

ALBANY COUNTY COLLEGE

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HB 409

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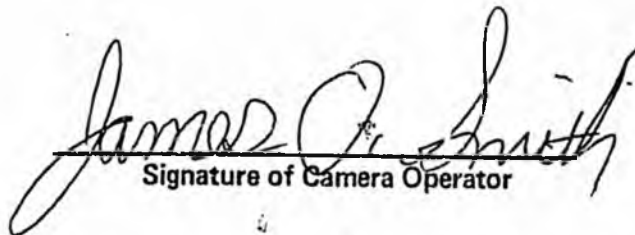
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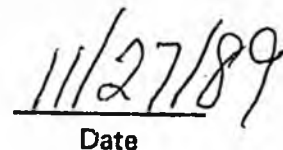


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Alaska State Legislature

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WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4453/4530



2201 ROOSEVELT DRIVE
ANCHORAGE, ALASKA 99503
(907) 248-4234

Representative Roger Jenkins
DISTRICT 11



April 16, 1986 APR 18 1986

The Honorable Jack Coghill
Alaska State Senate
P.O. Box V
Juneau, Alaska 99811

Dear Senator Coghill:

Thank you for your support on the Senate Floor today of my bill, CSHB 409 (Transportation), "An Act relating to training and licensing of school bus drivers; and providing for an effective date."

I am particularly grateful to you for standing up against today's proposed amendment.

Cordially,

Roger Jenkins
Representative Roger Jenkins

P.S. Again Thanks

CSHB 409(TRSP) NOTEBOOK INDEX

- I.....CSHB 409 (TRSP); Bill Outline/Sectional Analysis; Letter by Bill Brown, Chief of Driver Services, addressing background checks and licenses
- II.....Fiscal Notes
- III.....Costs and Summary of Proposed School Bus Driver Training Program
- IV.....Position Papers and Letters of Support
- V.....Committee Recommendations
- VI.....Articles, Studies, and Statistics:
- "School Bus Accidents, 1984" from the National Safety Council's 1985 Edition of Accident Facts.
 - National School Bus Loading & Unloading Survey for Calendar Year 1984, School Year 84-85.
 - Alaska Department of Education Accident Statistics for 07/01/83-06/30/84 and 01/07/84-06/31/85.
 - "Kids Need To Be Watched Too" from June-July 1985 School Bus Fleet.
 - "Safe Passage: Driver Training Is The Key" from February 1986 American School & University.
 - "Dallas County Checks Bus Drivers For Felony Records", January 29, 1986 Education USA Newsline.
 - "School Bus Driver Training and Bus Safety" by the Alaska State Legislature House Research Agency.
- VII.....Minutes from House Transportation, House State Affairs, and House Finance Committees
- VIII.....Statutes and Regulations

Offered: 1/29/86
Referred: State Affairs

Original sponsors: Jenkins, Larson,
Hurley, et al

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE
2 CS FOR HOUSE BILL NO. 409 (Transportation)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 FOURTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to training and licensing of school
7 bus drivers; and providing for an effective date."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 14.07.020(a) is amended by adding a new paragraph to
10 read:

11 (14) establish, in coordination with the Department of
12 Public Safety, a school bus driver training course.

13 * Sec. 2. AS 28.15.041(b) is amended to read:

14 (b) A person may not drive a [SCHOOL BUS TRANSPORTING SCHOOL
15 CHILDREN, OR A BUS TRANSPORTING SCHOOL-AGE CHILDREN OR ANOTHER] motor
16 vehicle when in use for the transportation of persons for compensation
17 until the person has applied for and has been issued a license for
18 that purpose under (a) of this section. The department may not issue
19 a license under this subsection unless the applicant is at least 19
20 years of age, has had at least one year of driving experience, and the
21 department is satisfied as to the applicant's good character, compe-
22 tence and fitness to be licensed; nor may the department issue the
23 license until proper application has been made and all required driv-
24 ing, written, and physical examinations have been successfully com-
25 pleted. A license issued under this subsection expires on September 1
26 of the year following issuance. Application for renewal may be made
27 by submitting to the department the results of a current physical
28 examination and paying the required fee.

29 * Sec. 3. AS 28.15 is amended by adding a new section to read:

1 Sec. 28.15.046. LICENSING OF SCHOOL BUS DRIVERS. (a) In addi-
2 tion to the requirements of AS 28.15.041(a), a person may not drive a
3 school bus transporting school children, or a bus transporting school-
4 age children until the person has applied for and has been issued a
5 license for that purpose under this section.

6 (b) The department may not issue a license under this section
7 unless the applicant

8 (1) is at least 19 years of age;

9 (2) has had a license to operate a motor vehicle at least
10 one year before the date of application;

11 (3) has successfully completed all required driving, writ-
12 ten, and physical examinations;

13 (4) has submitted information sufficient to complete a
14 background check consisting of a fingerprint check of national crimi-
15 nal records and state criminal records of the state or states in which
16 the applicant has resided for the past two years;

17 (5) has completed a state approved school bus driver train-
18 ing course established under AS 14.07.020(a)(14) or has for the previ-
19 ous two years been licensed by the state to operate a school bus.

20 (c) The department may not issue a license under this section to
21 an applicant who has been convicted of any of the following offenses
22 within 20 years of the time of application:

23 (1) sexual abuse of a minor in any degree (AS 11.41.434 -
24 11.41.440);

25 (2) sexual assault in any degree (AS 11.41.410 or 11.41.-
26 420);

27 (3) incest (AS 11.41.450);

28 (4) unlawful exploitation of a minor (AS 11.41.455);

29 (5) contributing to the delinquency of a minor

1 (AS 11.51.130);

2 (6) a felony involving possession of a controlled or imita-
3 tion controlled substance (AS 11.71 or AS 11.73);

4 (7) a felony or misdemeanor involving distribution of a
5 controlled or imitation controlled substance (AS 11.71 or AS 11.73);

6 (8) promoting prostitution in the first or second degree
7 (AS 11.66.110 or 11.66.120).

8 (d) The department may not issue a license to an applicant who
9 has been convicted of driving while intoxicated (AS 28.30.030) within
10 two years of the time of application or to an applicant who has two or
11 more convictions for driving while intoxicated within 10 years of the
12 time of application.

13 (e) For purposes of determining whether an applicant has been
14 convicted of an offense listed under (c) or (d) of this section, a
15 conviction under prior state law or in another jurisdiction of an
16 offense having elements substantially similar to those of the offenses
17 listed in (c) or (d) of this section is considered a conviction.

18 (f) Costs of conducting the background check required under
19 (b)(4) of this section shall be paid by the applicant. A license
20 issued under this section expires on September 1 of the year following
21 issuance. Application for renewal may be made by submitting to the
22 department the results of a current physical examination and paying
23 the required fee.

24 * Sec. 4. This Act takes effect September 1, 1987.

Alaska State Legislature

BOX V
JUNEAU, ALASKA 99811
(907) 465-4453/4530

2201 ROOSEVELT DRIVE
ANCHORAGE, ALASKA 99503
(907) 248-4234



MEMBER
HOUSE RESOURCES COMMITTEE
MEMBER
HOUSE STATE AFFAIRS COMMITTEE

Representative Roger Jenkins

DISTRICT 11

OUTLINE OF CSHB 409(TRSP)

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

I. Background of bill

The children, whose parents have entrusted the state to educate, must have school bus drivers of good character who are educated in safety.

Committee Substitute for House Bill No. 409 (Transportation) would set minimum requirements for school bus drivers. The bill would require the applicants to satisfy the Department of Public Safety that they are of good character and are competent and fit to be licensed to drive school age children.

CSHB 409 (TRSP) takes the existing Alaska State Department of Public Safety regulations [13 AAC 08.005-.060] and implements them into statute. In addition the bill adds the following:

1. The applicant must complete a state approved school bus driver training course. [Section 3, subsection (b)(5), page 2, lines 17-19.]
2. A school bus driver training course would be established under the Department of Education (AS 14.07.020(a)(14)) in coordination with the Department of Public Safety. [Section 1, page 1, lines 9-12.]
3. The applicant must supply the Department of Public Safety with sufficient information to complete a national criminal records check and a background check within the state or states which he or she has resided for at least the past 2 years. [Section 3, subsection (b)(4), page 2, lines 13-16.] [See also: 13 AAC 08.015(2)]
4. The applicant must not have been convicted of a felony or misdemeanor involving distribution of a controlled or imitation controlled substance. [Section 3, subsection (c)(7), page 3, lines 4-5.] [See also: 13 AAC 08.010(5).]
5. The applicant must not have been convicted of a felony involving possession of a controlled or imitation controlled

substance. [Section 3, subsection (c)(6), page 3, lines 2-3.]

6. The applicant must not have been convicted of driving while intoxicated within two years or must not have been convicted of multiple DWI's. [Section 3, subsection (d), page 3, lines 8-12.]

7. The applicant must bear the cost of background checks. [Section 3, subsection (f), page 3, lines 18-23.]

II. Sectional Analysis

Section 1 establishes a school bus driver training course under the Department of Education and requires that department to establish the course in coordination with the Department of Public Safety. AS 14.07.020(a), copy enclosed, is the statute delineating the duties of the Department of Education.

Section 2 deletes the existing authority of the Department of Public Safety to regulate licensing of school bus drivers.

Section 3 adds a new section governing licensing of school bus drivers. It sets forth specific licensing requirements and lists specific criminal convictions that would prevent licensing.

- (a) requires school bus license before driving school bus allowed.
- (b) requirements before issuing license; applicant must: be of minimum age (19), have had a valid license for at least one year before date of application, have passed driving, written, and physical examinations, have submitted information for national and state background checks, and has completed driver training course.
- (c) listing of criminal offenses for which license can be denied. (Taken from 13 AAC 08.010(5).)
- (d) DWI section.
- (e) relating to state or out-of-state convictions.
- (f) applicant pays for background checks.

Section 4 effective date section.

STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY

P.O. BOX 20
JUNEAU, ALASKA 99802-0020

DIVISION OF MOTOR VEHICLES

PHONE: (907)465-2650

January 29, 1986

The Honorable Pette Cato
Alaska State Legislature
P.O. Box V
Juneau, Alaska 99811

Re: CS HB 409 (Transportation)

Dear Representative Cato:

At the hearing yesterday you asked for confirmation in writing of the procedure to be followed by DMV concerning the licensing of school bus drivers pending the results of a fingerprint search.

If the applicant has satisfactorily completed the requirements for issuance of a school bus license, including submission of fingerprints, we will issue that person the license. If the results of the fingerprint search reflect the person is ineligible due to a conviction outlined in AS 28.15.046(c) or (d), the school bus license will be cancelled with notice being sent to the licensee, and the school district where the person is driving. This is the procedure currently being used (we began notifying school districts in May, 1985), and it has not created any problems. This is also the procedure used if the licensee is convicted of an unqualifying offense during the school year. The authority for cancelling the school bus license is AS 28.15.161.

The above procedure will work more smoothly than issuing a temporary permit pending outcome of the fingerprint search. From past experience, FBI fingerprint searches were conducted until October 1, 1981, the number of permits required to be cancelled will be very minimal. Also, we have little control over the time period necessary to conduct the search, and by use of the above procedure we will not be required to issue a new temporary permit if the search results are not received by the date the first temporary expires.

I would be happy to discuss this procedure with you if you have any further questions.

Sincerely,



Bill Brown
Chief of Driver Services

BB:ns
cc: Representative Shultz
bcc: Representative Jenkins ✓

STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date : 2/27/86

REQUEST

Bill/Resolution No. : CSHB 409 (Trans)
 Title : Training and licensing
School Bus Drivers

 Sponsor : Jenkins
 Requestor : House Finance Committee
 Date of Request : 2/27/86

FISCAL DETAIL

Agency Affected : Education
 BRU : Education, Finance and
Support Services

 Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES		0	0	0	0	0
TRAVEL		0	0	0	0	0
CONTRACTUAL		0	0	0	0	0
SUPPLIES		0	0	0	0	0
EQUIPMENT		0	0	0	0	0
LAND & STRUCTURES		0	0	0	0	0
GRANTS, CLAIMS		0	0	0	0	0
MISCELLANEOUS		0	0	0	0	0
TOTAL OPERATING		0	0	0	0	0

CAPITAL		0	0	0	0	0
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REVENUE		0	0	0	0	0
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FUNDING : (Thousands of Dollars)

GENERAL FUND		0	0	0	0	0
FEDERAL FUNDS		0	0	0	0	0
OTHER		0	0	0	0	0
TOTAL		0	0	0	0	0

POSITIONS :

FULL-TIME		0	0	0	0	0
PART-TIME		0	0	0	0	0
TEMPORARY		0	0	0	0	0

ANALYSIS : Attach a separate page if necessary

The Governor's budget includes \$24 million for pupil transportation. The cost of the school bus driver training program can be absorbed in the budget appropriation for pupil transportation.

Prepared by : Al Adams, Chair *APA* Phone : 465-3706
 Division : House Finance Committee Date : 2/27/86

Approved by Commissioner : _____ Date : _____
 Agency : _____

Distribution (by Agency preparing fiscal note) :

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

Note: * Endorsed by Finance Cmte. Appears in H. Journal Supp. 78

STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST
 Bill/Resolution No.: CS HB 409 (Trans.)
 Title: An Act relating to training
and licensing of school bus drivers.
 Sponsor: Jenkins
 Requestor: House Transportation
 Date of Request: 1-28-86

FISCAL DETAIL
 Agency Affected: Public Safety
 BRU: Motor Vehicles
 Components: Driver Services

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL			8.8	9.2	9.7	10.2
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	8.8	9.2	9.7	10.2

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

REVENUE	0	0	8.8	9.2	9.7	10.2
---------	---	---	-----	-----	-----	------

FUNDING : (Thousands of Dollars)

GENERAL FUND	0	0	8.8	9.2	9.7	10.2
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	8.8	9.2	9.7	10.2

POSITIONS :

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

This legislation requires fingerprint search of FBI files on each original school bus driver applicant. The FBI charges \$12.00 per search. DMV will receive approximately 733 original applications in FY88. DMV will be required to pay the FBI for the searches, however, the applicant is required to cover this cost. (cont')

Prepared by: Bill Brown Phone: 465-2650
 Division: Motor Vehicles Date: 1-21-86

Approved by Commissioner: [Signature] Date: 1/28/86
 Agency: Public Safety

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. CS HB 409 (Trans)

ANALYSIS (cont')

At time of application each applicant will be required to pay \$12.00 (in addition to license fee), which will be deposited in the general fund. 733 applicants x \$12.00 per search = \$8,800. A 5% growth factor was used for FY89 and subsequent years.

INFORMATION

For the fiscal note dated 5-1-85, an estimate of the number of original school bus applicants was used. During 1985, statistics were compiled to obtain the actual number. This fiscal note is based on actual number of applicants in calendar year 1985, with a 5% growth factor.

1/20/86

ALASKA DEPARTMENT OF EDUCATION
 PUPIL TRANSPORTATION
 FUNDING REQUIRED FOR SCHOOL BUS DRIVER TRAINING PROGRAM
 HB 409

<u>CODE</u>	<u>EXPENDITURE CATEGORY</u>	<u>FY-87 AMOUNT</u>	<u>FY-88 AMOUNT</u>	<u>FY-89 AMOUNT</u>	<u>FY-90 AMOUNT</u>	<u>FY-91 AMOUNT</u>
100	<u>Personal Services</u> Full-time position FY-87; Part-time position thereafter	\$ 39,996	\$ 30,862	\$ 32,216	\$ 33,827	\$ 35,518
200	<u>Travel</u>					
	Conduct Instructor Workshops	\$ 12,720	\$ 8,480	\$ 8,480	\$ 8,480	\$ 8,480
	Conduct Local District Workshops	3,000	3,000	2,000	2,000	2,000
	Conduct Div. Motor Vehicle Workshops	5,500	2,500	2,000	2,000	2,000
	Subtotal	\$ 21,200	\$ 13,980	\$ 12,480	\$ 12,480	\$ 12,480
300	<u>Contractual</u>					
	Conduct Workshops	\$ 14,400	\$ 9,600	\$ 9,600	\$ 9,600	\$ 9,600
	Develop Manuals	5,000				
	Develop Video	5,000				
	Print Manuals	5,000	4,000	3,000	3,000	3,000
	Telephone	500	500	500	500	500
	Bus Rental for Workshops	3,000	2,000	2,000	2,000	2,000
	Data Processing	9,000	4,500	4,500	4,500	4,500
	Subtotal	\$ 41,900	\$ 20,600	\$ 19,600	\$ 19,600	\$ 19,600
400	<u>Supplies</u>	\$ 4,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
500	<u>Equipment</u> Office Furniture	\$ 1,400				
	TOTALS	\$ 108,496 =====	\$ 68,442 =====	\$ 67,296 =====	\$ 68,907 =====	\$ 70,598 =====

STATE OF ALASKA

DEPARTMENT OF EDUCATION

OFFICE OF THE COMMISSIONER

January 27, 1986

BILL SHEFFIELD, GOVERNOR

GOLDBELT PLACE
801 WEST 10th STREET
POUCH F
JUNEAU, ALASKA 99811

MEMORANDUM

TO: The Honorable Roger Jenkins
Alaska State Legislature
House of Representatives

FROM: Harold Reynolds, Jr., Commissioner
Department of Education

SUBJECT: HB 409 - School Bus Driver Training

Enclosed per your request is information concerning the school bus driver training program that the Department of Education would administer pursuant to Section 2 (b) (6) of House Bill 409.

