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90

SENATE COMMITTEE REPORT

FURTHER

FIN

4/28/89

DATE TURNED INTO OFFICE 5/5/89

Mr. President:

HESS Committee considered CSHB 90 (FIN

school bus safety and the wages and licensing of school bus drivers; efd

and recommended

- replace with _____ CS _____) same title
- or adopt _____ CS _____) new title
- attached amendment(s) and technical title change (HB only)
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

FISCAL NOTE(S) zero fiscal impact appropriation no FN
 new updated previous
 same as previous fiscal note(s) published _____

MEMBERS SIGNING DO PASS
Tim Kelly

OTHER RECOMMENDATIONS
Don't pass

Carl Frick (No Rec)
 Chair: signature and recommendation

Committee Backup attached

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Education
 Title: School bus safety and the BRU: Education Finance and
wages and licensing of school bus drivers Support Services
 Sponsor: House L & C Components: District Support
 Requestor: House L & C

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL		25,000	5,000	5,000	5,000	5,000
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	25,000	5,000	5,000	5,000	5,000

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	25,000	5,000	5,000	5,000	5,000
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

FY90 Costs: Develop and print manuals and guidelines on safety education and evaluation procedures for students. Develop and print equipment standards for buses.

FY91-94 Costs: Update and print additional material on safety education for students. Update and print equipment standards for buses.

Prepared by: Mary Hakala Phone: 465-2207
 Division: Commissioner's Office Date: 2-02-89

Approved by Commissioner: William G. Demmert Date: _____

Agency: Education

Distribution (by preparer):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Labor
 Title: " An Act relating to school bus
safety and ... wages..." BRU: Labor Standards & Safety
 Sponsor: House Labor & Commerce Components: Wage & Hour
 Requestor: House Transportation

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND&STRUCTURES						
GRANTS,CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Tom Stuart, Director Phone: 264-2452
 Division: Labor Standards & Safety Date: 2/2/89

Approved by Commissioner: Jim Sampson Date: 2/2/89
 Agency: Department of Labor

Distribution (by preparer) :
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

HOUSE LABOR AND COMMERCE COMMITTEE

ALASKA STATE LEGISLATURE

P.O. BOX Y, JUNEAU 99811

(907) 465-3892



May 3, 1989

M E M O R A N D U M

To: Members, Senate HESS Committee

From: Representative Dave Donley, Chair
House Labor and Commerce Committee

Re: HB 90 - Alaska School Bus Safety Act

HB 90 is similar to HB 305 from last year, which passed both the House and the Senate during the last week of the session. HB 305 was amended on the Senate floor to include the word "public" so that the scope of the bill applied only to public schools. However, the Senate version was not returned to the House prior to adjournment, so the measure did not pass into law.

Except as noted below, HB 90 is identical to the changes in law proposed in HB 305 including:

1. Raising the minimum age to qualify for a bus drivers license from 19 to 21. (A "grandfather" clause was included in the H. Finance CS that allows drivers who are currently under 21 to continue to work until they meet the new age requirement).
2. Raising the minimum time an applicant must have had a drivers license from one to three years in order to qualify to apply for a bus drivers license.
3. Establishing a minimum wage for drivers at two times the Alaska minimum wage (\$.50/hour above whatever is the current federal minimum wage - currently \$3.35/hour + \$.50 = \$3.85/hour X 2 = \$7.70/hour).
4. Providing that the new minimum wage only goes into effect at the time of initial contract or contract renewal.
5. Creating a short title "Alaska School Bus Safety Act".
6. Requiring routine safety and mechanical inspections of school buses. (New language - suggested by pupil transportation/DOE).
7. Requiring instruction for passengers in school bus safety. (New language - suggested by pupil transportation/DOE).
8. Limiting the scope of the bill to public school only, as per the 1988 Senate floor amendment.

HB 90 has a small fiscal note from the Department of Education to pay the costs of preparing school bus safety instructional material. The Department of Labor has submitted a zero fiscal note as they anticipate no additional costs in enforcing the minimum wage requirement established in HB 90.

