



How Widespread is Illegal Passing? A Wake Up Call for Oregon



Every day in Oregon, drivers illegally pass stopped school buses—putting children at serious risk as they get on and off the bus. Nationwide, school bus drivers report an estimated **43.5 million of these violations** each year (NASDPTS, cited by U.S. DOT).

In Oregon, a one-day count in 2023 recorded approximately **1,400 illegal passings**, highlighting that this is a widespread issue across both urban and rural communities.

Cities like Woodbridge, NJ; Detroit, MI; Salem, MA; and Collier County, FL have shown that without enforcement tools like stop-arm cameras, violations remain frequent and unchecked.

HB 2530 - Safety Solutions for Students & School Districts

1. BusPatrol's program is fully funded through fines collected from drivers who illegally pass stopped school buses, including the initial capital investment, equipment installation, maintenance, software, and ongoing operations.
2. Contracts are structured as five-year agreements with a subscription-based model, giving time for both **community behavioral change** and for BusPatrol to recoup its investment. Importantly, if citation revenue does not meet projections, BusPatrol absorbs the financial risk—not the school district.

Local Control, Flexible Implementation

HB 2530 does not mandate a one-size-fits-all approach. School district, in collaboration with its law enforcement partner, retains full authority to structure contracts and financial arrangements based on local needs and vendor capabilities.

Programs are delivered through public-private partnerships, allowing school districts and law enforcement to tailor implementation in a way that works best for their community.

Demonstrated Reduction in Violations

In jurisdictions with active stop-arm camera programs:

**OVER
90%**

of first-violators do not re-offend once they receive a citation supported by clear video evidence.

**25 TO
30%**

reduction in violations occurs within the first year, reflecting lasting behavioral change.

These outcomes are consistent across urban, suburban, and rural settings, showing that the presence of enforcement—regardless of vendor or district—serves as a powerful deterrent.

HB 2530 - STUDENT TRANSPORTATION SAFETY

- ✓ **Clarifies School District Contracting Authority:** Allows school districts to enter into contracts with private vendors for stop-arm camera installation, operation, and maintenance, but only in agreement with law enforcement.
- ✓ **Strengthens Legal Presumptions to Improve Enforcement:** Establishes a rebuttable presumption that warning signs were posted and safety lights were active during recorded violations, helping strengthen cases against violators.
- ✓ **Directs Fine Revenue to Education Provider:** Revenue generated from violations will be allocated to the education provider managing the program. As contract holders, they have the authority to establish terms, ensuring law enforcement is compensated for additional time or staffing needs.

HOW STOP-ARM SAFETY PROGRAMS WORK

