

Georgia SCHOOL BUS

Official publication of the Georgia Association for Pupil Transportation

Post-Conference 2008





Turn out the lights



New medium-duty retrofit disc with isolated ABS ring patent pending

- Nickel plated to prevent corrosion and extend service life
- Precision machined alloy ring for improved signal strength
- Additional cost per mile savings with Carbon Metallic® pads

ABS Tone Ring Corrosion Test Comparison:



Competitor



Performance Friction

**PERFORMANCE[®]
FRICTION
BRAKES**

866.392.9936

www.performancefriction.com

© 2008 Performance Friction Brakes, Performance Friction® and Carbon Metallic® are registered trademarks of Performance Friction.

National Bus Sales & Leasing, Inc.

We Service.....BUSES

We Sell Parts for...BUSES

....BUSES...Are What We Do!



Georgia's Leading Mobility Specialists

Wherever You Are
We've Got Your Parts

1-800-282-7981

Visit Us on the Web: www.nationalbussales.com

Your Partner In Safe School Transportation for **Over 30 Years**



Authorized Distributors For:



And Over 100 Other Vendors...

**Their school day is filled with many things...
With Soymet™, diesel exhaust won't be one of them.**

"The use of vegetable oils for engine fuels may become, in the course of time, as important as the petroleum and coal tar products of the present time."
-Rudolf Diesel 1912



- A clean, natural solution.
- Made from soybeans with no additives to produce clean-burning performance fuel.
- Soymet biofuels are the safer replacement fuel for the future.
- Several studies have indicated children in and around school buses are exposed to particulate concentrations 5-15 times normal "background" levels.
- The EPA has identified **diesel exhaust** as a probable human carcinogen.



PO Box 572 • Coosa, GA 30129

For more information: (706) 802-1110 • www.Soymet101.net

Soymet Biodiesel is produced by Peach State Labs Inc.,
a BQ-9000 Accredited Producer.

Georgia School Bus

is published by:

DEL

Communications Inc.

Suite 300, 6 Roslyn Road

Winnipeg, Manitoba, Canada R3L 0G5

Toll Free: 1.866.831.4744

Toll Free Fax: 1.866.711.5282

President & CEO:

DAVID LANGSTAFF

Publisher:

JASON STEFANIK

Managing Editor:

KATRINA A.T. SENYK

katrina@delcommunications.com

Contributing Writers:

BRAD BISHOP

PEGGY BURNS, Esq.

MICHAEL DORN & CHRIS DORN

LISA FATTORI

GRANT REPPERT, CDPT

Account Representatives:

ROSS JAMES

ARLENE NOWICKI

DAYNA OULION

ANDREW PATTISON

Production services provided by:

S.G. Bennett Marketing Services

www.sgbennett.com

Art Director:

KATHY CABLE

Layout & Design:

DANA JENSEN

Advertising Art:

DEBBIE DUNMALL

DERYN BOTHE

© 2008 DEL Communications Inc.

All rights reserved. Contents may not be reproduced by any means, in whole or in part, without the prior written permission of the publisher.

Publications mail agreement #40934510

Return undeliverable address to:

DEL Communications Inc.

Suite 300, 6 Roslyn Road

Winnipeg, Manitoba, Canada R3L 0G5

While every effort has been made to ensure the accuracy of the information contained in and the reliability of the source, the publisher in no way guarantees nor warrants the information and is not responsible for errors, omissions or statements made by advertisers. Opinions and recommendations made by contributors or advertisers are not necessarily those of the publisher, its directors, officers or employees.



