



National School
Transportation Association

Senate Clean Diesel Bill Introduced

On June 16r



New FTC Rule Requires Shredding Records

The Federal Trade Commission hopes to combat the proliferation of identity theft with new regulations that went into effect on June 1, 2005, requiring employers to destroy sensitive personal records before disposing of them.

The rule applies to all companies, regardless of size, who possess or maintain consumer



information prepared by a third party for business purposes, such as employment screening.

Information typically located in personnel files is considered sensitive and must be destroyed prior to disposal. Personal information such as telephone numbers, old employee addresses, social security numbers—in short, any information that identifies an individual—must be destroyed, regardless of whether the information appears on paper or in electronic form.

The regulation does not say how you should destroy the records, except that reasonable measures must be taken to protect against unauthorized access. That means shredding or burning paper records, or sending computer files to a third party to destroy. It also doesn't say when you should destroy the records. As you know, state and federal laws require retention of various records for certain periods of time, and this rule does not change those requirements. It requires only that you must destroy the records before disposing of them—in other words, you can't just throw them in the trash.

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ough EPA grants to regional, state or tribal entities with jurisdiction over transportation or air quality or to nonprofit entities that represent diesel fleet, transportation or air quality interests. The remaining 30 percent of funding would be allocated to states by formula. Under the bill, at least 50 percent of the EPA grants must go to public fleets.

Voinovitch, who chairs the Subcommittee with jurisdiction over the Clean Air Act, and Carper, who is the senior Democrat on that subcommittee, announce that they plan to hold hearings on their bill later this month and hope to be able to attach it to either the energy bill, which has passed the House and is now being debated on the Senate floor or the highway bill, which has passed both chambers and is now being considered in a conference committee to resolve differences. Additional cosponsors for the Voinovitch-Carper bill included Sen. Jim Inhofe (R-OK), who chairs the Senate Environment and Public Works Committee, Sen. Jim Jefforts (I-VT), who is the senior Democrat on that committee, as well as Senators Hillary Clinton (D-NY), Johnny Isakson (R-GA), Kay Bailey Hutchison (R-TX), and Dianne Feinstein (D-CA).

The National School Transportation Association (NSTA) was founded in 1964 by school bus contractors to "promote and foster the highest degree of safety in the transportation of school children"



NHTSA Issues CSRS Ease of Use Ratings

Those of you who use child safety restraint systems (car seats) for preschoolers or students with special needs know that the more difficult it is for drivers to secure the seat and the child, the less likely they are to do it properly.

Since proper securement is critical to safety, knowing which seats are easier to use can be an important step toward safer transportation of this increasing population—as well as making drivers happier and more efficient.

The National Highway Traffic Safety Administration is entering its fourth year of testing CSRS for ease of use, and has published its 2005 ratings on the NHTSA website at <http://www.nhtsa.dot.gov/CPS/CSSRating/Index.cfm>.

The chart is easy to read, and provides detailed information on each CSRS, categorized by type of seat (e.g. forward-facing, combination). In addition to the ease of use rating (A, B, or C), you can readily see the weight range for the seat, harness type, and other information on 92 different seats.

If you are looking for a specialized product (a forward-facing seat for a 65-pound child, for example), this is an easy place to start.



NHTSA Grants Corbeil Petition



The National Highway Traffic Administration has granted a petition from Les Entreprises Michel Corbeil for a determination of inconsequential noncompliance involving 246 school buses manufactured from 1998 to 2005.

The label on the crossview mirrors that reminds drivers not to use them for viewing traffic is missing on those buses.

Corbeil argued that since all school bus drivers are trained in the proper use of the mirrors, the missing label would not affect safety. Corbeil also indicated that a recall would cost about \$10,000 CA since they would have to recall all 8500 buses produced during the six years in order to identify the affected buses.

