



**NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF HIGHWAY SAFETY  
WASHINGTON, D.C.**

**MOTOR CARRIER FACTORS GROUP CHAIRMAN'S  
FACTUAL REPORT**

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**A. CRASH INFORMATION**

Location: 17000 Block 480th St, Oakland, Pottawattamie County, Iowa  
Vehicle 1: 2004 IC, Model 3S530, 65 passenger school bus  
Operator 1: Riverside Community School District  
Date: December 12, 2017  
Time: Approximately 06:52 a.m. CST  
NTSB #: **HWY18MH003**

**B. MOTOR CARRIERS FACTORS GROUP**

Michael LaPonte Motor Carrier Factors Investigator, Group Chairman  
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Lieutenant Rob Ambrose  
Pottawattamie County Sheriff's Office  
1400 Big Lake Road  
Council Bluffs, IA 51501

**C. CRASH SUMMARY**

For a summary of the crash, refer to the *Crash Summary Report* in the docket for this investigation.

## **D. DETAILS OF THE MOTOR CARRIER FACTORS INVESTIGATION**

This investigation will focus on the Riverside Community School District (Riverside) oversight of the maintenance of the accident vehicle, the school bus routes, qualification, training, drug testing, and medical qualification of the accident driver. The report will also examine the regulatory oversight of the school district by the Federal Motor Carrier Safety Administration (FMCSA) as well as the State of Iowa Department of Education (IDOE) and the Iowa State Patrol (ISP).

### **1. Riverside Community School District**

The Riverside Community School District is a public institution in the State of Iowa, public school districts in Iowa must meet state accreditation standards.<sup>1</sup> As a result, Riverside is not subject to the requirements found in the Federal Motor Carrier Safety Regulations (FMCSR's) with some exceptions.<sup>2</sup>

The district is regulated by the Iowa Department of Education (IDOE) The Riverside Community School District (Riverside) was formed 25 years ago from the school districts of Carson, Oakland, and Macedonia, Iowa. The district has 6 staff, at the district level and 125 school staff, 650 students in 3 different school locations.<sup>3</sup> The elementary and junior/senior high school are in Oakland, and the middle school is in Carson, Iowa. The bus maintenance facility is located behind the elementary school in Oakland. The district has a 12 percent English as a Second Language and some 40 percent free lunch eligible populations.

The transportation policy of the district is to and from school is free to all students. They also provide transportation to other school related activities such as school trips and sports events. The district operates seven (7) bus routes and uses a shuttle operation to get the students to the schools with the elementary school in Oakland and middle school in Carson as hubs. The school district employs 8 full time drivers and 5 part time drivers for total of 13 drivers. Several of the drivers work in the school buildings between the morning and evening shifts in various capacities.

#### **1.1. The Accident Driver**

The accident driver is a 74-year-old male. The accident driver held a Class A CDL issued by the State of Iowa. It was issued on 12/2012 and expired on 01/2018. This was a renewal of his CDL. The license had the following endorsements: T- Tank Vehicles, P-Passenger, S-School Bus, T- Double and Triple Trailers. The CDL contained the following restrictions: B- Corrective Lenses, M-Except Class A bus.<sup>4</sup> The driver had driven tractor-trailers for a gravel company in California for 30 years prior to moving to Iowa. The driver had worked for Riverside since 1999. He was hired to work in the cafeteria and started driving busses for the district in 2000.

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<sup>1</sup> Iowa Code 256.11; Iowa Administrative Code 281 chapter 12

<sup>2</sup> Title 49 CFR Part §300 to Part§399 and Title 49 CFR Part§382 and Part§383.

<sup>3</sup> Staff consists of the superintendent, business mgr. transportation, food service, custodial supervisors, and a district nurse.

<sup>4</sup> If a driver possesses a Class A CDL but obtains his or her passenger or school bus endorsement in a Class B vehicle the State must place an "M" restriction indicating that the driver can only operate Class B and C passenger vehicle or school buses.

