Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

Background

Congress passed the School Bus Safety Amendments of 1974, which resulted in the National Highway Traffic Safety Administration (NHTSA) issuing safety standards specifically applicable to school buses. Those safety standards, which became effective for all new school buses built starting in April 1977, along with other stringent licensure, training, and qualifications for school bus drivers have resulted in school buses providing a higher level of safety for the transportation of school students than other passenger vehicles.[1] Continuing advancements made in school bus transportation have increased student safety through training, standards, products, and technological advancements.

Not only has school transportation seen advancements in safety, but the look of school transportation has changed with the emergence of Alternative Transportation. ***Alternative Transportation is defined as the transportation of students in any vehicle that is not a Federal Motor Vehicle Safety Standards (FMVSS)-defined school bus, Multifunction School Activity Bus (MFSAB), Commercial Motor Coach, or Transit Bus defined by the Federal Transit administration (FTA).*** This type of school transportation is occurring across the United States due to higher demands for McKinney Vento Transportation (MKV), Foster Transportation, and Special Services Transportation, as well as from school bus driver shortages that limit the number of buses used to transport students. Districts have sought alternate transportation to meet their transportation needs. As this practice increased, it created a new market for vendors to provide transportation using vehicles other than FMVSS-defined school buses. The number of vendors has grown in this market as there has been a fundamental shift in the mindset, and in some states, laws to allow smaller non-FMVSS-defined school bus vehicles to transport students from home to school since driver and vehicle requirements are less stringent than for school buses.

Using vehicles other than a school bus to transport students is of concern because those vehicles are not regulated or required to meet the same safety standards as school buses. Also, the drivers of these vehicles do not have to possess a CDL, which may enable employers to bypass several federal, state, and local mandated requirements which school bus drivers must adhere to. Additionally, alternative transportation drivers may not receive the same level of specialized driver training, a criminal background check, periodic medical fitness examinations, drug and alcohol testing, or continuous reviews for disqualifying driving infractions as do school bus drivers. In addition to the lack of commercial driver requirements, there is also the concern about the type of vehicle used to transport students as compared to school buses, such as: the vehicle's age, regular vehicle inspections, the type of required safety equipment, etc. Unfortunately, some states and districts use vehicles other than school buses to transport students to and from school

[1] Statistics on the unparalleled safety provided by school buses compared to other ways students travel to and from school can be found at www.schoolbusfacts.com.

and school-related activities.[1] Using vehicles other than school buses compromises student safety and heightens the potential for disastrous crashes with student injuries and fatalities. Thus, alternative transportation should be avoided except when completely necessary to meet specific students' school transportation needs and when proper oversight and safety regulations are established.

School Buses Safety Background

School Buses are safer than other vehicles on the road, and according to NHTSA's 2002 research on School Bus Crashworthiness, "American students are nearly eight times safer riding in a school bus than with their own parents or guardians in cars. The fatality rate for school buses is only 0.2 fatalities per 100 million vehicle miles traveled (VMT) compared to 1.5 fatalities per 100 million VMT for cars." [2] School buses are safer than other vehicles because they are heavily regulated by both the vehicle designs and driver requirements.

School Buses have been designed to ensure they safely transport students, starting with the overall design of compartmentalization. Compartmentalization is the design of the seating area to protect students with closely spaced seats with energy-absorbing backs. According to NHTSA, "large school buses are heavier and distribute crash forces differently than passenger cars and light trucks. These differences help bus passengers experience much less crash force than those in passenger cars, light trucks and vans."[3] In addition, school buses have to meet extensive FMVSS standards in production to ensure the safety of students. Those standards revolve around Rearview Visibility, Electronic Stability Control, School Bus Pedestrian Safety Devices, Occupant Crash Protection, Seat Belt Assemblies, Child Restraint Systems, Emergency Exits and Window Retention and Release, School Bus Rollover Protection, School Bus Body Joint Strength, School Bus Passenger Seating and Crash Protection, Child Restraint Anchorage Systems, Fuel System Integrity, Flammability and Interior Materials, and Platform Lift Systems for Motor Vehicles. These FMVSS standards help regulate school bus design and production to ensure they are the safest vehicles available to transport students. The uniform color of school buses improves safety, according to Color Matters, which states, "even when you are looking straight ahead, you can see a yellow object that is not in front of you 'in the corner of your eyes' much sooner than any other color even red. Scientists describe this as 'Lateral peripheral vision for detecting yellow is 1.24 times greater than for red.'"[4]

