

# DPI Update

NCPTA Conference

June 19, 2008

# TD-1

- New Version will be on-line first of July
- Reconcile with finance officer

# Bus Delivery

- Timing
- Configuration
- New Form – Bus Being Sold
  - Condition for pricing

# Replacement Bus Deliveries

- Pilot Inspection May 6-7
  - Spec Committee
- Documentation from P&C to Thomas
- Pilot Re-Inspection June 26
- Deliveries – after school starts

# Capital Outlay Purchases

- Small number of International buses; DPI Transportation Services will conduct pilot inspection and approval
- Thomas buses – mixed in with replacement buses in order PO's received

# Transportation Allotments

- July – Initial Allotment
- December 1 – Final Adjustments
  - Eligible State, Local Expenditures
  - Budget Ratings
  - Adjustments for ADM, Fuel

# Mid-Year Fuel Adjustments

- Prorated by miles
- Allocated acc. to budget rating above \$2.95 per gallon
  - Last year's average price

# Contingency Funding

- Early College Semester 1
- Early College Semester 2
- Equipment Contingency

# Equipment Contingency

- For equipment issues for small counties
  - Small Schools Counties (DPI Allotment)
  - Low Wealth Counties (DPI Allotment)
- **NEW GUIDELINES**
  - Major engine loss for small counties
  - Tornado wrecks bus; hurricane floods bus
  - Near-total-loss

# School Bus Inventory

- TD 10
  - Purpose – Get Vehicle Statuses Aligned as soon as possible
  - By March, LEAs know that most buses will or will not have run 91 days
- TD-1
  - Purpose – Annual report of operations for funding purposes
  - SHOULD balance with TD-1 (and TD TIMS)

# Service Trucks - Craig

- Service Truck Replacements
- Fuel Truck Replacements
- Wrecker Replacements

# DRIVER TRAINING

- Week before August 25 gets full fast!
- Contact John Leak or Derek Graham if you want to schedule security training



## **Safety and Security Training Offerings**

### **School Bus Watch**

School Bus Watch training helps school bus personnel to learn how to observe, assess, and report safety or security incidents while in the normal course of their professional duties. The School Bus Watch program provides school bus drivers with some basic background on potential threats to school buses. Participants complete a short training program that raises their awareness about terrorism, shows them how terrorists operate, and teaches them to recognize unusual behavior. Training also covers safety topics, such as reporting accidents, disabled vehicles, and other road hazards. School Bus Watch training is provided directly to school bus drivers and other school transportation personnel. Upon completion of the training, participants receive a registration card and access to the toll free Highway Watch line for reporting suspicious activity.

For more information regarding the School Bus Watch, go to [http://www.highwaywatch.com/about\\_us/sbw.html](http://www.highwaywatch.com/about_us/sbw.html).



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### **School Transportation Security Awareness Training**

This critical training need involves how to manage safety issues on the bus to protect students from threats from both within and outside of the bus.

