



LASTO 2016

Presented by:
George F. Horne
Horne Enterprises
5017 Bissonet Drive
Metairie, LA 70003-
1013
504-456-0141
chestnut38@aol.com

**MARCH 2-4, 2016
LAFAYETTE, LOUISIANA**

A LENTEN STORY



PART I: "FOR THE LDOE"

MARCH 2, 2016, 3:00 P.M.

- LDOE Contacts
- Updating Personal Contact Information
- Act 42 I: LA R.S. 17:158
- Pre-service Training Curriculum Evaluation
- LDOE School Bus Driver Instructor Certification Program

LDOE CONTACTS

- **PRIMARY CONTACT:**

Mrs. Lillie Burns
Education Program Consultant
Louisiana Department of
Education
1201 North Third Street
Baton Rouge, Louisiana 70802
225.342.1870
lillie.burns@la.gov

- **SECONDARY CONTACT:**

Mr. Michael Comeaux
Healthy Communities Section Leader
Louisiana Department of Education
1201 North Third Street
Baton Rouge, Louisiana 70802
225.342.3500
michael.comeaux@la.gov

UPDATING PERSONAL CONTACT INFORMATION



Name

Second name

Initials

Address

Tel

Email

ACT 421 OF 2015—REVISED R.S. 17:158

- §158.J: The governing authority of each public school shall adopt policies and procedures or shall make provision in its bus transportation service agreement to do all of the following:
 - (1) Prohibit a bus driver from loading or unloading students at school while the bus is in a traffic lane or any type of street as defined in R.S. 32:1 and require that students be loaded or unloaded on a shoulder, in a school parking lot, or at other appropriate off-road location at the school as determined by the school governing authority. The requirements of this Paragraph shall not apply if the shoulder of a municipal road is the only available alternative and the municipality has not made the shoulder available by designating that area for loading and unloading students during designated school zone hours.
 - (2) Prohibit a bus driver from loading or unloading students at or near their homes while the bus is in a traffic lane of any type of street as defined in R.S. 32:1 and require that students be loaded or unloaded on a shoulder unless the governing authority determines that loading or unloading on a shoulder is less safe for the student. However, if there is no shoulder or if the shoulder is determined to be less safe, a bus driver may load and unload a student while the bus is in a lane of traffic but only if the bus is in the lane farthest to the right side of the road so that there is not a lane of traffic between the bus and the right-side curb or other edge of the road.
 - (3) Prohibit a bus driver from loading or unloading a student in a location on a divided highway such that a student, in order to walk between the bus and his home or school, would be required to cross a roadway of the highway on which traffic is not controlled by the visual signals on the school bus.

(NOTE: Emphasis added by GFH)

LOUISIANA SCHOOL BUS DRIVER PRE-SERVICE TRAINING PROGRAM

- R.S. 497.4 (effective June 16, 1999) directs the LDOE to “...develop and implement a program for the training and certification of school bus operators...” in Louisiana. The purpose of the statutory requirement, as stated by the original bill’s authors, was to increase the number of certified school bus drivers in Louisiana and to provide a consistent training throughout Louisiana.
- Compliance of the R.S. 497.4 resulted in the development of the first edition of the nine-unit Louisiana School Bus Driver (LSBD) Course, appointment of Master Instructors by the DOE and certification of instructors by the DOE after instructor candidates completed a training program.
- The LSBD Course was revised in 2011, and all previously issued certificates were cancelled as of December 31, 2011.
- Formerly certified instructors were required to attend a two-day recertification program, pass a written exam and upon completion, were issued a three-year certificate by the LDOE.

