



HOUSE OF REPRESENTATIVES

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Gary A. Drinkwater

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Milford, ME 04461
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Residence: (207) 356-8198

Sen Nangle, Rep. Crafts and distinguished members of the transportation committee, I'm Gary Drinkwater from district 27 representing the people of Alton, Argyle twp, Bradford, Corinth and my hometown of Milford.

Today, I proudly present LD433-a proposal aimed at helping school districts.

In 2022 I became aware of the challenges in hiring and retaining school bus drivers. I submitted a bill (LD1030) to this committee which was carried over with the understanding that the parties (SOS, schools, Cyr bus) would meet over the summer and return with recommendations.

A plan was in motion, and progress was being made. Director Ireland and his team proposed requesting a special license from the federal motor carrier safety administration

(FMCSA) for school bus drivers- an initiative that would make Maine the first state to amend the Class B license.

Here are a few of Director Irelands remarks,

Through many consultations with the transportation directors of Maine school districts, there is a lot of excitement about our proposal because it does two things; reduces the number of tests, which intimidates many applicants; and helps them with retention (the driver can't take a Class B license And go earn more money driving a dump truck after the school dress district has trained the driver, for example).

I've not heard any negative feedback on the intra state restrictions from Maine in school bus community, FY I.

I've also received some positive feedback that it's a useful risk mitigation measure from FMCSA's, as it keeps the risk within Maine (vs other states). Any waiver/exemption needs to be as safe, or more safe so Interstate limitation should help assure the skeptics. Our strategy is to ask for a Maine-only pilot program to help limit the risk. June 27, 2024

August 29,2024, I sent the following emails, good evening, Chris, as school is now starting can you update me and where we are with the federal request?

November 26, 2024, good afternoon, director Ireland, it's been a while since we have communicated, could you update me on where we are on the school bus licenses change?

For some reason, the SOS office has gone silent. Neither I nor Senator Collins Bangor office have received any updates.

When I started this process, Secretary Bellows was against the bill, as she was not willing to risk federal funds, now I see AG Frey quoted in the Bangor Daily **terminating federal funding would be illegal.**

Despite the passage of three years, no solution has been reached, and the secretary of state office remains silent. I look forward to hearing a clear explanation.

Ms Woodcock,

Good evening from Augusta!

I was able to join Secretary Bellows for a conversation with Rep. Drinkwater this afternoon. We talked through 2 different ideas that are both relevant to schoolbus licensing, so the Secretary asked me to send a note to clarify a couple of things.

1. The "under-the-hood" waiver is something FMCSA started offering as a result of the pandemic, as laid out in the attached .pdf from 2022. Many states opted not to extend the waiver to their drivers, but we (Maine) took advantage of the opportunity to offer it to any applicant that requested it.

To date, no (zero) applicants have sought the waiver from Maine BMV.

Why? The waiver has a condition that any examinee who completes the skills test **without** passing the under-the-hood portion is NOT allowed to drive inter-state. In conversation with drivers, schools and employers, they are not interested in pursuing this option as a result of the limitations on their drivers, AND the need to schedule a follow-up exam with BMV to complete the under-the-hood portion of the skills test. We hear them tell us that the training already includes the under-the-hood inspection, so it's easier in the long run to not accept the waiver. Mr. Cyr or Melanie may disagree with me; I'll certainly leave this open to their inputs.

For the purposes of a recommendation to Senator Collins, we'd recommend that she support the extension of the waiver, but do so understanding the impact will not really be that significant on overall schoolbus driver shortage.

2. Over the last 18 months, Maine BMV worked with Rep Drinkwater, Cyr Bus Lines and a handful of Maine school districts to develop an initiative that we think could provide some relief to transportation directors as they work to recruit, train and retain schoolbus drivers in Maine. I've attached our white paper that explains our aim and assessment; it has been well-received locally, and with colleagues in other state motor vehicle agencies. We've also shared this white paper with FMCSA officials, so they are aware we intend to submit.

