled substance and alcohol testing policies; and,
- annual verification of driver license status to determine continued eligibility to drive.

As a result of this legislation, the State Patrol identified numerous school districts throughout the state that were operating Type III school buses improperly. These violations included driver's license and driver disqualifications issues, uninspected Type III vehicles, several medically unqualified drivers, 35 uninspected Type III school buses to transport students. One district even reported that a life threatening illness was discovered during the medical examination of one its teachers and another reported discovering a driver convicted of driving under the influence resulting in immediate driver's license disqualification.

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## Funding

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The majority of funding for the Office of Pupil Transportation Safety has been allocated to provide for additional personnel. When the Office of Pupil Transportation Safety is fully established, appropriations for sustained operations will be necessary. These expenditures include:

- Increased equipment
  - additional school bus inspection vehicles
  - additional state trooper vehicles
  - inspection equipment
  - fuel costs
  - vehicle maintenance
  - technology needs (computers, printers, phones, radios, speed enforcement equipment, etc.)
- Office space and administrative staff support
- Additional training requirements
  - Employee development
  - Additional training to ensure compliance of rules, regulations and laws governing school bus transportation
  - Technical training (mechanical & component workshops, school bus equipment updates)
- Technology
  - Website enhancements
  - Enhanced data collection and analysis software program development

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## Goals

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The Office of Pupil Transportation Safety has set the following goals for 2009:

- School bus inspectors will conduct a minimum of 100 random school bus driver and/or equipment inspections per inspector
- Regional Troopers assigned to the Office of Pupil Transportation Safety (07-01-2009) will conduct a minimum of 100 random school bus driver checks
- Personnel will conduct at least one regional school bus saturation event to ensure compliance with school operations and laws
- Regional Troopers assigned to the Office of Pupil Transportation Safety will attend and become certified to conduct compliance reviews as set forth by the Federal Motor Carrier Safety Administration
- Destination inspections will be conducted at various events throughout Minnesota where school buses are used to transport student to these events

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## Appendix

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## Summary of the Legislative Auditor's Report

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<b>Major Findings:</b>	<b>Resolutions:</b>
<ul style="list-style-type: none"> <li>- The Department of Public Safety has several significant deficiencies in the way it manages its school bus safety responsibilities.</li> </ul>	<ul style="list-style-type: none"> <li>- The Department of Public Safety recognizes deficiencies and has taken steps to resolve these issues.(7)</li> </ul>
<ul style="list-style-type: none"> <li>- The Department of Public Safety provides minimal oversight of school bus drivers.</li> </ul>	<ul style="list-style-type: none"> <li>- The Department of Public Safety has instituted a plan to review school bus driver qualifications and for a review of their training records(7-10)</li> </ul>
<ul style="list-style-type: none"> <li>- The Department of Public Safety's school bus inspection data system is of limited use to inspectors and supervisors, and data are incomplete and inconsistent.</li> </ul>	<ul style="list-style-type: none"> <li>- The Department of Public Safety is currently in the process of improving the school bus data collection and review system. (13)</li> </ul>
<ul style="list-style-type: none"> <li>- There are few requirements for drivers of type III vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>- The 2008 legislature passed laws requiring more stringent qualifications for Type III school bus drivers.(19)</li> </ul>
<ul style="list-style-type: none"> <li>- The Legislative Auditor recommended that school bus safety data be posted on the web for public view.</li> </ul>	<ul style="list-style-type: none"> <li>- By February 2009, the January 2009 school bus inspection data will be posted on the Department's web page for public view. (11-16)</li> </ul>
<ul style="list-style-type: none"> <li>- Although school bus transportation is considered the safest mode for transporting pupils, Minnesota saw an increase in fatalities in and around school buses in 2007.</li> </ul>	<ul style="list-style-type: none"> <li>- The Department of Public Safety is continuing outreach training provided to school districts on safe operation of school bus transportation. (9,10)</li> </ul>

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## Statistics

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In review of the 14,775 school bus inspections completed by the Minnesota State Patrol in 2008, the following data was collected:

- *Type A*            1,399 total inspections, resulting in 571 equipment violations and 93 school buses placed out-of-service for mechanical defects
- *Type B*            140 total inspections, resulting in 58 equipment violations and 13 school buses placed out-of-service for mechanical defects
- *Type C*            8,313 total inspections, resulting in 3,129 equipment violations and 522 school buses placed out-of-service for mechanical violations
- *Type D*            1,972 total inspections, resulting in 946 equipment violations and 179 school buses placed out-of-service for mechanical issues
- *Type III*          2,951 total inspections, resulting in 706 equipment violations and 87 school buses placed out-of-service for mechanical issues

The inspections revealed a total of 5,410 equipment violations and 894 critical mechanical defects, which resulted in placing the school buses out-of-service until the necessary repairs were accomplished.