### **1.1.1 Accident Driver Driving Record**

An Iowa Department of Transportation (DOT) report was obtained and listed the following Convictions/Citations and Accidents:<sup>5</sup>

- January 03/2013 “Following Too Close” in Nebraska.
- July 07/2014 “Fail to Obey Traffic Sign/Signal” in Nebraska.
- August 30/2016 “Speed (10 Mile & under in 35-55 mph zone” in Iowa.
- September 05/2017 “Fail to Yield Half of the Roadway” in Iowa.
- The report also listed the following accident:
- September 05/ 2017 “Non-Injury Accident” in Iowa.

A Commercial Driver License Information System (CDLIS) report was obtained as well and listed the same violations and accidents as found in the Iowa report. None of these violations or accidents were in a CMV.<sup>6</sup>

Nothing in the accident driver’s driving/accident records would have disqualified him from holding a CDL.

### **1.2 Driver Qualification**

Although not required by FMCSA, the school district maintained a driver qualification file on the driver. This file contained a copy of the driver’ CDL, all the medical certificates, as well as background check that is required by the IDOE as of 2012.<sup>7</sup> The file also contained State of Iowa school bus driver qualification certificates, and job evaluations. The drivers training documents were in this file as well. All the drug testing records were maintained in a separate file.<sup>8</sup>

### **1.3 CDL Requirements**

The accident vehicle was a 2004 International School Bus with a seating capacity of 65. This type of bus requires a Class B CDL with Passenger and School Bus endorsements. The CDL is required because the vehicle is over 10,001 pounds and seats 16 or more passengers. IDOE also as training requirements that the driver had to renew every year. These requirements were current. The accident driver had a Class A with the required endorsements and was authorized to operate this vehicle.<sup>9</sup> The driver also had a medical certificate issued by a certified examiner on the list of medical examiners certified by the FMCSA.

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<sup>5</sup> See Motor Carrier Attachment Iowa DOT Certified Abstract of Driving Record

<sup>6</sup> See Motor Carrier Attachment Accident Driver CDLIS Report.

<sup>7</sup> See Motor Carrier Attachment Accident Driver Personnel File.

<sup>8</sup> Title 49 CFR Part §391

<sup>9</sup> See Motor Carrier Attachment Iowa DMV Print Out

## **1.4 Drug and Alcohol Testing**

The Accident Driver had pre-employment test in September of 1999 and had 13 random tests during his employment. The last test was on June 15, 2015. The pre-employment as well as the random tests all were negative.<sup>10</sup>

## **1.5 Accident Driver's Hours of Service**

Copies of the accident driver's time cards were obtained for the month of December. The documents indicated that the driver worked two and a quarter hour per shift and performed two shifts per day. A total of four and a half hours was worked each day of the 5-day work week. The accident driver was scheduled to be off starting on Thursday December 14, 2017 for an elective surgical procedure.

- Hours of Service previous seven days: Source: Time Card
- 12/06: 4.50 hours on duty AM/PM Route
- 12/07: 4.50 hours on duty AM/PM Route
- 12/08: 4.50 hours on duty AM/PM Route
- 12/09 & 12/10: Off Duty
- 12/11: 4.50 hours on duty AM/PM Route
- 12/12 Started on Duty 06:30
- Crash was at 06:52 CST
- Total Time Previous 7 days 22.50 hours

## **1.6 The Accident Trip**

The driver started his trip at 6:30 A.M. CST to operate route number 4. This trip started at the bus barn in Oakland, IA. The bus turned onto US Iowa route 6 at 6:38 A.M. and proceeded northbound to 480th street when it turned right traveling south on 480th street. The driver proceeded to the first pick stop at the residence at 17000 block of 480th street. The driver arrived at approximately 6:50 A.M. which was his scheduled time for the first pick-up on this route. The student boarded the bus and the driver backed out of the driveway to travel North to the second stop on the route.<sup>11</sup> In the process of backing out of the driveway the bus backed into the ditch on the gravel road and became stuck. The driver tried to get the bus out of the ditch when the bus caught fire. The first call to 911 was at 7:02 A.M.

