

The Voice and Vision for Pupil Transportation in Virginia

June

2015



2015 VAPT Conference

The 2015 VAPT Conference will be held at the beautifully restored and historic Hotel Roanoke and Conference Center - A Double Tree by Hilton, June 22-25, 2015. Hotel reservations are separate from the conference registration. The conference agenda, member packet, vendor packet, VAPT Golf Tournament registration, School Bus road-e-o information and Technicians Training registration can all be found on the VAPT website at www.vapt.org

Keynote Presentation, "Be the Best", will be presented by Harvey Alston a renowned motivational speaker. Also on our list of speakers is Michael Martin, Executive Director, NAPT.

The Trade Show will be held on Tuesday, June 23rd (1 day only) from 7:00 am - 1:00 pm. Three door prize drawings for \$200 each sponsored by Kingmor Supply, Inc. will be drawn at 12:30. You must be present to win.

Three (3) NAPT professional development courses are being offered during the conference; PDS Course 801 - Special Needs Student Transportation Orientation course instructor is Cheryl Wolf, PDS Course 304 - Data Driven Decision-Making course instructor is John Hazelette, CDPT and PDS Course 602 - School Bus Routing and Scheduling II course instructor is Sharon Moore.

Don't forget to sign up for the New Directors training if you are a new director or supervisor.

(The location for training has been moved to the Sheraton Roanoke Hotel & Conference Center)

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Student Management Poem

Ms. Linda Jenkins is a driver trainer in Frederick County Public Schools Virginia. Following is a poem Ms. Jenkins submitted for your enjoyment.

Student Management

Be observant of your students.

Boarding is key.

Greet each one of them daily

And your job will flow more easily.

Assigned seating often helps

To gain control of your run.

The students can help decide

Where to sit and still have fun.

Stay in touch with their needs.

They are still children too.

Remember what it's like to be young-

And exercise patience in all you do.

Give praise often when it's due.

Be positive with your words.

Create a peaceful bus environment

And they'll obey what they've heard.

Remember who you are

When problems do arise.

You are the authority figure

And a role model in their eyes.

So be proactive in what you do.

Sense problems before they begin.

That will help us all succeed-

Thus creating a big win -win!

Linda Jenkins 02-26-2015

VAPT Board Members

President: Lonnie Reavis, Loudoun Co.

Vice President: Bill Mayhew, Charlotte Co.

Secretary: Cheryl Fisher, Fauquier Co.

Treasurer: David Pace, Virginia Beach City

Past President: Kermit Shaffer, Spotsylvania Co.

Region 1: Floyd Miles, Richmond City

Region 2: Steve Pappas, Poquoson Co.

Region 3: Barry Sudduth, Stafford Co.

Region 4: Justin Sarver, Orange Co.

Region 5: Jessica Cannon, Fluvanna Co.

Region 6: Donna Carter, Franklin Co.

Region 7: Gary Adams, Scott County

Region 8: Ronnie Palmore, Buckingham Co.

16th National Congress on School Transportation

The 16th National Congress on School Transportation was held in Des Moines, Iowa from May 17 - 20th. Virginia was pleased to have the following representatives in attendance:

1. Sean Clore from Spotsylvania County
2. Bill Mayhew from Charlotte County
3. Tom Williams from Washington County
4. Andy Eaton from Frederick County
5. Bob Clinebell from Norfolk City
6. Michael Brown from VDOE

The congress has attendees from throughout the country. The tasking of the congress was to develop National Transportation Specifications and Procedures that may be adopted throughout the nation.

Visit <http://www.doe.virginia.gov/support/transportation/index.shtml> for more information on Pupil Transportation in Virginia."



Happenings!

2015 VAPT Poster Contest Winners:

K-2 1st place-Ptah Ahmed, Richmond
2nd place - Ming Diweng, Virginia Beach, 3rd place - Evie Ullman, Richmond.

3-5 1st place - Hayley Turnau, Prince William County, 2nd place - Lauren Jarrett, Prince William County, 3rd place - Carmen Oviedo, Prince William County.