Our next step is to submit it formally to FMCSA for review and consideration/approval. We would welcome Sen Collins' support on this initiative; there are a couple of ways she could provide that support, as we think about the process:

- Advocate to FMCSA in advance of our submission to help unlock the door and reduce bureaucratic "Anti-bodies"
- Provide written endorsement of the submission that we could use to accompany our request when we turn it in
- Advocate after submission while FMCSA is in the review process
- Any combination of the above.

FYI, my goal is to complete the submission by the end of July.

I hope that helps to clarify things a little. Please let me/us know if there's anything else we can do to help explain things. We REALLY appreciate your involvement!!

Chris

Christopher J. Ireland
Director, Driver License Services
Maine Bureau of Motor Vehicles
29 State House Station
101 Hospital Street
Augusta, ME 04333
Cell: 207-441-5765
Office: 207-624-9124
Christopher.Ireland@maine.gov

When you've got to get it right the first time:

Slow is Smooth...Smooth is Fast

From: Mike Cyr <m.cyr@cyrbustours.com>
Sent: Thursday, June 27, 2024 10:12 AM
To: Woodcock, Carol (Collins) <Carol_Woodcock@collins.senate.gov>; Riph20 <riph20@aol.com>; Curtis, Catherine <Catherine.Curtis@maine.gov>; Ireland, Christopher <Christopher.Ireland@maine.gov>; melanie.m@cyrbustours.com; Mets, Michael (Collins) <Michael_Mets@collins.senate.gov>
Subject: RE: Meeting with Sen Collins office staff

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Thanks very much Carol.

On 06/27/2024 9:50 AM EDT Woodcock, Carol (Collins) <carol_woodcock@collins.senate.gov> wrote:

You mention below that one of the reasons that Maine has had no applicants for the "under-the-hood" waiver is because the applicants will not be able to driver inter-state. The pilot, as you describe in the White Paper, would also be limited to intra-state driving. Will that be a deterrent to prospective applicants?

Through many consultations with the transportation directors of Maine's school districts, there is a lot of excitement about our proposal because it does 2 things: reduces the number of tests, which intimidates many applicants; AND helps them with retention (the driver can't take a Class B license and go earn more money driving a dump truck after the school district has trained the driver, for example). I've not heard any negative feedback on the intra-state restriction from Maine schoolbus community, FYI.

I've also received some positive feedback that it's a useful risk mitigation measure from FMCSA's perspective, as it keeps the risk within Maine (vs other states). Any waiver/exemption needs to be "as safe, or more safe" so intrastate limitation should help assure the skeptics.

You are suggesting a two-year pilot for a new licensure program in Maine. Would this be limited to Maine or would other states be able to try this as well?

That's really up to FMCSA. They could offer it to other states, or they could approve it as a strictly available to Maine program. I know for a fact that the NH DMV Administrator is closely watching our progress, so they may ask for something similar if we get approved.

Our strategy is to ask for a Maine-only pilot program to help limit the risk.

Do you know what the process is going forward with FMSCA? If this pilot is limited to Maine, does that mean it does not have to be posted in the Federal Register and open for public comments for a certain period of time?

My understanding is that FMCSA will still need to post the proposal in the federal register for comment. I'm 80% sure of that, and will work to get confirmation on the post-submission process. [FMCSA tends to be a little opaque some days when I ask about their decision making process.]

Are you aware of any objection to this proposed pilot in Maine?

Nothing but support and gratefulness here in Maine. I think many folks are skeptical we'll be approved by the federal bureaucracy, but everyone seems to appreciate that we're giving it the "old college try."

Thank you for your attention to this matter and I am happy to share this information with Senator Collins.