ALASKA EDUCATION NEWS

Vol. 13 No. 7

"Promoting Excellence in Education"

March 1989

House bill promotes school bus safety

A bill proposing several measures to improve safety on Alaska public school buses has passed the Alaska House of Representatives. Sponsored by the House Labor and Commerce Committee, Committee Substitute for House Bill 90 would expand licensing requirements for school bus drivers, establish a minimum wage for school bus drivers in Alaska, and provide for increased bus safety instruction by Alaska schools.

In expanding licensing requirements, the bill would require applicants for school bus driver licenses to:

- ◆ be at least 21 years old, rather than at least 19, as in the past and
- ◆ to have had a license to operate a motor vehicle at least three years, rather than one year, before the date of application.

The bill also would:

- ◆ set as a minimum wage for school bus drivers a figure twice the Alaska minimum wage.

The bill's wage floor provision responds to concerns about the effects of continuing reduction in wages for school bus drivers, stated Labor and Commerce Committee Chair Rep. Dave Donley of Anchorage.

Most school bus drivers are employees of contractors who bid to provide pupil

Leask, Sakeagak reappointed to Board

Cora Sakeagak of Barrow and Janie Leask of Anchorage have been reappointed to seats on the State Board of Education.

The reappointments are for five year terms. Both Leask and Sakeagak have been serving out unexpired terms.

transportation services to school districts. Since most pupil transportation costs, such as equipment, maintenance, gas, oil and insurance, are fixed, reducing wages paid to drivers may be the only way for a contractor to place a winning bid. The committee felt that compensation levels of school bus drivers must not be allowed to fall below present levels. Lower wages would mean a decreased ability of companies to attract qualified and proficient applicants as drivers.

Final provisions of the bill would require school districts to:

- ◆ provide public school children with instruction on safe boarding, riding, exiting and emergency procedures and
- ◆ conduct at least two drills each school year on school bus evacuation and

emergency procedures.

The Department of Education would be required to coordinate with the Department of Public Safety to:

- ◆ establish equipment requirements for public school buses and
- ◆ inspect school buses for mechanical safety at least twice a year.

The Department of Education is supporting HB 90, said Romayne Karen, department pupil transportation director, because it promotes safety for students.

Public school buses in Alaska transport 45,000 students a day some 5.8 million miles a year, Karen said. The state spent more than \$21 million to reimburse school districts for pupil transportation costs in fiscal year 1988.

Performance study:

Students profit from eating breakfast

A research study conducted in the area of Boston, Massachusetts, reports that students who ate breakfast got higher test scores than students who didn't, and that breakfast eaters showed lower absence and tardy rates, too. The study, described in the August 15 issue of *The Food Service Director*, looked at performance ratings of 1,092 students in grades 3 through 6 who qualified for free or reduced price meals.