Enclosure

cc: Romyne Kareen

1/27/86

HB 409
Section 2 (b) (6)

SUMMARY OF PROPOSED SCHOOL BUS DRIVER TRAINING PROGRAM

1. Standardization of School Bus Driver Training

The Department of Education will develop a recommended school bus driver training program. This program will include guidelines for classroom curriculum as well as behind-the-wheel techniques and topics. This recommended program will be made available to districts as the foundation for local training plans.

Local districts will then be required to develop school bus driver training plans and submit them to the Department of Education (DOE) for approval. Working from the DOE model curriculum, local districts and their private contractors can adjust their training programs to reflect the needs of their particular area. For example, a plan from Anchorage would place more emphasis on inner city driving than would a plan from Dillingham. Successful completion of a DOE approved training plan will become a requirement for receiving a school bus driver's license.

2. Certification of School Bus Driver Instructors

In addition to the development of a model driver training program, the DOE will design and operate a certification program for school bus driver instructors. Persons responsible for the instruction of school bus drivers will be required to gain certification through this instructors' class. The DOE will offer this program 2-3 times per year after the initial training of the driver instructors in the state. Instructors will be taught topics such as class presentation skills, class preparation, and use of AV materials, in addition to the DOE recommended driver training curriculum.

3. Increased Licensing Requirements

Requirements for school bus driver licensing will be changed to reflect the state emphasis on proper training. Prior to issuance of a school bus driver's license, the Division of Motor Vehicles will require proof that:

- a. The applicant successfully completed a DOE approved school bus driver training class; and
- b. The class completed was taught by a DOE certified driver instructor.

In addition, prior to license renewal, an applicant must show proof of having received a required amount of inservice or refresher training.

The Department of Education will work with the Division of Motor Vehicles in establishing procedures for verification and documentation of approved training plans and instructor certification.

4. Program Activities

Contingent upon available funding, the Department of Education will accomplish the following activities:

- a. Manuals will be developed for school bus drivers and school bus driver training instructors.
- b. Workshops will be conducted to train school bus drivers in safe driving practices, and to train driver training instructors in teaching techniques.
- c. Workshops will be conducted to assist school district administrators in identifying school bus driver training needs, and development of annual training plans for meeting local needs.
- d. Workshops will be conducted for driver licensing examiners in how to give effective road tests in school buses to evaluate driver performance.
- e. Training materials such as booklets, video cassettes, and films will be developed or purchased.
- f. Reporting forms and procedures to certify that training requirements were met will be developed.
- g. Inservice training of school bus drivers will be conducted.
- h. On-site monitoring and review of training programs will be conducted.

5. Examples of Subject Matter for Workshops to Train School Bus Driver Training Instructors and School Bus Drivers

a. Subject matter for the two above categories will overlap, and will include, but not be limited to, the following:

- (1) Student Loading and Unloading Procedures
- (2) Student Rider Procedures
- (3) Safety and Emergency Procedures
- (4) First Aid
- (5) Defensive Driving
- (6) Driving Skills

School Bus Driver Training Program
Page Three

- (7) Pre-Trip Inspection
- (8) The Exceptional Child
- (9) Student Management
- (10) Driver's Role and Responsibilities
- (11) State Rules and Regulations
- (12) District Rules and Regulations
- (13) Bus Components
- (14) Field Trips
- (15) Public Relations

b. In addition to the above, the curriculum for the Driver Training Instructor will include the following:

- (1) Setting up a Classroom
- (2) Proper Classroom Procedures
- (3) Instructor Qualities
- (4) Lesson Planning
- (5) Four Step Instruction Process: preparation; presentation; application; evaluation
- (6) Teaching Techniques:
 - (a) creating positive teaching environment
 - (b) motivating students to learn
 - (c) provide learning resources
 - (d) guiding students on subject matter
- (7) Practice Teaching
- (8) Proper and Effective Use of Teaching Aids

DRAFT

FIFTH DRAFT
ANCHORAGE, ALASKA

MASTER PLAN
FOR SCHOOL BUS
DRIVER TRAINING IN
ALASKA

APRIL 30, 1985

DRAFT

I. OPENING STATEMENT

The school bus industry is the largest transportation system in the world today. In order to understand its magnitude, we must visualize 400 thousand buses transporting 23 million students a total of 3 billion miles a year. Not only is it the largest system in the world, but statistics reveal it also to be the safest. Nationwide, pupil transportation is reported to be 7 times safer than the family car.

Research throughout the State of Alaska revealed a significant disparity of training requirements at the respective local levels ranging from practically nothing to those in excess of 40 hours. The obvious need for conformity of school bus driver training on a statewide basis became very apparent following that research.

A classic example of a disaster arising from non-conformity happened in Martinez, California in 1976 when a driver, untrained on a particular type of bus that had not been inspected by state authorities because of the pending sale of that bus, embarked on a field trip to another city. Because of a series of events contributing directly to driver error, the trip ended tragically on an off ramp with 29 student fatalities. The personal loss and suffering felt by so many, in this and many other school bus accidents involving injuries and fatalities, is magnified by the fact they could have been prevented by proper training and follow-up procedures.

In order to maintain the integrity of a system with a safety record second to none, there must be a formal, structured program of driver training

combined with a monitoring system that will ensure compliance throughout the state.

The growth and increasing population of Alaska intensified the demands on all concerned to establish a school bus transportation system which incorporates the ultimate in safe and efficient safety practices. As the business of transporting children becomes more professional and visible with all its related problems, more precise guidelines have been and continue to be established. Responsibilities of states, local districts, contractors, administrators, supervisors, and school bus drivers are becoming greater and greater. In our modern society, it appears that safe school bus transportation awareness is fast becoming more acute.

Although the burden of providing this safe transportation is the responsibility of everyone involved with the program, the State Department of Education has the primary responsibility for the formulation, direction and overall administration of the program.

II. GOALS AND OBJECTIVES

The ultimate goal is the assurance that all instructors and drivers will receive the same quality education necessary for optimum safety, efficiency and ultimate cost effectiveness.

To accomplish this goal, there must be designed, financed, implemented, administered, and monitored an ongoing comprehensive training and reporting program for all school bus related personnel in the State of Alaska. This would ensure that the State Department, School Districts, and local

contractors would be in compliance with a program designed for the protection and safety of all concerned.

Programs shall be designed for school bus driver trainer instructors, certified school bus driver trainers, certified school bus drivers and state licensing examiners.

Although a quality program for all is the ultimate goal, the diversification of the State of Alaska has to be taken into consideration. Therefore, in order not to handicap a district or contractor with an unreasonable program that may be unsuited to their size or respective areas and unique conditions, the Transportation Director of the local school district will be responsible for designing a school bus driver training program using material and information out of the approved training manual adopted by the Department of Education. Using the 40 hour recommendation as a yardstick to have properly trained drivers meet local requirements, programs can then be designed utilizing local expertise with training emphasis being directed to specific needs relative to that particular area of the state.

These respective training programs and/or all subsequent updates or revisions, shall be submitted to the State Transportation Director for approval by July 1, prior to the opening of school in that district.

No drivers will be certified by the Division of Motor Vehicles until notification of acceptance and approval of the training program for that

related area is received from the State Transportation Director.

Each training program will be limited to the life of the transportation contract in each respective area and none will exceed the life of that contract.

Because of inherent difficulties in designing programs for Alaska, with its size and unique situations, implementation of these training programs, approval of appropriate administrative authority, and providing for budgetary procedures, a realistic outlook should involve a multi-year plan.

III. PROGRAM NEEDS ASSESSMENT

A. Develop or obtain curriculum and all related training aids to fit the following categories with the corresponding time frames and subject matter:

<u>1. CATEGORIES</u>	<u>TIME FRAME</u>
CERTIFIED SCHOOL BUS DRIVER TRAINER.....	80 hrs.
CLASSROOM.....	40 hrs.
BEHIND-THE-WHEEL.....	40 hrs.
CERTIFIED SCHOOL BUS DRIVER.....	40 hrs.
CLASSROOM.....	20 hrs.
BEHIND-THE-WHEEL.....	20 hrs.
STATE LICENSING EXAMINERS.....	8 hrs.

2. SUBJECT MATTER

a. SCHOOL BUS DRIVER TRAINER/SCHOOL BUS DRIVER

- 1) The subject matter for the two above categories will overlap, include, but not be limited to the following:
 - a) State Rules and Regulations
 - b) District Rules and Regulations
 - c) Student Management
 - d) Public Relations
 - e) Driver's Role and Responsibilities
 - f) Student Rider Procedure
 - g) Loading and Unloading
 - h) Safety and Emergency Procedures
 - i) Pre-Trip Inspection
 - j) Bus Components
 - k) Field Trips
 - l) First Aid
 - m) The Exceptional Child
 - n) Defensive Driving
 - o) Driving Skills
- 2) In addition to the above, the curriculum for the Driver Trainer will include the following:
 - a) Setting up a Classroom
 - b) Proper Classroom Procedures
 - c) Instructor Qualities

DRAFT

- d) Lesson Planning
- e) Four Step Instruction Process:
 - 1] Preparation
 - 2] Presentation
 - 3] Application
 - 4] Evaluation
- f) Teaching Techniques:
 - 1] Creating Positive Teaching Environment
 - 2] Motivating Students to Learn
 - 3] Provide Learning Resources
 - 4] Guiding Students on Subject Matter
- g) Practice Teaching
- h) Proper and Effective Use of Teaching Aids

b. STATE LICENSING EXAMINERS

- 1) Hold a one day workshop to cover the following topics:
 - a) Explanation of the overall school bus driver Training program.
 - b) A behind-the-wheel segment to demonstrate the driving skills being taught in the program.
 - c) Coordinate any new requirements or testing procedures from the D.P.S. or possible future changes or revisions.

- B. State Department of Education Pupil Transportation Director be authorized to certify and/or choose school bus driver trainer instructors from qualified authorities throughout the nation because of their many years of experience, education, and expertise in all aspects of the school bus industry and related subject matter.
- C. The State Pupil Transportation Director shall be supplied with:
1. A list of school bus driver trainers to be certified upon the satisfactory completion of the required authorized programs. This affidavit shall be signed and attested to by the participating Driver Trainer Instructor(s).
 2. A list of the School Bus Drivers, subsequent to the satisfactory completion of the required authorized training programs and prior to the application of the certified driver's license, shall be supplied with appropriate affidavit signed by the Driver Trainer(s).
- D. The 20 hours behind-the-wheel time frame may be waived if the applicant can furnish proof or produce credentials verifying the satisfactory completion of a comparable training program or if the applicant's past driving experience, education and knowledge in the field of pupil transportation becomes evident to the driver trainer.

After an appropriate behind-the-wheel session of at least 2 hours for verification, a Training Waiver Certificate signed by the Certified Driver Trainer attesting to the qualifications and ability of the applicant may be issued for presentation to the D.M.V.

- E. Prepare a training program for the State Licensing Examiners that would make them cognizant of training procedures and program content putting them in a position to question the legitimacy of either affidavit. The State Licensing Examiners would serve as an excellent check and balance of the driver training program.
- F. Provide that a certified school bus driver's license shall be renewed every 2 years and:
1. Require 10 hours of in-service training per year in order to remain current in such subjects as:
 - a. Classroom Instruction
 - b. Behind-the-wheel Training
 - c. Safety Road Check
 - d. Safety Meetings
 - e. "Roadeo" Competition
 - f. State Conferences
 - g. Job-Related Courses
 2. Require an appropriate affidavit accompany the school bus driver and reflect the required 20 hours of in-service training when applying for license renewal.
- G. Require a year-end report showing all training received by each certified school bus driver be supplied to the state pupil transportation director.

- H. Design the appropriate form and establish reporting procedures for the necessary data to be provided to the State Department of Education Pupil Transportation Director. Examples:
1. List of all employees in their proper categories, showing subject matter, type, and amount of training received
 2. State Licensing Examiners in-service
 3. Copies of all Certified Training Affidavits and Certified Training Waiver Affidavits.
 4. Proper and comprehensive accident reporting becomes a larger priority. The statistical data gleaned from this material could provide excellent subject matter for in-service training.
- I. Utilize when possible, because of their strategic location throughout the state, Community Colleges and Extension Rural Education Facilities as sites for regional instruction or in-service training to minimize travel for rural personnel.
- J. Develop video tape programming for certain types of training.
- K. Design an on-site monitoring system to compliment the regularly established reporting procedure.
- L. Establish a dollar value for budgetary purposes with immediate attention being given to the writing, study and evaluation of all the proposed programs.

M. Provide for adequate personnel for proper administration of the program.

N. Prepare, print and distribute the desired and related material.

IV. MULTI-YEAR PLAN FOR ACCOMPLISHMENT

Obviously a program of this magnitude will need an adequate amount of time to phase in the appropriate segments as they are developed and as budgetary consideration will allow.

The following listing will indicate the priorities for incorporating the different aspects of the total program and will no doubt encompass a multi-year time frame.

PHASE I PLANNING - BUDGETING

- A. Hold a meeting with Director of Management, Law, and Finance and the Commissioner of Education to discuss goals and objectives of the Pupil Transportation training proposal as the first step toward a State approved program.
- B. Prepare package for the Department of Education for the following considerations:
 - 1. Approval of the program
 - 2. Budgetary appropriations

3. Recommendations to include the appropriate language in the Department of Education Regulations that would assure a State mandated, regulated, and monitored school bus driver training program and related services.
4. Recommendations to include the appropriate language in the Department of Education Regulations that would provide for State Certification for School Bus Driver Trainers and School Bus Drivers.

PHASE II CURRICULUM - REPORTING

- A. Prepare curriculum and establish visual aids needed for driver training program.
- B. Print and distribute materials to local districts along with guidelines for the preparation for approval of their respective training programs.
- C. Design, print, and distribute all forms to all related agencies needed for required reporting.
- D. Determine and prepare curriculum and material needs for the driver trainer instructors workshop.

PHASE III IMPLEMENTATION - EVALUATION

- A. Establish necessary workshops to acquaint contractor and district personnel with programs, forms, procedures, etc.

- B. Establish workshops with D.M.V. personnel for program coordination.
- C. Establish and begin annual workshop to qualify driver trainers.
- D. Begin driver training program on local level.
- E. Evaluate program for efficiency of training and reporting procedures.

PHASE IV RESTRUCTURE - REORGANIZE

Alter, change, redesign, or upgrade any portion of the program as needed or required.

VI. CLOSING STATEMENT

This plan has identified a need, spelled out the process to rectify that need, and provided for an ongoing program with room to fluctuate as the business it regulates varies according to the educational requirements of the community.

One of the major endeavors of the plan was to alleviate the discrepancies regarding school bus driver training while allowing a good measure of local control of respective school districts.

The concepts of permitting school districts, in conjunction with the local contractors, to submit their own training programs for approval is

totally new, but has a tremendous amount of merit. Factors such as attitudes, public relations, and cooperation will be greatly enhanced and possibly the programs submitted will even be more stringent than one developed on a state level, because of the flexibility to stress the proper emphasis where needed.

The adoption of this plan by the State Department of Education will fulfill their responsibility to formulate and administer a school bus driver training program and pave the way for future developments and progress.