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<sup>10</sup> See Motor Carrier Attachment Drug Testing Recap

<sup>11</sup> According to the main substitute school bus driver, who had experience in driving the route to pick up the student involved in the crash, the father had asked bus drivers not to use the north driveway entrance. This driver stated that the accident driver had departed the bus barn at 6:30am on the day of the crash.

## 1.7 Vehicle Maintenance

The school district performs most of the maintenance at the bus barn. This is a three-bay enclosed shop with covered parking for an additional six vehicles next to the shop. The shop performs routine services and minor repairs. The services are at 3000 miles for fluid checks and 7500 miles for full service.<sup>12</sup> All major repairs are out sourced to vendors depending on the type of repair. The shop is operated by the transportation manager with the help of a part-time mechanic who is also a substitute driver.

### 1.7.1 IDOE Inspections

The school district gets vehicle inspections performed by a state vehicle inspector from the IDOE. The IDOE has developed its own protocol for these inspections and follows that guideline. These inspections are conducted twice a year on a regular schedule. In addition, the school district is required to inspect or have an outside vendor inspect the vehicle and record the inspection on the TR-F-27A chassis inspection card which is carried on the vehicle. The school district had last inspected the accident vehicle on October 4, 2016. This inspection is considered the annual inspection. The IDOE inspections are the equivalent to a CVSA Level Two inspection.<sup>13</sup>

The school district is not subject to the vehicle maintenance requirements found in the Federal Motor Carrier Safety<sup>14</sup> Regulations (FMCSR's).<sup>14</sup> The only oversight is from the IDOE. The IDOE protocols and regulations on vehicle maintenance will be outlined later in this report. Additional information on the accident vehicle can be found in the Vehicle Factors Group Chairman's Report located in the docket for this investigation.

The accident vehicle had its annual inspection on December 6, 2017 during this inspection there were 10 deficiencies noted, seven of which the school district had 30 days to correct and three that were out of service items. Listed below were the deficiencies:

1. Roof Vent/Hatch-Warning Signal Intermittent	30 Day
2. Registration Slip- Not Available	30 Day <sup>15</sup>
3. Warning Lights- Red RF Nonfunctional	OOS
4. Battery Hold Down- Hold down is loose	OOS <sup>16</sup>
5. Emergency Exit- Warning signal inoperable at driver location	30 Day
6. 27A Chassis Inspection Card- Card Expired	30 Day <sup>17</sup>
7. Exhaust System Tailpipe- Clamp loose/Missing	30 Day

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<sup>12</sup> A full service is changing the engine oil and filters, transmission filters and a complete inspection of the vehicle.

<sup>13</sup> See Motor Carrier Attachment IDOE Inspection Guide Lines.

<sup>14</sup> Title 49 Parts §393 and§396

<sup>15</sup> This deficiency is listed as an OOS on the inspection form, but the Inspector routinely changes it to a 30-day repair item.

<sup>16</sup> This deficiency was repaired at the time of inspection and noted as repaired by the IDOE inspector.

<sup>17</sup> This is record of the inspections the school district has on the bus to document inspections and is an annual form.

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|---|--------|
| 8. Exit Vandal Lock-Warning signal not audible at driver location | OOS    |
| 9. Exit Warning Signal- Inoperable/ Not Audible at Driver Right 1 | 30 Day |
| 10. Exit Warning Signal-Not Audible at Driver Left                | 30 Day |

These OOS were repaired the day they were noted after the inspector left the bus barn. The maintenance supervisor noted that the repairs had been made on the inspection sheet that had been left at the school district bus barn, as well as on the vehicle maintenance records. The other items the district has 30 days to repair and notate and report the repairs to the IDOE.