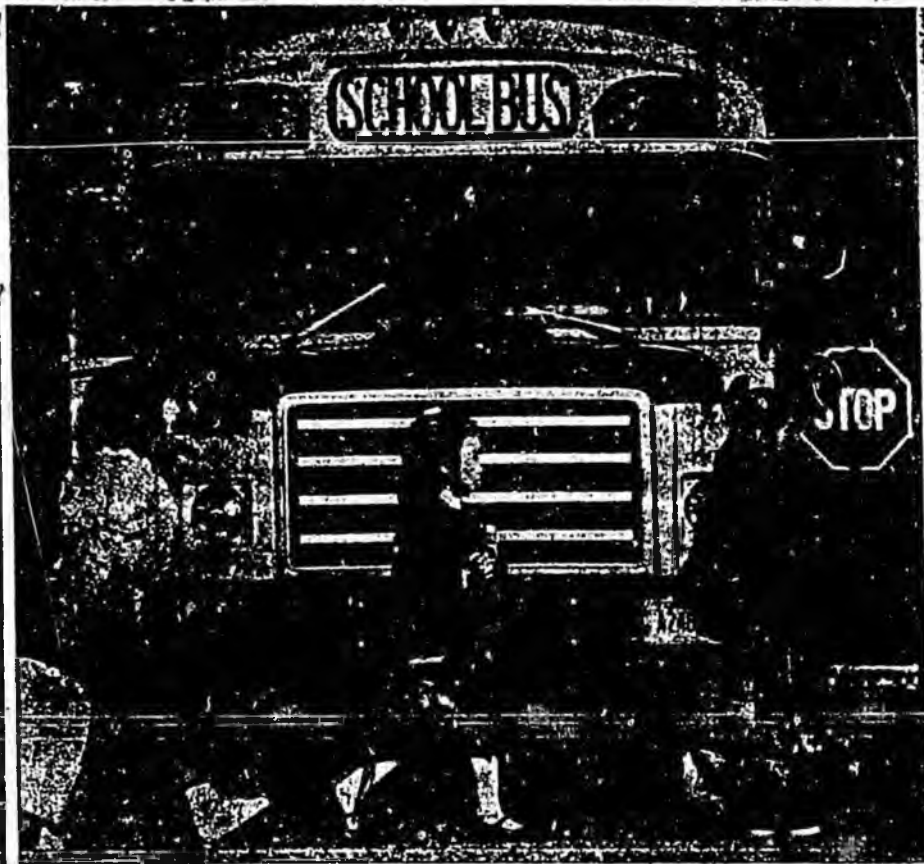
Although other research has shown that nutrition improves learning, the Boston study is the first to show that test scores improve significantly when students start their day with an adequate breakfast.

Twelve Alaska school districts now provide breakfast to an average of 3,600 students a day through the U.S. Department of Agriculture school breakfast program administered by the Department of Education.

School nutrition programs in general are described as a vital link to learning in a report released recently by the National Education Association. The report, prepared by the Food Research and Action Center, advises schools to implement breakfast and lunch programs, start summer food programs and encourage parents to participate in federal food programs such as the program for women and infants, food stamps and child care food programs. It also counsels schools should closely monitor the kinds of foods in school meals to guarantee optimal nutritional value.

For more information about school food programs contact Kathleen Hays, department school food service director, phone 465-2865.

Is Your Child's School Bus SAFE?



Stop arm (r) extends to alert motorists to children crossing. Does your bus have one too?

the anniversary of the Kentucky crash—will once again bring national attention to the question: *How safe are our children as they travel to and from school?*

Most of the 22 million American kids who travel more than 20 million miles every day on school buses do so without incident. Riding in a school bus is four times safer than traveling in the family car, according to the National Highway Traffic Safety Administration, the agency within the Department of Transportation that sets federal standards for school buses.

But despite these numbers, schoolchildren are still vulnerable, according to Arnold Fege, director of government relations for the National PTA. "More children than ever before are bused to school today, for longer distances, along highways, freeways and busy streets," says Fege. "They also spend more time on the bus—some as long as two hours a day—so there are greater odds of accidents happening."

Nor is school-bus safety a seasonal issue. In some communities, buses are used year-round to transport youngsters to camp and adults to civic outings.

The Congressional report will address whether to revise federal standards in such areas as seat belts, emergency exits and flammability of bus interiors. But government action can take years. Of course, individual states and local school districts can choose to exceed federal standards—and many have. Parents who want to increase the safety of youngsters can start by asking these important questions:

● **Does your school district use buses built before 1977?** All buses built after April 1, 1977, must meet federal safety standards, which include cage-like protection devices around the fuel tank and sturdier body construction. Buses built before these requirements went into effect are called "pre-standard" buses; many school districts still use them. According to 1988 figures cited in *School Bus Fleet* magazine, 22 percent of the nation's 350,000 school buses—about 78,000—are pre-standard. This figure does not include school buses that have been sold off to churches, camps and other private organizations. The church bus in the Kentucky crash was a former school bus.

● **How flammable is the bus's interior?** For crash protection, many school buses have seats made from polyurethane foam, which is highly flammable. (A point to keep in mind: All of the victims in the Kentucky bus accident died of smoke inhalation—not from injuries sustained in the crash.) Today, flame-resistant seat covers are available.

