



This publication is a member service of
**National School
 Transportation Association**
 113 South West Street, 4th Floor
 Alexandria, VA 22314
 Phone: (703) 684-3200
 Fax: (703) 684-3212
 E-mail: info@yellowbuses.org
 Website: www.yellowbuses.org

2005-06 Board of Directors

Executive Board/Officers:

John Corr, President

The Trans Group - NY
 (845) 356-2200

Barry Stock, President-elect

Durham School Services - US/Canada
 (905) 952-2005

Donald Fowler, Secretary/Treasurer

Fowler Bus Company, Inc. - MO
 (816) 776-2548

Dale Krapf, Immediate Past President

Krapf Buses - PA (610) 594-2664

Regional Directors:

Region One - Carey Paster

First Student, Inc. (US/Canada)

Region Two - Charles Peterson

Kottkes' Bus Service, Inc. (MN)

Region Three - Dan Kobussen

Kobussen Buses, Ltd. (WI)

Region 4 - Todd Monteferrario

First Student, Inc. (US/Canada)

At Large Delegates:

John Benish

Cook-Illinois Corporation (IL)

George (Bill) Beck

Beck Bus (IL)

Kevin Clifford

Huntington Coach, Inc. (NY)

Magda Dimmendaal

Dousman Transport (WI)

John Elliott

Durham School Services (US/Canada)

Timothy Flood

The Trans Group (NY)

Steven Hey

School Bus, Inc. (SD)

Paul Losos

Sunrise Transportation (IL)

Philip Paige

Paige Bus Enterprises (IL)

Bob Pudlewski

Laidlaw Education Services
 (US/Canada)

Peter Settle

Petermann, LLC (OH)

Patrick Vaughan

Laidlaw Education Services
 (US/Canada)

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"



New Security Program Nears Completion

For several months NSTA, along with the other national school bus associations, has been working with Consolidated Safety Services (CSS) to develop a school transportation security awareness and training program funded by the Transportation Security Administration. Called STAT, the program is geared to all levels of school transportation personnel, from boards of education to mechanics. It includes a sports-quality professional video on DVD designed to raise awareness of the vulnerabilities in school bus operations.

Through depiction of a school bus hi-jacking, hostage-taking, and attempted use of the bus as a mobile explosive device, the video shows how various segments of the school bus operation, school administration, community, and law enforcement come together to thwart the terrorists and effect a happy ending. The video is a good way to get the message to policy-makers such as state legislatures and boards of education.

The training program comprises three modules: one each for drivers, facility and fleet personnel, and operations management. All of the modules

are interactive and are internet-based for greatest flexibility. Materials include a DVD Leader's Guide and an Internet Facilitator's Guide. Everything will be available free of charge to district and contract operations. The STAT program can be used alone or as a complement to School Bus Watch training.

The program is now entering the field-testing stage, where several NSTA and NAPT members will be trying it out with their employees. This stage will end in mid-April, and the program will be tweaked in response to evaluations from the field. It will be introduced at several industry conferences during the summer, and will be ready for distribution in time for summer safety training.



Did You Know?

Some of NSTA member benefits include:

- ☆ **Workers Compensation program**
- ☆ **Health Insurance program**
- ☆ **Fuel savings program**
- ☆ **Credit Card acceptance program**

NSTA's website includes:

- ☆ **A Members Only Section**
- ☆ **An Bulletin Board**

**www.
 yellowbuses.
 org**



House Passes PATRIOT Act Extension

This week, the House passed an extension to the PATRIOT Act by a vote of 280-138. The bill passed the Senate on March 1. While the House voted in December to approve a Conference Report, the legislation sat for 11 weeks after 46 Senators expressed their disapproval with the bill's protections for civil liberties. Senator John Sununu (R-NH), who opposed the bill in December, worked with the White House to negotiate additional changes allowing the bill to move forward.

With respect to attacks against "mass transportation," the PATRIOT Act includes school buses, charter buses and sightseeing transportation under the definition of mass transportation.

The President is expected to sign the bill before 16 provisions of the 2001 law expire on Friday.



Creative Funding for School Buses

In a twist that other communities might imitate, three school districts in San Ramon Valley, California, will increase their school bus service through funding intended to improve local transportation infrastructure and reduce traffic congestion. Like many districts, these have

suffered from cuts in state funding for school transportation, which has required the schools to cut back on their school bus service—with a resulting increase in traffic congestion from private automobiles delivering students to school. When county voters approved an extension of a half-cent sales tax for programs to relieve congestion, the schools jumped in with a proposal to use some of the funds for school buses, which will eliminate hundreds of thousands of vehicle trips annually. The purpose of the program is not to improve safety for the kids, but rather to improve traffic for commuters—but, hey, whatever works!

State Legislative Activity

Connecticut: Under a bill in the environment committee, as of September 1, 2008, no school bus with an engine model year of 1993 or older could be used to transport children, and all school buses with a model year of 2006 or newer would be equipped with a closed crankcase filtration system. The state would provide incentive funds to school bus owners in amounts ranging from \$250 to \$3000 for purchase of emissions reduction devices, and grants for purchase of new buses that meet 2007 standards to municipalities in high pollution areas.

Rhode Island has a nearly identical bill, with the added provision that school buses of model years 2007-2010 would be exempt from sales tax.

Wisconsin: The legislature passed a bill allowing school buses to tow trailers as long as they are equipped with side emergency exits.