The maintenance record indicated that the vehicle was serviced and maintained on regular intervals. The vehicle was purchased new in 2005. The vehicle was subject to three manufacturers recalls for the following:

1. A sensor used in the antilock brake system.
2. A sensor used in the side-mounted swing-out stop arm.
3. Stepwell heater fan wiring harness.

The manufacturer confirmed that all these recall repairs had been completed.

### **1.7.2 Inspection Results**

The accident vehicle had three OOS violations when inspected on December 6, 2017. One of the defects was repaired when the IDOE inspector was present and he signed off on the repair. The other two were repaired later and the maintenance director signed off that the repairs had been made. The school district however failed to fax that inspection to IDOE to release the vehicle from the OOS status. The school district updated the information for the accident vehicle to the Vehicle Information System sometime after December 19, 2017 and prior to December 29, 2017. This update shows that the three OOS items had be repaired. The 30-day items still show outstanding as of January 25, 2018.

## **2. Federal Oversight of the Motor Carrier**

The District is subject to the FMCSRs with certain exemptions when providing school bus operations. School bus operation are defined as use of a school bus to transport school children to and from home to school.<sup>18</sup> The exemption includes all the provisions of the FMCSRs except for CDL requirements,<sup>19</sup> Drug and Alcohol Testing.<sup>20</sup>

Other transportation services provide by the District are subject to intrastate and interstate requirements of the FMCSRs.

The agency does so with regulations and interpretations in Title 49 CFR Parts 300-399. The agency lists some exceptions as follows: Title 49 CFR Part §390.3 (f) “Unless otherwise

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<sup>18</sup> Title 49 CFR Part §390.5

<sup>19</sup> Title 49 CFR Part §383

<sup>20</sup> Title 49 CFR Part§ 40 and §382

specifically provided, the rules in this subchapter do not apply –

- (1) All school bus operations as defined in §390.5 except for the provisions of §391.15(e) and (f), §392.80, and §392.82 of this chapter.<sup>21</sup>

The provisions in §391.15 and §392.80 and §392.82 refers to texting and use of a hand-held device while driving a Commercial Motor Vehicle (CMV)

## **2.1 CDL Requirements**

The FMCSA regulations on commercial driver’s licenses found in Title 49 CFR §383 apply to all drivers that operate a CMV that requires a CDL. Title 49 CFR §383.3 Applicability state:

“(a) The rules in this part apply to every person who operates a commercial motor vehicle (CMV) in interstate, foreign, or intrastate commerce, to all employers of such persons, and to all States.

(b) The exceptions contained in §390.3(f)(1) All school bus operations as defined in §390.5 except for the provisions of §391.15(e) and (f), §392.80, and §392.82 of this chapter. of this subchapter do not apply to this part.

## **2.2 Drug Testing**

The FMCSA regulations on drug testing found in Title 49 CFR §382 apply to all drivers that operate a CMV that requires a CDL.

Title 49 CFR §382 details the requirements of controlled substances, alcohol use and testing requirements. Under this part, carriers who employ drivers who operate CDL required commercial motor vehicles (CMVs) are subject to six testing procedures. These tests include pre-employment drug testing (§382.301); Random drug and alcohol testing (§382.305); Post-accident drug and alcohol testing (§382.303); and reasonable suspicion drug and alcohol testing (§382.307). The additional two requirements are also outlined in Part 40 of the FMCSRs which include Subpart B-Employer Responsibilities, and Subpart O-Return to Duty. These additional testing requirements include Return-to-duty drug and alcohol testing (§382.309) and Follow-up drug and alcohol testing (§382.311).

The accident driver was subject to the requirements 49 CFR §382. The school district has a drug testing program in place and the accident driver was enrolled in the program. The accident driver had a pre-employment test in 1999 and had 13 random tests during his employment. The last test was in 2015. The pre-employment as well as the random tests all were negative.

Riverside’s drug testing program is administered by a third-party administrator located in Omaha, Nebraska. The test pool consists of the 13 drivers that the district employees. The transportation supervisor and part time mechanic are in the pool. In 2016 the district had 5 Pre-Employment tests and 8 Random tests.