● **Are there any "blind spots"?** A driver often can't see children who stand too close in front of and alongside the bus. "On average, about 35 children a year are run over by their own school bus," notes Millie Waterman of the National PTA. Good mirrors are essential. The newest designs on the market—extra-wide, convex mirrors—give the driver an unobstructed view.

● **What about seat belts?** Federal regulations do not

LAST OCT. 18, SHANNON KRUEGER, AN energetic fourth-grader at Immanuel Lutheran School in Alpena, Mich., was getting off her school bus when she was hit by a car that came from behind two other cars that had stopped for the bus. She suffered head injuries, a broken leg and bruises all over her body. *Why didn't the driver obey the bus's flashing red lights, which tell motorists to stop and not to pass the bus?*

In November, Joseph Garlock, a seventh-grader at Kellogg Middle School near Seattle, was hit by a car as he crossed the street after getting off his school bus. He suffered a ruptured spleen. The bus's warning lights were not flashing and its stop arm was not extended—because, at this time, Washington law doesn't require these precautions when passengers are discharged by the roadside. *Why aren't the safety laws that protect our children more stringent?*

On Aug. 28, 1987, five children and their driver were killed near Bronson, Fla., when a truck collided with their school bus. The bus's floor panels collapsed on impact, telescoping the seats together. Two years earlier, near Snowhill, N.C., the floor panels of a school bus also opened up in an accident in which six children were killed. As a result of these and similar accidents, one major bus manufacturer has proposed upgrading its floor-panel design. *But why is there no federally mandated recall of school buses with the old floor-panel design?*

On May 14, 1988, one of the deadliest highway accidents in history occurred near Carrollton, Ky., when a bus carrying 67 people home from a church outing was hit head-on by an alleged drunk driver. Three adults and 24 children were killed.

Last year, Congress asked the National Academy of Sciences to review school-bus safety standards. Those findings will be submitted to the Secretary of Transportation and Congress next month. That report—along with

BY DEBORAH BERGER

require seat belts on large school buses. Instead, padded seats with high backs and tight compartments—"compartmentalization"—are used. Are belts better? "We don't have the statistics yet to prove that seat belts provide added protection," says Laura Schwartz, president of the National Coalition for Seat Belts on School Buses, "because there aren't enough buses out there that have used seat belts long enough."

• How many emergency exits are there? Federal standards require at least one emergency exit. Push-out windows and roof hatches are two other viable means of escape. Hatches also provide access for emergency crews in the event a bus rolls on its side.

• Is the bus overcrowded? Does your district allow passengers to stand? Stoodees block access to exits and are not protected by the padded, high-backed seats of the newer buses.

• Does your district run routine emergency drills for students and bus drivers? Children should know just what to do if the driver tells them to evacuate. Can they open emergency exits quickly and easily? "Once a fire gets into the passenger compartment of a post-standard bus, you have 2 1/2 minutes at most, under steadily deteriorating conditions, to get off," says Malcolm Mathieson of Thomas Built Buses.

• How often are buses inspected? A regular, comprehensive maintenance and inspection program is essential. And the older the buses, the more rigorous and frequent the program must be. Some areas inspect once a year, while others, like West Virginia, inspect three times a year.

• Are safety laws strictly enforced? About 78 percent of school bus-related injuries occur outside the bus. Many children are run down by motorists who illegally pass school buses that are discharging students. What legislative and punitive measures does your community need to take?

• Are two-way radios standard equipment? Drivers must be able to call for police and medical assistance when they need it. A public-address system to give the driver audio contact with kids inside and outside the bus is another option. So too is hiring adult monitors to supervise the children.

• Who's driving the bus? Does your district train and screen drivers properly, and check their driving and criminal records with particular attention to moving violations and drunk-driving incidents?

"Parents must take responsibility to know how safely their child is transported," says Millie Waterman. "They should contact the transportation director or the superintendent in their school district and also get their local PTA involved."