Best regards,
Carol

From: Ireland, Christopher <Christopher.Ireland@maine.gov>

Sent: Thursday, June 27, 2024 6:59 PM

To: Woodcock, Carol (Collins) <Carol.Woodcock@collins.senate.gov>

Cc: Bellows, Shenna <Shenna.Bellows@maine.gov>; Curtis, Catherine <Catherine.Curtis@maine.gov>; Drinkwater, Gary <gary.drinkwater@legislature.maine.gov>; Mike Cyr <m.cyr@cyrbustours.com>; melanie.m@cyrbustours.com; Mets, Michael (Collins) <Michael.Mets@collins.senate.gov>; Boivin, Larry <Larry.Boivin@maine.gov>; Riph20 <riph20@aol.com>

Subject: FW: Meeting with Sen Collins office staff

Good afternoon! Thanks for the quick turn...these are great questions. I've embedded some answers below in blue.

Standing by for follow-up!!

Chris

Christopher J. Ireland
Director, Driver License Services
Maine Bureau of Motor Vehicles
29 State House Station
101 Hospital Street
Augusta, ME 04333
Cell: 207-441-5765
Office: 207-624-9124
Christopher.Ireland@maine.gov

When you've got to get it right the first time:

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From: Woodcock, Carol (Collins) <Carol.Woodcock@collins.senate.gov>

Sent: Friday, June 28, 2024 11:49 AM

To: Ireland, Christopher <Christopher.Ireland@maine.gov>

Cc: Bellows, Shenna <Shenna.Bellows@maine.gov>; Curtis, Catherine <Catherine.Curtis@maine.gov>; Drinkwater, Gary <gary.drinkwater@legislature.maine.gov>; Mike Cyr <m.cyr@cyrbustours.com>; melanie.m@cyrbustours.com; Mets, Michael (Collins) <Michael.Mets@collins.senate.gov>; Boivin, Larry <Larry.Boivin@maine.gov>; Riph20 <rph20@aol.com>

Subject: RE: Meeting with Sen Collins office staff

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Chris,

Thank you for this clarifying note that was extremely helpful. I still have a few questions that I thought I would pose in writing but I'm happy to discuss on the phone as well.

Gary,

I'm so sorry that it has taken me so long to get back to you regarding this issue. I agree that it makes sense to try and get everyone together to talk about this. I think a zoom meeting would work fine.

As I have discussed with Gary, I have been in touch with the Federal Motor Carrier Safety Administration (FMCSA) regarding your interest in adopting a special license for school bus drivers, and have been told that there is currently a waiver from the engine compartment portion of the pre-trip vehicle inspection skills testing requirement. It is expiring on November 27, 2024 but I understand there was a request for it to be renewed. I will ask if that has happened. I have attached it but it is also available at 49 U.S.C. section 31315.

I would appreciate it if you would take a look at this and, in the meantime, I would check with the FMCSA to see if this has been renewed.

Thank you.

Best regards,
Carol

Carol Woodcock
State Office Representative
US Senator Susan M. Collins
Bangor Constituent Service Center
202 Harlow Street, Suite 20100
Bangor, Maine 04401
207-945-0417

Sign up for Senator Collins' newsletter [here](#).

From: Riph20 <riph20@aol.com>

Sent: Thursday, June 13, 2024 12:28 PM

To: Catherine Curtis <catherine.curtis@maine.gov>; Christopher Ireland <christopher.ireland@maine.gov>; Woodcock, Carol (Collins) <Carol_Woodcock@collins.senate.gov>; melanie.m@cyrbustours.com;

m.cyr@cyrbus tours.com

Subject: Meeting with Sen Collins office staff

Greetings to you all, now that school has completed it's time to pull all the participants together and have a discussion with Sen. Collins staff about what we need, and what we need for federal legalization.

The last conversation I had with Carol was we need to bring the SOS staff, Cyr Bus, and Sen Collins staff together and talk.

Interestingly, yesterday I stopped at a strawberry stand and the first thing said from the lady selling berries is, "where is your school bus bill".

Is there a date and time we could all meet?