The district tests at a higher rate than is required. There were no Post-Accident, Reasonable Suspicion Return to Duty or Follow-Up tests in 2016. The test list is given to the school district

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<sup>21</sup> Title 49 CFR Part §390.3

nurse who notifies the driver at the end of a morning shift to report to here and give a sample. There are 2 people in the district that have had reasonable suspicion training, the school district nurse and the transportation supervisor. The district does not have a method to report prescription drug usage other than on the annual DOT physical. The district does have a policy to report drug or alcohol problem. This is in the Riverside Employee Handbook.<sup>22</sup>

In reviewing the last three years of testing reports, as well as random test pools it appears that the school district was following the drug testing requirements.<sup>23</sup>

### **3. State of Iowa Oversight of the Motor Carrier**

#### **3.1 Iowa Department of Education**

The IDOE has oversight in several areas, teacher certification, school budgeting, school certification as a governmental entity, school bus driver, qualification, certification, and training.<sup>24</sup>

The two areas that are of importance in this investigation are the school bus driver training and school bus inspection program which is a semi-annual inspection program for school busses.<sup>25</sup>

#### **3.2 School Bus Driver Qualification**

The qualifications for school bus drivers in Iowa are as follows:

1. The minimum age is 18 years, because that is the minimum age for a person to obtain commercial driver license (CDL) for intra-state operation (21 years of age for interstate operation).<sup>26</sup>
2. Except for insulin-dependent-diabetics, an applicant for a school bus driver's authorization must undergo a biennial physical examination by a certified medical examiner whose listed on the National Registry of Certified Medical Examiners. The applicant must submit annually to the applicant's employer the signed medical examiner's certificate (pursuant to Federal Motor Carrier Safety Administration regulations 49 CFR Sections 391.41 to 391.49), indicating, among other requirements, sufficient physical capacity to operate the bus effectively and to render assistance to the passengers in case of illness or injury and freedom from any communicable disease.<sup>27</sup>
3. Must pass the criminal background check process as outlined in Iowa Code 321.375.
4. The driver should be emotionally stable as determined by such factors as patience, considerateness, even temperament, and calmness under stress.<sup>28</sup>
5. The driver should be of good general character, as marked by such elements as reliability or

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<sup>22</sup> See Riverside Employee Handbook Substance Free Workplace- Board Policy 402.1.

<sup>23</sup> U.S. Department of Transportation Drug and Alcohol Testing Data Collections Forms (2014-2015-2016)

<sup>24</sup> (Iowa Code 256.11; Iowa Administrative Code 281 chapter 12).

<sup>25</sup> (Iowa Administrative Code 285.8.)

<sup>26</sup> (281 Iowa Administrative Code 43.38.)

<sup>27</sup> (281 Iowa Administrative Code 43.15.)

<sup>28</sup> (281 Iowa Administrative Code 43.13.)



dependability, ability to get along with others, restraint from undesirable language, personal cleanliness, honesty, and freedom from substance and alcohol abuse.<sup>29</sup>

6. Must have a pre-employment drug screening.<sup>30</sup>

While local districts are governed by state and federal laws that set broad parameters regarding coursework requirements, assessments, and teacher qualifications, as well as school bus driver qualifications and maintenance inspections. Riverside Community School District has its own locally elected board of directors that sets specific policy, defines academic requirements and approves the local budget. This system of "local responsibility" is based on the belief that residents have the greatest interest in assuring their children's success.

### **3.3 School Bus Driver Training**

The IDOE sets the training for school bus drivers in terms of new hire and annual training. This training must be reported to the IDOE who maintains a training file on each school bus driver in the state. The training is offered at community colleges and the content is provided by the IDOE. All school bus drivers in Iowa must complete the 17-hour "New Driver STOP Training" (14 hours online with 3 hours of face-to-face training) This training must be completed during the first six (6) months of employment to maintain driving privileges.