For more information on improving school-bus safety, write for a free copy of "Protecting Our Most Precious Resource." Send a SASE to: American Federation of Teachers, Dept. P, P.O. Box 2090, Washington, D.C. 20001.

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_____	L04	Coastline	_____	_____	L17	Springtime	_____
_____	L06	Coastline Light	_____	_____	L19	Sunny Beach	_____
_____	L07	Guiding Light	_____	_____	L20	Crashing Surf	_____
_____	L08	Harbor	_____	_____	L26	Popples	_____
_____	L09	High Country	_____	_____	L35	Desert Rocks	_____

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LIL 60139

Seashells L14

Springtime L17

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715 Lake Court, Cheyenne, WY 80302

HOUSE LABOR AND COMMERCE COMMITTEE

ALASKA STATE LEGISLATURE

P.O. BOX Y, JUNEAU 99811

(907) 465-3892

March 27, 1989

M E M O R A N D U M

To: Members, House Finance Committee

From: Representative Dave Donley, Chair
House Labor and Commerce Committee

Re: HB 90 - Alaska School Bus Safety Act

HB 90 sets a minimum wage for school bus drivers at two times the Alaska minimum wage or \$7.70 an hour, raises the minimum age and experience requirements for drivers, requires routine safety and mechanical inspections for school buses and establishes guidelines for school districts to teach school bus safety to Alaska's children.

HB 90 was introduced by the House Labor and Commerce Committee in response to concerns about the effect of wage reductions on the availability and professionalism of school bus drivers, the lack of standard safety and mechanical inspections for buses, and the lack of training in routine safety procedures for children riding school buses.

HB 90 has a small fiscal note from the Department of Education to prepare school bus safety materials. Funding for routine mechanical and safety inspections is already included in the pupil transportation budget.

There are two proposed amendments to HB 90 in your file. The first would "grandfather" in licensed drivers who are under the age of 21 on the effective date of this act, September 1, 1989. The second would delay the effective date for Section 5, requiring passenger safety instruction and routine inspections, until January 1, 1990 in order to give local school districts time to prepare and distribute educational material and guidelines for inspections.

Both
ADOPTED
IN
FINANCE
CS

Alaska's school children are currently at risk because of serious deficiencies in the manner in which we operate school buses in the state. HB 90 is a critical step in correcting that problem and will serve to protect our children by increasing the safety of our pupil transportation services.

HOUSE LABOR AND COMMERCE COMMITTEE

ALASKA STATE LEGISLATURE

P.O. BOX Y, JUNEAU 99811

Chairman - Representative Dave Donley

(907) 465-3892



February 3, 1988

To: Representative Bette Cato, Chair
Members, House Transportation Committee

From: Representative Dave Donley, Chair
House Labor and Commerce Committee

Re: HB 305 - School Bus Drivers

HB 305, relating to wages and required experience for school bus drivers, was introduced by the House Labor and Commerce Committee and is before the House Transportation today.

I've included a brief sectional analysis of HB 305 to aid in your deliberations today. HB 305 makes three substantial amendments to existing statute: 1) raises the age to obtain a school bus drivers license from 19 to 21, 2) raises the one year requirement for having an Alaska drivers license to two years and, 3) establishes a minimum wage for drivers at no less than two and one half times the federal minimum wage law (\$3.35/hour - \$3.85/hour in Alaska).

The House Labor and Commerce Committee introduced HB 305 in response to concerns about the continuing reduction in wages for school bus drivers and the potential effect on the quality and availability of qualified drivers. Most school bus drivers are employees of contractors who bid for pupil transportation services. Less than twenty percent of school bus drivers in Alaska are paid directly by a school district. Since most pupil transportation costs are fixed (i.e. gas, oil, tires, insurance, heat, lights, license fees, routine maintenance, and the buses themselves), reducing wages paid to drivers may be the only way for a contractor to place the winning bid. The House Labor and Commerce Committee felt that the compensation levels of school bus drivers must not be allowed to deteriorate because wages currently paid are at an absolute minimum to expect qualified and proficient applicants.