In addition to the highly regulated design, driver requirements are regulated federally and locally, ensuring that professional, vetted, and trained drivers are behind the wheel of the buses. School Bus drivers must obtain a Commercial Driver's License, Passenger Endorsement and School Bus

[1] A recent NASDPTS survey on the types of vehicles allowed for student transportation by various states' laws and regulations can be found in Appendix A.
[2] National Highway Traffic and Safety Administration October 2002 School Bus Crashworthiness Research https://www.nhtsa.gov/crashworthiness/school-bus-crashworthiness-research
[3] National Highway Traffic and Safety Administration School Bus Safety Website https://www.nhtsa.gov/road-safety/school-bus-safety
[4] Color Matters https://colormatters.com/color-matters-for-kids/why-are-school-buses-yellow

Endorsement before transporting students. States and local jurisdictions are responsible for establishing the training for School Bus Drivers, which initially requires extensive hours of classroom and on-road driving followed by re-certification training periodically. Drivers must undergo background checks and child abuse queries to obtain employment and are subject to federally required pre-employment, random, post-accident, and reasonable suspicion drug testing. Drivers are also subject to medical examinations to ensure fitness and re-certification training. All these requirements ensure that drivers are ready to provide safe transportation to students throughout the nation.

According to NHTSA, these standards and regulations are why students are 70 times more likely to get to school safely when taking a school bus instead of a car. It is important to remember the safety records of school buses versus other vehicles when determining how to transport students home to school or for after-school activities. The impressive safety standards indicate that the school bus should always be the first option for transporting students, with every effort to make that form of transportation occur.

Non-Conforming Van Discussion

Under federal law any motor vehicle designed to carry 10 passengers or more (11 or more persons, including the driver) is classified as a "Bus." A bus is classified as a "School Bus" if it is used, or intended for use, in transporting students to and from school or school-related activities. At the direction of the U.S. Congress, NHTSA, an agency under the U.S. Department of Transportation, has authority over the manufacture and first sale of a motor vehicle. In 2005, Congress extended this authority to specify that schools or school systems may not purchase, rent or lease a new van designed to transport 10 to 14 passengers (11 to 15 persons, including the driver) that is not built to FMVSS standards applicable to a school bus or MFSAB if the vehicle will be used by, or on behalf of, the school or school system to transport preprimary, primary, or secondary school students to or from school or an event related to school.[5] After a vehicle is sold, only state and local governments can regulate the subsequent use of motor vehicles. For more information on vans, including illustrations and how to identify the vehicle type by the federally required data plate installed in each vehicle, see the Kansas Department of Education's report, "12 & 15 Passenger Rated Vans Information." Federal law prohibits dealers from selling or leasing a new motor vehicle with a capacity of 10 passengers or more (11 or more persons, including the driver) for the purpose of transporting students to and from school or a school-related activity unless the vehicle complies with the applicable FMVSS for school buses or MFSABs.[6] While there is no federal prohibition against dealers selling or leasing **used**, full-sized

[5] A copy of Public Law 109-59, Section 7529. Passenger Van Safety, can be found in Appendix B. On November 17, 2005, NASDPTS received a requested response from Ronald Medford, then-Senior Associate Administrator for Vehicle Safety at NHTSA, clarifying that the term 15-passenger van is defined in the law as "a vehicle that seats 10 to 14 passengers, not including the driver."

[6] The Federal Motor Vehicle Safety Standards define a school bus as a vehicle designed to carry 11 or more persons, including the driver (i.e., 10 passengers or more), that is used primarily to transport students to or from school. In 2003, NHTSA established a new school bus subclassification, the multifunction school activity bus (MFSAB), for use on trips other than those to and from home or school bus stops and school. This classification provides schools

