Fall 2011– Transportation Updates

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- Accident statistics
- Fiscal
- Regulatory issues
- Calendar
- Understanding the customer

11/16/2011 1

Accident statistics review

Data reported by Department of Public Safety Accident Record Reports

Calendar Year	Accidents with School Buses involved	Accident Rate per 100,000 miles
2010	1579	0.7895
2009	1656	0.828
2008	1635	0.8175
2007	1663	0.8375
2006	1809	0.9045
2005	2010	1.005
2004	2067	1.0335
2003	2296	1.148
2002	2178	1.089

11/16/2011 2

Who was in error in 2010

Who was in error	#	%
School Bus Driver	750	44 %

More significantly – how many of the total crashes were preventable?

11/16/2011 3

'At fault' details

First Harmful Event	Frequency	Percent of Total
Overturn	2	0.3
Equipment Failure	1	0.1
Ran off Road	22	2.9
Crossed centerline	1	0.1
Struck pedestrian	2	0.3
Moving error	433	57.7
Struck parked vehicle	187	24.9
Struck bridge	4	0.4
Struck guardrail	3	0.4
Struck utility pole	17	2.3
Struck Mailbox	11	1.5
Struck other fixed object	20	2.7
Struck Tree	4	0.5

The critical skills . . .

2010	Struck something stationary	264	35%
2009	Struck something stationary	281	39%

- Vehicle perimeter sense
- Tight maneuverability drills

11/16/2011 5

The bottom line on accide

- The press is reporting these numbers
- Parents remember the bad, because that is what is reported
- We have to be proactive about
  - Reducing accidents
  - Being realistic about our exposure – understand the volume of our service
  - Being public about our actions
  - Understanding total transparency
- Public newspapers, TV stations
- Trade magazine response – School Bus Fleet

11/16/2011 6

Fiscal issues

- No Bus Purchase funding
- No Regular Education Transportation funding
- Special Education Transportation funding continues
- T1s continues
- Type IV continues

11/16/2011 7

Coping strategies:

- Look for cost effective purchases
- Consider consortiums and group buys
- Evaluate maintenance very carefully
  - Do not get caught in the trap . . .
    - Cannot repair the bus because of no funds
    - Results in unsafe buses that you cannot run
    - Put MVI teams in an impossible position
      - No choice but to fail buses

11/16/2011 8

Reduce your bus count

- And maintain your pupil count
- Routing – responsible for 80% of your total budget
- Add routing tiers
- Fill up bus seats
  - What constitutes 'overcrowded' ?
- Route carefully, and often
- Remember that change brings concerns!

11/16/2011 9

Regulatory Issues

- Van certificate
  - Problem with testing honesty
- BCII state and federal checks
  - Must be received before T9 submitted
  - Must have on file!
  - Look for a new rule on disqualifications
    - ORC 3319.40 – charged, arrested, indicted
    - Remove from charge and/or custody of children

11/16/2011 10

T8 medical issues

- Must use an approved provider
- The employer controls this, not the employee
- Check completed forms carefully
  - All Pass, no blanks, no notes, no conditions
  - Difference between a PASS and an incomplete physical

11/16/2011 11

More T8 . . .

- Due process
  - Upon failure, notify driver. Driver then has 15 days to request new physical
- Hiring another district's driver?
  - Get your own physical
  - Due diligence checks
- Narcolepsy, Sleep Apnea, BMI tests, Sleep study

11/16/2011 12

Rules package

- Review by state board starts in December
- Rules to take effect for next school year
- Changes being considered:
  - New criminal disqualifications list
    - Adding driving offenses – omvi, reckless, manslaughter, terrorism
  - Changes in diabetic waiver
  - Supervisor qualifications – preservice class
  - Drivers must be 21
  - Bus stops – always use the parking brake
  - Accident reports – reporting limit change to $1000

11/16/2011 13

District Obligations under O

- OAC is law, and is not optional
- See the list at end of your handout for a summary of key elements of district responsibility
- Do NOT let your driver qualifications slip – they are what protect you (and your drivers) in an accident or other misfortune.