DEPARTMENT OF PUBLIC SAFETY

POSITION PAPER - CS HB 409 (Trans)

Neutral

February 3, 1986

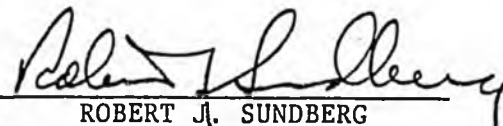
CS HB 409 (Trans) An Act relating to the training and licensing of school bus drivers.

This bill does not make any drastic changes in the licensing of school bus drivers. The major concern of school bus contractors and school bus drivers was taken care of in the committee substitute.

Present law indicates a school bus permit will not be issued until "the department is satisfied as to the applicant's good character, competence, and fitness to be licensed....." Thus, the department adopted regulations which specify who cannot be licensed. This bill takes the discretion away from the department and specifies in statute who cannot be licensed. This bill adds one criminal offense that is not in the regulations which disqualify an applicant, however, the department's regulations are much stricter in regard to driving offenses.

The cost mentioned in proposed section 28.15.046(f) is currently \$12.00 for a fingerprint search of the national criminal records as required in AS 28.15.046(b)(4). Individual states do not charge for a fingerprint search for another state, as is required in AS 28.15.046(b)(4) if the applicant has resided outside Alaska within the two years prior to application.

Recommend Section 2 of the bill be repealed. Licensing of taxi drivers is presently handled at the local government level and the department would prefer to leave the control at the local level.


ROBERT J. SUNDBERG
Commissioner

POSITION PAPER OF THE DEPARTMENT OF EDUCATION

FOURTEENTH ALASKA LEGISLATURE

House Bill 409

March 7, 1986

The Department supports this bill.

for Steve Nole

Harold Reynolds, Jr.
Commissioner

MEMORANDUM

State of Alaska

TO: The Honorable Roger Jenkins
House of Representatives
Alaska State Legislature

DATE: March 10, 1986

FILE NO.:

THRU: *Steve Hole*
Marshall L. Lind, Commissioner
Department of Education

TELEPHONE NO.: 465-2800

SUBJECT:

FROM: Romyne Kareen, Administrator *RK*
Pupil Transportation Services
Department of Education

CSHB 409

Per your request, following is information regarding CSHB 409.

CSHB 409 requires school bus drivers to complete a state-approved school bus driver training program before being licensed by the Department of Public Safety to transport school children in school buses. Currently a driver need only pass a written and performance test in order to be issued a school bus driver permit.

The following are reasons for the department's support of this bill:

1. Adequate training of school bus drivers is essential in order to assure the safety of school children who ride buses to and from school.
2. Current training programs of school districts and bus contractors throughout the state range from approximately four hours to 40 hours for beginning drivers.
3. Training offered by school districts and bus contractors is inconsistent due to lack of statutory or regulatory requirements for content and amount of training.
4. During 1984, 45 pupils were killed nationwide in accidents involving school buses. Approximately ten were passengers on school buses and 35 were pedestrians either approaching or leaving the school bus loading zone. More than half of the pupil pedestrians were struck by the school bus which they were entering or leaving.
5. In Alaska, three pupils were fatally struck by school buses in the last three years.
6. During 1984, the Department appointed a committee of school district representatives and bus contractors to develop a master plan for school bus driver training needs in the state. A summary of the plan is attached. The plan is ready for implementation contingent upon available funding.

Attachment

cc: Larry Huxel
Steve Hole
Mary Hakala

1/27/86

HB 409
Section 2 (b) (6)

SUMMARY OF PROPOSED SCHOOL BUS DRIVER TRAINING PROGRAM

1. Standardization of School Bus Driver Training

The Department of Education will develop a recommended school bus driver training program. This program will include guidelines for classroom curriculum as well as behind-the-wheel techniques and topics. This recommended program will be made available to districts as the foundation for local training plans.

Local districts will then be required to develop school bus driver training plans and submit them to the Department of Education (DOE) for approval. Working from the DOE model curriculum, local districts and their private contractors can adjust their training programs to reflect the needs of their particular area. For example, a plan from Anchorage would place more emphasis on inner city driving than would a plan from Dillingham. Successful completion of a DOE approved training plan will become a requirement for receiving a school bus driver's license.

2. Certification of School Bus Driver Instructors

In addition to the development of a model driver training program, the DOE will design and operate a certification program for school bus driver instructors. Persons responsible for the instruction of school bus drivers will be required to gain certification through this instructors' class. The DOE will offer this program 2-3 times per year after the initial training of the driver instructors in the state. Instructors will be taught topics such as class presentation skills, class preparation, and use of AV materials, in addition to the DOE recommended driver training curriculum.

3. Increased Licensing Requirements

Requirements for school bus driver licensing will be changed to reflect the state emphasis on proper training. Prior to issuance of a school bus driver's license, the Division of Motor Vehicles will require proof that:

- a. The applicant successfully completed a DOE approved school bus driver training class; and
- b. The class completed was taught by a DOE certified driver instructor.

In addition, prior to license renewal, an applicant must show proof of having received a required amount of inservice or refresher training.

The Department of Education will work with the Division of Motor Vehicles in establishing procedures for verification and documentation of approved training plans and instructor certification.

4. Program Activities

Contingent upon available funding, the Department of Education will accomplish the following activities:

- a. Manuals will be developed for school bus drivers and school bus driver training instructors.
- b. Workshops will be conducted to train school bus drivers in safe driving practices, and to train driver training instructors in teaching techniques.
- c. Workshops will be conducted to assist school district administrators in identifying school bus driver training needs, and development of annual training plans for meeting local needs.
- d. Workshops will be conducted for driver licensing examiners in how to give effective road tests in school buses to evaluate driver performance.
- e. Training materials such as booklets, video cassettes, and films will be developed or purchased.
- f. Reporting forms and procedures to certify that training requirements were met will be developed.
- g. Inservice training of school bus drivers will be conducted.
- h. On-site monitoring and review of training programs will be conducted.

5. Examples of Subject Matter for Workshops to Train School Bus Driver Training Instructors and School Bus Drivers

a. Subject matter for the two above categories will overlap, and will include, but not be limited to, the following:

- (1) Student Loading and Unloading Procedures
- (2) Student Rider Procedures
- (3) Safety and Emergency Procedures
- (4) First Aid
- (5) Defensive Driving
- (6) Driving Skills

School Bus Driver Training Program
Page Three

- (7) Pre-Trip Inspection
- (8) The Exceptional Child
- (9) Student Management
- (10) Driver's Role and Responsibilities
- (11) State Rules and Regulations
- (12) District Rules and Regulations
- (13) Bus Components
- (14) Field Trips
- (15) Public Relations

b. In addition to the above, the curriculum for the Driver Training Instructor will include the following:

- (1) Setting up a Classroom
- (2) Proper Classroom Procedures
- (3) Instructor Qualities
- (4) Lesson Planning
- (5) Four Step Instruction Process: preparation; presentation; application; evaluation
- (6) Teaching Techniques:
 - (a) creating positive teaching environment
 - (b) motivating students to learn
 - (c) provide learning resources
 - (d) guiding students on subject matter
- (7) Practice Teaching
- (8) Proper and Effective Use of Teaching Aids

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586-1632

BOARD REPORT

Pouch F, Juneau, Alaska 99811
More Information: Harry Gamble 465-2821

FOR IMMEDIATE RELEASE
February 6, 1986

Here is the action from the State Board of Education meeting February 3 and 4 in Juneau. The Board:

*Approved a resolution supporting Governor Bill Sheffield's debt containment legislation, HB 520.

*Supported the following legislation: CSSB 240, which would increase the penalty for illegally passing a school bus; Executive Order 62, which would transfer fire service training responsibilities from the Department of Education to the Division of Public Safety; SB 230, which would increase from two to three years the requirement for teacher tenure, and would permit schools to dismiss teachers because of loss of funds; SB 104, which would increase from three to five years the maximum duration of pupil transportation contracts; SB 8, which would encourage school districts to offer curriculum in personal safety; SB 381, which would establish a forward funding provision for funding public schools; HB 526, which would provide funding to the Alaska State Museum for preservation of important artifacts of Alaska culture; and HB 409, which would provide for training and licensing of school bus drivers.

*Opposed the following legislation: SB 319, which would establish a separate unit within the Department of Education, with a governing board, to provide statewide services to severely handicapped students; CSHB 174, which would require teachers to be trained in first aid and emergency procedures.

*Voted to take no position on: HB 480, which would prohibit the use of corporal punishment in school districts as a form of discipline; and SCR 10, which would request that the State Board request local school boards to require the study of Alaska History including ramifications of the Alaska Native Claims Settlement Act (ANCSA). In taking no position on these two measures, the Board noted that most local school districts already have established policies regarding corporal punishment and that nearly all school districts either require Alaska history, including the ramifications of ANCSA, or they provide such classes as an elective.

The Board also:

*Accepted the Alaska Schools of the Future plan, for which Governor Sheffield provided \$1.5 million in his FY 1987 operating budget request.

*Sent the following regulation for public comment: 4 AAC 06.27 (a)(b)(c), would be repealed and replaced with the

*Gramm - Rudman - Hollings
Dictates Balanced Budget in 5 yrs
Don't have self-responsibility.*

FEB 18 1986



1040 EAST FIRST AVENUE, P.O. BOX 105020, ANCHORAGE, ALASKA 99510, (907) 276-7823

February 11, 1986

Representative Jenkins
P.O. Box V
Juneau, Alaska 99811

Dear Representative Jenkins;

Laidlaw Transit, Inc. is a school bus contractor working for the Anchorage School District and the Kenai Borough School District. We employ approximately 220 bus drivers and bus attendants in those two districts.

We wholeheartedly support House Bill No. 409, "An Act relating to training and licensing of school bus drivers; and providing for an effective date".

Sincerely,

A handwritten signature in cursive script that reads "Christine M. Flegel".

Christine M. Flegel
Safety, training & personnel
Laidlaw Transit, Inc.
Anchorage, Alaska

Pupil Transportation Systems

6631 East 9th Avenue

Anchorage, Alaska 99504

(907) 333-5708

Feb. 24, 1986

Rep. Pat Pourchot
Pouch V
Juneau, Alaska 99811

Re: CSHB 409

Finally, after many years of struggles and frustrations, a bill supporting school bus driver training is proceeding through the legislature.

This long awaited and much needed legislation would benefit not only related State Departments, but all communities that transport school children, everyone else connected with pupil transportation, and also the other taxpayers of the state.

By providing the fiscal means, establishing Statute language, and incorporating the training program, this bill would fill the void now present regarding pupil transportation. At the present time there is no Statute language requiring any training program for school bus drivers, no State authorized training program of any kind, and no monitoring system reflecting the quality of personnel being employed, or any assurance they are receiving even minimum instruction.

Aside from the legal void that puts the State Department of Education and the taxpayers in a vulnerable position during any litigation involving pupil transportation, CSHB 409 would also ensure that reputable people are being hired and are receiving a standardized program of instruction preparing them for a most difficult task.

Therefore, I respectfully request your support for CSHB 409.

Sincerely;



Cecil Whitehurst

cc: Rep. Albert P. Adams, Chairman, House Finance Committee
Rep. Roger Jenkins, Sponsor of CSHB 409

KENAI PENINSULA BOROUGH SCHOOL DISTRICT

FEB 26 1986

148 North Binkley Street • Soldotna, AK 99669 • Phone 907/262-5846

February 24, 1986

House Finance Committee
Pouch V
Juneau, AK 99811

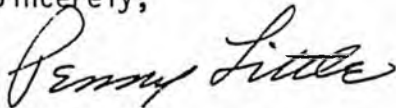
Dear Representatives:

As a member of the Alaska School Bus Safety Committee and Transportation Coordinator for our school district, I would like to speak, through this letter, in support of HB 409.

As the bill eliminates some of the discretion of the Department of Public Safety, it also mandates that individuals will be of good character before a bus driver's license is issued.

Thank you for your representation and support.

Sincerely,



Penny Little
Transportation Coordinator

cc: Roger Jenkins ✓

COMMITTEE REPORT

HOUSE

1/29

(7)

4/29/35

FURTHER:

STATE AFFAIRS

Date: 1-28-86

The Committee on TRANSPORTATION has had HB 409

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

under consideration and recommends:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for HB 409 (TRSP) same title
 new title
- and recommends do pass
- AND attaches a "Letter of Intent" ² ~~new~~ Fiscal Note S sup 78
- reports it back without recommendation Zero Fiscal Note Attached
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Bette Pate

Dick Shutt

Walt Furnarez

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Adelheid Herrmann No Rec

AUM MARROU Do Not Pass
(ONEROUS BUREAUCRACY)

Mike Deery NO REC

Bette Pate

CHAIRMAN

HOUSE
COMMITTEE REPORT

2/5
Rules

(7)

Date referred: 1/29/86

FURTHER REFERRALS:

DATE: 2/3/86

The STATE AFFAIRS Committee has considered HB 409

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

and recommends:

- dc pass
- do not pass
- do pass with attached amendment(s)
- no recommendation
- replace with C.S.N.B 409 (2/24) same title
- new title

and recommends do pass

further referral to the _____ Committee

- and attaches:
- letter of intent
 - first fiscal note
 - new fiscal note
 - zero fiscal note

SIGNING DO PASS:

SIGNING OTHER RECOMMENDATIONS:

Katie Hurley

Mike Savane

Roger Jenkins

Edmund Walsh

Betty Carter

R. A. Parker

Y.M. Hall NO REC

Katie Hurley
Chairman

HOUSE
COMMITTEE REPORT

Today 2/5/86
3/3

(11)

Date referred: 2/5/86

FURTHER REFERRALS:

(Finance added 2/5)

Rules

DATE: 2-28-86

The FINANCE Committee has considered HB 409

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

and recommends:

- do pass
- do not pass
- do pass with attached amendment(s)
- no recommendation
- replace with CS HB 409 (TRAN) same title
- new title

and recommends do pass

further referral to the _____ Committee

- and attaches:
- letter of intent
 - first fiscal note
 - new fiscal note
 - zero fiscal notes

{ Finance wants it known that it endorses the zero fiscal note #2 which appear in House Supplement #7 }

SIGNING DO PASS:

SIGNING OTHER RECOMMENDATIONS:

Alberto. L. ...

Ronald J. ...

Pat ...

Steve ...

Al ...

John ...

Gene ...

Mike ...

Alberto. L. ...
Chairman

12/13/85

School bus accidents, 1984



School bus transportation accidents killed about 100 persons in 1984, including 45 pupils, 5 bus drivers and 50 other persons.

Of the pupils killed, about 10 were passengers on school buses and 35 were pedestrians either approaching or leaving a loading zone. More than half of the pupil pedestrian victims were struck by the school bus which they were entering or leaving.

Injuries in school bus related accidents totalled about 8,400 of which 5,500 were students.

The table on page 91 shows certain details of the injury and property damage accidents which occurred in 1984. Types of school bus accidents not itemized include an estimated 400 pedestrian, 100 bicycle, and 10 railroad accidents. About eight out of ten accidents involved property damage with no injuries.

Characteristics of school bus transportation

Interpretation of school bus accident data is complicated by the many variations between state operations, by lack of standard definitions of terms, and by lack of comparable reporting by states.

The state totals in the table on page 91 are shown as reported by the states. The U.S. totals are National Safety Council estimates developed by inflating the total from reporting states to compensate for the portion from missing states. State figures are weighted based on the number of pupils transported in that state. Procedures for estimating all U.S. totals on this page and in the table on page 91 were revised for the 1985 edition of *Accident Facts* and are not comparable to estimates from previous editions.

Terms and reporting classifications

Vehicles. Included are regular school buses and other nonfamily-owned vehicles used in transporting pupils.

Annual bus mileage. Total mileage includes deadheading (traveling with no pupil passengers) and extracurricular activity trips. Data from seven states indicate that deadheading may average about 14 per cent of total mileage, ranging from practically none in some states, up to one fourth of the total bus mileage in others, depending on arrangements for driver and bus storage. Extracurricular mileage, based on 18 states, is indicated to be about 9 per cent of total mileage, also with a wide range among states. Such mileage includes athletic and field trips, shuttle service, and so on.

Pupils transported daily. A pupil is counted only once for each day transported, although usually two one-way trips or more are made daily.

Pupil passenger miles and average bus occupancy. Total pupil passenger miles cannot be computed directly from total bus mileage and pupils transported. Reports indicate average bus occupancy as upwards of 35 pupils, but it may rise or fall several times on a single route trip, as a bus in some instances may serve several schools along the route. Average occupancy for all bus mileage, including deadheading, may be only about 40 per cent of capacity. The National Safety Council estimate of total pupil passenger miles for 1984 is 78.3 billion.