PRINTED IN
CANADA
12/2008

contents

<i>President's Message — Dewayne Porter</i>	6
<i>Member Profile: Jerry Williams</i>	7
<i>GAPT Board of Directors</i>	8
<i>Member Profile: Julian Waters</i>	11
<i>Georgia court ups the ante when staff fails to follow the rules</i>	12
<i>The National Professional Certification Program</i>	14
<i>Part 2: The Chemical / Biological Threat</i>	16
<i>The Safety - Cost benefit of LED lighting</i>	18
<i>School buses save fuel costs</i>	20
<i>AngelTrax raises the bar with a dual license plate camera</i>	21
<i>Press one for customer service</i>	22

index to advertisers

Carrier	10
D&D Instruments	15
Gatekeeper Systems Inc.	5
Nalley Bus Group	16
National Bus Sales & Leasing, Inc.	3
Performance Friction Brakes	IFC
SoundOff Signal, Inc.	19
Soymet Bio-Diesel	3
Synovia	IBC
W.W. Williams	19
Yancey Power Systems	OBC



Experience the Power of The New

GATEKEEPER

NITRO¹⁰⁰⁰

Approved by the United States Air Force -- The Industry's Most Reliable Digital School Bus Video System Just Got Smaller and Tougher - Extended Hybrid DVR Available In Both Solid State or Regular Drives



UPGRADE YOUR
VCR TO
DIGITAL
at Never Before
Seen Prices

- Built-in thermal intelligence for reliable operation in cold and hot weather conditions – no more broken tapes
- Removable COMRAD™ fits in your shirt pocket and connects directly to your desktop. Up to 160GB of storage in the palm of your hand.
- No more storing tapes
- Easy to use video management system – email video quickly and easily – no docking station required
- Light weight design only 5 lbs and 3 inches high – plug and play with your existing VCR system
- Driver alarm button for flagging critical incidents – automatically download alarms using thumb drive
- GPS ready with optional mapping and integrated video – confirm where and when a child got off the bus with actual video footage
- Plus much, much more....

Limited Time Offer
CALL IMMEDIATELY
1.888.666.4833



GREETINGS GAPT MEMBERS

from **DEWAYNE PORTER**



As I begin planning the 2009 conference, many things come to mind when I think about our association and the role it plays in the safe transportation of children across this state. Since its inception in 1965, the GAPT has worked to change the future of pupil transportation. To that end, change was, and remains, a constant in our business. Consequently, I think it is important to reflect on some key changes that helped shape our organization.

The first annual conference was held in Clarkesville, Georgia, August of 1965. Topics ranged from State Board of Education policies to laws and challenges in pupil transportation. From 1966 to 1971, the annual conferences were held in Jekyll Island, Atlanta,

Savannah, Augusta, and Columbus. Then, in 1972, Jekyll Island became home for the next 37 years. However, in 1983 growth in our organization required us to move from the old Wanderer Motel to the Buccaneer. Eventually, the Buccaneer became too small, and we moved the meetings, banquet, and picnic to the convention center and the water park.

Along with the changes in meeting locations and those caused by growth of our organization, changes came in the pupil transportation business. In the early '70s, school buses gradually began changing from manual to automatic shift transmissions and amber lights were added to the warning lights giving us an eight-way lighting system. After April 1, 1977, changes and additions to Federal Motor Vehicle Safety Standards improved the safety characteristics in the manufacturing of school buses. The once preferred gasoline engine slowly made an exit in the late '70s throughout the early '80s, giving way to the longer-lasting, more durable diesel engine. Communicating with dispatch became a standard in the early '80s with the addition of two-way radios. And big brother started watching us late in the decade when video recorders were introduced.

Pupil transportation personnel felt the effects of change in the '80s, as well. Georgia school bus drivers trained after July 1, 1985, had to complete six hours of classroom training, six hours of driving time without students, and six hours of driving time with students. Mid-way through the decade, requirements to obtain a Commercial Driver's License

further changed training departments across the state. Recent changes in training now require 12 hours of classroom instruction. Assessments of records have each one of us looking within to close the gaps. Even so, local school systems, along with the State Department of Education, continue to create policies, procedures, rules, and laws that change the standard by which we operate.

Inevitably, change is upon us again and, because of necessity, we are enroute to Callaway Gardens for the 2009 conference! We will all certainly miss Jekyll Island and the distinct personality of that area; however, our friends at Callaway have welcomed us with open arms. I hope you all look forward to this new beginning and the opportunity for us to meet, and to discuss and improve transportation services across this state.