6-8 1st place - Pamela Docil, Virginia Beach, 2nd place - Kevin Gayles, Richmond, 3rd place - Katura McDaniel, Richmond

SPED 1st place - Anthony Haskett, Jr., Surry, 2nd place - Cornelius Shears, Surry, 3rd place - Aliyah Jones, Surry. Congratulations to all the participants to Diane Steward, CSPT, Area Supervisor Virginia Beach City Public Schools for spear-heading the contest.

55 Years of Service

Fauquier County Public Schools celebrated Ms. Lois King, a school bus driver with 55 years of service. Ms. King rarely misses a day of work. Occasionally when she gets behind on the farm, she may take an afternoon off to bale hay. She is phenomenal and her

stories are even better. Almost 90 co-workers, 3 School Board Members and the Assistant Superintendent joined in to recognize Ms. King. Even though she insists she is not ready for a rocking chair, she loved it!



Proposed Change to By-Laws (Article IV)

The following changes to the VAPT By-Laws, Article IV, will be discussed and voted on at the VAPT Conference business meeting in June.

Article IV-Membership

The VAPT Board of Director's has defined membership categories within two types of membership: (A) Voting and (B) nonvoting.

Voting Membership shall contain three categories with all rights and privileges of membership including holding office: (1) Active; (2) Life; and (3) Emeritus.

1. Active Members: The following are eligible for Active Membership with all rights and privileges of membership including holding office:

- a. An individual employed to perform administrative pupil transportation functions by any of the following located in the Commonwealth of Virginia. School District Directors and Assistants, School District Supervisors and Assistants, School District Supervisors and Assistants, School District Coordinators and Training Personnel, Chief Technicians, State Department of Education Personnel, and School District Superintendents.

2. Life Members: Life Members receive the same benefits as Active Members. Past Presidents of VAPT receive a Life Membership, and those meeting the established criteria as set forth in the bylaws are eligible for Life Membership.

The criteria for Life Membership are: The individual has held an Active/Individual membership in VAPT for a minimum of fifteen years; the individual meets the criteria for Active membership at the time of application; and the individual provided meritorious services to VAPT as a committee chair, officer or other noteworthy accomplishments.,

3. Emeritus Member: Individuals who held an Active Membership in VAPT and contributed meritorious service to VAPT at the time of retirement for the field of pupil transportation re eligible to apply for and may be granted Emeritus Membership.

Nonvoting Membership shall contain two categories with all rights and privileges excluding the right to hold office in VAPT: (1) Business Associate Members; and (2) Honorary Members.

1. Business Associate Members: Individuals commercially interested in the field of pupil transportation, including exhibitors, business firms, advertisers, school bus manufacturing professionals, or other pupil transportation related for-profit or non-profit businesses are eligible for Business Associate Membership.

2. Honorary Members: Individual who have contributed meritorious service to pupil transportation in Virginia may be offered this membership upon recommendation of the Executive Officers and approved by the Board of Directors.

School Bus Camera Plan Advances Source: Richmond Times-Dispatch

A proposal to install cameras on school buses that will automatically generate tickets for drivers who pass stopped buses will go before the Board of Supervisors on Wednesday in Chesterfield County, VA.

The school system is in the midst of a pilot program, installing the system on 50 of 600 buses last month. Over the first 36 days, the cameras generated 392 citations, according to pupil transportation director Robert Wingfield.

The fine would be \$250 and mailed to drivers.

At a meeting of the School Board-County Liaison Committee last week, Supervisor Dorothy Jaeckle, who represents the Bermuda

District, suggested the supervisors might be hesitant to move forward with the proposal.

She worried "it could engender resentment toward government that's always trying to catch them for every little thing they do wrong."



Human Error Cited in Fatal North Dakota Train-School Bus

Source: School Transportation News April 2015

The **North Dakota Highway Patrol** investigation into the fatal January 5th collision in Larimore between a freight train and school buses that was stopped on the railroad tracks has revealed the bus driver's heart condition did not play a role in the incident.

Additionally, a Wisconsin State Patrol analysis of the engine control module pulled from the school bus and a post-crash inspection of the vehicle showed no mechanical deficiencies. Lt. Troy Hischer of the NDHP noted that his agency did not have the specific equipment necessary to analyze the school bus ECM.

School bus driver Max Danner, 62, and student passenger Cassidy Sandstrom, 17, were ejected and killed after a BNSF train pulling 47 intermodal rail cars struck the school bus near the front service doors. NDHP reported that the school bus "came to an abrupt stop with its front end over the railroad tracks."

