

Framing Future Commission Discussions on Schoolbus Operators and Operations

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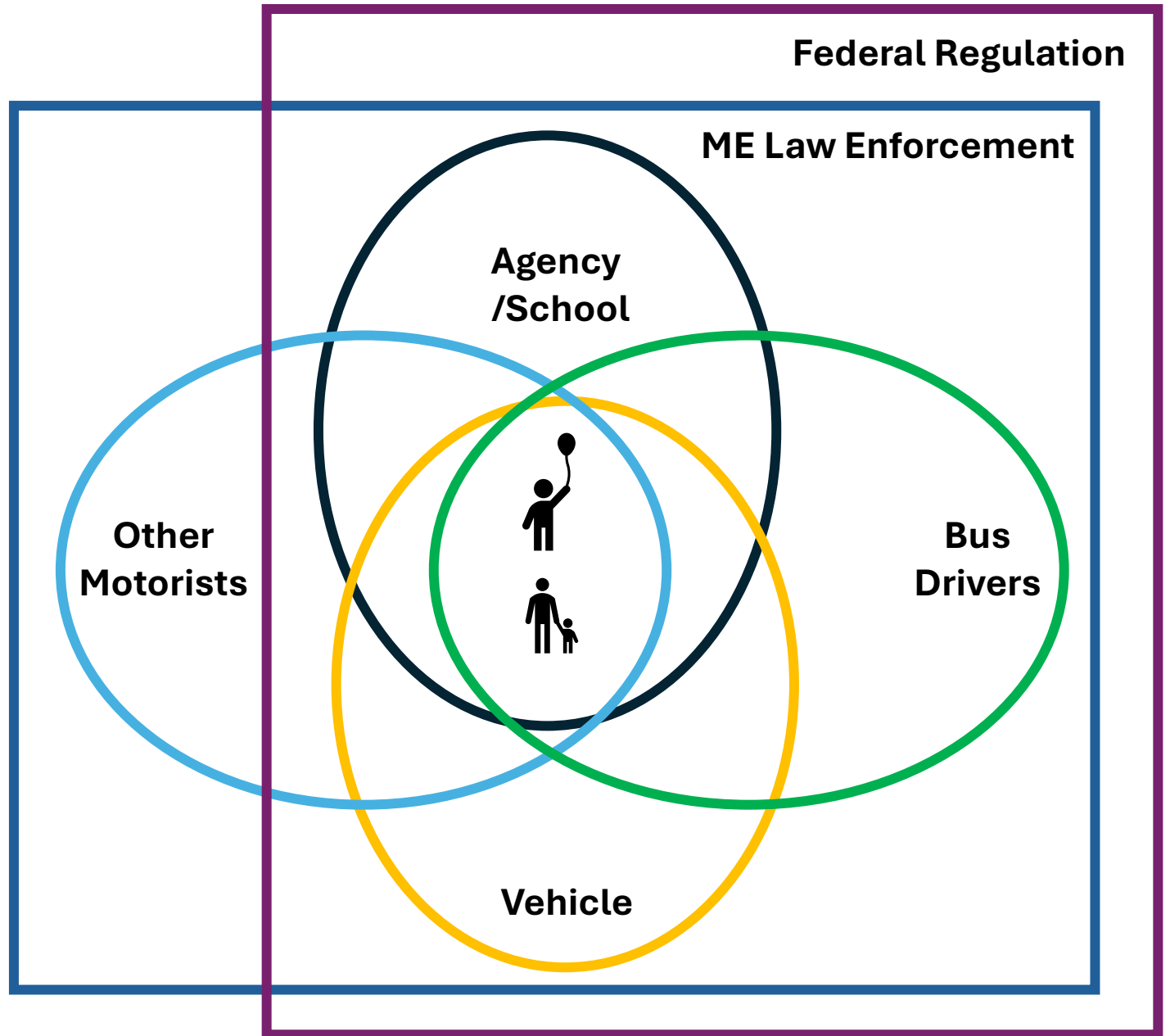
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IF the Commission's charter is extended beyond this spring by legislative action, how should we think about a new scope of items to consider?



Potential Licensing Topics for Future Discussion (1 of 3)

- Are the eligibility criteria appropriate and clear?
 - Categories of Schoolbus Operation Licensing
 - Full CMV, small bus (non-CMV), MFSAB, van? (§2301-2302, 2310)
 - Pre-licensing Eligibility, Experience or Screening Factors (§2303)
 - Should we set limits on previous driving behaviors?
 - Training / ELDT
 - Should a standardized curriculum be adopted?
 - Examinations
 - Medical Certification
 - Should all Maine schoolbus operators hold a US DOT MedCert?
 - Drug and Alcohol Clearinghouse (FMCSA)
 - How well is this understood? Is there conflicting DoE vs FMCSA guidance?
 - Is a lifetime qualification appropriate?

Potential Licensing Topics for Future Discussion (2 of 3)

- Are the operating requirements/restrictions correct? (§2301, 2304, 2306)
- Are the penalties for dangerous schoolbus operation correct? (§2452)
 - Should dangerous driving in a Class C vehicle limit schoolbus eligibility?
 - Are the requirements for reinstatement correct?
 - BMV Rules Ch 6 (CDL Suspension)
- Is guidance to other motorists sufficient? (§2308)

Potential Licensing Topics for Future Discussion (3 of 3)

- Helping Transportation Directors and School Administrators
 - Should we re-look the organization of schoolbus related items in 29-A to make things easier to understand and implement?
 - Is there training that could be created to help educate/refresh transportation directors?
- Safety Council – creating a safety-conscious culture of sharing and learning
 - Can a recurring venue focused on issues or “near-misses” be created to facilitate collective learning, best practices etc? (a la MMTA safety council)
 - Should the Commission track all schoolbus crashes to look at trends?