- New candidates (i.e., who had not previously been certified) later were required to attend a three-day certification training program.
- **Mandatory pre-service training courses** (LSBD and the National Safety Council's defensive driving course entitled "Coaching the School Bus Driver) must be taught by LDOE-certified school bus driver instructors (LDOE Bulletin 119, §503 and §501, respectively).
- Instructors and school districts or private contractors must submit forms to the LDOE annually to certify compliance with the requirements, as stated above.
- At the discretion of a school district or private contractor, **additional training materials may be incorporated into the training curriculum to supplement the basic courses.**

ALTERNATE PRE-SERVICE TRAINING CURRICULA EVALUATION

- Senate Concurrent Resolution (SCR) 92 of the 2015 Regular Session of the Louisiana Legislature directed the State Board of Elementary and Secondary Education and the LDOE to establish policies and procedures to evaluate school bus driver training curricula utilized by private providers and to certify qualified private providers to deliver required training to Louisiana school bus drivers, provided their curricula include the training and topics prescribed by the LDOE.
- Mrs. Lillie Burns and Mr. Michael Comeaux requested the five LDOE-certified Master Instructors to serve as a committee to assist with the development of a plan to address SCR 92.
- A draft response to SCR 92 was completed by the committee in December 2015, and a draft of a curriculum evaluation checklist was completed by the committee in January 2016. (Note: the purpose of the evaluation checklist was merely to indicate whether or not the curriculum being evaluated contained “Louisiana-specific” items that are found in the present edition of the nine-unit Louisiana School Bus Driver Course, as required by the language contained in SCR 92.)

LDOE SCHOOL BUS DRIVER INSTRUCTOR CERTIFICATION PROGRAM

- Eight school bus driver instructors were certified in January 2016.
- Requests for additional instructor training classes have been received. (Form available to indicate interest)
- Annual training documentation is required to retain certification status.
- Maintaining **current correct directory information** for certified instructors is essential.



PART II: UPDATES AND OPINIONS

MARCH 3, 2016, 11:00 A.M.

- Operation Lifesaver Interactive Training: Railroad Crossing Procedure
- R.S. 32:282—Obstruction to Driver’s View or Driving Mechanism
- Model Year of School Buses
- Informing Local Inspectors of FMVSSs, NCST specifications and LA statutory requirements
- WC18 (Effective 2015)
- Occupant Restraints, Spacing Between Bus Seats, Wheelchair Securement
- NHTSA Meeting on Seat Belts on Large School Buses (March 24, 2016, Washington, DC)
- Status of NCST *Specifications and Procedures* (2015)
- Southeastern States Pupil Transportation Conference
- Buster Bynum Scholarship
- Possible Affects of Potential Legislative Action in 2016 and Beyond
- Preparing Reports and Maintaining Records
- Written Local Transportation Policies and Procedures (“Transportation Handbooks”)

INTERACTIVE TRAINING

Every school day, 480,000 yellow school buses travel the nation's roads.
There are 212,000 railroad crossings on those roads.

OPERATION LIFESAVER
Look, Listen & Live

SCHOOL BUS

School Bus Driver E-Learning Program Coming January 2014

www.afl.org/schoolbusdriver

Operation Lifesaver Professional School Bus Driver E-Learning Program



Operation Lifesaver provides free rail safety education, reaching millions of people every year.



School bus drivers are an extremely important target audience because of very high consequences of a school bus/train collision.



Now online e-learning for school bus drivers - no need to attend a training class, just log on and complete the program.



Take a test drive at: www.afl.org/schoolbusdriver

Contact: Wendy Corcoran | 1428 King Street, Suite 201 | Alton, WA 22314 | 703.739.9126 | wcorcoran@afl.org

R.S. 32:282: OBSTRUCTION TO DRIVER'S VIEW OR DRIVING MECHANISM

- A. No person shall drive a vehicle when it is so loaded, or when there are in the front seat such a number of persons, exceeding three, as to obstruct the view of the driver to the front sides or rear of the vehicle or as to interfere with the driver's control over the driving mechanism of the vehicle.
- B. No passenger in a vehicle shall ride in such a position as to interfere with the view of the driver to the front, sides or rear of the vehicle or to interfere with his control over the driving mechanism of the vehicle.
- C. No person shall drive any vehicle with any nontransparent material upon the windshield, side wings, side or rear windows, other than a certificate or other paper required to be so displayed by law, or permitted by regulation of the secretary of public safety.