vans for the purpose of transporting students, such actions are counter to the basis for the federal law previously mentioned – that is, that students are safer in school buses. Manufacturers of full-sized passenger vans have in the past provided written notification to each of their dealers of the federal law as a reminder not to sell or lease new passenger vans with seating capacities of 10 passengers or more (11 or more persons, including the driver), to schools. In some cases, the required federal certification label installed in the vehicle states, at the discretion of the manufacturer, "(Not School Bus)" after the vehicle type. Unless the van has been modified and certified by the manufacturer/modifier as a school bus, it is considered a "non-conforming" van since it does not conform to the FMVSS for school buses or MFSABs. It is the responsibility of the seller or lessor to ascertain the intended use of the vehicle. The seller or lessor is subject to substantial penalties for knowingly selling or leasing a vehicle that does not meet the FMVSS for school buses, including civil fines and injunctive sanctions. Unfortunately, some sellers and lessors have apparently ignored or were unaware of this information. Full-sized passenger vans do not offer occupants the same level of safety as a full-sized school bus, a smaller Type A school bus, or an MFSAB built on a cutaway or van-type chassis, which are all required to meet federal school bus construction standards. In a crash, the risk of a serious injury or fatality is significantly higher for the occupants of a van. Typically, any crash resulting in serious injuries or fatalities to school students results in lawsuits. The fact that a school used a vehicle that was not manufactured, sold, purchased, or leased following federal laws governing school transportation would likely be a significant issue in the lawsuit. Depending upon state insurance regulations and policies, this fact could impact the liability responsibilities of the insurance company to insure the school's operations. NHTSA has investigated and fined dealers for violating the federal law. The National Association of State Directors of Pupil Transportation Services (NASDPTS) supports these actions by NHTSA. It encourages everyone to report illegal sales or leases of non-conforming vans to NHTSA. The agency maintains a toll-free Vehicle Safety Hotline (1-888-327-4236) and web portal (https://www.nhtsa.gov/nhtsa-live-chat) that can be used to report such information.[7] On December 2, 2010, the agency heads of NHTSA and the Federal Motor Carrier Safety Administration (FMCSA) sent a joint letter (Appendix C) to all chief state highway officials regarding the documented hazards to passengers and drivers posed by "9, 12, and 15 passenger vans." In addition to other safety recommendations to users of vans, the letter reminded state officials that "preprimary, elementary, and secondary schools should not use 12 or 15-passenger vans for transporting students because they do not provide the same level of safety as school buses meeting NHTSA's safety standards" and that "Federal law prohibits the sale or lease of a new 12 or 15-passenger van if it will be used to transport students."

and entities other than schools, such as child care centers or Head Start centers, with an alternative to 15- passenger vans. The MFSAB is built to the same construction and safety performance standards as a school bus, but is not required to have flashing lights or stop arms, since MFSABs are not intended to drop off or pick up students at their homes or school bus stops and control traffic like regular school buses.

[7] NHTSA Contact Us Contact Us | NHTSA

Alternative Transportation and Non-Conforming Van Position

NASDPTS believes it is appropriate to require the highest safety standards in vehicles that transport students to and from school and school-related activities. Accordingly, the Association supports the position that school students should be transported in school buses to provide the aforementioned highest level of safety. The Association recognizes that the use of FMVSS-defined school buses may not always be feasible for all required transportation or student needs and thus may require Alternative Transportation. If there is no other option than to utilize Alternative Transportation, states or local jurisdictions must ensure they implement high standards of regulations for their Alternative Transportation providers. In addition, States should create laws to enable the agency overseeing School Transportation to also oversee and regulate the Alternative Transportation providers that transport school students. These regulations will assist in providing students with safe transportation by highly trained and vetted drivers who operate appropriately inspected vehicles equipped with necessary safety equipment and not carried out using non-conforming vans. To support states and local jurisdictions in implementing high standards for Alternative Transportation, the recommendations below are provided based on the vehicle type being operated.

To ensure that proper vehicles are used for transportation of students to and from school and school-related activities, NASDPTS endorses the safety recommendation (H-99-22) of the National Transportation Safety Board (NTSB), reiterated in its Highway Accident Report NTSB/HAR-04/02, stating that the 50 states and the District of Columbia should, "require that all vehicles carrying more than ten passengers (buses) and transporting students to and from school and school-related activities, including but not limited to, Head Start programs and daycare centers, meet the school bus structural standards or the equivalent as set forth in 49 Code of Federal Regulations Part 571,"[8] and that they should, "enact regulatory measures to enforce compliance with the revised statutes."

NASDPTS believes states are in the best position to ensure that new and used non-conforming vans are not utilized for student transportation. Preventing the use of nonconforming vans can be accomplished by establishing strict requirements on the types of motor vehicles used within a state for transporting students to and from school and school-related activities.

