

S 828

School Bus Safety Act of 2025

Congress: 119 (2025–2027, Current)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Mar 4, 2025

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (Mar 4, 2025)

Official Text: <https://www.congress.gov/bill/119th-congress/senate-bill/828>

Sponsor

Name: Sen. Duckworth, Tammy [D-IL]

Party: Democratic • **State:** IL • **Chamber:** Senate

Cosponsors

No cosponsors are listed for this bill.

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Mar 4, 2025

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
119 HR 1828	Identical bill	Mar 4, 2025: Referred to the Subcommittee on Highways and Transit.

School Bus Safety Act of 2025

This bill directs the Department of Transportation (DOT) to issue rules requiring school buses to have certain safety features. DOT must also establish a grant program to assist in the implementation of the requirements.

Specifically, DOT must issue rules requiring school buses to include

- three-point safety belts for all seats,
- a fire suppression system which addresses engine fires,
- a firewall between the engine and passenger compartment that prevents hazardous quantities of gas or flames from passing through the firewall,
- increased performance standards for interior flammability and smoke emissions,
- an automatic emergency braking system,
- an event data recorder, and
- an electronic stability control system.

DOT must also require at least eight hours of behind-the-wheel training for school bus operators that meets specified requirements.

Further, the Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration (NHTSA) must issue rules on the evaluation of safety sensitive personnel for moderate-to-severe obstructive sleep apnea.

NHTSA must also study the benefits of requiring school buses manufactured in, or imported into, the United States to be equipped with a motion-activated detection system that is capable of detecting road users (e.g., pedestrians and bicyclists) and alerting the bus operator of their presence. NHTSA must issue rules implementing such a requirement.

Finally, DOT must establish a grant program to assist local educational agencies in (1) purchasing school buses equipped with three-point safety belts or any of the other safety features required under this bill, and (2) modifying existing school buses.