Thank you,

Gary Drinkwater

Mike Cyr

President

Cyr Bus Line

207-827-2335

Rethinking the Path to a School Bus Operating License

***A White Paper
from the
Maine Bureau of Motor Vehicles
To Propose a
"School Bus Only" License Pilot Program***

Problem Statement

There are certainly a number of significant social and economic factors in play that affect every state's ability to gain, maintain and retain school bus drivers. Every state government continues to hear the same growing cry to provide help where able. Parents, school administrators, state education officials and elected officials have all wrestled with this challenge. Considering the scale of this national problem and what's hanging in the balance—the undisputed need to safely deliver our children to and from their education—consideration of new licensure options is warranted. As a result, this proposal seeks to specifically address two elements of school bus licensure:

- **Element 1:** New applicants face 3 to 4 written exams (general knowledge, passenger bus, school bus and potentially air brake) before they can earn their Commercial Learners Permit (CLP), and many questions in the database of the first two exams are not relevant to school bus operations. This over-testing deters some potential applicants from starting their CDL journey, and delays or prevents others from advancing to the practical phase of training.
- **Element 2:** The current licensure pathway creates a licensed driver fully qualified to operate any Class B commercial motor vehicle (CMV), passenger coach bus, or school bus. As a result, school districts and businesses that provide school bus services to Maine's communities often lose newly licensed drivers after investing significant time, effort, and funding to train the applicant.

Proposal

To help our school districts attract and retain drivers, this proposal would only be offered to new applicants. Existing CDL holders would proceed through the existing program of record earn their P and S endorsements where appropriate (to prevent the driver from losing the baseline Class B privilege). This proposal will not apply to drivers of school buses whose gross vehicle weight rating is less than 26,001 pounds or where the seating capacity is less than 15 passengers, regardless of configuration. It would also not apply to drivers of the multi-function school activity bus category of vehicles.

To address the first element of the problem statement, Maine BMV would work with FMCSA to develop a modified "S+" question bank to support a singular written exam that is both valid and reliable. This test bank would include all of the current questions of the existing school bus ("S") endorsement test, and most of the questions of the current general knowledge test and "passenger bus ("P") endorsement test. Attachment 2 provides a list of questions Maine BMV believes are not relevant to school bus operation; we would propose these questions be withheld from the S+ question databank.

Maine's BMV Examiners would administer this test either digitally or on paper, provided all results are captured for program evaluation purposes per the measurement section below. Once an applicant

passes this S+ written exam, they would be issued an S-only CLP. [Note: if an applicant needs to take the air brake exam, they will do so outside the provisions of this proposal. Said differently, administration of the air brake written exam is unchanged, and will continue to be referenced during the skills/road exams should the applicant present with an air brake-equipped CMV.]

Maine BMV will continue to query the FMCSA Training Provider Registry prior to scheduling a skills or road exam to ensure all ELDT training is complete. There would be no change to this step in the process. Additionally, Maine BMV is not proposing any change to the skills and road exams.

To address the second element of the problem statement, Maine BMV proposes to issue a new class of CDL to the successful applicant who safely passes the skills/road examinations. This license will allow the operator to drive only a school bus that meets the requirements as laid out in 49 CFR 383.123. This new CDL will be inherently limited to intra-state operations only, and would not transfer to another state on its own until FMCSA formally adopts this licensure pathway.

An applicant seeking a full, transferable school bus CDL would need to successfully complete the general knowledge and passenger bus written exams. Once complete, Maine BMV would then award the traditional B/P/S CDL.

If, at the end of the pilot, FMCSA does not adopt the proposal formally, “school bus only” drivers would be given a period of time to complete the remaining requirements. Drivers would be scheduled for standard general knowledge and passenger bus written examinations. Upon successful completion, Maine BMV would award the driver the normal Class B CDL with P and S endorsements.