11/16/2011 14

School Bus Inspections

- Each owner must maintain their buses
- Each owner must present their buses to the patrol
- Notification after accidents and damage
- Pretrip inspections
- Pre-inspection preparations

11/16/2011 15

Training Opportunities this

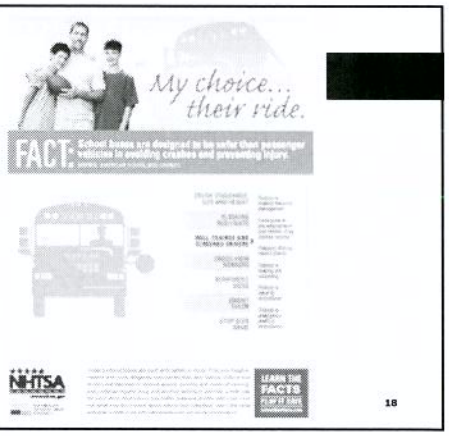
Date	Sponsor	Event
October 12	OSBA	Transportation Roundtable
October 22-27	NAPT	National Transportation Conference and Trade show in Cincinnati
November 10	OASBO/ODE/OAPT	Nonpub/Comm School Transportation, Type IV process
December 8	OASBO/ODE/OAPT	Emergency Preparedness
January 12	OASBO/ODE/OAPT	Drug/Alcohol Supervisor Training
February 9	OASBO/ODE/OAPT	Public Relations, Love the Bus
March 18-21	OAPT	Annual Conference
April 12	OASBO/ODE/OAPT	Going to court – Sovereign Immunity
May 16	OASBO/ODE/OAPT	School Bus Physicals and related . . .
June 4,6,11,13,14	OASBO/ODE/OAPT	Transportation fiscal management

16

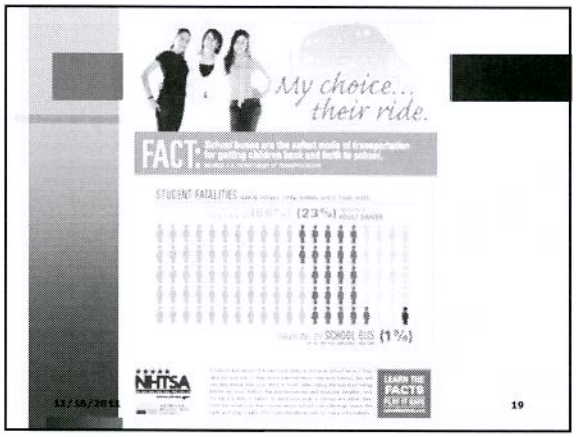
News from national confere

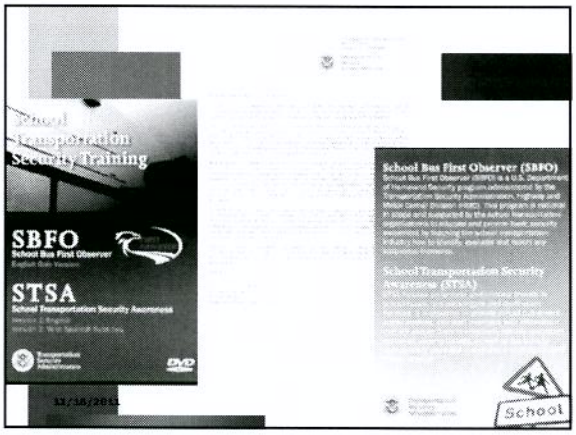
- Molded one piece seat and foam
- Seats thinner, less loss of capacity
- FMCSA- National registry of medical examiners – but 391.3 exemption still valid
- Narrowbanding deadline: 1/1/13
- School bus flammability issue
- NHTSA new materials online
  - www.nhtsa.gov/school-buses

11/16/2011 17



11/16/2011 18





And then . . . Our customers

- Many of us are getting lots of calls from unhappy customers . . .
- As frustrating as it is to be a punching bag, and to listen to the same issues from many different people, we have to keep it in perspective!

11/16/2011 22

Why do they come to us?

- For years, we have been able to meet their needs:
  - Customized bus stops
  - Special pickup and drop-off times
  - Room for friends on the bus
  - Babysitting, changing schedules
  - Special trips to pick up late students

11/16/2011 23

And now, we can't . . .

- The resources for the personalized services are gone
- The yellow and black 72 passenger taxi cabs are having to revert back into buses
- And moms and dads are at a loss for what to do.

11/16/2011 24

How do we still help them?

- They turn to us because we are a resource
- We have to help them see options that have been overlooked before
- Divert their focus to other directions to solve their needs besides the school
- We no longer can solve the community problems

11/15/2011 25

What are some of the options?

- Organize a walking school bus
- Parents taking turns supervising bus stops
- Car pools
- Introducing parents with similar needs to each other
- Crossing guards

11/15/2011 26

We are all in it together

- Most of us have had children in the system – or will have.
- We understand the needs
- We need to remember that these are our neighbors, and they need our guidance. Now more than ever.
- They deserve more than just a "no" on the phone when they call us.

11/15/2011 27

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11/15/2011 28