Last year, the Committee received the results of a brief telephone survey of wages paid to school bus drivers:

<u>CITY</u>	<u>CONTRACTOR</u>	<u>ENTRY WAGE</u>	<u>TOP WAGE</u>
KENAI	LIDLAW	\$8.10/HR	\$11.45/HR
MATSU/BOROUGH	TUNDRA TOURS	\$8.22/HR	\$10.40/HR
KODIAK	T.M.S.	\$9.50/HR	\$10.00/HR
FAIRBANKS	T.M.S.	\$8.50/HR	\$10.00/HR
ANCHORAGE	T.M.S.	\$7.50/HR	\$ 9.00/HR
ANCHORAGE	LIDLAW	\$8.22/HR	\$ 9.75/HR

Before deciding to introduce HB 305, our Committee heard arguments that there is no correlation between wages paid to school bus drivers and a good safety record. However, the Anchorage School district has suffered three student fatalities in the last four years, in three separate school bus accidents. In each case, the contractor was T.M.S. (Transportation & Marketing Systems).

The operation of a school bus is viewed by many as nothing more difficult than driving the family car. From a mechanical standpoint this may be true. However, from a safety standpoint it is not. A much greater level of proficiency must be required of our school bus drivers than we require from drivers who do not carry passengers, let alone a bus full of children.

In recognition of the greater degree of experience and proficiency required, the legislature recently adopted measures to substantially increase the required experience and training levels for school bus drivers. While this legislation imposed considerable costs on potential drivers, it did nothing to protect their wages and therefore helped to make bus driving a substantially less attractive job. The resulting increase in the turnover rate among drivers means wasted training dollars, potentially unsafe pressure on current employees, and an overall lower level of proficiency.

In order to correct errors in the current version of HB 305, I prepared two amendments for your consideration. The first would correct the effective date so that it reads September 1, 1988 instead of September 1, 1987. The second amendment corrects a drafting oversight so that the minimum wage requirements established under HB 305 apply to all school bus drivers, whether they are paid by a school district or through an independent contractor.

The House Labor and Commerce Committee believes that HB 305 reasonably and fairly addresses an important public safety issue. We support measures to increase the proficiency and experience level for school bus drivers and feel strongly that the best way to accomplish that goal and still maintain a pool of qualified, experienced drivers, is to guarantee that they receive no less than a livable wage.

LECTION=>

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12
LP		EXIT	MENU	TEXT	PRINT	BWD	FWD	CMT/JRNL	FIRST	LAST	QUIT

BILL/RESOLUTION HISTORY

02:31 PM 11/01/88

PAGE 1

LL: HB 305
 ME: CSHB 305(FIN) AM S
 TITLE: "AN ACT RELATING TO TRANSPORTATION OF PUPILS, AND PROVIDING FOR AN EFFECTIVE DATE."

THE SPONSOR: LABOR & COMMERCE COMMITTEE

READING	JRN-DATE	JRN-PG	CURRENT STATUS: PASSED (S)	ACTION
1	05/07/87	1218	(H)	READ THE FIRST TIME - REFERRAL(S)
2	05/07/87	1218	(H)	TRANSPORTATION THEN HESS
3	03/04/88	2448	(H)	TRA RPT CS(TRSP) 4DP 2NR
4	03/04/88	2448	(H)	2 ZERO FISCAL NOTES PUBLISHED 3/4/88
5	03/04/88	2448	(H)	FISCAL NOTE PUBLISHED 3/4/88
6	03/04/88	2448	(H)	RECOMMENDS ADDITIONAL REFERRAL TO FIN
7	03/07/88	2470	(H)	FIN REFERRAL ADDED FOLLOWING HESS
8	03/23/88	2676	(H)	HESS RPT CS(TRSP) 5DP 2NR
9	03/23/88	2676	(H)	ZERO FISCAL NOTE PUBLISHED 3/23/88
10	04/26/88	3143	(H)	FIN RPT CS(FIN) NEW TITLE 5DP 5NR
11	05/02/88		(H)	RULES TO CALENDAR 5/2/88
12	05/02/88	3323	(H)	READ THE SECOND TIME
13	05/02/88	3324	(H)	FIN CS ADOPTED UNAN CONSENT
14	05/02/88	3324	(H)	ADVANCED TO THIRD READING UNAN CONSENT
15	05/02/88	3324	(H)	READ THE THIRD TIME CSHB 305(FIN)
16	05/02/88	3324	(H)	PASSED Y33 N6 A1
17	05/02/88	3324	(H)	EFFECTIVE DATE SAME AS PASSAGE
18	05/02/88	3324	(H)	ULMER NOTICE OF RECONSIDERATION