NDHP obtained a search warrant to review video footage recorded at the front of the BSNF locomotive that showed the school bus approaching the railroad tracks. The video depicts "'significant braking just before reaching the tracks," and Danner appears to be sitting behind the wheel in an upright position, with no other movement detected inside the bus.

"Simply, (Danner) misjudged the stop or when he needed to stop. What we do know is he failed to yield to the train," Lt. Hischer told STN.

"Mr. Danner died of injuries sustained in the crash," added Dr. Mark Koponen, the deputy coroner with the Grand Forks Medical Examiner's office who performed the autopsy. "Mr. Danner did have a significant heart condition, but it did not play a role in the crash. There was no evidence that a medical event was occurring at the time of the crash."

The report also indicated drugs and alcohol were not a factor.

NDHP said the school bus stopped on the tracks "1.5 to 2 seconds prior to being struck by the train," which was traveling at 43 mph at the time of the crash. That section of the railway has a speed limit of 60 mph. NDHP also said the train conductor blew the whistle approximately 1,300 feet before reaching the intersection and "Several times as it approached."

The railroad crossing was marked with yellow warning signs before the intersection and cross buck signs with stop signs at the intersection.

NDHP also said interviews with all school bus passengers support the investigation results.

Shortly after the crash, a local talk radio station published Facebook post in which Sandstrom's family said that their own interviews with their son and other victims indicated that Danner had slumped over the wheel just before reaching the railroad tracks. They also said that Sandstrom was attempting to evacuate the other students and pull Danner from his seat to move the bus when the train struck.

The NDHP investigation results and video of the crash both contradict that account.



Did You Know?

That you burn more calories eating celery than it contains (the more you eat the thinner you become)

All the blinking in one day equates to having your eyes closed for 30 minutes (made you blink!)

A 'jiffy' is actually 1/100th of a second

Could Cameras Replace Mirrors on School Buses

I thought this was a very interesting article and worth repeating. It is certainly food for thought.

School Bus Magazine, May 13, 2015

What will the future school bus look like?

I was pondering this while doing blind spot training with a driver and came up with the idea of removing the mirrors and replacing them with cameras and LCD screens, which would do even more to reduce blind spots. Thinking I had the million-dollar idea to retire with, I showed a few people some examples of how it would work and asked their opinion.

When I started my research, once again I found out I am a "day late, dollar short" kind of guy. There is an organization in Florida, Center for Urban Transportation Research at the University of South Florida, that is researching adding cameras to transit buses. In its research, the organization found that camera-based systems have the potential to significantly reduce or eliminate mirror blind zones, which could reduce transit bus side collisions.

In addition, there are several car companies looking at removing mirrors, with Tesla being in the lead, by petitioning the National Highway Traffic Safety Administration to let them remove the side mirrors and replace them with cameras.

I took this a step further and looked at how you could potentially see the entire danger zone of a school bus. Imagine a complete 360-degree view of the bus without adding blind spots (we all know school buses are designed with blind spots). My vision has cameras in the bumper to eliminate the bulky cat-eye mirrors, giving the driver a forward view, instead of looking at a curved reverse view mirror that is subject to vibration while the bus is at idle. Take off the side mirrors and replace them with cameras and mount the LCD screens to the window posts that already exist, which would keep the drivers from moving their heads. They would be looking virtually in the same location. No more breaking mirrors on other buses in the lot or garage doors.

Cameras are too expensive, you might think. Not necessarily. With technological advances, cameras and LCD monitors have dropped in price dramatically. Take a quick search on Amazon and you will see what I mean. The heated, remote control mirror that you are currently using on your buses could cost more than the camera and monitor put together. Now, add night vision and wide-angle cameras, and school buses could literally be the safest vehicle on the road (not that they already aren't).

I am not saying there wouldn't be issues; we all know that anytime you add electronics to a school bus, it adds potential problems.

Well, enough of my rambling about how my dreams of early retirement were crushed by someone else thinking of it first.

Donald West is transportation director at Harlem (Ill.) School District 122.



Don West considers placing cameras in bus bumpers and mounting LCD screens to the window posts and eliminating cat-eye mirrors to give the driver a forward view, instead of looking at a curved reverse view mirror.