Additionally, all drivers must have "3-Hour Annual In-Service" training. This training is offered at the community colleges as well. The school district is charged a fee for the class that is paid for by the school district.<sup>31</sup> Below is the training outline which was taught during the 3-Hour Annual In-Service (STOP) training this year:

#### **2016-2017 "Driving Safely in Today's World"**

1. Review Questions from Last Year
2. Get your passengers to their destinations safely. Review of Legislative Changes Affecting School Buses "Special Needs Bus Driving: What You Need to Know" The Danger Zone (diagram)
3. "Violence Prevention on The School Bus" video presentation.
4. Good Information - How to Use a Fire Extinguisher
5. "Tail Swing Safety for School Bus Drivers" Video presentation.
6. Did you pre-trip and post-trip your school bus today?
7. Did You Know? 68% of inspection deficiencies are pre-trip related
8. "Post-Accident Procedures for School Bus Drivers"
9. Iowa DOT Accident Report Form Handy Web Site Info

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<sup>29</sup> (281 Iowa Administrative Code 43.12.)

<sup>30</sup> Title 49 CFR §382.301.

<sup>31</sup> See Motor Carrier Attachment 2017-2018 Driver STOP in-service manual.

This content is provided by the IDOE as well and is changed each year.<sup>32</sup> In addition, the school district has a twice-yearly training requirement to instruct the students in safe riding practices and participate in emergency evacuation drills. This training is required by IDOE but there is no requirement for the school district to record these drills or report them to the IDOE.<sup>33</sup> During interviews with Riverside school bus drivers they stated that they do the drills in the fall at the start of the school year. The drivers were asked how they documented this time for the training and they stated, “they put the time on their time cards for the days they held the training” As of this report the Riverside district has not produced any documentation to verify the training by any of the district drivers.

The required training records are up loaded to the IDOE “School Bus Driver Authorization System” (DAS) This system is a on line driver qualification file that IDOE maintains on each driver in the state of Iowa.<sup>34</sup> This portal tracks the driver’s license, medical certificate, and training to insure all drivers are qualified to drive a school bus in Iowa. This system issues a certification that the driver must carry when operating a school bus.<sup>35</sup>

### **3.4 School Bus Maintenance Policies**

The State of Iowa requires that all school busses be inspected twice a year. These inspections are performed by an inspector from IDOE with assistance of the ISP when possible. The inspection schedule is published twice a year on the IDOE website, so the school districts have notice when their vehicles are going to be inspected. The inspection process can have three results, a clean inspection, defects noted that the school district has 30 days to correct or defects that place the vehicle OOS. When an inspection has no deficiencies, the vehicle is issued an inspection sticker to be applied to the vehicle. When there are defects noted the vehicle must be repaired and the repairs are up-loaded to the Iowa Education Portal in the Vehicle Information System. This system tracks all inspections and repairs by school districts in the state.<sup>36</sup>

There are two ways to certify that repairs have been made to a bus that has defects noted. Wait until the inspection has been uploaded to the Vehicle Information System and update and certify the repair on line. The other way if the vehicle is needed prior to the inspection being uploaded is to mark the defects as repaired and Fax the inspection report to IDOE. This will time stamp the repair and in the case of an OOS defect allow the vehicle to be put back into service.

Iowa code requires that “School officials shall cause the chassis of all buses and allowable alternative vehicles, whether publicly or privately owned, to be inspected annually and all necessary repairs made before the vehicle is put into service. The inspection and repairs shall be recorded on a form (TR-F-27A) prescribed by the department of education. The completed form (TR-F-27A) shall be signed by the mechanic and carried in the glove compartment of the bus.”<sup>37</sup>

The IDOE is a compliance agency only and cannot levy any penalties for noncompliance with the regulations. The agency uses two methods to insure compliance they are School Bus

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<sup>32</sup> See Motor Carrier Attachment Annual Training Curriculum 2003 to 2018.

