

HR 6773

School Bus Safety Act of 2018

Congress: 115 (2017–2019, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Sep 12, 2018

Current Status: Referred to the Subcommittee on Highways and Transit.

Latest Action: Referred to the Subcommittee on Highways and Transit. (Sep 13, 2018)

Official Text: <https://www.congress.gov/bill/115th-congress/house-bill/6773>

Sponsor

Name: Rep. Cohen, Steve [D-TN-9]

Party: Democratic • **State:** TN • **Chamber:** House

Cosponsors

No cosponsors are listed for this bill.

Committee Activity

Committee	Chamber	Activity	Date
Education and Workforce Committee	House	Referred To	Sep 12, 2018
Transportation and Infrastructure Committee	House	Referred to	Sep 13, 2018

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
115 S 3432	Identical bill	Sep 12, 2018: Read twice and referred to the Committee on Commerce, Science, and Transportation.

School Bus Safety Act of 2018

This bill requires the Department of Transportation (DOT) to issue rules prescribing or amending motor vehicle safety standards to require school buses with a gross vehicle weight rating of greater than 10,000 pounds to be equipped with a three-point safety belt at each designated seating position. DOT shall also issue rules to require (1) school buses to be equipped with an automatic emergency braking system, an event data recorder, and an electronic stability control system; and (2) at least 30 hours of behind-the-wheel instruction for school bus operators.

The Federal Motor Carrier Safety Administration and the Federal Railroad Administration shall publish a final rule entitled "Evaluation of Safety Sensitive Personnel for Moderate-to-Severe Obstructive Sleep Apnea."

The National Highway Traffic Safety Administration (NHTSA) shall complete a study of the benefits of requiring school buses to be equipped with a motion-activated detection system that can detect pedestrians located near the exterior of the school bus and alert the bus operator of the pedestrians. The NHTSA must also study the benefits of requiring school buses to have a system that alerts the operator if a passenger is not wearing a three-point safety belt.

The bill requires DOT to establish a grant program to assist local educational agencies to purchase school buses equipped with three-point safety belts at each designated seating position and assist them in modifying existing school buses to be equipped with such belts.

Actions Timeline

- **Sep 13, 2018:** Referred to the Subcommittee on Highways and Transit.
- **Sep 12, 2018:** Introduced in House
- **Sep 12, 2018:** Sponsor introductory remarks on measure. (CR E1236)
- **Sep 12, 2018:** Referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Education and the Workforce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.