Route trip. A route trip may represent (1) a one-way trip from the point where the first pupil boards the bus to the point where the last pupil leaves it, (2) a round trip, or (3) several separate trips ending at the same school(s). Miles per route trip reported for 16 states ranged from 18 to 76, averaging 33 miles. Pupils carried per route trip ranged from 13 to 79, averaging 54 pupils. Route trips per bus ranged from 1 to 4, averaging 2.2 trips daily.

ACCIDENT FACTS 1985 EDITION

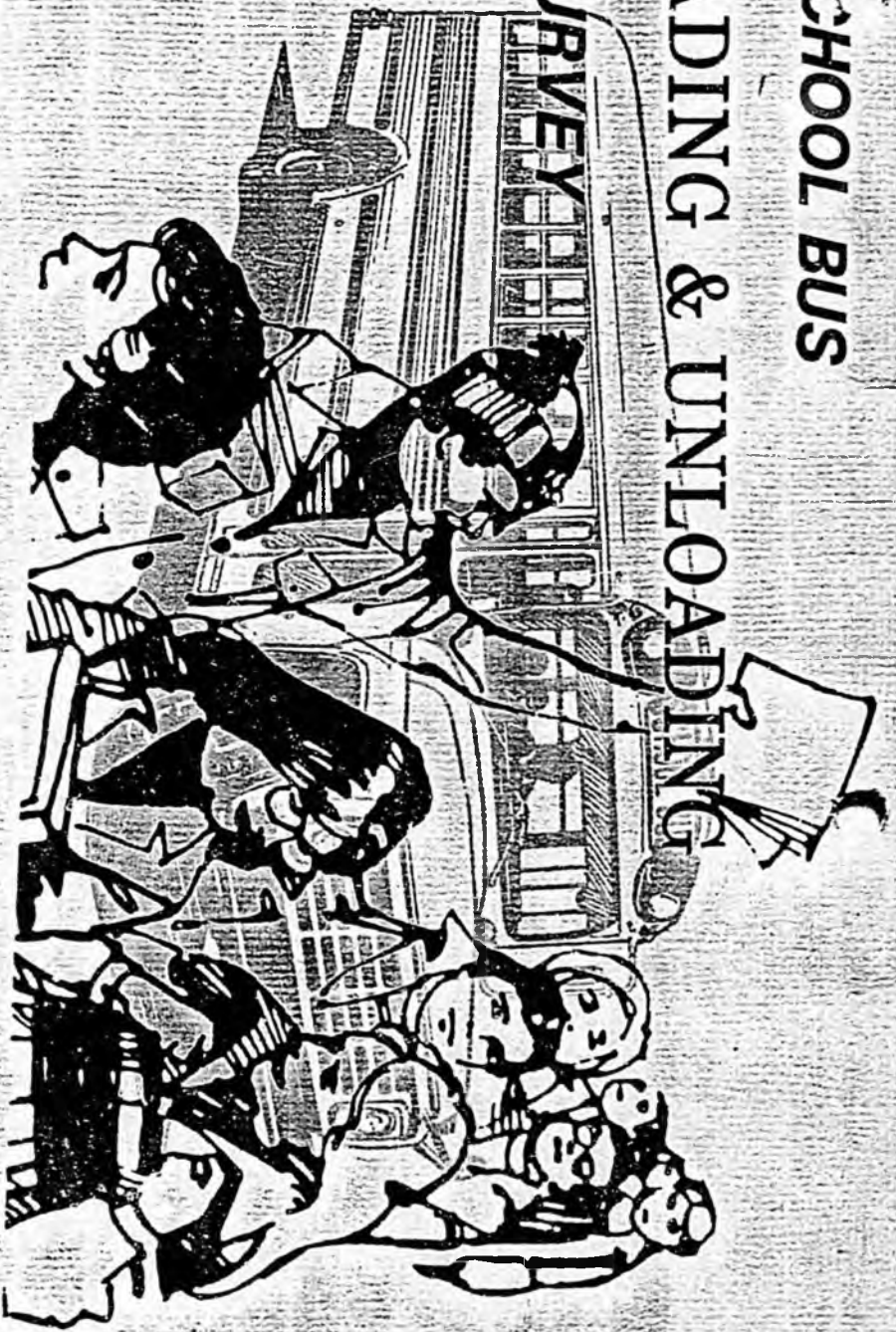


**National
Safety
Council**

SCHOOL BUS

LOADING & UNLOADING

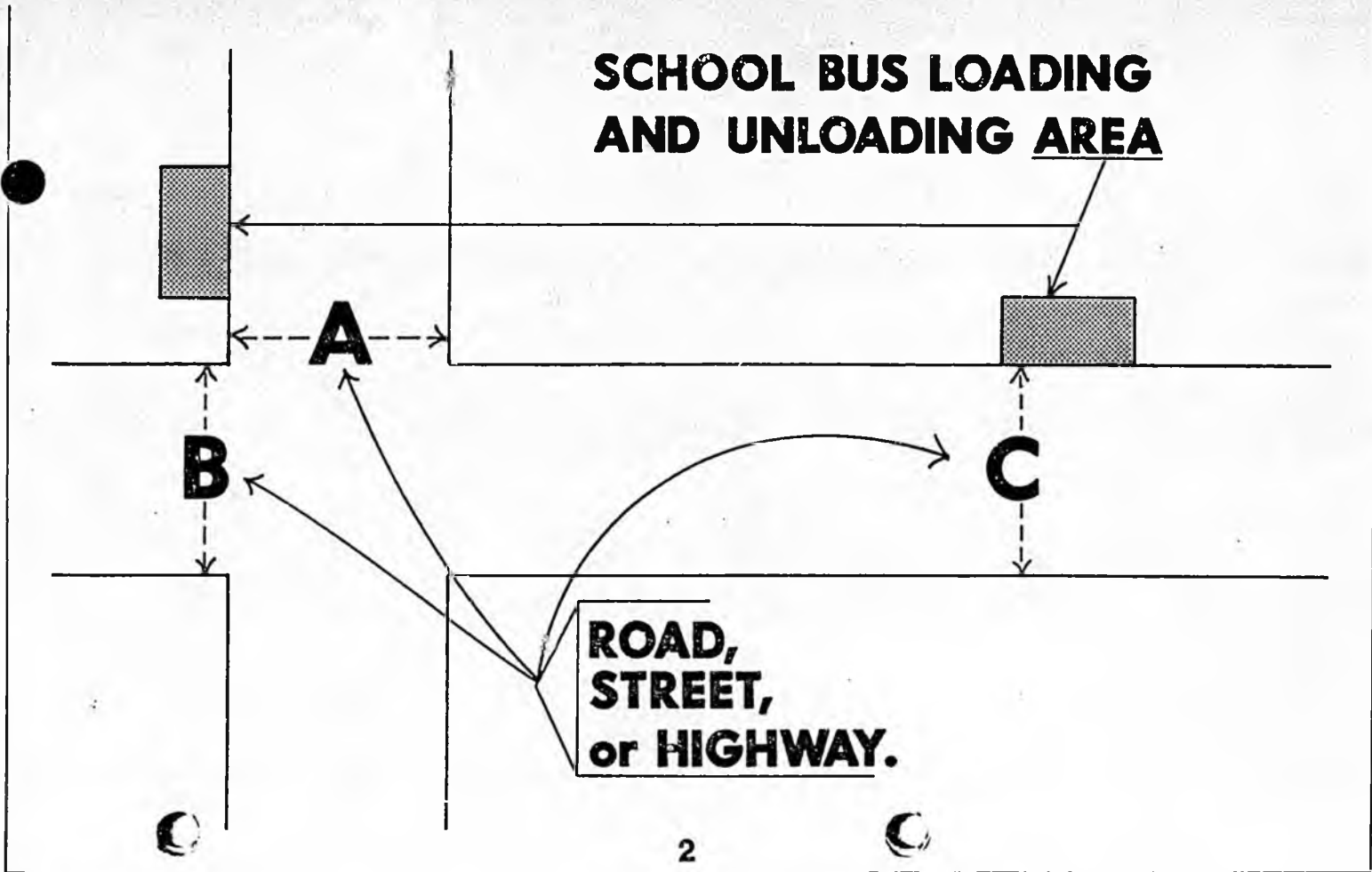
SURVEY



CALENDAR YEAR 1984 SCHOOL YEAR 84-85

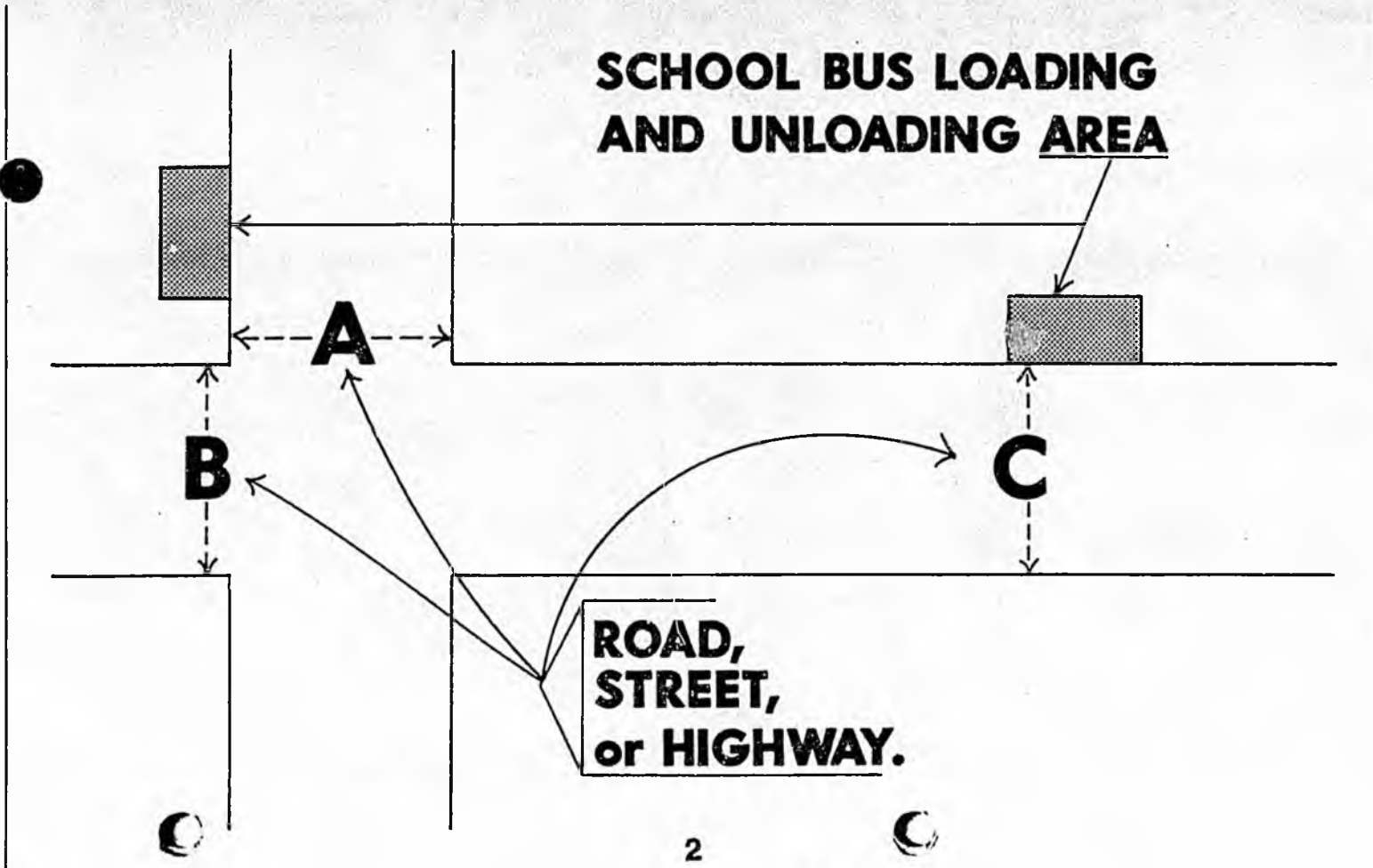
The National School Bus Loading and Unloading Survey is a collection of fatality accident records provided by the state agencies responsible for school transportation safety and/or accident records. Only those fatality accidents involving school children in or around the loading or unloading areas of a school bus are included in this survey. On-board fatalities are excluded, as are pedestrian-type fatalities that occur when the school bus is not in the near vicinity at the time of the accident.

SCHOOL BUS LOADING AND UNLOADING AREA



50 States and Washington, D.C. surveyed

	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
Number reporting fatalities.....	19	17	24	22
Number reporting no fatalities.....	31	33	25	26
Number not reporting	1	1	2	3

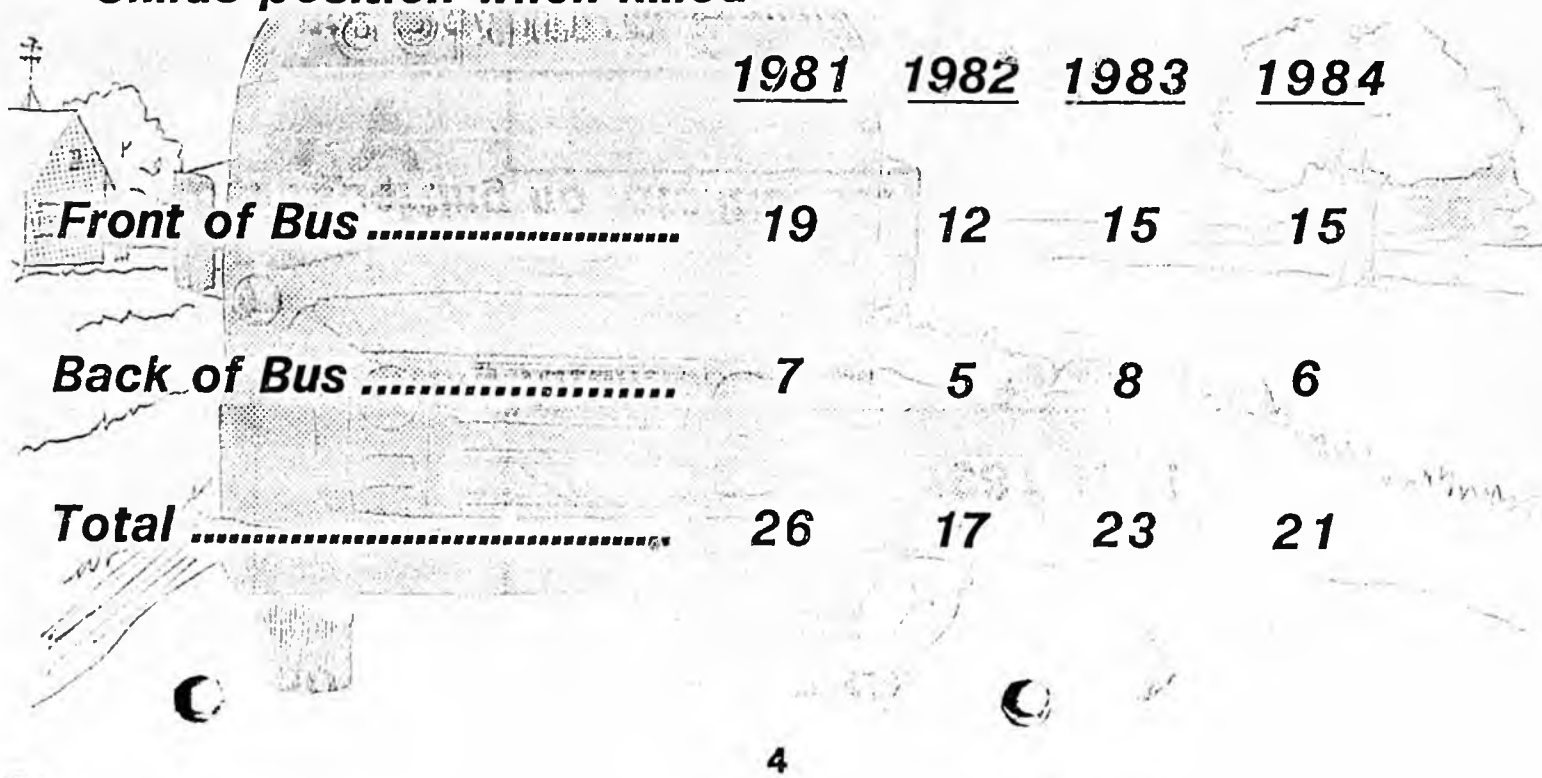


50 States and Washington, D.C. surveyed

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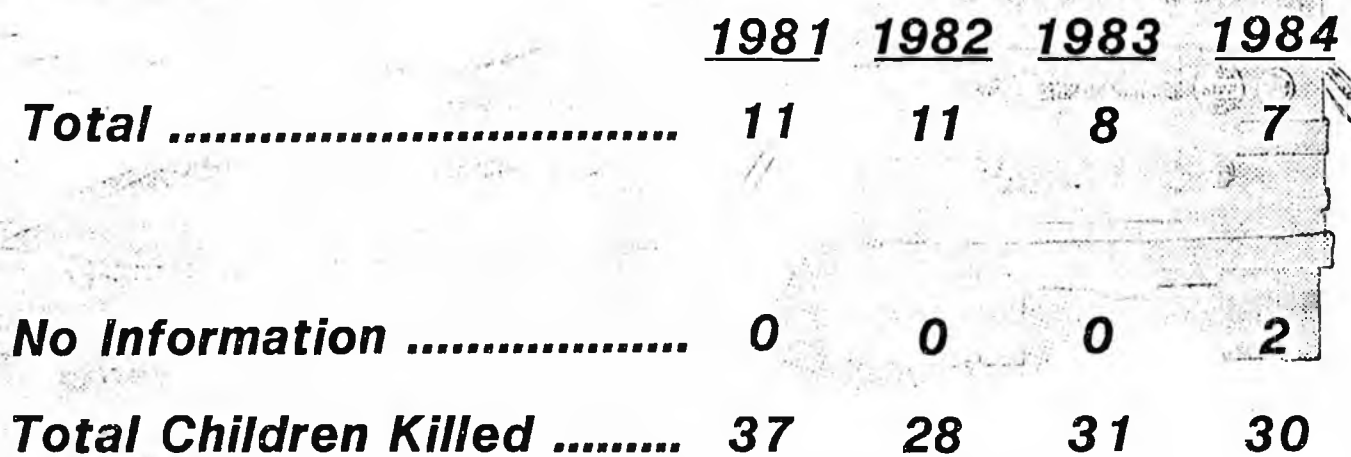
School Children Killed by School Bus