Risk Assessment

Maine BMV fully accepts that any proposal to modify the existing CDL licensure pathway must provide an equal or greater measure of safety; to propose less would be irresponsible. While the proposal above articulates what we desire to do differently, it is equally important to identify what we would not be changing:

- **No change** to the requirement to gain proficiency in ELDT theory, skills and road requirements
- **No change** to the current skills examination program for school bus applicants
- **No change** to the current road examination program for school bus applicants
- **No change** to the minimum age to operate a school bus
- **No change** to FMCSA CDL reporting and suspension provisions

We also believe that Maine is an ideal environment to pilot an alternate pathway. As a small state, Maine BMV supports only 1.2 million licensed drivers, and only 83,000 CDL holders. Our population is slightly smaller than New Hampshire’s, but distributed across a space roughly the same size as South Carolina. Maine BMV also uses one of the most robust medical review programs in the US, complimenting the US DoT medical certificate for intrastate operators.

Last, we propose to run this pilot for 2 calendar years to help schools prepare for the academic years 24-25 and 25-26, thus limiting the total number of drivers licensed under this construct.

RE: Meeting with Sen Collins office staff

From: Ireland, Christopher (christopher.ireland@maine.gov)

To: carol_woodcock@collins.senate.gov

Cc: shenna.bellows@maine.gov; catherine.curtis@maine.gov; gary.drinkwater@legislature.maine.gov; m.cyr@cyrbustours.com; melanie.m@cyrbustours.com; michael_mets@collins.senate.gov; larry.boivin@maine.gov; riph20@aol.com

Date: Friday, June 28, 2024 at 12:11 PM EDT

Good afternoon! Thanks for the quick turn...these are great questions. I've embedded some answers below in blue.

Standing by for follow-up!!

Chris

Christopher J. Ireland
Director, Driver License Services
Maine Bureau of Motor Vehicles
29 State House Station
101 Hospital Street
Augusta, ME 04333
Cell: 207-441-5765
Office: 207-624-9124
Christopher.ireland@maine.gov

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From: Woodcock, Carol (Collins) <Carol_Woodcock@collins.senate.gov>

Sent: Friday, June 28, 2024 11:49 AM

To: Ireland, Christopher <Christopher.Ireland@maine.gov>

Cc: Bellows, Shenna <Shenna.Bellows@maine.gov>; Curtis, Catherine <Catherine.Curtis@maine.gov>; Drinkwater, Gary <gary.drinkwater@legislature.maine.gov>; Mike Cyr <m.cyr@cyrbustours.com>; melanie.m@cyrbustours.com; Mets, Michael (Collins) <Michael_Mets@collins.senate.gov>; Boivin, Larry <Larry.Boivin@maine.gov>; Riph20 <riph20@aol.com>

Subject: RE: Meeting with Sen Collins office staff

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Chris,

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You mention below that one of the reasons that Maine has had no applicants for the "under-the-hood" waiver is because the applicants will not be able to driver inter-state. The pilot, as you describe in the White Paper, would also be limited to intra-state driving. Will that be a deterrent to prospective applicants? Through many consultations with the transportation directors of Maine's school districts, there is a lot of excitement about our proposal because it does 2 things: reduces the number of tests, which intimidates

From: Ireland, Christopher <Christopher.Ireland@maine.gov>
Sent: Wednesday, July 10, 2024 7:42 AM
To: Woodcock, Carol (Collins) <Carol.Woodcock@collins.senate.gov>
Cc: Bellows, Shenna <Shenna.Bellows@maine.gov>; Curtis, Catherine <Catherine.Curtis@maine.gov>; Drinkwater, Gary <gary.drinkwater@legislature.maine.gov>; Mike Cyr <m.cyr@cyrbustours.com>; melanie.m@cyrbustours.com; Mets, Michael (Collins) <Michael.Mets@collins.senate.gov>; Boivin, Larry <Larry.Boivin@maine.gov>; Riph20 <riph20@aol.com>
Subject: RE: Meeting with Sen Collins office staff

Thanks for this, ma'am! I'm getting closer to finalizing our submission. The part below in yellow seems applicable to our conversation about how/when Sen Collins could weigh-in.