Research completed by the National Highway Traffic Safety Administration concluded children transported in a school bus are eight times safer than those transported by other modes of transportation. Nationally, on average, twelve school-aged children are killed annually inside a school bus. The vast majority of fatality crashes involving school-aged children occur outside the school bus, e.g., struck by their own school bus or other passing vehicles.

In Minnesota, crashes involving school buses decreased by 30 percent from 2000 to 2006. Sadly, in 2007, Minnesota experienced the single highest fatality rate of the past ten years with loss of eight students, four of which died in a single crash in Cottonwood, MN.

The Minnesota Motor Vehicle Crash Facts 2007 Report compiled by the Office of Traffic Safety, indicated that of the 690 crashes involving school buses statewide, law enforcement personnel reported 48 percent of the crashes had “no clear contributing factors”. However, when the contributing factors were attributed to the school bus driver, “driver inattention or distraction” (21%), “failure to yield right of way” (16%) and “illegal or improper speed” (8%) were cited as the most common factors resulting in the crash.

### MINNESOTA SCHOOL BUS CRASH SUMMARY, 1998 - 2007

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Total Crashes	782	782	890	852	719	NA	702	717	625	680
Fatal Crashes	3	5	2	4	3	3	3	7	1	7
Persons Killed	3	5	2	4	5	3	3	7	1	8
Injury Crashes	197	172	203	182	144	NA	150	140	137	126
Persons Injured	371	328	388	355	299	NA	266	250	241	243
Property Damage	582	605	685	666	572	NA	549	570	487	547
Crashes										
School Buses	790	789	903	857	731	NA	708	724	631	690
Directly Involved										

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## **Additional Responsibilities of the Office of Pupil Transportation Safety**

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### **School Bus Outreach Programs**

- School/school district training
- Driver training
- Fatal and serious school bus crash presentations
- Electronic and print media public information access

The Office of Pupil Transportation Safety has developed several presentations for school bus-related topics and issues that have been presented throughout the state to school bus drivers, private contractors, and school districts.

### **Commercial Driver's License (CDL)**

The Office of Pupil Transportation Safety has been actively involved in compliance and interpretation issues regarding commercial driver's licenses for school bus drivers.

- Ensure state and federal laws for school bus drivers holding a CDL are addressed by the CDL Steering Committee
- Conduct random CDL record checks
- Provide a uniform and consistent review of all contested school bus driver license (CDL) disqualifications and cancellations
- Verify compliance with CDL controlled substance and alcohol testing programs

### **Criminal Background Checks**

The Office of Pupil Transportation Safety has the responsibility to approve and maintain the authorized list of private companies providing criminal background checks to the school bus industry. School districts and school bus operators may utilize one the authorized companies to complete the background checks required by statute, in lieu of a background check completed by the Minnesota Bureau of Criminal Apprehension.

### **National Congress on School Transportation**

([www.ncstonline.org](http://www.ncstonline.org))

The Office of Pupil Transportation Safety has one state delegate who attends this congress every five years to review and update the national specifications and procedures for school transportation.

## **Explanation of the proposed school bus inspection results to be posted on the Office of Pupil Transportations website**

In Minnesota, there are five types of authorized school buses (Type A, Type B, Type C, Type D and Type III) used to transport school aged children to and from school and school related activities (for descriptions, reference the following pages). The Minnesota State Patrol has the responsibility to annually inspect all school buses to ensure compliance with national school bus equipment standards and Minnesota law. These scheduled inspections are conducted statewide throughout the year.

Minnesota's school bus inspection program is based on a point value system devised to evaluate the condition of each bus inspected. Each school bus begins with one hundred (100) total points. As defects are discovered during the inspection process, points are deducted in accordance with values assigned in Minnesota Rule 7470.0700 "Table of points to be deducted".