Public schools, charter schools, and private schools are sometimes unaware of regulations and safety requirements affecting student transportation. Therefore, NASDPTS further recommends that state and local student transportation officials, state associations, insurance companies, van manufacturers, automobile dealers, and rental car companies fully inform schools about federal and state regulations prohibiting the purchase and use of full-size vans to transport students as well as the related safety liabilities.

This paper is intended as a guide, not a legal document. Readers are encouraged to review the listed links and resources and consult others for complete information on this topic. NASDPTS encourages questions and comments.

[8] NTSB Safety Recommendation: https://www.ntsb.gov/safety/safety-recs/RecLetters/H99_22_24.pdf

Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

Alternative Transportation Recommended Regulation

Vehicle Type	Vehicle Certification Label	Federal Vehicle Definition	Common Name	Manufactured Seating Capacity, Including the Driver	Recommended Vehicle Usage	Recommended Driver Requirements	Recommended Additional Requirements
School Bus	School Bus	49 CFR 571.3(c) "School bus"	School Bus (Yellow)	11 or more seating positions, including the driver	Home to School and School to Home Extra-Curricular Transportation	CDL with Passenger Endorsement (P), School Bus Endorsement (S) and other required state credentials	Follow state laws or local regulations. It is recommended for those laws and regulations to include recommendations R1-R17
MFSAB	Multifunction School Activity Bus (MFSAB)	49 CFR 571.3(c) "Multifunction school activity bus"	MFSAB (TYPE A) Cannot be Yellow	11 to 15 seating positions, including the driver	Extra-Curricular Transportation	Follow state or local guidelines for requirements	Follow state laws or local regulations. It is recommended for those laws and regulations to include recommendations R1-R17
MFSAB	Multifunction School Activity Bus (MFSAB)	49 CFR 571.3(c) "Multifunction school activity bus"	MFSAB (TYPE C and D) Cannot be Yellow	16 or more seating positions, including the driver	Extra-Curricular Transportation	CDL with Passenger Endorsement (P) and other required state credentials	Follow state laws or local regulations. It is recommended for those laws and regulations to include recommendations R1-R17

Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

Vehicle Type	Vehicle Certification Label	Federal Vehicle Definition	Common Name	Manufactured Seating Capacity, Including the Driver	Recommended Vehicle Usage	Recommended Driver Requirements	Recommended Additional Requirements
MPV	Multipurpose Passenger Vehicle (MPV)	49 CFR 571.3(c) "Multipurpose passenger vehicle"	MPV, SUV, Minivan	10 or fewer seating positions, including the driver	Home to School and School to Home Extra-Curricular Activity	Regular vehicle driver's license meeting state credentials	R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R12, R13, R14, R15, R16, R17, R18, R19
Passenger Car	Passenger Car	49 CFR 571.3(c) "Passenger car"	Passenger Car				
Truck	Truck	49 CFR 571.3(c) "Truck"	Truck				
Motor Coach	Bus	49 CFR 571.3(b) "Bus"	Motor Coach or Common Carrier	11 or more seating positions, including the driver	Extra-Curricular Activity	CDL with Passenger Endorsement (P) operating under FMCSA Regulation	R11
Bus	Bus	49 CFR 571.3(b) "Bus"	Cargo Van/Shuttle Bus/11-16 Passenger Van	11 or more seating positions, including the driver	**Not Allowable**	**Not Allowable**	**Not Allowable**

Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

R1 - Background Checks

All drivers must be properly vetted, including completing a State and Federal Criminal Background Check. Protocols should be implemented for the agency, district and/or employer who receives the background results and provides clearance before the driver begins working with students. The clearance of backgrounds should be handled to the same standard as School Bus Drivers.

R2 - Child Protective Clearances (Child Abuse, Child Predatory)

All drivers must be properly vetted, which includes completing Child Protective Clearances. The clearances search registries to ensure the individual has no substantiated reports of Child Abuse. Follow local school's jurisdiction's requirements when completing these clearances.

R3 – Crash Procedures

Establish vehicle crash procedures and reporting plan that must be followed if students are onboard at the time of a crash. The procedures should mirror local School Bus Crash Procedures.