Last, in my conversations with FMCSA officials who review requests from states, it sounds like we will be submitting an exemption (vs a waiver or pilot program). They provided me with a talking paper on the difference (attached).

Chris

From: Woodcock, Carol (Collins) <Carol.Woodcock@collins.senate.gov>
Sent: Tuesday, July 9, 2024 3:04 PM
To: Ireland, Christopher <Christopher.Ireland@maine.gov>
Cc: Bellows, Shenna <Shenna.Bellows@maine.gov>; Curtis, Catherine <Catherine.Curtis@maine.gov>; Drinkwater, Gary <gary.drinkwater@legislature.maine.gov>; Mike Cyr <m.cyr@cyrbustours.com>; melanie.m@cyrbustours.com; Mets, Michael (Collins) <Michael.Mets@collins.senate.gov>; Boivin, Larry <Larry.Boivin@maine.gov>; Riph20 <riph20@aol.com>
Subject: RE: Meeting with Sen Collins office staff

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Chris,

Thank you for answering these questions. It was very helpful. Mike Mets and I still had a number of questions about the process so we were in touch with the Congressional Research Service (CRS) of the Library of Congress and thought it would be helpful if we shared the information with all of you.

What's the statute that authorizes this and what is the process for requesting a licensure change?

49 C.F.R. Part 381 outlines the process for pursuing waivers, exemptions, and pilot programs. 49 C.F.R. Part 381(B) describes the process for requesting waivers. 49 C.F.R. §381.205 describes how the requestor should determine if they may request a waiver. 49 C.F.R. §381.210 provides information on how the requestor should complete the waiver request.

207-441-5765 (Cell)

From: Bellows, Shenna <Shenna.Bellows@maine.gov>

Sent: Wednesday, September 20, 2023 2:32:45 PM

To: Drinkwater, Gary <gary.drinkwater@legislature.maine.gov>; 'riph20@aol.com' <riph20@aol.com>

Cc: Bautista, Joann <Joann.Bautista@maine.gov>; Curtis, Catherine <Catherine.Curtis@maine.gov>; Ireland, Christopher <Christopher.Ireland@maine.gov>

Subject: School bus driver licenses

Dear Rep. Drinkwater,

Director Ireland flagged that you had called him and followed up, and we definitely want to continue the conversation. It's great that you met with Sen. Collins' office and that they are interested in learning more.

The Federal Motor Carrier Safety Administration does sometimes put bounded pilot programs out on the street, and we would love to participate in a pilot with them if permitted to limit the test that is required to skills directly related to school bus operation and then a road test related to the school bus operation. Because right now to be a school bus driver you have to get your CDL, the school administrative districts are losing the bus drivers they're training to commercial industry. We've floated our idea to AAMVA. Now we need to talk to FMCSA about it. Director Ireland is planning to reach out to them soon about this.

We would certainly be happy to join you for a conversation with Sen. Collins or her staff. I'm copying Joann Bautista who could help coordinate schedules with you and/or with Sen. Collins' staff. We may well want to involve Sen. Farrin and/or Rep. Wayne Parry as the ranking members on the state Transportation Committee as well for that meeting.

Take care,

Shenna

Shenna Bellows, Secretary of State

Maine Department of Secretary of State

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Tel: 207-557-1424 | Fax: 207-287-8598

www.maine.gov/sos | [@MESecofState](https://twitter.com/MESecofState)

(she/her/hers)

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Maine is proposing an “S+” endorsement for CDLs which is not listed in 49 CFR 383.93(b). However, according to 49 C.F.R. §383.153(a)(9)(vii) and 49 C.F.R. §383.153(a)(10)(ix), states may assign additional restrictions and endorsements to an issued CDL as long as they are explained on the front or back of the CDL document.