DETERMINING AGE OF SCHOOL BUSES

- School bus “age” refers to model years and not years of ownership.
- R.S. 17:158.2(D) and Bulletin 119 addresses the maximum age at which school buses must be retired from service.
- R.S. 17:158.2(D) addresses the maximum age of activity and spare school buses at time of purchase.
- R.S. 17:158.2(E) limits the number of school days (60) in which activity buses and spare buses that exceed fifteen model years old may be used during a school year.
- R.S. 17:497.D(1)-(2) addresses guaranteed (aka “frozen”) operational compensation as it applies to school bus purchases by owner/operators.
- R.S. 47:301(10)(i) exempts sales tax levies for certain school bus purchases based on model years of school buses at the time of purchase.
- Bulletin 119 does not clearly identify the technical age of school buses.
- *Model years* begin on September 1 and end on August 31; therefore, *calendar years* and *school years* are not the determining factors when calculating the ages of school buses.
- Section 3103 of Bulletin 119 should be revised as indicated on the following slide.

PROPOSED REVISIONS TO BULLETIN 119, §3103

- A. Model years of school buses begin on September 1 of each calendar year and end on August 31 of the following calendar year.
- B. Calculating the age of the school bus is to be made by counting the model year in which the bus was manufactured as “zero” and counting the following model year as “one,” the second model year as “two,” etc.~~excluding the calendar model year and counting the preceding year as the first year and proceeding to count backwards.~~
- B. For example, in 2009, a 2009 model would be zero years old. A 2004 model year school bus would be five years old.
- C. The following chart serves as a guide.

Model Year	Calendar Model Years (September 1-August 31)							
	2009	2010	2011	2012	2013	2014	2015	2016
2016								◆
2015							◆	1
2014						◆	1	2
2013					◆	1	2	3
2012				◆	1	2	3	4
2011			◆	1	2	3	4	5
2010		◆	1	2	3	4	5	6
2009	◆	1	2	3	4	5	6	7
2008	1	2	3	4	5	6	7	8
2007	2	3	4	5	6	7	8	9
2006	3	4	5	6	7	8	9	10
2005	4	5	6	7	8	9	10	11
2004	5	6	7	8	9	10	11	12
2003	6	7	8	9	10	11	12	13
2002	7	8	9	10	11	12	13	14
2001	8	9	10	11	12	13	14	15

ADD THE FOLLOWING TERMS TO THE GLOSSARY (CHAPTER 31, §3103) IN ALPHABETIC ORDER:

- *Age* (of school buses)—the number of years since the year in which the school bus was manufactured, the first year being counted as “zero” (0).
- *Model Year*—the period from September 1 to August 30 during which a school bus was manufactured. (See also *Age*.)

INFORMING LOCAL SCHOOL BUS INSPECTORS OF FMVSSS, NCST SPECIFICATIONS AND LA-SPECIFIC SPECIFICATIONS

- Federal Motor Vehicle Safety Standards (FMVSSs) are mandated by the National Highway Traffic Administration of the U.S. Department of Transportation and, thereby, are universal in their application for specific vehicles and model years.
- Louisiana R.S 17:164 requires school buses used in Louisiana schools to follow specifications adopted by the National Congress on School Transportation, unless Louisiana adopts more restrictive specifications.
- The Louisiana Legislature has adopted specific regulations (e.g., backing alarm, crossing control arm, two stop arms) for Louisiana school buses.
- Authorized school bus inspectors and bus repair personnel must be informed of the specifications in order to maintain the legal integrity of school buses and to ensure the safety and legal protection of passengers and the bus owners and drivers.

WC18: RESTRAINT OF WHEELCHAIR OCCUPANTS IN TRANSIT

- WC18 became effective in December 2015.
- WC18 requires that wheelchair passengers be restrained by a lap belt that is anchored to the wheelchair rather than to the vehicle, itself.
- WC19, a voluntary standard, which has been in effect since May 19, 2000, addresses the design and performance of wheelchairs used as seats in motor vehicles, whereas WC18 applies the systems used to safely secure the wheelchairs and passengers within the personal or commercial vehicle.
- Recommendation: Check with your wheelchair securement system supplier(s) for information regarding your specific equipment in order to minimize potential liability.