In closing, it is my belief that change is the catalyst for opportunity; we have an opportunity and a responsibility to continue the work started by the founders of this great organization. I am proud to serve you this year as President of the GAPT, and I thank my predecessors and colleagues for this opportunity. My hopes and prayers are that you and yours have a great school year, knowing that the only thing that never changes is our focus on safety!

Sincerely,
Dewayne Porter □



GAPT Secretary, Jerry Williams, improves transportation in Jasper County



By Lisa Fattori

GAPT Secretary, Jerry Williams, has been Transportation Director for Jasper County Board of Education for the last nine years and, during that time, has implemented innovative initiatives to improve the safe transportation of students within his jurisdiction. The former military mechanic and school teacher is responsible for 2,200 students over four campuses, and thoroughly enjoys all of the challenges and successes that come with the job.

“I took this position because I wanted to help the rural area where I grew up and stayed to raise my own family,” Williams says. “One of the first changes I implemented was to add more bus routes, so that travel times would be shorter. Some routes were one and a half hours each way, which was much too long for both the kids and their bus drivers.”

At the time of Williams’ appointment, in July 2000, only a handful of bus monitors were used on Jasper County buses, and they were reserved for bus routes that had higher incidents of disciplinary problems. Right away, Williams wanted to make it standard to have a monitor on every bus, and wrote a new program that detailed the position. With a second adult on board, drivers could better concentrate on the task at hand, which would ultimately improve safety.

“Sometimes the kids just need some TLC and an adult to talk to, beside their parents and teachers,” Williams says. “The bus monitor takes on this role, so that the driver has fewer distractions. Children are more likely to stay in their assigned seats and there’s a lot less fighting when there’s a second adult on board the bus.”

Bus monitors in Jasper County undergo three to five days of training, for three hours each day. Trainees learn about employee and student dress code, confidentiality, acceptable student behaviour, and school bus procedures and guidelines.

A student management program outlines a four-step intervention procedure to prevent disciplinary issues from escalating. Various degrees of seriousness, such as moving seats or confrontations between students, are dealt with by the bus monitor, who may inform the transportation director about a particular student’s violation. If monitors require assistance from campus police and the student is removed from the bus, the student automatically receives a 10-day suspension from the school bus.

“Since the implementation of the bus monitor program, we haven’t needed the assistance of campus police as much,” Williams says. “All buses have video cameras with audio, and the monitors are very effective in promoting good behaviour.”

Williams’ background experience is an asset for his position as transportation director, and for his continuous improvements to Jasper County’s school transportation system. During his seven years with the US Army, he was a wheel vehicle mechanic in charge of a motor pool of drivers and vehicles. From 1987 to 2000, he was an automotive teacher at Jasper County High School, where he enjoyed a great rapport with the students. In 1999, while still a teacher, he also assisted Jimmy Jordan, the sitting Transportation Director for the school board, with various transportation projects. Williams’ mechanical expertise, combined with his affection for children, made him the ideal candidate to take on the role as the new transportation director in 2000.

“Safety is always a priority and our bus drivers are some of the best,” Williams says. “Education is so important and it’s gratifying to know that I have a role in helping our kids get safely, to and from school.” □

GAPT BOARD OF DIRECTORS



PRESIDENT
Dewayne Porter
Columbia County Schools
4781 Hereford Farm Rd.
Evans, GA 30809
706-541-0657
706-726-1231
dewayne.porter@ccboe.net



VICE PRESIDENT
Brett Martin
Screven County Schools
1006 Millen Highway
Sylvania, GA 30467
912 564 7907
912 978 1549
bmartin@screven.k12.ga.us



TREASURER
Grant Reppert
Gwinnett County Schools
610 W. Crogan Drive
Lawrenceville, GA 30045
678 226 7010/11
770 560 4805
grant_reppert@gwinnett.k12.ga.us



SECRETARY
Jerry Williams
Jasper County Schools
1125 A Fred Smith
Monticello, GA 31064
706 468 6350 Ext 210
706 318 4605
jwilliams@jasper.k12.ga.us