LECTION=>

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12
LP		EXIT	MENU	TEXT	PRINT	BWD	FWD	CMT/JRNL	FIRST	LAST	QUIT

BILL/RESOLUTION FLOOR ACTION

PAGE 3 OF 4

	JRN-DATE	JRN-PG	CURRENT STATUS: PASSED (S)	ACTION
1	05/03/88	3386	(H)	RECON TAKEN UP - IN THIRD READING
2	05/03/88	3386	(H)	PASSED ON RECONSIDERATION Y32 N3 AS
3	05/03/88	3387	(H)	EFFECTIVE DATE SAME AS PASSAGE
4	05/03/88	3407	(H)	TRANSMITTED TO (S)
5	05/03/88	3386	(S)	READ THE FIRST TIME - REFERRAL(S)
6	05/03/88	3386	(S)	FINANCE
7	05/07/88	3587	(S)	FIN RPT 5DP
8	05/09/88	3675	(S)	RULES TO CALENDAR
9	05/09/88	3709	(S)	MOVED TO BOTTOM OF CALENDAR
10	05/09/88	3730	(S)	READ THE SECOND TIME
11	05/09/88	3730	(S)	ADVANCED TO THIRD READING UNAN CONSENT
12	05/09/88	3730	(S)	READ THE THIRD TIME CSHB 305(FIN)
13	05/09/88	3730	(S)	RETURN TO SECOND FOR AM UNAN CONSENT
14	05/09/88	3730	(S)	AM NO 1 MOVED BY HALFORD
15	05/09/88	3730	(S)	AM NO 1 ADOPTED UNAN CONSENT
16	05/09/88	3731	(S)	AUTOMATICALLY IN THIRD READING
17	05/09/88	3731	(S)	PASSED Y11 N8 A1
18	05/09/88	3731	(S)	EFFECTIVE DATE PASSED Y19 N- A1

LECTION=>

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12
LP		EXIT	MENU	TEXT	PRINT	BWD	FWD	CMT/JRNL	FIRST	LAST	QUIT

BILL/RESOLUTION FLOOR ACTION

PAGE 4 OF 4

	JRN-DATE	JRN-PG	CURRENT STATUS: PASSED (S)	ACTION
1	07/11/88	3978	(H)	BILL WAS NOT RETURNED TO HOUSE

January 20, 1989

HOUSE BILL NO. 90 by Donley, Koponen and Gruenberg,
entitled:

"An Act relating to school bus safety and the
wages and licensing of school bus drivers; and
providing for an effective date."

was read the first time and referred to the Transportation
and Finance Committees.

January 23, 1989

A correction was made to the following bill:

HOUSE BILL NO. 90

"An Act relating to school bus safety and the
wages and licensing of school bus drivers; and
providing for an effective date."

The sponsor was changed from Representatives Donley, Koponen
and Gruenberg (page 134) to the Labor & Commerce Committee.
HB 90 is currently in the Transportation Committee.

February 8, 1989

The Transportation Committee has considered:

HOUSE BILL NO. 90

"An Act relating to school bus safety and the
wages and licensing of school bus drivers; and
providing for an effective date."

and recommends it be replaced with the following committee
substitute:

CS FOR HOUSE BILL NO. 90 (Transportation)
(same title)

Recommending do pass (3): Cato (Chairman), Grussendorf,
Foster

No recommendation (2): Leman, Hudson

A fiscal note by the Department of Education and a zero
fiscal note by the Department of Labor were published
February 8, 1989.