R4 - Driver License Credentials

All drivers must be properly vetted, which includes reviewing and validating the Driver's License and driving history of the applicant. Alternate transportation drivers should be held to the same driving history standards as school bus drivers in local jurisdictions. An adequate review of the driving history would include looking for license suspensions, driving infractions, and the number of points over the same period it is evaluated for school bus drivers. Driver history checks should also be conducted as frequently as school bus driver checks to ensure driving credentials are still valid and no infractions have occurred that should restrict the driver from continuing to transport students.

R5 - Driver Annual Training

Alternate transportation drivers should be subject to annual training or refresher training meeting the similar standards as school bus drivers in the local jurisdiction.

R6 - Driver Drug & Alcohol Testing

All CDL drivers must be enrolled in DOT Drug & Alcohol Testing, meeting all FMCSA requirements. Alternative Drivers not requiring a CDL should be enrolled in a NON-DOT Drug & Alcohol Testing program meeting the same requirements as FMCSA DOT Drivers. All drivers should be vetted by completing a pre-employment drug test and random, post-accident, and reasonable suspicion drug and alcohol testing when required. The Alternative Transportation Drug & Alcohol Testing program should mirror the FMCSA DOT Drug Testing program but be completed under the NON-DOT category.

R7 - Driver Initial Training

Drivers of Alternative Transportation should be required to undergo initial training before transporting students. This initial training should focus on defensive driving, driving laws, student management, behavior techniques, and dealing with emergency situations. The training should be the same or very similar to the local jurisdiction's classroom training for school bus drivers. This training should include Railroad Crossing hazards.

R8 - Driver Physical Requirements

Drivers should be subject to regular physicals to ensure they are medically fit to transport students. Alternative Transportation drivers should be subject to the exact physical requirements as School Bus Drivers in the local jurisdiction.

R9 - Driver Mobile Device Restrictions

A local or state policy should be adopted requiring drivers of Alternative Vehicles to be subject to the exact requirements as School Bus Drivers regarding the use of Mobile Devices while transporting students, including hand-free devices.

R10 - Emergency Equipment

Vehicles providing Alternative Transportation should require emergency equipment that ensures students are safely transported. Minimum emergency equipment requirements should include one 2-A:10-BC or higher fire extinguisher, First Aid Kit, and Body Fluid Kit.

R11 - FMCSA (SAFER) Search

When using this type of transportation to transport students for extra-curricular activities, the hiring agency should always search the FMCSA Safety and Fitness Electronic Records (SAFER) System to ensure the company being hired doesn't have any violations or negative safety rating that could jeopardize the safety of passengers. The website is at https://safer.fmcsa.dot.gov/CompanySnapshot.aspx, with searching available by US DOT Number, MC/MX Number, or Company Name.

R12- Insurance Requirements

Should be the same as School Bus Contractors providing intrastate transportation within that local jurisdiction.

R13- Special Service Training

If students being transported by Alternative Transportation are Special Education Students with an Individual Education Plan (IEP), the drivers should be trained on student confidentiality, IEPs, and how to work with the student-specific needs to ensure that they are equipped to provide the safest transportation that meets the student's individual needs and requirements.

R14 - Vehicle Age Limits

Vehicles used to transport students between home and school and extra-circular activities should be subject to the exact vehicle age limits as school buses in your local jurisdiction. If your local jurisdiction does not have vehicle age limits, follow R16- Vehicle Inspection Requirements.

R15 - Vehicle Identification

When transporting students, vehicles should be equipped with signage following state and local jurisdiction requirements for vehicle identification.

R16- Vehicle Inspections

A local or state policy that requires Alternative School Transportation vehicles to be subject to additional vehicle inspections should be adopted. These inspections ensure the vehicles are properly functioning and safe to transport students.

R17- Vehicle Specifications

A local or state policy should be adopted to outline the vehicle specification requirements for Alternative School Transportation vehicles. The policy should outline capacity sizes to ensure that non-conforming vans are not used to transport students. In addition, the policy should include emergency equipment and vehicle identification requirements.

R18- Child Safety Restraint Systems (CSRS)

Age and weight appropriate CSRS shall be installed and used per manufacturers' instructions and in adherence to the state's child occupant protection laws. All CSRS shall conform to all applicable Federal Motor Vehicle Safety Standards.

R19- Other Recommendations

Any additional recommendations provided in the 17th NCST National School Transportation Specifications and Procedures Manual.

Appendix A

Question 1: Does your state have school transportation laws regarding the use of 12 & 15-passenger vans for travel to and from school?