OCCUPANT RESTRAINTS, SEAT SPACING, WHEELCHAIR SECUREMENT

- “Occupant Restraints” include lap belts, lap/shoulder belts, integrated seats, car seats and safety vests.
- The “life expectancy” of occupant restraints is not universal and is predicated on wear and tear, involvement in crashes, proper cleaning and maintenance and other factors.
- Proper seat frames must be installed on the school bus for the types of occupant restraints in use.
- When seating passengers on school buses, unrestrained passengers must not be seated in seats located immediately behind the seats of restrained passengers to avoid “double-loading” in the event of a crash.
- Maximum allowable seat spacing should be specified when purchasing buses used for transporting athletes and/or passengers who will be secured in car seats.
- Drivers and attendants must be trained in proper loading/unloading and securement of passengers who are transported in wheelchairs. (Check with your equipment suppliers and the NHTSA website—www.nhtsa.dot.gov—for training materials.)

NHTSA MEETING TO DISCUSS SEATBELT USAGE ON LARGE SCHOOL BUSES

- The National Highway Traffic Safety Administration (NHTSA) requires seat belts on all school buses with a GVWR of less than 10,000 lbs.
- NHTSA has not mandated seat belts on larger school buses, although New York, New Jersey, Florida, Texas and (theoretically) Louisiana do require seat belts on larger buses.
- NHTSA will host a meeting (March 24, 2016 in Washington, DC) with representatives of the above-mentioned states to discuss the evolution of seat belt regulations, implementation requirements, benefits, problems, etc., in their respective states.
- I have been invited to represent Louisiana in order to address specific questions posed by NHTSA.
- *School Bus Fleet* and *School Transportation News* most likely will cover the meeting.
- **Stay tuned!**

NCST SPECIFICATIONS AND PROCEDURES

- The 16th NCST convened in Des Moines, Iowa in May 2015.
- Three delegates represented Louisiana: Kathy Gonzales, Gary Martin and George Horne.
- Many revisions to the *NCST SPECIFICATIONS AND PROCEDURES* were adopted.
- The publication is still undergoing editing; therefore, the date of publication is still unknown.
- Previous editions of *NCST Specifications and Procedures* can be downloaded (at no charge) at ncstonline.org.

SESPTC AND BUSTER BYNUM SCHOLARSHIP

- The Southeastern States Pupil Transportation Conference will be held in Charleston, WV on July 9-13.
- Visit the website at www.sesptc.com.
- The “Buster Bynum Scholarship” in the amount of \$2,500 is offered to one high school senior in each of the fourteen states (including Louisiana) that comprise the SESPTC.
- Specific criteria must be met by applicants for the scholarships.
- The deadline for applying is April 15, 2016.
- More information is available from SESPTC.

MUSINGS REGARDING 2016 LEGISLATIVE ACTION

- Potential effect of “no” vote on MFP as proposed by the BESE.
- Increase in sales tax on school bus purchases.
- Age of school buses determines sales tax exemption.
- Factor in “frozen mileage” for owner/operators.

PREPARING REPORTS AND MAINTAINING RECORDS

- Accident reports
- T-7 forms (student safety instruction)
- T-8 forms (school bus evacuation drills)
- T-10 forms (school bus purchases)
- Vehicle maintenance and repair records
- Ridership, mileage, etc. formerly collected and compiled by the LDOE
- Other

LOCAL WRITTEN POLICIES AND PROCEDURES

- Transportation eligibility
- Walking distance to bus stops for students
- Travel on private (i.e., non-dedicated) roadways
- Compliance with Act 421
- Cameras on buses
- Driving maneuvers, traffic laws, etc. (many no longer in LDOE Bulletin 119)
- Transporting passengers with special needs
- MANY OTHERS

Handbooks are best!

REMEMBER...



...DOESN'T WORK IN A COURT OF LAW!