NHTSA agreed that the noncompliance is inconsequential to safety, the number of affected vehicles is relatively small, and Corbeil has corrected the problem and made changes in its quality assurance process to prevent further occurrences. Therefore, Corbeil is exempted from requirements for notification and repair of the problem.

FTA Sends Out Dear Colleague Letter and Brochure on Private Sector Participation

On June 15, 2005, the Federal Transit Administration (FTA) sent a Dear Colleague letter and brochure out to all its grantees and contacts within the industry. This is the long-awaited "plain English" version of the private sector rules promised to NSTA last year. The brochure is available on FTA's website at: http://www.fta.dot.gov/legal/16720_ENG_HTML.htm

The text of the FTA letter follows in the next column:

June 15, 2005

Dear Colleague --

Attached please find a new FTA brochure, "Private Sector Participation." It is intended to be a user-friendly guide to private sector involvement for use by planning agencies, transit agencies, and private transportation providers.

Private transportation providers are an important component of our community transportation networks, whether they provide transportation they deliver directly to the public or as contractors who deliver transportation services on behalf of public agencies. Along with experience and knowledge, the private sector brings resources, flexibility and a competitive edge to the transit world. And when public agencies and private providers work together, communities are the real winners - by making more travel options available for more people, and making community transportation resources go farther.

The attached document explains in plain English how and why private sector providers can be involved in delivering public transportation services. It also discusses the requirements for private sector involvement in Federally-funded transportation programs, from the early transportation planning stages to service delivery. I hope it will stimulate both public and private sector transportation providers to explore the opportunities and benefits of working together to meet the public's transportation needs.

Jennifer L. Dorn
Administrator
Federal Transit Administration



We Get Questions . . .

Under the assumption that what confuses one NSTA member probably confuses others, we will periodically discuss questions that members have asked. If you have a question about a matter of compliance, don't hesitate to call our Answers Hot Line at 800-560-1645 or email rl Leeds@yellowbuses.org.

Q. Now that summer is here, a lot of drivers are showing up in sandals and flip-flops. Is there a law against that?



A. There is nothing in federal regulations that addresses drivers' footwear, and most states don't take on that issue either. But you can make it part of your company policy to require drivers to wear appropriate shoes while driving. As with all policies, you need to put it in writing (as part of the drivers' handbook, for example), have drivers sign off on it, and enforce it consistently. Be specific about the kind of footwear you require. Don't just say "proper footwear;" say, for example, "shoes that cover the toes and heel, and have a heel height no more than 1.5 inch." Include the consequences for violating the policy.

Recalls

The following recalls have been posted on the NHTSA website in the past month.



Blue Bird All American, Conventional, Minibird, Microbird, Vision, and TC2000, model years 2002-2006, sold or registered in 20 Northeast and Midwest states. In

extremely cold weather, the microswitches used internally to position the stop sign in the open and closed positions may malfunction, causing the sign to open or close in an improper position, or not to open at all. Blue Bird will notify owners in June and will replace the original switch with a switch pack that is not sensitive to extreme cold.

U.S. Bus Sturdibus and Universe, model years 2004-2005. Certain buses were manufactured with improper or missing welds on the 30" wide barrier support, which fails to comply with FMVSS 222. U.S. Bus will notify owners in June and will inspect the barriers and repair the welds as necessary.

U.S. Bus Sturdibus, model year 2005. Certain buses fail to comply with FMVSS 217, Window Retention. In the event of a crash, passenger contact with the window could cause the window to dislodge from its gasket/seal. U.S. Bus has not provided a remedy or notification schedule yet.

International 3200 Chassis, model year 2006, equipped with air brakes. The push rod that connects the brake pedal to the brake rod was manufactured incorrectly and could break under certain load conditions. International began notification on June 3; dealers will replace the push rods.

Ford E350 and E450 vans, model year 2004-2005, equipped with 6.0L diesel engines. Certain vans may experience stalling without warning while driving, and engine may or may not restart. Dealers will upgrade the fuel injection control module wire harness and/or install a new injection control pressure sensor. Notification of owners will begin on July 5.