School buses with an inspection score of 96 to 100 pass the inspection and an annual school bus inspection decal is affixed to the windshield signifying its roadworthiness.

A school bus with an inspection score of 80 to 95 points receives a 14-day temporary school bus inspection certificate. The school bus must be re-inspected within the 14-day period or the school bus is prohibited from transporting school children until the violation(s) have been corrected. Upon the successful completion of the re-inspection, the school bus will receive an annual school bus inspection decal issued by the Minnesota State Patrol signifying its roadworthiness.

A school bus with less than 80 points is deemed unsafe for the transportation of school children. This school bus is immediately prohibited from transporting school children until the defects are corrected and a temporary inspection certificate is issued and affixed to the bus. Pending re-inspection by the Minnesota State Patrol, a school bus bearing a rejection sticker may be used to transport pupils only if the inspection sheet is signed by the owner or designee certifying that all defects have been corrected. The signed certification sheet must be carried in the first aid kit on the bus for immediate verification of repairs.

Results of the Minnesota State Patrol's annual school bus inspection program are listed on the web page referenced below. Please note if you are unable to locate your school district or local schools' inspection results, it means the State Patrol has not completed its annual school bus inspection. The web-based inspection results are updated on a monthly basis.

<http://www.dps.state.mn.us/patrol/comveh/schoolbus/index.htm>

For questions regarding inspection results for a particular school district, contact the school's Transportation Director or the Superintendent of Schools. A listing of district superintendents and their contact information is available through the Minnesota Department of Education's website listed below:

[http://app.education.state.mn.us/Directories/report\\_c5.jsp](http://app.education.state.mn.us/Directories/report_c5.jsp)

## Definitions of School Bus Vehicles

### Type A School Bus (Minn. Statutes §169.011 sub. 71(1))



A "type A school bus" is a van conversion or bus constructed utilizing a cutaway front section vehicle with a left-side driver's door. The entrance door is behind the front wheels. This definition includes two classifications: type A-I, with a gross vehicle weight rating (GVWR) less than or equal to 10,000 pounds; and type A-II, with a GVWR greater than 10,000 pounds.

### Type B School Bus (Minn. Statutes §169.011 sub. 71(2))



A "type B school bus" is constructed utilizing a stripped chassis. The entrance door is behind the front wheels. This definition includes two classifications: type B-I, with a GVWR less than or equal to 10,000 pounds; and type B-II, with a GVWR greater than 10,000 pounds.

### Type C School Bus (Minn. Statutes §169.011 sub. 71(3))



A "type C school bus" is constructed utilizing a chassis with a hood and front fender assembly. The entrance door is behind the front wheels.

### Type D School Bus (Minn. Statutes §169.011 sub. 71(4))



A "type D school bus" is constructed utilizing a stripped chassis. The entrance door is ahead of the front wheels.

**Type III School Buses** (Minn. Statutes §169.011 sub. 71(5))



Type III vehicles are restricted to passenger cars, station wagons, vans, and buses having a maximum manufacturer's rated seating capacity of ten or fewer people, including the driver, and a gross vehicle weight rating of 10,000 pounds or less. In this subdivision, "gross vehicle weight rating" means the value specified by the manufacturer as the loaded weight of a single vehicle. A "type III vehicle" must not be outwardly equipped and identified as a type A, B, C, or D school bus or type A, B, C, or D Head Start bus.

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## Stakeholder Group

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### Minnesota Statutes §169.435 Pupil Transportation Safety Director

**Subd. (2)** assisting in the development, interpretation, and implementation of laws and policies relating to school bus safety, in consultation with a stakeholder group consisting of, but not limited to, representatives of the school board association, school superintendents, private bus contractors, directors of transportation, school bus employees or their exclusive bargaining representatives, and parent organizations.

### Stakeholder Group Membership

Charles Kyte, Executive Director  
MN Association of School Administrators  
1884 Como Ave.  
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### Meeting Schedule

The stakeholder group meets four times per year to coincide with the start and end of the school year and the legislative session. These meetings are held in September, December, March, and May at various locations to accommodate the travel needs of the group. Meetings are open to the general public to provide a forum for school transportation issues.