New Jersey: A bill would increase the maximum distance from 20 miles to 50 miles for which a student in certain rural counties must be transported to

a nonpublic school. The state reimburses districts at the nonpublic per-pupil rate for such transportation.

Rhode Island: A bill would require that the public transit authority issue free bus passes to all high school students. (Another move to get students out of school buses and onto public transit?)

South Carolina: A bill would require drivers of school buses owned by the state, a local school district, or a contractor to have a Y endorsement on their CDL—presumably in addition to the S endorsement.

New Mexico: The Governor signed the bill allowing contractors to apply for tax refunds on fuel used in school buses under contract to public school districts, effective on fuel purchased since July 1, 2005.

New York: A bill would require all drivers and aides on buses transporting students with disabilities to have semi-annual training in sensitivity toward children with disabilities; require a state commission to develop standardized curriculum for the training; and add school bus drivers and aides to the list of people who are mandated to report suspected child abuse.

New Jersey: A bill would require every school bus to have a fire suppression system within one year of enactment.

Alabama: A bill would require that school bus dealers who sell to public schools or governmental agencies through competitive bids must acquire a statewide business license for selling, repairing, or maintaining school buses before engaging in business in the state. The fee for the license would be \$5,000 annually, and would be deposited in the Education Trust Fund.



We Get Questions . . .

Q. What are "super single" tires, and are they legal on school buses?

A. Super single tires (SST) have been around since the 1970s, but are rarely used in the U. S. because of strict regulations in most states. They are popular in Europe, appearing on more than 30% of the trucks in England and France, as compared to 2% of the trucks in the states. In the past couple of years, though, major tire manufacturers have come out with new versions of the SST.

The super single, as the name implies, is larger than a regular single tire, but smaller than a set of dual tires (weighing about 175 pounds compared to 240 pounds for the duals). The advantages of the SST over dual tires (*this is according to university researchers and FHWA, not the tire makers, and the figures apply to truck use*) are a reduction in tare weight of 350-1200 pounds, up to 25% less rolling resistance, 2-3% shorter braking distance, 5-14% fuel savings, 13-18% lower operating costs, better traction, smoother ride, less pollution, and longer life—all of which add up to lower overall cost per mile. The disadvantages to fleet owners are greater loss from flats and blowouts and lack of the safety redundancy that dual tires offer.

The bigger disadvantage is that SSTs create 2.5-2.8 times more damage to highways than dual tires. That's why most state DOTs are opposed to them, and many states prohibit or restrict

their use. So the answer to your second question is that your state regulations will determine whether or not the SST can be used on school buses.



It's Time to Nominate Someone for NSTA Awards!

Nominate an employee (or employees) for an NSTA Award! This national recognition program is a great way to boost morale and gain positive publicity for your company!

Not only will your nomination be submitted to the Awards Committee -- but also by telling us of your nominee's noteworthy accomplishments or heroic deeds -- we will post their story on our website.

To learn more, contact NSTA Headquarters at 1-800-22-6782 or e-mail us at info@yellowbuses.org.



Maintenance Workshops Continue

NSTA is pleased to announce that Maintenance Workshops at Manufacturers' plants are scheduled for 2006!

This is an excellent opportunity for your maintenance technicians and other staff to become

experts on how a school bus operates and learn how to troubleshoot mechanical issues with ease. Workshops will be held at the following locations and during the dates listed:

Blue Bird Corporation -- Fort Valley, GA

- July 18 - 19
- September 19 - 20

International Truck & Engine Corporation -- Tulsa, OK

- June 26 - 29
- September 25 - 28

Thomas Built Buses—High Point, NC

- March 14 - 15
- October 24 - 25

Registration forms are available online on the home page (and events section) of the NSTA website, www.yellowbuses.org.

If you would like to find out more about these workshops, you can also contact NSTA Headquarters at (800) 222-NSTA or by e-mail at info@yellowbuses.org.



LOOKING FOR ANSWERS BUT DON'T KNOW WHO TO ASK?

Contact the NSTA Answers Hotline for questions on school bus issues. The NSTA Answers Hotline can be reached through our website or by emailing NSTA's headquarters at info@yellowbuses.org.

www.yellowbuses.org



**National School Bus
Safety Week
Resolution Update**

Congressman John J. "Jimmy" Duncan (R-TN) introduced House Resolution 498 honoring School Bus Safety Week on October 18, 2005.

The Resolution honors the goals and ideals of School Bus Safety Week and the safety of school bus transportation.

The most current list of co-sponsors to the Resolution, totaling 33, is posted on the NSTA website in the Action Alert link of the home page (www.yellowbuses.org).

We have made much progress in securing co-sponsors and we thank you for your efforts to date, but we still have a long way to go.

Please contact your Member of Congress and ask that they join on to the bill as a co-sponsor.

In order for the Committee to act upon the Resolution we must have at least 50 co-sponsors, so your assistance in this effort is very important.

As this is only a House effort, there is no need to contact your Senators about this Resolution.

**Important
Dates
to Note...**

March 15 - 16, 2006
NSTA Safety & Security
Workshop
(includes the School Bus
Watch Program)

*Holiday Inn Select
Tinley Park, Illinois*

July 23-26, 2006
42nd Annual Meeting
and Convention

*Harrah's
Lake Tahoe, Nevada*

January 28-31, 2007
Midwinter Meeting

*Loews Ventana Canyon
Resort
Tucson, Arizona*

July 14-18, 2007
43rd Annual Meeting
and Convention

*Westin Waterfront Hotel
Boston, Massachusetts*

