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Charlie,

PS9

Pub. Safety wants this bill, DOE doesn't feel its much of a problem - Pub. Safety admits this won't entirely clear up the situation since school buses are used for other purposes during the summer months -

My recommendation is
no action -

Michael

Michael -
Ask Sea Affairs to make
Comm bill - we'll get
it in to look at
C

What ABOUT the
Attached Bill proposal?
We could just
DRAFT this AS IS.

Do so, ple
e. M



Alaska School Transportation

Association

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March 15, 1978

Health, Education and Social Services Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Gentlemen:

HB 759 & HB 859

Thank you for your consideration of problems facing the school bus industry in the State of Alaska.

HB 759 seems to take care of the situation nicely to prevent convicted felons, particularly rapists and child molesters, from obtaining a school bus driver's permit. It had been brought to our attention that the fingerprinting of new school bus driver permit applicants had turned up some persons with felony records who would be undesirable school bus drivers, but there was no legal way to deny them a permit, or to even identify them to the school authorities or their employers. With this legislation, Department of Public Safety can deny or revoke a permit for more than just a poor driving record.

HB 859 needs amendment or change, please, to reflect the intent of the Alaska School Transportation Association: "school buses not used primarily for pupil transportation shall be painted any other color except national school bus yellow". Some school bus contractors are licensed with ATC for charter work and use their school buses during the off season or occasionally during the school year for more than pupil transportation. This has been permitted by covering the 'school bus' signs and not using the traffic controlling equipment on the bus. All school buses used primarily for pupil transportation are listed by license and serial numbers with the local school districts, and this could be the criteria for determining which buses are 'legal school buses' with reason for use of the nationally identifying school bus glossy yellow. In the case of church school buses, if they are used for pupil transportation, they could use the yellow color and be identified as school buses, but they should also be required to pass the semi-annual safety inspections and be driven by licensed drivers having valid school bus driver permits. This is not now true, and is presenting problems.

To start at the beginning with this school bus problem: Department of Education has long had a regulation on their books: from DOE Minimum Standards for Alaska School Buses, 1971 Revised Edition, page 14, Miscellaneous, Regulations for Resold School Buses:

"Owners receiving used school buses are responsible for removing the district's name and number, all lettering, markings or characteristics that identify it as a school bus. An owner selling used buses to other than another operator shall be responsible for removing the operator's name and number, all



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lettering, markings or characteristics that identify it as a school bus. The new owner is responsible for repainting from school bus yellow to another color within 90 days from date of purchase."

And I enclose a copy of the National Highway Traffic Safety Administration Implementation Table for Standard 17, Pupil Transportation Safety, which shows the State of Alaska as being in conformance with the national standard, Section B 3 "Vehicles permanently converted for use other than transporting pupils to and from school shall be painted a color other than national school bus glossy yellow". This is obviously based on our State Department of Education regulation.

However---Department of Public Safety, which now has the responsibility for enforcement of everything pertaining to vehicles and licensing, does not currently have this regulation. And their regulation revisions have been bouncing back and forth between the DPS and the AC's office for at least four years that I know of. The school bus industry in Alaska would like to have action on at least that portion of the regulation pertaining to school buses.

That would take care of part of the problem. There are new federal regulations regarding school buses in NHTSA Standard 17 that Alaska has not caught up with. Department of Education is aware of them with the Memo #78-30 referring to NHTSA Notice 900, dated June 1, 1977. But again, unless there is coordination with Department of Public Safety for enforcement, Alaska is missing the boat!

Sincerely,

Barbara Banta, Sec-Treas
Alaska School Transportation
Association