Childs position when killed



	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
Front of Bus	19	12	15	15
Back of Bus	7	5	8	6
Total	26	17	23	21

School Children Killed by Vehicle Passing School Bus



	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
Total	11	11	8	7
No Information	0	0	0	2
Total Children Killed	37	28	31	30

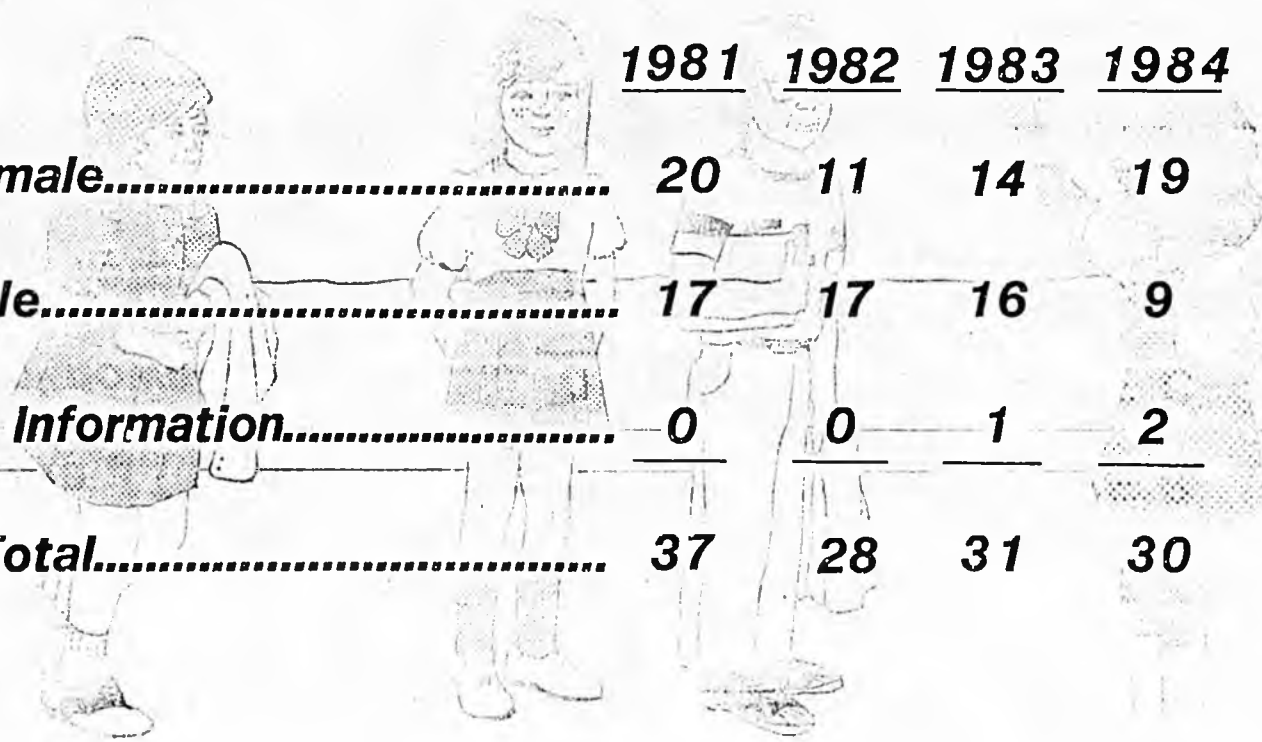
**(school bus &
other vehicle)**

<i>Light Condition</i>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
<i>Dawn</i>	0	1	2	1
<i>Dusk</i>	0	0	0	0
<i>Daylight</i>	36	27	28	27
<i>Dark</i>	1	0	1	0
<i>Unknown</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
<i>Total</i>	37	28	31	30

6

<i>School Bus Size</i>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
<i>Type I (Large Bus)</i>	37	27	31	TYPE A 11
<i>Type II (Small Bus).....</i>	0	1	0	TYPE B 1
<i>Unknown</i>	<u>0</u>	<u>0</u>	<u>0</u>	TYPE C 7
<i>Total</i>	37	28	31	TYPE D 4
				UNK. 7
				<u>TOTAL 30</u>

Sex of Child



	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
Female	20	11	14	19
Male	17	17	16	9
No Information	0	0	1	2
Total	37	28	31	30

School Children Killed

	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
Going to School	9	6	6	5
Activity Trip	0	0	0	0
Coming Home	28	22	25	21
No Information	0	0	0	4
Total	37	28	31	30

Place Pupil Was Killed

	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
Loading & Unloading Area..	2	2	6	15
School Ground	0	0	1	1
Road, Street or Highway.....	35	26	24	12
No Information	0	0	0	2
Total.....	37	28	31	30

10

Age of Pupil Killed

	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
5 Years Old or Under	12	7	8	3
6 Years Old.....	7	4	5	8
7 Years Old.....	7	4	4	5
8 Years Old.....	3	5	4	3
9 Years Old.....	3	2	4	0
10-17 Years Old.....	5	6	5	8
No Information.....	0	0	1	3
Total.....	37	28	31	30

Area Accident Occurred

	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
Urban.....	16	15	15	11
Rural.....	21	13	16	15
No Information.....	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
Total.....	37	28	31	30

12

Weather Conditions	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
Clear.....	31	26	26	22
Cloudy.....	5	1	2	2
Rain.....	1	0	0	0
Snow/Sleet/Ice.....	0	1	1	2
Fog.....	0	0	2	1
Unknown.....	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>
Total.....	37	28	31	30

DAY OF THE WEEK FATALITY OCCURRED
1984 (Only)

MONDAY.....	3
TUESDAY.....	1
WEDNESDAY.....	4
THURSDAY.....	7
FRIDAY.....	9
SATURDAY.....	0
SUNDAY.....	0
UNKNOWN.....	6



MONTH FATAL ACCIDENT OCCURRED

	1981	1982	1983	1984
JANUARY.....	4	4	1	4
FEBRUARY.....	3	3	4	4
MARCH.....	7	1	4	5
APRIL.....	5	2	3	2
MAY.....	3	0	4	5
JUNE.....	0	0	0	1
JULY.....	0	0	0	0
AUGUST.....	0	2	0	0
SEPTEMBER.....	1	2	1	3
OCTOBER.....	4	7	6	1
NOVEMBER.....	5	3	5	1
DECEMBER.....	2	1	2	2
NO INFORMATION.....	3	3	1	2
TOTAL.....	37	28	31	30

16

ACCIDENT SUMMARY REPORT

1. The driver of a vehicle passes through the stop arm and alternately flashing red lights of a school bus that was stopped to discharge students at a regularly scheduled stop. The fatality occurred as the student was crossing in front of the school bus. (7 yr. old female)

2. The students exited the bus and crossed the street in front of the bus. The driver was distracted a moment, looked in the mirrors (including the crossover mirror) and saw nothing. The driver started the bus forward. The child was underneath the bus, in front of the left front wheel. The bus moved approximately 18 inches with the left front wheel passing over the child. (6 yr. old female)

3. Three children exited the bus, two going around the front and one going around the rear. The child going around the rear slipped or fell under the right rear wheel and was run over. (8 yr. old male)

4. Child slipped or fell and was run over by the right rear wheel. (5 yr. old female)
5. The school bus was stopped at a loading area and the ignition wires began to spark and smoke; thus, the engine would not start. The bus driver went to call for another bus at a nearby residence. The bus started rolling down a slight negative grade. The students started jumping out of the entrance. The victim jumped as the bus swerved to the right off the shoulder and the right wheels ran over the victim. (7 yr. old female)
6. At a regular stop on the bus route one boy and two girls exited the bus. One girl usually crosses the street in front of the bus and the other two children stay on the side of the street which they exit the bus from. The driver became involved in a conversation with the mother of the boy concerning the child's behavior on the bus. When ready to leave the stop the driver shut off the amber and red flashing light system, checked the mirrors and proceeded forward. The driver felt a bump and several cars were blowing their horns. The driver then stopped the bus and saw the child lying in the roadway. The bus was noisy with the 14 or 15 remaining passengers and the driver stated that the crossover mirror moves out of adjustment all the time. (6 yr. old female)

18

7. Three students exited the bus at a regular stop. The driver observed the students begin to talk on the sidewalk and after waiting an undetermined amount of time, shut off the warning lights and checked all the mirrors (including the crossover mirror). The driver then moved the bus forward not knowing that the incident took place until looking in the rearview mirror. The child had been struck by the front of the bus. (5 yr. old female)
8. Oncoming vehicle was unable to stop for a child that was being unloaded from a school bus. (5-9 yr. old female)
9. Child was struck by a dump truck loaded with 25 tons of lime as child departed the bus.
10. Child was struck by an out of control pick up truck while waiting in front of house for the bus to arrive.
11. Child darted between school buses parked in the school drive into the path of an approaching school bus.

19

12. Child was struck by an approaching auto while waiting in front of her house for the bus to arrive.
13. A student departed the bus. The student dropped a book - the bus driver did not see the student and started the bus in motion. The student was struck by the front of the bus. (15 yr. old female)
14. The student exited the bus, darted across the front of the bus and was struck by a passing school bus. (10 yr. old male)
15. One bus was stopped for another (oncoming) school bus discharging passengers. When the stop arm of the bus discharging passengers was pulled in the driver of the other bus started forward. The driver then felt a bump and stopped the bus. The bus had hit a student who had exited one bus and then crossed in front of both busses. (10 yr. old male)
16. A child was struck by the right rear wheel of a school bus. (7 yr. old male)

20

17. 23 students were discharged at a five-way intersection. The Driver who was facing a stop sign, was distracted by traffic approaching from the left. The student, near the front of the bus, was waiting for an older sister to disembark. The sister, who was already on the other side of the street, called to the student at the same moment the driver closed the door, started forward and turned right. The student was knocked down by the front of the bus and run over by the right rear dual wheels. (6 yr. old female)
18. School bus was eastbound, stopped and let off 4 students. The bus continued east about 10 feet and turned onto a north-south road. The bus ran over a pedestrian at the intersection of the two roads. (5 yr. old female)
19. In both accidents the students got off the bus and walked around in front. The school bus driver did not see the children in front of the bus and ran over them. (5 yr. old male/6 yr. old female)

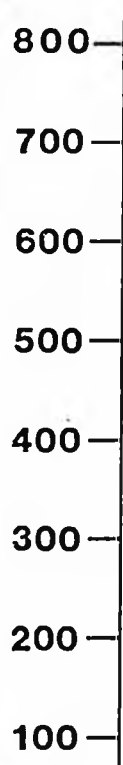
21

20. The student was at the bus stop and was hit by a passing automobile. The school bus was not at the stop at the time of the accident. (13 yr. old male)

THE ABOVE SUMMARY REPORTS WERE THOSE THAT HAD SUFFICIENT INFORMATION REPORTED TO INCLUDE IN THIS REPORT. THERE ARE ALSO AN OVERALL TYPICAL REPRESENTATION OF THE FATALITY ACCIDENTS WHICH OCCURRED.