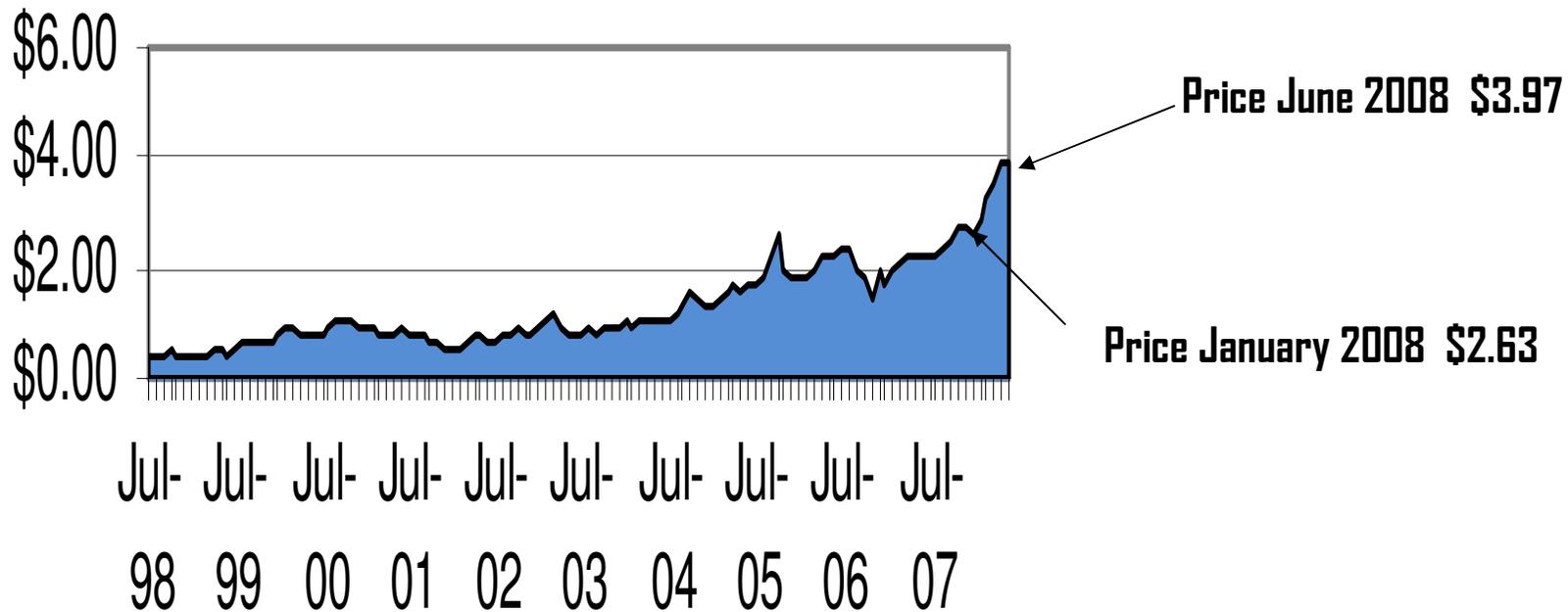
# FUEL PRICES



05/17/04 AP Photo

# Diesel Fuel - 10 Year Price Per Gallon Trend

(Based on price paid by NC Public Schools)



# Reducing Mileage = Reducing Driver Time

- Not popular with drivers
- “My pay was cut”

# Air Conditioning

- Yes – AC uses fuel
- No – It can't be disabled
- Yes – you can adopt policies about when it can be used (e.g. outside temp. above 80 degrees)

# ENFORCE Reduced Idling Policy

- Savings are real once identified and enforced

# **Planning for 2008-2009**

- **Are you prepared if fuel prices continue to increase?**

# **Planning for 2008-2009**

- **Are you ready if more students want to ride this fall?**

# Assignment of Transportation Responsibilities

- Do you consider the effects of policy choices on cost, safety and efficiency? Is there accountability?
- Transportation Policies – Are there written stop placement and routing policies? Are they consistent with state policies?

# **Assignment of Transportation Responsibilities**

- What is the school's role in daily transportation issues?
- Are routing decisions being made by staff without a stake in the financial cost of those decisions?
- Who sets the bell times for each school?  
Is there coordination with transportation staff?

# **Assignment of Transportation Responsibilities**

- Are transportation staff involved in IEP meetings related to transportation decisions?

# **Assignment of Transportation Responsibilities**

- Reviewing and auditing bus routes – who does it? How often? Who is responsible?

# **Assignment of Transportation Responsibilities**

- Do parent complaints dictate the transportation plan? Does the local board overrule transportation policies? How much does this cost?

# Assignment of Transportation Responsibilities

- **Transportation Planning**—Do internal planning policies consider the costs of transportation in both dollars and student ride time?
- Locations of special programs, magnet programs and new schools can have significant effects on transportation. Are the right people included in these decisions?

# Assignment of Transportation Responsibilities

- Is anyone looking at the big picture?
  - Staggered bell times MAY have large fleet savings potential.
  - Are bus stops reviewed so the total number of stops is limited and they are placed strategically?

# **Assignment of Transportation Responsibilities**

- Is routing reviewed anew prior to each school opening? Are transportation needs of newly enrolling kindergarten students identified?  
Do schools, transportation staff and bus drivers communicate effectively?

# Using TIMS to Reduce Fuel Cost: A Six Step Approach

1. Do a visual review of routes using TIMS mapping features.
2. Assign schools or areas to one of two categories:
  1. Requires minor cleanup or needs major revision. Examples of problems are incorrect stop order and stops assigned to the wrong bus.

# **Using TIMS to Reduce Fuel Cost: A Six Step Approach**

3. Make manual modifications to areas where there are only a few problems that can be easily addressed.
4. Use run optimization in areas with larger issues to revamp routes more completely.