HB 90 was referred to the Finance Committee.

March 29, 1989

The Finance Committee has considered:

HOUSE BILL NO. 90

"An Act relating to school bus safety and the
wages and licensing of school bus drivers; and
providing for an effective date."

and recommends it be replaced with the following committee
substitute:

CS FOR HOUSE BILL NO. 90 (Finance)
(same title)

Recommending do pass (2): Koponen, Barnes

Recommending do not pass (1): Shultz

No recommendation (6): Larson (Co-chairman), Swackhammer,
Brown, Ulmer, Rieger, Wallis

A previous fiscal note by the Department of Education and a previous zero fiscal note by the Department of Labor, published February 8, 1989, apply to CSHB 90(Fin). HB 90 was referred to the Rules Committee for placement on the calendar.

HOUSE COMMITTEE ACTION:

February 7, 1989, Transportation

The Calendar (HB 90) was read.

Number 020

Rep. Donley briefly described HB 90. He stated that the main goal of HB 90 was to set a minimum wage rate and establish certain qualifications for school bus drivers. Statistics have shown that when wages are low, so are the qualifications of the drivers; therefore, causing an increase in accidents. Rep. Donley stated that HB 90 was similar to a bill that passed the Senate and House last session, HB 305. The sponsor stated that the only difference between the two bills is that HB 90 adds two additional requirements. HB 90 requires routine safety and mechanical inspections of the school buses, and instructions for passengers relating to school bus safety.

Number 093

Rep. Grussendorf asked if the recommended safety inspections would be the responsibility of the school district.

Number 099

Rep. Donley stated that there would be no fiscal impact on the Department of Education. The funds needed to perform the routine safety inspections have been allocated to the department each year; however, the department has not had the authority to do these inspections.

Number 101

Rep. Leman asked if a volunteer driver would now need to meet the requirements in HB 90. He stated that often times parents and volunteers drive a group of students to certain sporting events. Rep. Donley stated that volunteers who drive school pupils to extra curricular events are exempt from these provisions provided that they drive a van.

Number 123

Rep. Cato stated that a van was classified as a vehicle carrying no more than ten passengers, and a school bus was classified as a vehicle carrying more than ten passengers. Rep. Cato also stated that the committee had reviewed this question closely last year and found that the statutes clearly define a school bus as a vehicle that is painted yellow and black with warning lights and is capable of carrying more than ten passengers.

Number 144

Rep. Donley stated that he had an amendment for HB 90.

Number 151

Rep. Grussendorf moved Amendment No. 1. Rep. Cato asked if there were any objections. Hearing none, it was so ordered. (Legislative Reference Library, House Transportation Committee, Minutes File 02/07/89, File #1.)

Number 166

Rep. Donley stated that if any Rural Education Attendance Area had an existing contract, that HB 90 would not require them to change their existing contract. They would have to

meet the new requirements set forth in HB 90 when they renegotiated a new contract.

Number 170

Rep. Leman asked if there were any other categories of labor workers who were subject to a minimum wage rate.

Number 174

Rep. Donley stated that there were no other categories that he was familiar with at this time.

Number 206

Rep. Cato moved and asked unanimous consent that the committee adopt the CS for HB 90. Rep. Cato asked if there were any objections. Hearing none, it was so ordered.

Rep. Foster moved that the CS for HB 90 be passed out of the House Transportation Committee with individual recommendations. Rep. Cato asked if there were any objections. Hearing none, it was so ordered.

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION : CSHB 90 (Fin)
PUBLISH DATE : _____

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Labor
 Title: " An Act relating to school bus
 safety and ... wages..." BRU: Labor Standards & Safety
 Sponsor: House Labor & Commerce Components: Wage & Hour
 Requestor: House Finance

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND&STRUCTURES						
GRANTS,CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Tom Stuart, Director Phone: 264-2452
 Division: Labor Standards & Safety Date: 3/30/89
 Approved by Commissioner: Jim Sampson Date: 3/30/89
 Agency: Department of Labor

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