22

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**15 YR. TOTALS
SCHOOL BUS DRIVER RELATED
VS
THE OTHER VEHICLE**

TOTAL FATALITIES

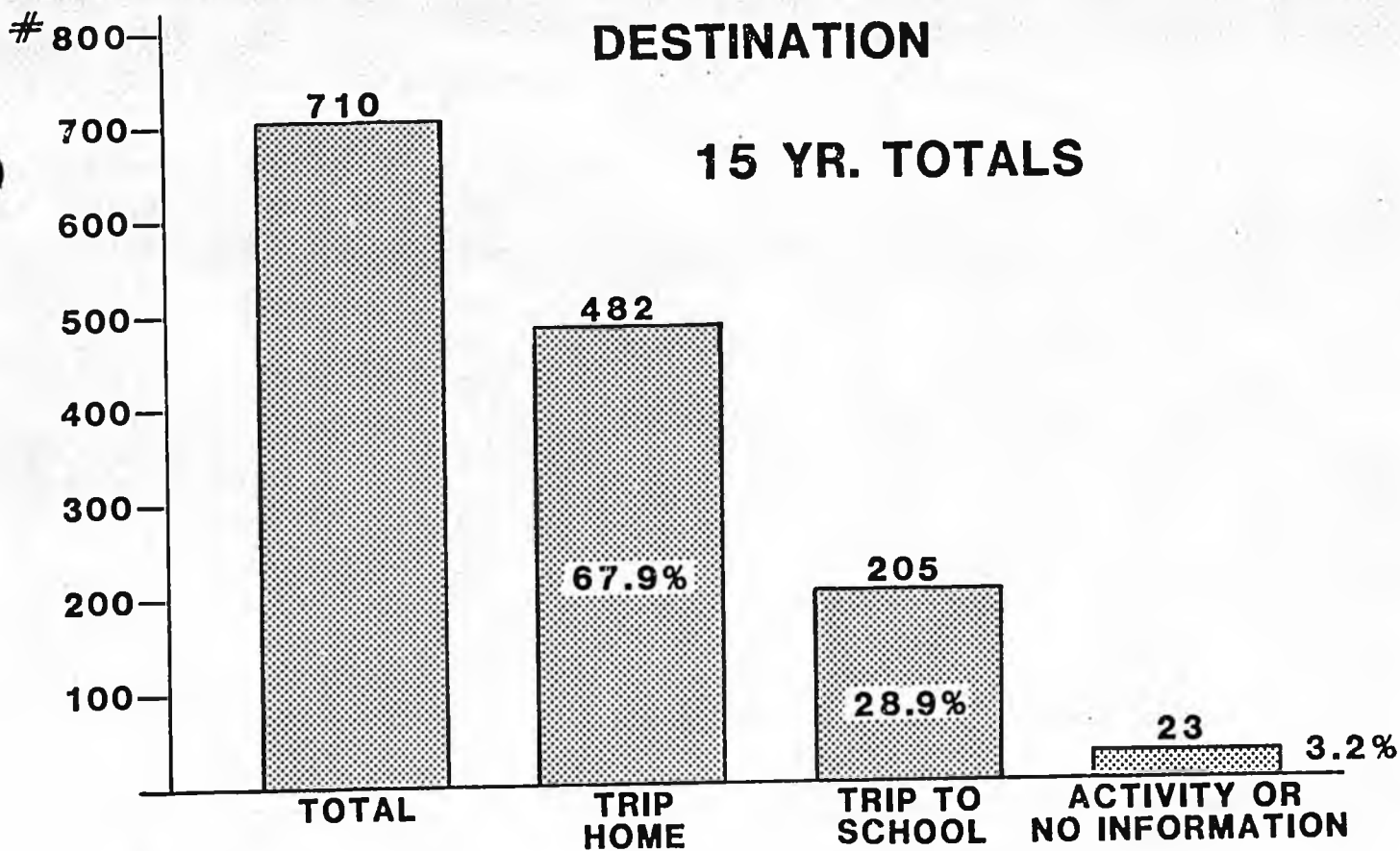
SCHOOL BUS

OTHER VEHICLE

15 - NO INFORMATION

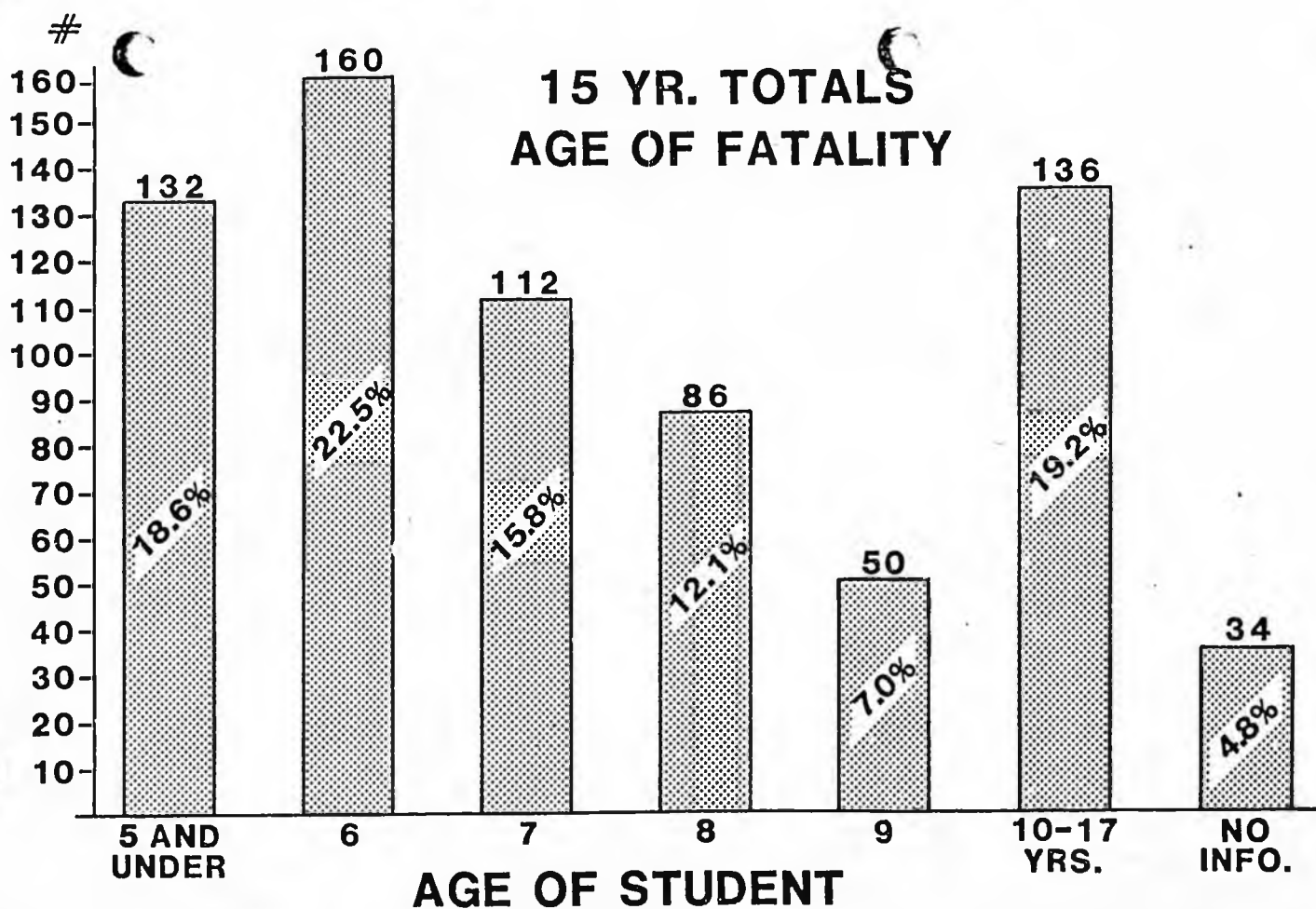
DESTINATION

15 YR. TOTALS



24

15 YR. TOTALS AGE OF FATALITY



AGE OF STUDENT

SUMMARY

- **490 fatalities occurred to students 5, 6, 7 & 8 yrs. of age, or 69.0% of total.**
- **Students departing bus on way home involved in 67.9% of all fatalities in the study.**
- **School bus related accidents outnumber those involving "the other vehicle"**
- **In the 80,-84 calendar years, the school bus was involved in 69.2% of the accidents or 108 of the 156 fatalities that occurred.**

26

This survey is provided annually to the school transportation industry in an effort to alert individuals and organizations of the dangers involved in loading and unloading school children. Fatalities continue to occur at the bus stop, caused by a variety of circumstances and errors on the part of the school bus driver or a passing motorist. It points out the continuing need for forceful, advanced instruction to school bus drivers, and the need to increase our efforts to thoroughly inform the driving public about the requirements of the school bus stop law.

Limited quantities of this document are available from the address provided below. Please feel free to reproduce and utilize the survey data as desired, as it is provided specifically for this purpose.

**Kansas Department of Transportation
Bureau of Management Services
Safety Education Section
State Office Bldg., 7th Floor
Topeka, Kansas 66612-1568
(913) 296-3551**

ENTER SCOPE PARAMETERS FOR SCHOOL BUS ACCIDENT REPORT.

BOROUGH CODE (OR "STATE" FOR STATEWIDE): | STATE

DATE SPAN: FROM (YYMMDD) | 830701 THRU (YYMMDD) | 840630

TIME SPAN: FROM (HHMM) | 0 THRU (HHMM) | 2400

INTERSECTION RELATED ONLY (X) |

OPTION: M - MAIN MENU; L - LEAVE HIGHWAY ACCIDENT SYSTEM |

MORE
07JUNE 1985 SCHOOL BUS ACCIDENT REPORT PAGE 2

NUMBER OF RECORDS BY ACCIDENT TYPE:

2 PEDESTRIAN
107 COLLISION WITH OTHER MOTOR VEHICLE
0 NON-COLLISION IN ROADWAY, OVERTURNING
0 COLLISION WITH RAILROAD TRAIN
0 COLLISION WITH PEDACYCLE
14 COLLISION WITH FIXED OBJECT
***** INFORMATION NOT AVAILABLE FOR ON-BOARD ACCIDENTS
1 OTHER ACCIDENTS
124 TOTAL OF ACCIDENTS BY TYPE

NUMBER OF ACCIDENTS BY SEVERITY:

1 WITH FATALITIES
10 WITH INJURIES BUT NO FATALITIES
113 WITH PROPERTY DAMAGE ONLY
124 TOTAL OF ACCIDENTS BY SEVERITY

MORE
07JUNE 1985 SCHOOL BUS ACCIDENT REPORT PAGE 3

OTHER STATISTICS:

1 BUS DRIVER INJURIES
4 NON-DRIVER BUS OCCUPANT INJURIES
0 ACCIDENTS WITH OVER 5 NON-DRIVER BUS OCCUPANT FATALILTIES
0 TOTAL NON-DRIVER BUS OCCUPANT FATALITIES
1 HIGHEST TOTAL NUMBER OF FATALITIES IN A SINGLE ACCIDENT

230 SCHOOL BUS VEHICLE RECORDS FOUND
230 VEHICLE RECORDS READ
2619 OCCUPANT RECORDS READ
227 ACCIDENT RECORDS READ

28FEBRUARY 1986 SCHOOL BUS ACCIDENT REPORT PAGE 1
SCOPE OF THIS REPORT:

AREA: STATEWIDE
DATE SPAN (DD-MM-YY): FROM 01-07-84 THRU 31-06-85
TIME OF DAY SPAN (HHMM): FROM 0000 THRU 2400

MORE
28FEBRUARY 1986 SCHOOL BUS ACCIDENT REPORT PAGE 2
NUMBER OF RECORDS BY ACCIDENT TYPE:

2 PEDESTRIAN
75 COLLISION WITH OTHER MOTOR VEHICLE
0 NON-COLLISION IN ROADWAY, OVERTURNING
0 COLLISION WITH RAILROAD TRAIN
0 COLLISION WITH PEDACYCLE
18 COLLISION WITH FIXED OBJECT
***** INFORMATION NOT AVAILABLE FOR ON-BOARD ACCIDENTS
0 OTHER ACCIDENTS
95 TOTAL OF ACCIDENTS BY TYPE

NUMBER OF ACCIDENTS BY SEVERITY:

1 WITH FATALITIES
15 WITH INJURIES BUT NO FATALITIES
79 WITH PROPERTY DAMAGE ONLY
95 TOTAL OF ACCIDENTS BY SEVERITY

MORE
28FEBRUARY 1986 SCHOOL BUS ACCIDENT REPORT PAGE 3
OTHER STATISTICS:

1 BUS DRIVER INJURIES
9 NON-DRIVER BUS OCCUPANT INJURIES
0 ACCIDENTS WITH OVER 5 NON-DRIVER BUS OCCUPANT FATALILTIES
0 TOTAL NON-DRIVER BUS OCCUPANT FATALITIES
1 HIGHEST TOTAL NUMBER OF FATALITIES IN A SINGLE ACCIDENT

PROGRAM EXECUTION STATISTICS:

180 SCHOOL BUS VEHICLE RECORDS FOUND
180 VEHICLE RECORDS READ
1979 OCCUPANT RECORDS READ
178 ACCIDENT RECORDS READ

Kids Need To Be Watched Too

A drop in passing vehicle-related fatalities is more than offset by a rise in school bus-caused fatalities.

By Roscoe Bernard

Whenever I learn of another child being killed by a school bus, I am tempted to emulate the often-quoted movie character Howard Beal, who in an agony of frustration, leaned from his window and shouted, "I'm mad as hell, and I'm not gonna take it anymore."

This seemingly facetious remark is not without merit because the number of children being killed by their own bus represents a terrible blight on an otherwise fantastic safety record. The blight can, in this writer's opinion, be substantially reduced if not totally eliminated.

Although the school bus industry may point with pride to its overall safety record (National Safety

Council Accident Facts, 1984 statistics show that the yellow school bus is the safest vehicle on the road), there is little pride in this one area. There is also no indication of appreciable improvement. Conversely, just when it seemed that there was a downward trend (see figure 1), the recently released School Bus Loading and Unloading Survey issued by the Kansas Department of Transportation reflects an alarming 35 percent increase over the preceding year.

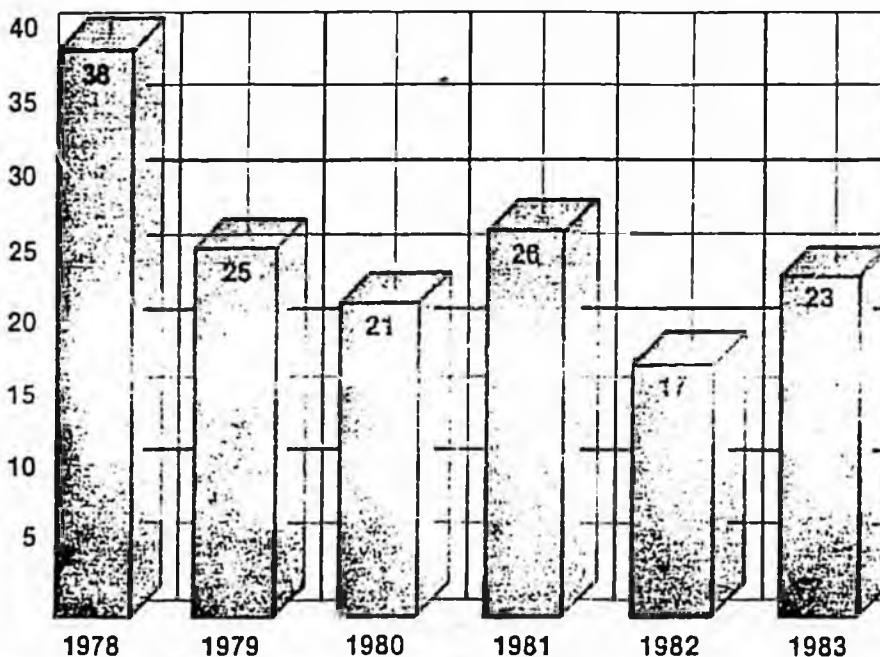
The six year fatality average of 25 is relatively close to the average number killed by the vehicles passing a stopped school bus, i.e., 33, but the latter reflects a downward

trend over the last few years (see graph 2).

We must address the question of why, in 1983-1984, our school bus drivers killed nearly three times as many children as did drivers of other vehicles in loading and unloading situations. Such statistics refute the argument that we have little control over those who jeopardize safety by passing a stopped school bus.

In recent years there has been a major push by individual companies, school districts, and state and federal organizations to increase public awareness. Thousands of dollars and countless man hours have gone into this effort and there, fortunately, is no indication that interest is abating. The market is presently saturated with safety devices ranging from crossing gates to radar screens, and experiments with strobe lights and signaling devices are on-going. Many states have either passed new legislation to deal with passing violations or have revised and strengthened existing laws already in place. In short, there has been a great deal of emphasis in this particular area, and it appears that progress is being made. Although it's probably premature to predict a trend, there has been a steady decline in this particular type of fatality. Its total elimination, however, is unrealistic for the simple reason that we don't have complete control. In some instances we have no control at all, and drivers are very often frus-

GRAPH 1
SCHOOL CHILDREN KILLED BY SCHOOL BUS



are possible. It is far more important that we are absolutely certain we're not going to run over an unsuspecting child than it is to concern ourselves with the momentary delay to a motorist. There should never be any question.

Finally, it was suggested that the driver has the additional responsibility to those whose name is on the paycheck, i.e., the owner-operator or board of education. The inevitable suggestion that schedules must be met at all costs was made. Unfortunately, this is more truth than fiction; so long as we place anything before safety, nothing will change. I submit that the time of decisions is long overdue; the safety of children must never be compromised.

Reviewing the situation

It seems to me that we are continually looking at the situation in retrospect. Webster defines "retrospect" as a review or meditation of past events. In view of the record, we need to do more than meditate, and we must dwell on the future rather than the past. We can no longer accept the premise that these are unfortunate but unavoidable accidents, and they are going to happen regardless of what or anything we can do.

At the risk of sounding like a complete monster, let me suggest that in addition to letters of sympathy to distraught bus drivers, we should consider a letter or reprimand as well. To date, rarely, if ever, has there been any stigma attached to such an unfortunate tragedy other than the personal trauma and psychological burden that will never be erased.

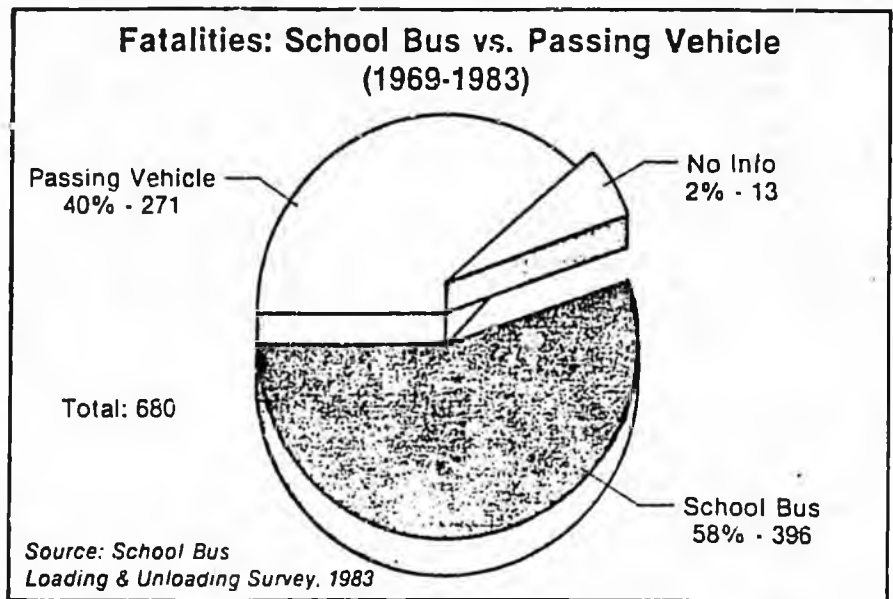
The burden of responsibility rests squarely on the shoulders of the child who is, of course, no longer available to plead his case. What defense do we have anyway? After all, he's only a six-year-old who is supposed to know better than to ever bend down in front of a vehicle to pick up some dropped papers. And then too, everyone who has ever driven a school bus or is remotely associated with school bus transportation knows that the

beleaguered school bus driver has too many responsibilities and distractions already. They can't be held responsible, right? WRONG — if they cannot be then who can? Although nothing will ever bring back the child or ease the pain of driver and parents, we should not fail to use every means at our disposal to draw attention to such senseless tragedies.