PAST PRESIDENT
Beverly Skipper
Henry County School
255 Lemon St.
McDonough, GA 30253
770-954-0352
404-569-5560
bskipper@henry.k12.ga.us



CSRA RESA
Vernon Hardy
Emanuel County Schools
201 North Main Street
Swainsboro, GA 30401
478 237 6674
478 494 4221
vhardy@emanuel.k12.ga.us



CHAT-FLINT RESA
Jerome Smith
Sumter County Schools
100 Learning Lane
Americus, Ga. 31709
229 931 8529
229 591 8678
jsmith@sumterschools.org



COASTAL PLAINS RESA
Roger Christie
Lowndes County Schools
1064 Howell Rd.
Valdosta, Ga. 31601
229 245 2257
229 300 3719
rchristie@lowndes.k12.ga.us



FIRST DISTRICT RESA
Charles Chandler
Tattall County Schools
PO Box 157, 18110 HWY 23 S
Reidsville, GA 30453
912 557 8916
912 237 1240
ccchandler@tattall.k12.ga.us



GRIFFIN RESA
Joe Blankenship
Butts County Schools
181 North Mulberry St
Jackson, GA 30233
770 504 2320 Ext 151
678 618 9825
blankenshipj@butts.k12.ga.us



HEART OF GEORGIA RESA
Morris Knight
Laurens County Schools
467 Firetower Rd
Dublin, GA 31021
478 272 4767 Ext 231
478 279 5465
morrisknight@lcbocoe.net



METRO RESA
James Waggoner
Cobb County Schools
620 South Cobb Dr.
Marietta, GA 30060
678 594 8000
770 429 5875
james.waggoner@cobbk12.org



MIDDLE GEORGIA RESA
Harry Goff
 523 Vineville St.
 Ft. Valley, Ga. 31030
 478 986 6373
 478 256 2815
 HGoff@peachschools.org



NORTH GEORGIA RESA
Debbie Hendrix
 Cherokee County Schools
 1665 Hickory Road, Canton, GA 30115
 770 720 2112 ET 222
 678 614 7465
 Debbie.hendrix@cherokee.k12.ga.us



NORTHEAST GEORGIA RESA
Peggy Spencer
 Oglethorpe County Schools
 PO Box 168, Lexington, GA 30648
 706 74305751
 706 743-8861
 pspencer@oglethorpe.k12/ga.us



NORTHWEST GEORGIA RESA
Terry Simpson
 Floyd County Schools
 600 Riverside Parkway
 Rome, GA 30160
 706 236 1808
 706 766 4405
 tsimpson@floydboe.net



OCONEE RESA
Donald Tuft
 Baldwin County Schools
 South ABC Dr.,
 Milledgeville, GA 31061
 478 457 2405
 478 288 0194
 donald.tuft@baldwin.k12.ga.us



OKEFENOKEE RESA
Wiley Crews
 Brantley County Schools
 Box 22T,
 Nahunta, GA 31553
 912 462 5159
 912 614 0782
 Wiley.crews@brantley.k12.ga.us



PIONEER RESA
Beth McDonald
 Stephens County Schools
 6438 White Pine Rd
 Toccoa, GA 30577
 706 886 1633
 706 244 1970
 bmcDonald@stephenscountyschools.com



SOUTHWEST RESA
Farrell Lawrence
 Decatur County Schools
 106 Spring Creek Rd.
 Bainbridge, GA 39817
 229 248 2204
 229 400 5661
 flawrence@dcboe.com



WEST GEORGIA RESA
Pat Emfinger
 Harris County Schools
 132 Barnes Mill Rd.,
 Hamilton, GA 31830
 706 628 4220
 706 457 1617
 emfinger_p@harris.k12.ga.us



AT LARGE
William Bland,
 Screven County Schools
 1006 Millen HWY,
 Sylvania, GA 30467
 912 564 790
 912 978 1552
 wbland@screven.k12.ga.us