FMCSA should be able to provide guidance on whether a waiver, exemption, pilot program, or petition for rulemaking is an appropriate action. FMCSA has field offices in each state and contact information can be found here.

It looks like any waiver that is granted would be printed in the federal review. Where does this fit into the process?

Per 49 C.F.R. §381.215, FMCSA reviews requests and provides determinations for waiver applications. Per 49 C.F.R. §381.315, FMCSA prepares Federal Register notices for exemption applications to gather public comments.

Per 49 C.F.R. §381.200(b), waivers provide temporary relief from one or more Federal Motor Carrier Safety Regulations (FMCSRs) for up to three months. Per 49 C.F.R. §381.300(b), exemptions provide temporary relief from one or more FMCSRs for up to five years and may be renewed for periods no more than five years.

Are pilot programs state specific, can other states choose to participate, would they have to apply together?

49 C.F.R. §381.410 provides information on submitting a suggestion to FMCSA for a pilot program. Interested parties are required to submit a written statement and supporting documents outlining the pilot program idea. As part of the written statement, interested parties are encouraged to identify “a reasonable number of participants necessary to yield statistically valid findings” per 49 C.F.R. §381.410(c)(4).

How long do pilot programs last? What’s the process for renewing if it is a short period of time (it’s hard to imagine a pilot program of two years being enough given the time it would take to get an applicant through the program)?

Per 49 C.F.R. §381.505(b)(1), a pilot program should be scheduled to last three years or less.

The regulations do not cover the renewal of a pilot program, but 49 C.F.R. §381.300(b) discusses the renewal of exemptions.

What would the timing on member letters of support be? With the application, while being considered, or as part of the federal register notice? Is there a time that member support would be most effective?

49 C.F.R. §381.410 does list member letters of support as part of the written statement suggesting a pilot program. However, 49 C.F.R. §381.410(d) states that the recommendation should include “a copy of all research reports, technical papers, publications and other documents you reference [in the written statement]”. 49 C.F.R. §381.415 states that they can be contacted for information of what should be included in the suggestion.

How often does the FMCSA grant waivers?

CRS completed a search of the Federal Register for denials for exemption applications by FMCSA since January 1, 2024. There have been 24 denials for exemptions of 107 total notices issued. Results from the search for denials can be accessed online here. All 107 notices issued by FMCSA since January 1, 2024 can be accessed online here.

Are school bus licensure requirements strictly linked to CDL drivers or to a set of safety standards related to school buses?

The FMCSA regulates licensing standards and the National Highway Traffic Safety Administration (NHTSA) regulates motor vehicle safety standards. Both agencies are under the Department of Transportation.

Have any other states created specific programs for school bus operators?

You may contact FMCSA for more information of state-level programs for school bus operators. FMCSA has field offices in each state and contact information can be found here.

Edmund S. Muskie Federal Building
40 Western Avenue,
Room 411
Augusta, ME 04330
Phone: (207) 622-8358[®]
Fax: (207) 622-8477[®]
Email: MCMEOFF@dot.gov

Please take a look at this information as I'm hoping it could be helpful before you submit your proposal and let me know if there is anything further that we can help you with.

Very best,
Carol

From: Ireland, Christopher <Christopher.Ireland@maine.gov>

Sent: Friday, June 28, 2024 12:11 PM

To: Woodcock, Carol (Collins) <Carol.Woodcock@collins.senate.gov>

Cc: Bellows, Shenna <Shenna.Bellows@maine.gov>; Curtis, Catherine <Catherine.Curtis@maine.gov>; Drinkwater, Gary <gary.drinkwater@legislature.maine.gov>; Mike Cyr <m.cyr@cyrbustours.com>; melanie.m@cyrbustours.com; Mets, Michael (Collins) <Michael.Mets@collins.senate.gov>; Boivin, Larry <Larry.Boivin@maine.gov>; Riph20 <riph20@aol.com>

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