<sup>33</sup> (281 Iowa Administrative Code 43.40)

<sup>34</sup> See Motor Carrier Attachment School Bus Driver Authorization System (DAS).

<sup>35</sup> See Motor Carrier Attachment Accident Driver School Bus Driver Authorization.

<sup>36</sup> See Motor Carrier Attachment Electronic School Bus Inspection Deficiency Reporting Instructions.

<sup>37</sup> (281 Iowa Administrative Code 43.31)

## Results Guidance and the School Bus Inspection Call-Back Criteria.

The first document explains the inspection sheet and what must be done to correct the deficiencies noted. The Call Back Criteria explains that the legal basis for the falsifying a repair.<sup>38</sup> Iowa Code § 285.15 states the following (emphasis added):

“The failure of any local district to comply with the provisions of this chapter or anyother laws relating to the transportation of pupils, or any rules made by the department of education under this chapter or the final decisions of the area education agency board, or the final decisions of the department of education shall during the period such failure to comply existed forfeit the rights to collect transportation costs from school or parents while operating in such illegal manner.

Any superintendent, board, or board member who knowingly operates or permits to be operated any school bus transporting public school pupils in violation of any school transportation law shall be deemed guilty of a simple misdemeanor.”

In the event Department inspectors determine OOS vehicles were used prior to completion of repairs, and/or have been falsely reported as being repaired, the following process and protocol will be put into place.

1. Report the situation to local school district officials, including:
  - a. Transportation Director
  - b. Superintendent
  - c. School Board President
2. Report the situation to the Iowa State Patrol for any possible legal action or charges.

The IDOE has at least eight instances where this has happened, and as a result the Transportation Director was terminated by the school superintendent. The ISP has the authority to investigate and issue fines to the school district as well as the Transportation Director.

The transportation director at the Riverside School District had just started in that position in the fall of 2017 and the inspections performed on December 6, 2017 were the first time he had gone through the state inspection process. There is a new director training workshop that is put on by the IDOE every summer. It is a voluntary training that lasts three hours and is held during the state school transportation conference in Des Moines, IA.

### **4.0 Iowa State Patrol**

The Iowa State Patrol participates in the Motor Carrier Safety Assistance Program, along with 48 other states under the guidelines of the Federal Motor Carrier Safety Administration. The Iowa State Patrol M.C.S.A.P. program began in May 1992. These officers are trained to enforce Federal Motor Carrier Safety Regulations. These inspections are performed by an inspector from IDOE with assistance of the ISP. The ISP assists in inspecting school busses about 50% of the time at larger school districts or as time permits with the ISP. The SP does not record the inspections or up load them into the MCMIS database as most school districts do not have US DOT numbers assigned to them. The annual inspections are maintained in the IDOE database by school district.

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<sup>38</sup> See Motor Carrier Attachment Electronic School Bus Inspection Deficiency Reporting Instructions.

## LIST OF ATTACHMENTS

Motor Carrier Attachment-	Accident Driver Personnel File
Motor Carrier Attachment-	Accident Driver Iowa CDL
Motor Carrier Attachment-	Accident Driver Drug Testing Recap
Motor Carrier Attachment-	IDOE Inspection Guide Lines
Motor Carrier Attachment-	Iowa DOT Certified Abstract of Driving Record
Motor Carrier Attachment-	Accident Driver CDLIS Report
Motor Carrier Attachment-	2017-2018 Driver STOP In-Service Manual
Motor Carrier Attachment-	Annual Training Curriculum 2003 to 2018
Motor Carrier Attachment-	School Bus Driver Authorization System (DAS)
Motor Carrier Attachment-	Accident Driver School Bus Driver Authorization
Motor Carrier Attachment-	Electronic School Bus Inspection Deficiency Reporting Instructions
Motor Carrier Attachment-	School Bus Inspection Call-Back Criteria

## END OF REPORT

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Michael LaPonte  
Motor Carrier Factors Investigator