AT LARGE
Jim Black
 Paulding County Schools
 522 Hardee St.
 Dallas, GA 30132
 770 443 8000
 770 652 2014
 jblack@paulding.k12.ga.us



GA DEPT OF EDUCATION
members



GAPT BOARD OF DIRECTORS



GA DEPT OF EDUCATION
Grady Elmor
 Pupil Transportation Consultant
 6139 Candlestick Loop
 Columbus, GA
 404 382 1391 (Beeper)
 404 656 2467
 gelmore@doe.k12.ga.us



GA DEPT OF EDUCATION
Williams Bast (Bill)
 Pupil Transportation Consultant
 110 Raccoon Row, Athens, GA
 404 579 2318 (Beeper)
 404 656 2467
 wbast@doe.k12.ga.us



GA DEPT OF EDUCATION
Steve Monroe
 Pupil Transportation Consultant
 1654 Twin Towers
 Atlanta, GA
 404 382 5004 (Beeper)
 404 656 2467
 SMonroe@doe.k12.ga.us



TRUST THE EXPERTS TO PROTECT THE WORLD'S MOST PRECIOUS CARGO.

For reliable air conditioning, turn to the people with advanced degrees. Carrier offers the most extensive line of split and rooftop AC units to optimize system performance on any school bus, small to large. And they're all backed by expert support. Maybe that's why more school buses in North America cool with Carrier. Call Carrier Transport AC, 1.800.673.2431. Or visit our Web site. For AC that's an A+.

www.transportaircon.carrier.com

©2008 Carrier Corporation
 A member of the United Technologies Corporation Family. Skunk symbol (TM)

Carrier
 Turn to the Experts

AC-300 Rooftopunit
 (EG) Compressor



Photo of Julian Waters taken in 1988.

Retired transportation director was at the forefront of industry milestones

By Lisa Fattori



In 1967, Julian Waters became the first Transportation Director for the Board of Education in Gwinnett County, a community 30 miles northeast of Atlanta. Until his retirement in 1988, Waters witnessed major changes in school bus transportation, namely, the abolishment of a segregated school system and the conversion from gas-powered to diesel-fueled school buses. The GAPT Past President was also one of only a handful of members in the early days of the Association, and fondly recalls the enormous impact of GAPT meetings in helping him in his job as transportation director.

“Originally, just members would meet in a small area, and then we decided to open up the event to make it more family-oriented,” Waters says. “I learned so much talking with others, such as what mechanics were doing in other jurisdictions. This was very useful information that I could take back to Gwinnett County and apply to our own school bus system.”

According to Waters, one of the biggest changes in the industry was the conversion to diesel-fueled buses in 1979, which dramatically lowered operating costs in the transportation of students. “A school band was performing in Columbus, so we sent three diesel buses and one gas-powered bus to transport the students and their instruments,” he says. “The diesel buses didn’t have to refuel, but the gas-powered bus did. This was enough to convince our school board to convert to diesel fuel.”

Waters also remembers when, out of a fleet of 89 buses, only four had power steering and most of the drivers were men. With power steering, automatic transmissions and

electric crossing gates, the school bus system became more modern and efficient. Buses were kept at a central park and satellite repair facilities were set up for the maintenance of buses. Waters also implemented the use of stand-by drivers, in the event of a break-down or mishap, to minimize any disruptions to bus schedules.

“Eventually, there were various levels of management, including driver training, transportation of special education students and stand-by drivers,” Waters says. “We used to have an annual Bus Rodeo that was held state-wide. Transportation departments would send their best to compete and show off their skills in bus maintenance, obstacle courses, and interviews, where drivers would be judged on how they’d handle certain situations.”

Prior to becoming a transportation director, Waters was a teacher and a principal at a time when principals were responsible for hiring school bus drivers. During his position as transportation director, Gwinnett County experienced tremendous growth. At the start of Waters’ position, the I-85 Expressway had just been completed and a housing boom ensued. Waters’ fleet of 89 buses in 1967 grew to 500 by 1988, and the county’s student population of 12,000 students jumped to 80,000.