It's an accepted fact that the rear and sides of school buses are often-times difficult, if not impossible, to observe, but just as it is true with lights, stop arms and cross arms, a great deal of time and money has been spent perfecting mirrors that

frequently too late or too little.

I was disappointed when I read a recent article in the *Kansas City Star*, January 10, 1985, outlining a four-part safety program in the school district where a six-year-old was killed by her bus. The well-meaning district has focused its program on teaching school children about the possible dangers when they are near school buses, and the children will be taught from the manual the district has prepared. In addition, they will encourage children to take the manuals home and go over them with their parents. Possibly the most significant aspect of the entire plan is the involvement



make it relatively easy to observe the area in front of a conventional school bus. Many states and districts now require a double set of mirrors on both right and left fenders which, if properly adjusted, enable the driver to clearly observe any object in front of the vehicle as well as along both sides.

One major bus body builder (American Transportation Corporation) has gone a step further in designing the new generation Patriot which noticeably enhances the driver's line of vision. It represents a substantial improvement in an area that has long plagued school bus operations and may well be a significant step in the right direction.

Many districts are becoming increasingly concerned, but unfortunately their heightened interest is

of the drivers, who will visit kindergarten through sixth grade classrooms to discuss safety. It has not, however, gone nearly far enough. Although my personal knowledge of this particular operation tells me that no effort will be too great insofar as ensuring that a similar tragedy will never occur, there is a decided void in the overall program. Everything they are doing is commendable, but they need to go much further. Drivers as well as children, parents and teachers, need to be heavily involved because they have the ultimate control. And what of school and transportation officials and board members? Where does their responsibility begin and end? School bus fatalities are everyone's responsibility. With total involvement this statistic can be eliminated.

trated by their inability to protect their children.

The reverse is true with children being killed by their own school bus drivers. With the possible exception of child unpredictability, our drivers *do* have absolute control. They need *never* run over a child who is in the process of loading or unloading. They *are* capable of *complete control* because they alone control the movement of the vehicle.

A continuing tragedy

The unremarkable aspect of this particular brand of genocide (it's systematic if not deliberate) is that findings continue to reveal identical patterns: "Child dropped item in front of bus and was in the process of picking it up when struck by the bus." Or, "Student struck by the rear wheels of the bus after departing on trip home." Or, "Student crossing in front of stopped bus and bent over to pick up some dropped papers."

The tragic statements go on, year after year. The only change involves the item being retrieved: A construction paper Christmas tree, Valentine, Easter bunny, or a bright orange pumpkin. These are signs of the season — the dangerous season between late August and early June. They clearly tell us that kids are kids, and they need to be watched over and protected by supposedly mature, intelligent adults.

This writer believes such an assumption is reasonable or else maturity would occur at a much earlier age. Nearly 80 percent of all children killed by their own bus or passing motorists are under 10 years of age. Such statistics cause some to conclude that children should not be exposed to traffic before they have had the maturity to cope with it.

At one time or another we have all witnessed a child's excitement or rampant emotion during special times like Halloween, Christmas or Easter. They really do not need the additional emphasis to let us know that they're kids; they're already supercharged and unpredictable — but given this extra shot of adrenaline it's small wonder that they

often act without benefit of thought or reason. The seasonal aspect should tell us nothing more than that we should redouble our awareness during these special times.

Brainstorming for solutions

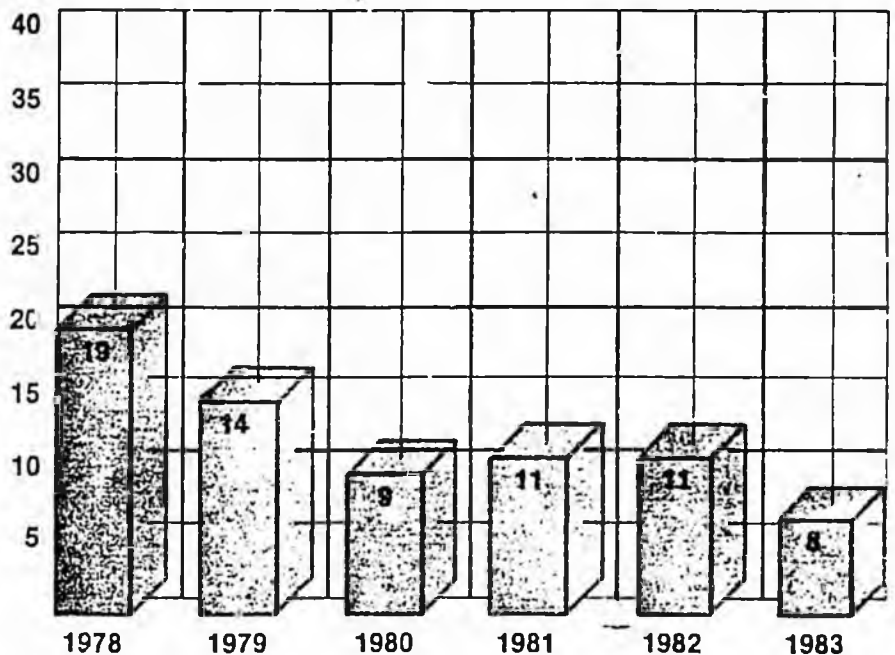
During a recent brainstorming session fellow staff members discussed the impractical aspects of my contention that it is altogether possible to erase this statistic.

Among the several arguments presented was the suggestion that school bus drivers could not realistically be expected to always count

depressed conditions a: 7 numerous pre-school children around the bus stops. Unfortunately, a subsequent decline in parental supervision and insistence on basic rules and regulations associated with proper loading and unloading procedures is frequently noted.

Although the forgoing is unfortunate, it should be all the more reason why drivers should never fail to count and record the exact number and location of all children and, under no circumstances, move until each is personally accounted for.

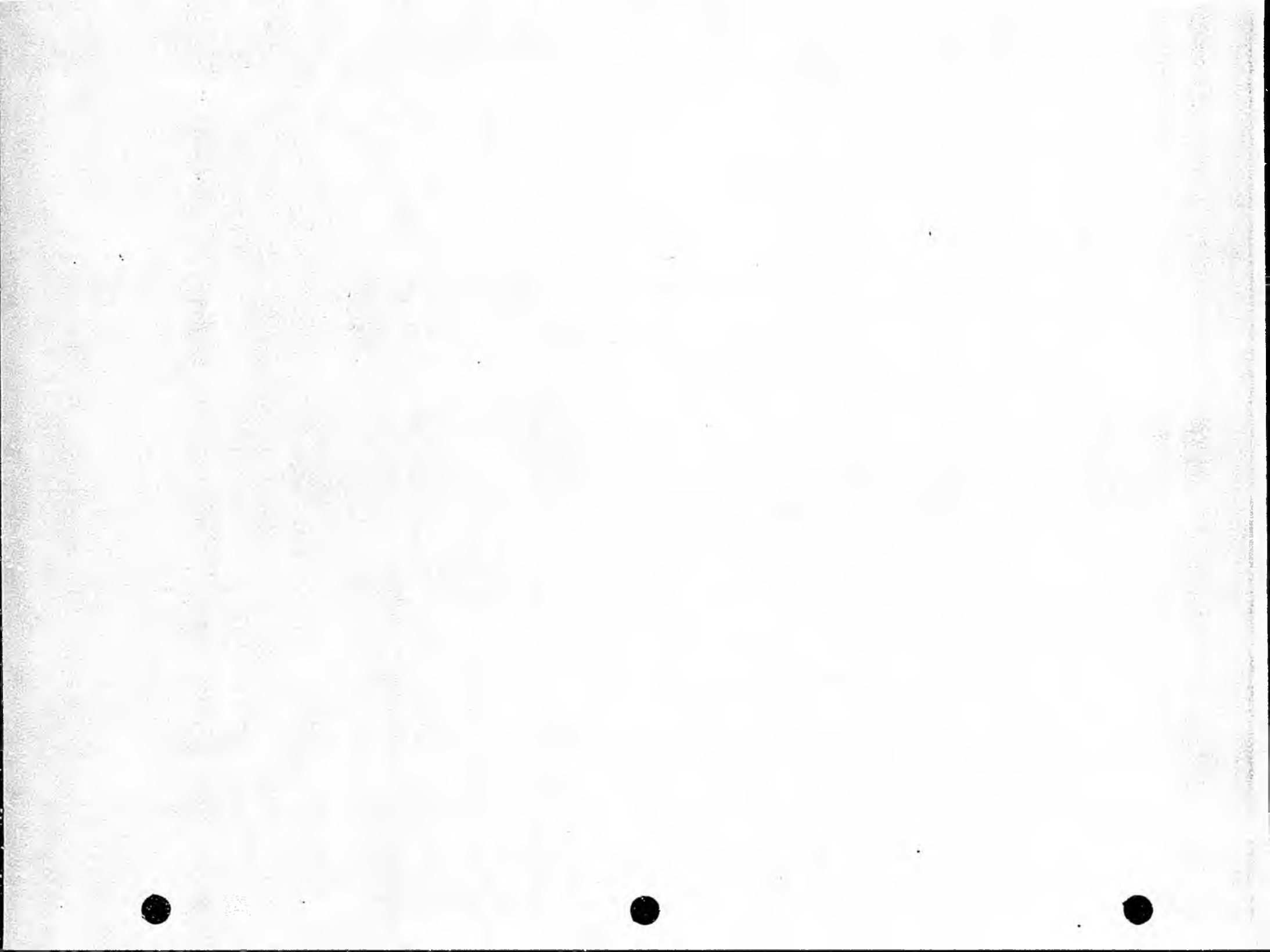
GRAPH II
SCHOOL CHILDREN KILLED
BY VEHICLE PASSING SCHOOL BUS



and keep track of each child entering or leaving the bus. It was pointed out that in many instances, primarily in heavily populated urban areas, there are frequent bus stops during which numerous children load and unload. These children frequently disperse rapidly and go in many different directions. In like manner, when loading, they sometimes approach the bus in the same fashion. Additionally, these large stops are very often concentrated in the high density areas typified by trailer courts and public housing developments. These areas are often-times associated with

Another very valid argument presented was the suggestion that such accounting would be difficult at times because of additional stress placed upon already harassed drivers in heavy traffic conditions. Any additional delays can only add to already dangerous situations involving waiting motorists and passing violations. Here again I submit that this is all the more reason why there should be accurate accounting for every child.

Insofar as community relations, a great deal may be said for keeping everyone happy, or reasonably so, but at what cost? Misplaced values



Safe Passage

Driver training is the key

by Bill G. Loshbough

The good ol' days of handing a driver a set of keys, pointing him in the direction of the bus, and handing him a route sheet are gone. Districts must take an aggressive role in their pupil transportation programs. All too often, administrators ignore transportation until something serious happens and the lawsuits start, the community reacts and insurance costs escalate.

DRIVER training is one of the most critical areas of pupil transportation safety. Studies we have conducted in New Mexico indicate that there is a direct correlation between loss reduction and training and experience. We believe that a solid basic preemployment training program and an aggressive in-service training program—along with experience—will bring about a significant loss reduction.

Many times school officials question whether they can afford a driver training program. The answer is that you cannot afford *not* to have it. School districts have experienced, and will continue to experience, higher costs in fleet insurance. Districts must have a loss reduction program that not only includes an aggressive driver training program, but also includes a strong driver selection component, periodic evaluation, route supervision and vehicle maintenance. Districts should evaluate all accidents, regardless of severity, to determine how future incidents can be prevented. Tailor the program to meet those needs.

A comprehensive driver training program will also assist the district in protecting itself in lawsuits that may result from an accident or incident. The district must be in a position to show that they have done what is reasonable to provide their driver with adequate training.

The National School Transportation Association completed a survey in May, 1985, "School Bus Driver Licensing Procedures, Rules and Regulations." In the study, eleven states had no state law or policy requiring courses of instruction. Requirements ranged from seven hours to forty hours. Twenty states had no requirement for refresher courses. Several states do not have a requirement for a written or a road test at the end of the instruction. Nineteen states did not require trained instructors to teach the driver training course. This study points out that states have made significant progress in the area of driver training, but that we need to continue to expand and improve in this area.

Documentation

Another important aspect of the driver training program is documentation for the district's protection. Adequate training and certification of driver trainers is a must from a state or regional recognized program. In order to provide uniform, accurate training to drivers, the driver trainer should be given the tools to do the best job possible. Certification from a recognized program will assist the district in defending its program before the community or in the case of legal action.

Detailed records on each driver's training, including preemployment and in-service, are a *must*. These documents become invaluable in the case of a lawsuit or allegations by the community that a driver has not been properly trained.

Lessor plans used in each training session should be developed and maintained in order for the district and the driver trainer to document the training that drivers have received. These plans should include reference to all materials and training aids used in the program.

A file on all written and road tests should be maintained on all drivers, and should include periodic evaluations of drivers.

The driver training program should have generally standardized criteria (generally established by the state, but should have the flexibility to meet certain special needs of the local district).

The basic program should include, but not be limited to, state and local regulations and policies, general motor vehicle operating procedures, passenger management, familiarity with bus and equipment, procedures for loading/unloading children and actual driving tasks. This should be accomplished through classroom, behind-the-wheel and observation time.

Special education drivers need additional specialized training in the areas of the various exceptionalities and special procedures established by the district. Special education transportation aides should also receive this specialized train-

Safe Passage . . .

ing so they have an understanding of the driver's role and responsibility.

Many outstanding driver training programs have been developed in the United States and Canada. I have had the opportunity to observe many of the programs in operation and will highlight a few.

In New Mexico, we have a 40-hour preemployment requirement which includes a minimum of six hours classroom, six hours behind-the-wheel, six hours observations, eight hours American Red Cross First Aid Course, eight hours National Safety Council Defensive Driving Course, and six hours additional behind-the-wheel classroom, based on the evaluation of the driver.

New Mexico has conducted a one-week Pupil Transportation Institute since 1940. Drivers must attend the institute their first year of driving and then every three years in order to maintain their certification. The institute is held in late July/early August. The state provides funding to the districts for per diem and mileage, registration fees and a salary while the drivers are in attendance at the Institute. In addition, a minimum of eight hours per year must be spent in the local district on in-service training.

Detailed records on each driver's training are a must; these documents become invaluable in the case of a lawsuit or other allegations.

Volusia County, Florida, has an excellent training program for their drivers which includes a behind-the-wheel evaluation of each driver regardless of the number of years a driver has been employed. The behind-the-wheel evaluation instrument is one of the most comprehensive I have seen and gives a good evaluation tool to the district for determination of further training needed.

Safety Road-e-os

School Bus Safety Road-e-os are also an excellent training design that can be used to encourage competition among drivers. The National School Bus Safety Road-e-o booklet, which is printed by the National School Transportation Association, is an excellent resource.

Many training aids can be developed at low cost to the districts. Locally produced training aids are many times actually more effective than commercially produced, since drivers can relate to them. The use of videotapes and 35mm slides produced locally can be of great assistance. Transparencies, flip charts and posters can be developed at low cost to complement the training program. Numerous commercial films and slides are available that can be used effectively, but are more costly to the district. The National Safety Council has several low-cost training aids in the area of pupil transportation.

