



For Immediate Release

Contact: Curt Macysyn, Executive Director
(703) 684-3200 ext. 700
CMacysyn@yellowbuses.org

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NSTA PRAISES INCLUSION OF THE STOP FOR SCHOOL BUSES ACT IN HOUSE AND SENATE SURFACE TRANSPORTATION REAUTHORIZATION BILLS

The National School Transportation Association (NSTA) applauds the Senate Committee on Commerce, Science and Transportation and the House Transportation and Infrastructure Committees, as they have both reported out their surface transportation reauthorization bills with important provisions addressing illegal passing of school buses included. The Senate Commerce, Science and Transportation Committee reported out the Surface Transportation Investment Act yesterday and the House Committee on Transportation and Infrastructure approved its Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America Act) last week.

NSTA specifically praised inclusion of the “STOP for School Buses Act” in the final versions that passed through both House and Senate Committees. The STOP Act provides a comprehensive Federal program for preventing illegal passing of school buses. It directs the Department of Transportation to review illegal passing laws, penalties and levels of enforcement in all 50 states, various technologies and driver education materials and make recommendations on best practices and most effective approaches. It also directs DOT to implement a public safety messaging campaign.

The organization singled out bill sponsors - Representatives Jackie Walorski and Julie Brownley, as well as Senators Todd Young and Gary Peters for their unwavering support of this initiative over the last two Congresses.

While school bus transportation is the safest form of transportation over all other modes according to DOT statistics, the most pressing problem facing it is students being killed by oncoming traffic while boarding or disembarking their school buses. Data indicates that a total of 15 million illegal passings are occurring during every 180-day school year and the numbers have been rising. The STOP Act will help our states and local communities take the most effective actions to prevent illegal passing of school buses and ensure students are just as safe getting on and off their yellow school buses as they are riding inside their yellow school buses.

“Statistically, it is notable that children are in more danger outside of a school bus than they are riding in a yellow bus, and the STOP Act seeks to determine the root causes of why distracted driving around school buses has become such an epidemic,” said NSTA President John Benish.

NSTA also recognizes House Transportation and Infrastructure Committee Chairman Peter DeFazio and Ranking Member Sam Graves for their support of inclusion of the STOP Act - as well as other reasonable school bus safety measures in their bill.



The group is also appreciative of the work that Senate Commerce Committee Chair Maria Cantwell and Ranking Member Roger Wicker provided in markup, as their support for inclusion of the STOP Act in their bill and setting aside untested and unnecessary safety mandates from inclusion was pivotal.

“NSTA is grateful for the support that we received in both the Senate and the House, as we traversed through arduous markup sessions. Additionally, we would like to acknowledge our partnership with the National Association of Pupil Transportation (NAPT) and the AASA – The Superintendents Association, as these many issues were debated,” Curt Macysyn, NSTA Executive Director concluded.

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About NSTA: National School Transportation Association has been the voice of private school bus contractors, manufacturers and suppliers since 1964. The association provides school transportation professionals with the tools and resources they need to make school buses safe, affordable, and efficient nationwide.