“Every Monday, we expected someone to call and say that a new sub-division had just been completed,” Waters says. “We were constantly adding new routes and expanding operations. Our department was very involved in helping town planners with the locations of new neighborhoods, which, in turn, helped us with the pre-planning of new routes.” □

Georgia court ups the ante when staff fails to follow the rules

Expanded from an article in the September 2008 issue of *Legal Routes*, www.legalroutes.com

By Peggy A. Burns, Esq.

In training sessions about legal issues, school bus drivers often ask “Can I be sued?” “Will I be liable?” In Georgia, as in most states, the answer depends on whether the driver’s act is covered by the state’s governmental immunity act.

Courts try to narrowly interpret this statutory cloak of protection for school employees in an effort to punish wrongdoing instead of giving the district a “free pass” to contribute to student injury. The Court of Appeals of Georgia reminds us in a July 15, 2008 decision how important it is for your staff members to follow established procedures.

The background

In *Smith v. McDowell*, 2008 WL 2736674, a 6-year old girl was abducted from school by her non-custodial father. Her mother sued both the principal and school receptionist for allowing the kidnapping to occur. The trial court found in favor of both defendants, but mom appealed with respect to the receptionist. In a decision with implications for Georgia school transportation professionals, the court held that the school receptionist, McDowell, who was responsible for checking children out of school, could be liable.

The facts

The rules for release of students were clear. Although McDowell testified she didn’t know the procedures were written, she acknowledged that she knew what the procedures were. Before releasing a child to anyone other than a parent that she knew, McDowell was supposed to check the child’s student information card, to verify that the person picking up the child was authorized to do so. There were no exceptions. McDowell was supposed to consult an administrator if the card did not list the person, even if she received a note or a fax permitting the individual to take the child that day.

On November 11, 2005, McDowell received a telephone call and a fax from a woman posing as K.L.’s mother, instructing her to release K.L. to Ledgester, the girl’s father. The student information card contained no warning about

Ledgester (who McDowell did not know) – but it also did not include authorization to allow him to pick up the child. McDowell called K.L.’s teacher to send the child to the office. The girl appeared happy to see her father, and McDowell released the child without further consultation with an administrator.

The decision

The appellate court found that the case could go to trial to determine if the school receptionist was personally liable for the abduction. In determining that she was not protected by the state’s governmental immunity statute, the court relied on a key fact: “There was a hard and fast policy with no exceptions, a policy which explicitly allowed for no discretion.” The receptionist “failed to act in a way that was specifically directed.”

Georgia’s immunity statute distinguishes between “discretionary acts” (those that involve some judgment) and “ministerial acts” (those that should not involve the exercise of judgment, because there is a clearly prescribed set of rules to follow).

In *Smith v. McDowell*, the Georgia appellate court chided the state’s trial courts for effectively granting “absolute immunity for school employees.” The court noted that courts in other states – among them, Connecticut, Florida, Illinois, Kansas, Kentucky, Minnesota, Ohio, Tennessee, and Texas – had recognized the distinction between discretionary and ministerial acts, and held school employees accountable where they had acted in conflict with established rules.

Georgia transportation staff members must realize that they risk liability whenever they “step outside the box” when that “box” has been clearly drawn. The court used language that highlights the necessity for training: “On the one hand, the General Assembly requires that parents entrust their small children to the public schools, unless they have the resources to educate them privately or at home... On the other hand, our courts increasingly allow school employees to avoid

responsibility for all harm to the children placed in their custody by law. At some point, this accelerating trend must come to a halt.”

The lessons

There may be a contagious trend by judges to find ways to provide families with redress for injuries at the hand of school employees. Help your employees avoid repercussions.

What rules do you spell out for drivers and attendants? For example, do you have written policies around parents and authorized representatives meeting young children at bus stops? What are your rules about drivers discharging students only at designated stops? This list could go on and on.

When school transportation professionals play by the rules – including seeking further information and advice when that’s what’s mandated – they will seldom be liable for mistakes. But when those rules are spelled out, and, for whatever reason, ignored by drivers and attendants who do not have the authority to act outside those rules without specific authorization, these employees run the risk of liability.