Driver training is a must regardless of the size of the school district, and it can be accomplished at relatively low cost by qualified instructors. A successful program will bring about a school transportation program that your community has confidence in. Remember, your school bus drivers can be your most visible public relations tool. ○

Loshbough is state transportation director for the New Mexico Department of Education. This article is based upon a presentation he made at ASBO's Las Vegas meeting in September, 1985.

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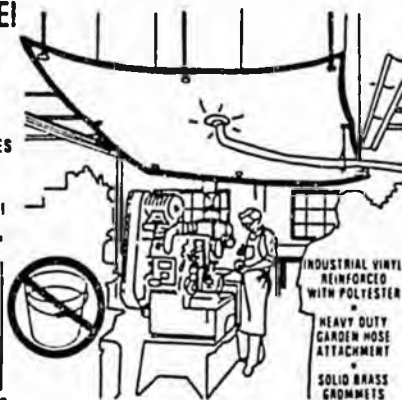
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DALLAS COUNTY CHECKS BUS DRIVERS FOR FELONY RECORDS

DALLAS, Jan. 29, (ED-LINE)--Dallas County school officials began an investigation into the records of its 900 school bus drivers after it was revealed that a bus driver, charged last week with molesting a 13-year-old special education student who rode his bus, had four criminal convictions--including two for aggravated rape.

A spokesperson for the county schools agency, which provides bus service for the Dallas school district and five suburban school districts, said immediate termination will result if drivers have committed "any vicious crime, such as rape, incest or molestation, or a crime with a firearm."

A check of county records by THE DALLAS MORNING NEWS indicated that 32 of the 900 bus drivers identified by the county schools agency late last year had at least one felony conviction, ranging from murder and attempted murder to aggravated rape and sex abuse. The study was based on data obtained from the county district clerk's office.

At least nine school bus drivers had one or more convictions for driving while intoxicated, according to the newspaper. The paper said computer records disclosed felony convictions that included two murders, two attempted murders, three aggravated robberies, a sex abuse case, an aggravated rape, 15 thefts, five burglaries and five cases involving delivery of a controlled substance.

The Dallas County schools provide transportation for about 43,000 students in six districts--Dallas, Irving, Coppell, Lancaster, Cedar Hill and DeSoto.

CAMPUS NOTEBOOK: JAN. 29, 1986

* College students at public four-year institutions paid an average of 7 percent more to go to school last fall. Tuition, fees, room and board for undergraduates increased to an average of \$4,587 from \$4,284 in the fall of 1984. The figures come from a survey by the American Assn. of State Colleges and Universities and the National Assn. of State Universities and Land Grant Colleges. Survey respondents said the increases were necessary because of inflation and inadequate state funding. Texas reported the highest increase in tuition and fees for state residents, rising 57 percent from \$446 to \$701. Non-state residents' tuition and fees increased 162 percent from the previous year to \$3,764. Previously, Texas had the lowest in-state tuition and fee rates of any state. (STUDENT CHARGES AT PUBLIC INSTITUTIONS: ANNUAL SURVEY 1985-86; AASCU Publications, One Dupont Circle, Suite 700, Washington DC 20036; \$5)



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

Pouch Y. State Capitol
Juneau, Alaska 99811
(907) 465-3991

November 14, 1985

MEMORANDUM

TO: Representative Randy Phillips
FROM: *Gretchen Keiser*
Gretchen Keiser
Legislative Analyst
RE: School Bus Driver Training and Bus Safety
Research Request 86-009

You requested this agency to conduct a fifty state survey on school bus safety. Specifically, we were asked to obtain information about the following:

- requirements for a school bus driver license;
- state or local district requirements for school bus driver training;
- state school bus driver manuals;
- special rules or regulations that school bus drivers are required to observe;
- programs in use regarding school bus safety equipment; and
- pending or proposed legislation concerning the above issues.

Table 1 provides a summary of the responses received from 40 states as well as the current school bus driver and safety practices in Alaska. Typically, state departments of education have general responsibilities for school transportation, while local school districts administer specific policies and practices. A number of states mentioned that they followed the national school transportation guidelines in Standard No. 17 (Pupil Transportation Safety) of the Federal Highway Safety Program Manual. The national standard provides minimum requirements for safe student transportation, including the identification, operation and maintenance of school buses; training of personnel; and administration of pupil transportation programs.

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Requirements for School Bus Driver License

All states require school bus drivers to possess either a regular driver's or chauffeur's license. In addition, many require a school bus driver certificate which is issued by a state agency or local school district every one to four years. Written exams which test the driver's knowledge about state laws and regulations governing school buses are common. Behind-the-wheel road tests are also commonly required in order to be licensed to drive a school bus. Alaska requires a regular driver's license as well as written and road tests for prospective school bus drivers.

Most states indicated a minimum age requirement of 18 years. Thirteen of the 41 states for which we have information also place a maximum age limitation--typically 65 or 70 years--on school bus drivers. Alaska requires a minimum age of 19 and has no upper age limit for school bus drivers.

The majority of the states which responded to our survey, including Alaska, require an initial physical examination and periodic examinations thereafter, most commonly every one or two years. States usually provide a fairly extensive medical form to be completed by a licensed physician. States commonly require an assurance of the individual's ability to perform physical activity attendant with normal and emergency school bus operations.

Other requirements for licensing noted during the survey include: a) driving record checks (18 states); b) criminal record checks (10 states); c) required years of driving experience (6 states); d) first aid certificates (4 states); and e) character references (2 states). Alaska school bus driver regulations specify that a prospective school bus driver have a good driving record and at least one year driving experience.

School Bus Driver Training

Pre-service and in-service training programs vary among the states which responded to our survey. Eighteen states indicated that they have a mandatory state instruction program for school bus drivers. On the other hand, 12 states (including Alaska) do not have a state requirement regarding school bus driver training. Those states which do not have a required state training program generally train and certify local instructors and/or approve training developed by local school districts. A few states, including Alaska, rely on local training programs with no mention of state assistance or certification.

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The Alaska Department of Education, in conjunction with the Alaska School Bus Driver Training Committee, has drafted a master plan for a statewide driver training program. The department has submitted a \$233,000 FY 87 budget request to the governor in order to implement this master plan.¹ Under the draft plan, Alaska would require 40 hours of pre-service training (20 hours classroom and 20 hours behind-the-wheel) and 0 hours annual in-service training. Of the states surveyed, California and Louisiana are the only states which currently require 40 hours of pre-service training (Florida will require this level of training in 1986). Eight other states surveyed require 20 to 30 hours of pre-service training of school bus drivers. States commonly require annual in-service training, although the amount of annual training varies between 3 and 16 hours.

School Bus Driver Manuals

Twenty-nine states surveyed, including Alaska, have state school bus driver manuals.² These manuals vary in format and length, but typically contain information on the following subjects:

- rules and regulations applicable to school bus drivers;
- driver responsibilities to school district and pupils;
- recommended driver practices regarding vehicle maintenance;
- proper operation of bus in typical traffic situations;
- basic first aid; and
- emergency procedures.

The current Alaska School Bus Driver Manual (revised in 1981) addresses all of the above subjects (Attachment A). Alaska's manual, however, is currently under revision and will place greater emphasis on emergency procedures, first aid and the transport of exceptional children.

¹The draft master plan also includes a school bus inspection program developed by the Alaska School Bus Inspection Committee.

²Most states provided copies of these school bus driver manuals which are available to you at your request.

Special Rules and Regulations Applicable to School Bus Drivers

The states surveyed generally have a standard set of operating rules and procedures which school bus drivers must observe. These rules and regulations address the following general areas:

- driver's daily pre-trip inspection of bus interior and exterior;
- activation of bus warning lights before stopping the bus to load and unload pupils;
- proper off-road positioning of bus when loading and unloading pupils;
- stopping before railroad crossings;
- maximum speed limits on local and interstate roads;
- leaving driver seat only after setting the brake, turning off the ignition and removing the key;
- pupils seated and not in the stair well while bus is in motion;
- refueling bus when pupils are not present;
- limitations on backing the bus, particularly on school grounds;
- limitations on the number of hours of driving in a 24-hour period;
- wearing driver seat belt;
- no smoking or drinking on the bus; and
- reporting all accidents to school officials.

Chapter 4 of the Alaska School Bus Drivers Manual lists 30 rules and regulations in effect in Alaska (see Attachment A). It should be noted, however, that local school districts may promulgate additional regulations pertinent to local driving conditions.

Safety Equipment Pilot Programs

Eleven states surveyed, including Alaska, indicated that they were experimenting with various safety equipment. The most common equipment under testing (9 states) is the safety sensor--an electronic device which detects the presence of a child or object outside the bus.

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Safety sensors are mounted on the front or rear of the bus exterior to monitor bus drivers' "blind spots" (Attachment B). The Alaska Department of Education is sponsoring a safety sensor pilot during the 1985-1986 school year. Thirteen safety sensors were purchased (at a cost of \$250 each) and are being installed on school buses throughout the state.³

Other safety devices under testing by various states include:

- strobe lights on stop arm signals (replacements for standard flashing red lights);
- retroreflective markings on bus exterior;
- strobe lights on top of bus (these are currently required by many states);
- additional exterior mirrors;
- roof escape hatches; and
- automatic tire chains or traction device.

Alaska experimented with strobe lights on stop arms on 17 buses state-wide during the period October 1983 through May 1984. A survey of the school bus drivers indicated that the number of passing violations were reduced after installation of the strobe.

Georgia, South Carolina and Tennessee indicated that another safety device--a crossing gate--is required equipment on school buses in their states. The crossing gate (or "walk arm"), which is a metal bar attached to the front of the bus, swings forward to a 90-degree angle, thereby directing pupils away from the front of the bus as they cross. They are designed to eliminate dangerous situations which occur when small children cross directly in front of the bus and outside the driver's view.

Related Legislation

Twelve of the 41 states surveyed mentioned recent and pending legislative action on school bus bills. There are two bills before the Alaska Legislature: Committee Substitute for House Bill 240 (citation for vehicles passing a stopped bus) and House Bill 409 (requiring State-approved training for school bus drivers). Idaho also has a bill before

³Romayne Kareen, Administrator of Pupil Transportation, Alaska Department of Education, personal communication, November 1, 1985.

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its legislature regarding citation of vehicles which pass stopped school buses. Arizona has a pending bill which would update various pupil transportation statutes.

Ohio and West Virginia have legislation pending which would require safety sensors and strobe lights on bus roofs, respectively. A safety-related measure requiring semi-annual school bus inspections will be proposed in the Minnesota legislature.

Five states (Louisiana, Massachusetts, New Hampshire, New Jersey and Vermont) mentioned seat belt bills which are either pending or have recently been defeated in their legislatures.

* * * * *

We received considerable information in the responses from various states. We can provide this material to you at your request. Also, please contact us if you have any questions.

GK

Attachments

TABLE 1

SURVEY OF THE STATES: SCHOOL BUS DRIVER REQUIREMENTS, SAFETY PROGRAMS AND RELATED LEGISLATION

STATE	REQUIREMENTS FOR SCHOOL BUS DRIVER LICENSE	REQUIREMENTS FOR SCHOOL BUS DRIVER TRAINING	DRIVER MANUAL	SAFETY EQUIPMENT PILOT PROGRAMS	LEGISLATION
Alabama	Regular license; special license annually; written & road tests; TB exam every 3 years.	12 hrs state pre-service instruction; 6 hrs in-service annually.	Yes	Experimenting with strobe light on stop arm.	No
Alaska	Regular license for at least one year; annual DPS permit; written & road tests; annual physical exam; minimum age 19; good driving record.	No state requirements; 0-40 hrs local training; proposed 1987 implementation of 40 hrs pre-svc & 10 hrs in-svc training.	Yes	Pilot programs for safety sensor and strobe light on stop arm.	Yes (HB 240: citation of vehicle passing bus; HB 409: State training progra
Arizona	Chauffeur's license; annual physical exam; clean driving record; 65 maximum age; written & road tests; fingerprint check.	12 hrs state pre-service instruction; 8 hrs in-svc every 2 years; 8 hrs first aid course.	Yes	None	Yes (update of bus statutes)
Arkansas	Regular license; 2-yr bus driver certificate; phys. exam every 2 yrs; written & road tests; clean driving record within 5 yrs.	State-prescribed pre-service and in-service training taught locally.	No	None	No
California	Regular license; bus driver certificate every 4 yrs; phys. exam every 2 yrs; minimum age 18; over 65; annual phys. exam; written & road tests for certificate renewal.	40 hrs pre-service training (20 classroom/20 road) by state-certified instructors; 10 hrs in service annually; first aid exam.	Yes	None	No
Connecticut	Regular license; age 18-70; annual phys. exam; annual road & written tests; fingerprinting & no criminal record	7 hrs pre-service and 3 hrs in-svc annually by state-certificed instructors.	No	None	No

TABLE 1 (CONTINUED)

SURVEY OF THE STATES: SCHOOL BUS DRIVER REQUIREMENTS, SAFETY PROGRAMS AND RELATED LEGISLATION

STATE	REQUIREMENTS FOR SCHOOL BUS DRIVER LICENSE	REQUIREMENTS FOR SCHOOL BUS DRIVER TRAINING	DRIVER MANUAL	SAFETY EQUIPMENT PILOT PROGRAMS	RELATED LEGISLATION
Florida	Chauffeur's license; annual bus driver license; phys. exam; written & road test at age 65; 6-month license.	Admn. rule in 1986 will require 40 hrs pre-service and 8 hrs in-service annually.	Yes	None	No
Georgia	Regular license; Class 3 license; annual physical exam; 65 maximum age.	6 hrs pre-svc classroom instruction; 6 hrs road training without pupils; 6 hrs road training with pupils; state requirement; developed locally.	Yes	Crossing gate required since 6/83	No
Idaho	Chauffeur's license; minimum age 18; physical exam; driving test.	10 hrs state pre-service instruction; 8 hrs in-svc annually.	Yes	None	Yes (citation of vehicle passing stopped bus)
Illinois	Regular license; annual permit; minimum age 21; annual physical exam; written & road tests; no criminal record within 5 yrs; no more than 2 traffic violations within 1 yr.	Variable local classroom training before superintendent issues school bus driver permit.	Yes	None	No
Indiana	Chauffeur's license; state bus driver certificate	20 hrs state pre-service classroom instruction; additional local training as desired.	No	2 school districts piloting safety sensors.	No
Iowa	Chauffeur's license; bus driver permit; annual phys. exam; age 18-69.	Voluntary 18 hrs pre-service classroom instruction provided locally	Yes	One test of safety sensors.	No
Louisiana	Chauffeur's license; bus driver certificate; road & written tests; driver & criminal record checks; phys. & psychological exams; age 21-55.	40 hrs state pre-service (30 classroom/10 road); 8 hrs in-service annually.	Yes	None	Yes (seat belt bill defeated)

TABLE 1 (CONTINUED)

SURVEY OF THE STATES: SCHOOL BUS DRIVER REQUIREMENTS, SAFETY PROGRAMS AND RELATED LEGISLATION

STATE	REQUIREMENTS FOR SCHOOL BUS DRIVER LICENSE	REQUIREMENTS FOR SCHOOL BUS DRIVER TRAINING	DRIVER MANUAL	SAFETY EQUIPMENT PILOT PROGRAMS	RELATED LEGISLATION
Maine	Class 2 license; annual permit; minimum age 18; road test; physical exam.	No state requirement; local training requirements.	No	None	No
Massachusetts	Regular license for 3 yrs; minimum age 18; annual physical exam.	State pre-service and in-service training annually.	Yes	None	Yes (stop arms, standees, seat belts, licensing)
Michigan	Chauffeur's license; class 3 endorsement; annual road test; written test; annual phys. exam; minimum age 18; good driving record (less than 7 points.)	State-approved pre-service training; local in-service instruction.	No	None	No
Minnesota	Regular license with bus endorsement; road & written tests; minimum age 18; phys. exam every 2 yrs; criminal & driving record checks; renewal every 4yrs.	No state requirement; local training requirements vary.	No	None	Will propose bill to require semi-annual bus inspections.
Mississippi	Regular license with annual bus endorsement; age 17-70; physical exam.	16 hrs pre-service training developed locally and taught by state-approved instructors.	No	Pilots with bus strobes, mirrors and safety sensors	No
Missouri	Chauffeur's license; minimum age 21; written & road tests.	Voluntary state training maybe required by local district; state-certified instructors.	Yes	None	No
Montana	Chauffeur's license; 5 yrs driving experience; phys. exam; first aid certificate.	Voluntary state training program used by about 1/2 of the school districts.	No	None	No