# **Using TIMS to Reduce Fuel Cost: A Six Step Approach**

5. Ensure this moves from paper and planning to practice.
6. Institute policies and procedures that will ensure periodic and frequent review to maintain efficient routing structure.

# Inspection Certification

- Committee formed by Transportation Advisory Council
- Randy Henson
- Existing resources: Manual, Video, Training PowerPoint
- Train the Trainer
- Grandfathering

# Technician Training

- Allison Classes Scheduled for Fall
- C2 2<sup>nd</sup> Phase
  - Diagnostics
  - Service Link

# New Transportation Directory

# Environmental / Idling Materials

<http://www.ncbussafety.org/Idling.html>

# **Safety Restraints on School Buses**

**A report to the  
NC General Assembly  
by the  
North Carolina Child Fatality Task Force**

**May 2008**

SENATE BILL 812

AN ACT TO DIRECT THE CHILD FATALITY TASK FORCE TO STUDY ISSUES  
RELATING TO REQUIRING THE INSTALLATION AND USE OF PASSENGER SAFETY  
RESTRAINT SYSTEMS ON SCHOOL BUSES.

The General Assembly of North Carolina enacts:

**SECTION 1.** The North Carolina Child Fatality Task Force shall study and analyze the feasibility of the use of safety restraints by passengers on school buses and school activity buses. In conducting the study, the Task Force shall consider:

- (1) A determination whether safety restraints are necessary to enhance the safety of passengers on school buses;
- (2) An evaluation of the cost of requiring passenger restraint systems on buses to be purchased, leased, or contracted for use on or after July 1, 2009;
- (3) An evaluation of the cost of installing passenger restraint systems on buses currently owned and operated by local boards of education; and
- (4) The manner by which the local boards of education may enforce the use of safety restraints by passengers on school buses and school activity buses.

The Task Force shall report its findings and recommendations, including recommended legislation to the 2008 Regular Session of the 2007 General Assembly on or before May 1, 2008.

**SECTION 2.** This act is effective when it becomes law.

In the General Assembly read three times and ratified this the 28<sup>th</sup> day of June, 2007.

# Safety Restraints on School Buses

- School buses are already by far the safest way for students to get to and from school. Many factors, including size and color of the vehicles, as well as “compartmentalized” seating, serve to protect passengers.
- In 1991, there were two student deaths in a single bus crash with a gravel truck in Mecklenburg County. Death scene reports indicated that the crash was so catastrophic that it is unlikely that seat belts would have saved these students. There have been no school bus passenger deaths in North Carolina since that time.
- Likewise, school bus passenger injuries have been minimal, with only nine serious injuries in the period 2000-2006.

# Safety Restraints on School Buses

- A series of national reports and studies over the past two decades have concluded that the addition of lap/shoulder belts on school buses has the potential to make buses safer, but since buses are already very safe, the potential benefit is small.
- Parents tend to underestimate how safe school buses are, since the buses do not have seat belts. Many parents do not put their children on school buses for this reason, thus transporting their children by a less safe means. It is not possible, however, to estimate how many of these parents would put their children on school buses if seat belts were added.

# Safety Restraints on School Buses

- The industry indicates that retrofitting existing buses with belts is not recommended or safe. Lap/shoulder belts would need to be ordered on newly-purchased buses, with an additional cost of approximately \$10,000 per bus. There is a schedule by which the state is responsible for replacing the existing fleet. Under that schedule, new buses equipped with seat belts would cost an estimated additional \$6.7 million to \$10.5 million per year for the foreseeable future.
- Local school districts are responsible for adding new buses to their local fleets to address growth issues in their communities. Thus, there are likely to be substantial increases in local costs if seat belts are required.
- Seat belt requirements would also raise liability issues. A demonstration of buses with seat belts in 13 local districts indicated that the use of the belts by students is quite variable, and drivers cannot easily check on usage.

# Safety Restraints on School Buses

- In summary, the introduction of lap/shoulder belts on school buses has the potential of improving the protection of student passengers, but only marginally so, because school buses are already the safest method of transportation to and from school.

The costs of introducing belts would be substantial, and these costs would compete with other related safety needs, such improving the safety of students waiting for the buses, and reducing the still enormous problem of vehicle passing stopped buses that are picking up or dropping off students.

The Child Fatality Task Force is committed to studying school bus safety issues further in preparation for the 2009 legislative session.

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