Supervisors can help:

- Review rules to ensure that they haven’t become outdated or otherwise superseded by actual practice.
- Communicate rules to employees often, and in ways that promote true understanding.
- Be firm and consistent with enforcement, and demonstrate that there will be consequences if rules aren’t followed consistently.
- Assess your programs and staff through self-audits and employee performance reviews, and made adaptations as necessary.

*Peggy Burns is an attorney and consultant, and owner of Education Compliance Group, Inc. (www.educationcompliancegroup.com.) She is the editor of **Legal Routes**, and developer of three video training programs, “**Putting the Brakes on Harassment: Training for School Bus Drivers** (just released in October 2008!) “**Steering Clear of Liability: Training for School Bus Drivers**, and “**Confidential Records: Training for School Bus Drivers**,” and co-author of **School Bus Stops: A Safety Guide for Transporters**. Peggy can be reached at (888) 604-6141, and by email to ecginc@qwestoffice.net. □*



Peggy Burns’ newest video training program for drivers now available

LAFAYETTE, COLORADO. Education Compliance Group, Inc. announced today that a new driver training video, **Putting the Brakes on Harassment: Training for School Bus Drivers** by attorney and consultant Peggy Burns is now available for shipping. The 28-minute video comes with a Discussion Guide and Trainer’s Manual to support follow-up conversation with drivers, and ensure application of the program to district, company, or agency policies. It also comes with a handout for drivers.

With colorful graphics, the video underscores the fact that harassment can create a true safety issue, a significant barrier to learning, and a potentially serious legal problem. The new driver training video portrays Peggy teaching a live class of actual drivers. Peggy stresses that “Doing nothing is always the wrong response” when it comes to student-to-student harassment on the bus. Drivers learn practical approaches to address harassment that have been approved by courts across the country.

The **Putting the Brakes on Harassment: Training for School Bus Drivers** training program may be purchased in either DVD or VHS format for \$175.00, plus \$15.00 shipping/handling charges, from Education Compliance Group, Inc., P.O. Box 221, Lafayette, CO 80026. A special “combo” package of 1 DVD plus 1 VHS copy of the program is available for the discounted price of \$240.00 per package, plus \$15.00 shipping/handling. Call Education Compliance Group, Inc. toll-free, at (888) 604-6141, or you may contact Peggy directly by email at ecginc@qwestoffice.net. Get more information about this and other video training programs by Education Compliance Group, Inc. at www.educationcompliancegroup.com.

The National Professional Certification Program

By Grant Reppert, CDPT

The National Association for Pupil Transportation (NAPT) has developed a series of professional certifications that they administer for various functions with the transportation field. The certifications currently available are for Director of Pupil Transportation, Supervisor of Pupil Transportation, Pupil Transportation Specialist and Pupil Transportation Driver Instructor.

Each of these certifications has its own particular set of requirements. However, they all have two in common. First, you must be a member of NAPT. You can join online (napt.org) or over the phone (800-989-napt). The second common theme is to that to maintain your certification, once received, you must maintain continuous membership in NAPT. The other requirements will be listed below, and they all have basic educational requirements, professional education requirements, experience requirements and a test.

But the first question you should ask yourself is “why bother?” If there is any financial benefit, it will be locally-based. Individual school systems will have to decide if this certification merits an additional stipend. There are no specific shopping discounts for certification that goes beyond the discounts you receive from your basic NAPT membership. So once again the question, “why bother?” The answer is personal: personal pride; personal professionalism; personal learning. You do it because it is an impartial statement that you are one of the best. And while you are pursuing

that individual statement, you will find yourself learning an awful lot.

As an example, let me tell you why I pursued receiving my certification. I had been a member of NAPT for several years, and was wondering, ‘am I any good as a transportation professional?’ I know how I see things from my desk – but does that stack up adequately to what others may be able to do? So I was reviewing the NAPT website and came across the certification program. Included there is the name of every certified professional in the country. I was amazed to find only two names from Georgia (one gentleman I don’t know), but was proud to know that Ed Donn was the first Certified Director of Transportation in the country. I became the 99th, and Mark Lindstrom just became the 118th after completing the exam at Jekyll this summer. We have one that has passed the test, but lacks completing a couple of the administrative functions before his certification.