Important Dates to Note...

2005

July 17, 2005

[International Safety Competition](#)

Washington, DC

July 17 - 20, 2005

[41st Annual Meeting and Convention](#)

Renaissance Mayflower Hotel
Washington, DC

July 21-22, 2005

[NSTA Safety and Security Workshop](#)

Ashburn, Virginia

2006

January 22-25, 2006

[NSTA Mid-Winter Meeting](#)
The Ritz Carlton Kapalua
Kapalua, Maui, HI

July 22, 2006

[International Safety Competition](#)
Lake Tahoe, NV

July 23-26, 2006

[42nd Convention and Annual Meeting](#)
Lake Tahoe, NV



NSTA's 41st Annual Convention Agenda At-a-Glance

Saturday, July 16th

6:00 - International Safety Competition Orientation

Sunday, July 17th

7:00AM - Safety Competition begins
1:00 - Convention Registration open
5:30 - New member/First time attendee orientation
6:30 - Safety Competition Reception and Awards

Monday, July 18th

7:30 - Breakfast Buffet
8:30 - General Session:
Year in Review & the Year Ahead
10:15- Benefits Fair and Website Training
10:45 - 2nd General Session:
NSTA on the Hill
12:00 - Opening Luncheon
1:45 - NTSB Reports
School bus crashes are front-page news, but important work goes on behind the scenes. See how the Safety Board conducts its investigations and hear its the latest findings.
3:00 - FMCSA Reports
Get the latest on implementation of the School Bus endorsement and other CDL improvements as well as the proposed Unified Registration, which affect all school bus contractors
6:15PM President's Party

Tuesday, July 19th

7:30 - Breakfast Buffet
8:00 - Committee Meetings
11:15 - General Session:
Chilling Out Energy Costs

1:30 - Concurrent Workshops:
 Meeting Clean Bus Requirements
 TSA Update
2:45 - Concurrent Workshops:
 Public Grants & Private Contractors
 Hiring and Recruiting Qualified Drivers
6:00 - NSTA Awards Reception & Dinner

Wednesday, July 20th

7:30 - Breakfast Buffet
9:00 - Board/Membership Meeting

Register on the NSTA website at www.yellowbuses.org, call us at 800-222-NSTA (6782), or e-mail us at info@yellowbuses.org.



Mayflower Hotel Room Reservation Deadline is Monday, June 20th!

The convention hotel is the Renaissance Mayflower Hotel located at 1127 Connecticut Avenue, NW in downtown Washington, DC.

If you would like to book your room early, you can call Renaissance Reservations at (800) 468-3571 or you can contact the hotel directly at (202) 347-3000. Room rates for the Conference are \$165 single or double occupancy. In order to receive this discounted rate, **you must make your reservations by June 20th** and let the Reservation Agent know you are with NSTA.

One Last Chance to Register for the Safety & Security Workshop



It's not too late to register for the Safety & Security Workshop at the National Transportation Safety Board Training Academy in Ashburn, VA July 21-22, 2005.

This important training opportunity is the first of its kind for the school bus industry. Learn what you need to know to start a safety plan or strengthen the one have.

Register on the NSTA website at www.yellowbuses.org, call us at 800-222-NSTA (6782), or e-mail us at info@yellowbuses.org.

The host hotel for the NSTA Safety & Security Workshop is the Suburban Extended Stay Hotel, located at 45510 E. Eastern Way, Sterling, VA. NSTA has secured a \$129 suite rate. In order to receive this rate, **you must make your reservation by June 20th**. For reservations, please call (703)-674-2299.



We'd like to thank the following companies who are sponsoring the NSTA Annual Meeting & Convention and the NSTA Safety & Security Workshop:

- Bus Parts Warehouse**
- Collins and MidBus**
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If you are interested in sponsorship, please contact the NSTA office at (800) 222-NSTA or email us at info@yellowbuses.org