Question 2: Does your state have school transportation laws regarding the use of 12- & 15-passenger vans for travel to and from school-related events?

Survey Results as of February 2024

State	Question 1: (Laws to-from-use of 12 & 15 passenger vans)	Question 2: (Laws school-related events use of 12 & 15 passenger vans)	Link to State Law
Alabama	No	No	
Alaska	No	No	
Arizona	No	No	
Arkansas	Yes	Yes	Click here for AR law
California	No	No	
Colorado	Yes	Yes	Click here for CO law
Connecticut	Yes	Yes	Click here for CT law
Delaware	Yes	Yes	Click here for DE law
Florida	No	No	
Georgia	No	No	Click here for GA law
Hawaii	No	No	
Idaho	Yes	Yes	Click here for ID law
Illinois	Yes	Yes	Click here for IL law P1 Click here for IL law P2
Indiana	Yes	Yes	Click here for IN law
Iowa	Yes	Yes	Click here for IA law
Kansas	Yes	Yes	Click here for KS law

Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

State	Question 1: (Laws to-from-use of 12 & 15 passenger vans)	Question 2: (Laws school-related events use of 12 & 15 passenger vans)	Link to State Law
Kentucky	Yes	Yes	Click here for KY law
Louisiana	No	No	
Maine	No	No	
Maryland	No	No	
Massachusetts	Yes	Yes	Click here for MA law
Michigan	Yes	Yes	Click here for MI law
Minnesota	Yes	Yes	Click here for MN law
Mississippi	Yes	Yes	Click here for MS law
Missouri	Yes	Yes	Click here for MO law
Montana	Yes	Yes	Click here for MT law
Nebraska	Yes	Yes	Click here for NE law
Nevada	Yes	Yes	Click here for NV law P1 Click here for NV law P2
New Hampshire	Yes	Yes	Click here for NH law
New Jersey	Yes	Yes	Click here for NJ law
New Mexico	Yes	Yes	Click here for NM law
New York	Yes	Yes	Click here for NY law
North Carolina	No	No	
North Dakota	Yes	Yes	Click here for ND law
Ohio	Yes	Yes	Click here for OH law P1 Click here for OH law P2
Oklahoma	Yes	No	Click here for OK law
Oregon	Yes	Yes	

Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

State	Question 1: (Laws to-from-use of 12 & 15 passenger vans)	Question 2: (Laws school-related events use of 12 & 15 passenger vans)	Link to State Law
Pennsylvania	Yes	Yes	Click here for PA law
Rhode Island	Yes	Yes	Click here for RI law
South Carolina	Yes	Yes	Click here for SC law
South Dakota	No	No	
Tennessee	Yes	Yes	Click here for TN law
Texas	Yes	Yes	Click here for TX law
Utah	Yes	Yes	Click here for UT law
Vermont	Yes	Yes	Click here for VT law
Virginia	Yes	Yes	Click here for VA law
Washington	Yes	Yes	Click here for WA law
West Virginia	Yes	Yes	Click here for WV law
Wisconsin	Yes	Yes	Click here for WI law P1 Click here for WI law P2
Wyoming	Yes	Yes	Click here for WY law

Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

Question 3: Does your state allow transportation to and from school in vehicles other than FMVSS-defined school buses?

Question 4: Does your state have regulations for the driver of vehicles other than FMVSS-defined school buses used in home-to-school transportation?

Question 5: Does your state require inspections for vehicles other than FMVSS-defined school buses that are used in school transportation?

Survey Results as of February 2024

State	Question 3: (Allow to-from-transportation in non-FMVSS-defined school buses)	Question 4: (Regulations for drivers of vehicles other than FMVSS-defined school buses)	Question 5: (Require inspections for vehicles other than FMVSS-defined school buses)	Link to State Law
Alabama	No	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Click here for AL law See Title 16, Chapter 27, Sections 3 & 5.
Alaska	Yes	No	N/A	Click here for AK law P1 Click here for AK law P2
Arizona	No	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Click here for AZ law
Arkansas	Yes	No	No	
California	Yes	Yes	Yes	Click here for CA law
Colorado	Yes	Yes	Yes	Click here for CO law Q3 Click here for CO law Q4 Click here for CO law Q5
Connecticut	Yes	Yes	Yes	Click here for CT law Q3 Click here for CT law Q4 Click here for CT law Q5
Delaware	Yes	No	No	

Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

State	Question 3: (Allow to-from-transportation in non-FMVSS-defined school buses)	Question 4: (Regulations for drivers of vehicles other than FMVSS-defined school buses)	Question 5: (Require inspections for vehicles other than FMVSS-defined school buses)	Link to State Law
Florida	Yes	No	No	
Georgia	Yes	Yes	Yes	Click here for GA law
Hawaii	No	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Click here for HI law Q3 Click here for HI law Q4 Click here for HI law Q5
Idaho	No	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Click here for ID law
Illinois	Yes	Yes	Yes	Click here for IL law P1 Click here for IL law P2
Indiana	Yes	Yes	No	Click here for IN law Q3 Click here for IN law Q4
Iowa	Yes	No	Yes	Click here for IA law Q3 Click here for IA law Q5
Kansas	Yes	Yes	Yes	Click here for KS law
Kentucky	Yes	No	Yes	Click here for KY law
Louisiana	No	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Transportation not allowed in other vehicles than FMVSS-defined School Bus	
Maine	No	No	Yes	
Maryland	Yes	Yes	Yes	Click here for MD law Q3 Click here for MD law Q4 Click here for MD law Q5

Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

State	Question 3: (Allow to-from-transportation in non-FMVSS-defined school buses)	Question 4: (Regulations for drivers of vehicles other than FMVSS-defined school buses)	Question 5: (Require inspections for vehicles other than FMVSS-defined school buses)	Link to State Law
Massachusetts	Yes	Yes	Yes	Click here for MA law
Michigan	Yes	No	Yes	
Minnesota	Yes	Yes	Yes	Click here for MN law Q3 Click here for MN law Q4 Click here for MN law Q5
Mississippi	No	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Transportation not allowed in other vehicles than FMVSS-defined School Bus	
Missouri	Yes	No	Yes	
Montana	Yes	Yes	Yes	Click here for MT law Q3 Click here for MT law Q4 Click here for MT law Q5
Nebraska	Yes	Yes	Yes	Click here for NE law Q3 Click here for NE law Q4&5
Nevada	Yes	No	No	
New Hampshire	Yes	Yes	Yes	Click here for NH law
New Jersey	No	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Click here for NJ law
New Mexico	Yes	Yes	Yes	Click here for NM law
New York	No	No	No	
North Carolina	Yes	No	Yes	
North Dakota	Yes	Yes	No	Click here for ND law

Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

State	Question 3: (Allow to-from-transportation in non-FMVSS-defined school buses)	Question 4: (Regulations for drivers of vehicles other than FMVSS-defined school buses)	Question 5: (Require inspections for vehicles other than FMVSS-defined school buses)	Link to State Law
Ohio	Yes	Yes	Yes	Click here for OH law
Oklahoma	No	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Transportation not allowed in other vehicles than FMVSS-defined School Bus	
Oregon	Yes	Yes	Yes	Click here for OR law Q3 Click here for OR law Q4 Click here for OR law Q5
Pennsylvania	Yes	Yes	Yes	Click here for PA law Q3 Click here for PA law Q4 Click here for PA law Q5
Rhode Island	Yes	Yes	Yes	Click here for RI law
South Carolina	Yes	No	No	
South Dakota	Yes	No	No	
Tennessee	No	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Yes	Click here for TN law
Texas	Yes	No	No	Click here for TX law
Utah	Yes	Yes	No	Click here for UT law
Vermont	Yes	Yes	Yes	Click here for VT law Q3 Click here for VT law Q4 Click here for VT law Q5
Virginia	Yes	*No – current bill pending	Yes	Click here for VA law Q3 Click here for VA law Q5

Position Paper

Alternative Transportation & Non-Conforming Vans Used for School Transportation

State	Question 3: (Allow to-from-transportation in non-FMVSS-defined school buses)	Question 4: (Regulations for drivers of vehicles other than FMVSS-defined school buses)	Question 5: (Require inspections for vehicles other than FMVSS-defined school buses)	Link to State Law
Washington	Yes	No	Yes	Click here for WA law Q5
West Virginia	No	No	No	Click here for WV law
Wisconsin	Yes	Yes	Yes	Click here for WI law Q3 Click here for WI law Q4 Click here for WI law Q5
Wyoming	No	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Transportation not allowed in other vehicles than FMVSS-defined School Bus	Click here for WY law