So now I know. I don’t have to wonder if I know enough to speak in groups of transporters (though those of you who know me, know it never stopped me from talking before). What’s more, I know that Georgia’s transportation professionals should not wonder if their knowledge is credible. It is. But the personal satisfaction of being able to type CDPT after my name is nice. The personal knowledge that I have done something that not a lot of other people have done is nice. So I encourage each of you, step up. Pursue the appropriate

certifications. Receive the national recognition your talents merit. Personally, I find it worthwhile.

Director of Transportation

Certification as a Director of Pupil Transportation is available to those individuals who are qualified to serve as the top administrator of a pupil transportation system. To qualify for this certification, applicants must demonstrate that they are capable of handling a position that involves establishing programs and policies, setting standards, developing materials, and providing leadership to achieve designated goals. Applicants for this certification must have at least five years experience in a pupil transportation position of responsibility commensurate with the category of certification.

- Specific certification requirements are:
- College degree and/or Acceptable Career Profile
 - Minimum of five (5) years experience as Director and/or Supervisor of Transportation
 - Attendance at two (2) NAPT Annual Conferences
 - Certificate of Completion indicating twenty (20) hours contact time from an NAPT-approved workshop
 - Presentation at national or state meetings, or accepted project/published article
 - Completion of NAPT Certification Standards, including the written exam
 - Continuous annual membership in NAPT

Supervisor of Pupil Transportation

Certification as a Supervisor of Transportation is available to those individuals qualified to function at the highest technical level of the pupil transportation system. To qualify for this certification, applicants must have the ability to carry out policy and program directives of the directors. Applicants are expected to administer programs, provide leadership, and engage in the development of programs and materials within limitations established by their management. Applicants for this certification must have at least three years experience in a pupil transportation position of responsibility commensurate with the category of certification.

Specific certification requirements are:

- College degree or high school diploma or equivalent
- Minimum of three (3) years experience as Director and/or Supervisor of Transportation
- Attendance at one (1) NAPT Annual Conference
- Certificate of Completion indicating twenty (20) hours contact time from an NAPT-approved workshop
- Presentation at national/state meetings, or accepted project/published article
- Completion of NAPT Certification Standards, including the written exam
- Continuous annual membership in NAPT

Pupil Transportation Specialist

Certification as a Pupil Transportation Specialist is available for those individuals who qualify as paraprofessionals in the pupil transportation industry. To qualify for this certifica-

tion, applicants must demonstrate the ability to carry out responsibilities at the middle management level and have at least three years experience in a pupil transportation position of middle management with responsibility commensurate with the category of certification.

Specific certification requirements are:

- High school diploma or equivalent
- Minimum of three years experience in middle-management of a pupil transportation program
- Certificate of Completion indicating twenty (20) hours contact time from an NAPT-approved workshop
- Demonstrated ability to supervise and carry forth programs under direction of superiors
- Completion of NAPT certification standards, including the written exam
- Continuous annual membership in NAPT

Pupil Transportation Driver Instructor

Certification as a Pupil Transportation Driver Instructor is available to those individuals who qualify as driver instructor specialists in the field of pupil transportation. To qualify for this certification, applicants must demonstrate abilities as a driver instructor in both classroom and behind-the-wheel in-

struction and have at least three years experience in a pupil transportation driver instructor's position with responsibility commensurate with the category of certification.

Specific certification requirements are:

- High school diploma or equivalent
- Three (3) years experience as a driver instructor
- Certificate of Completion indicating twenty (20) hours contact time from an NAPT-approved driver instructor workshop
- Appropriate licensing as a school bus driver by licensing authority in the applicant's state of residence
- Demonstrated ability to conduct both classroom and behind-the-wheel training programs
- Completion of NAPT certification standards, including the written exam
- Continuous annual membership in NAPT

We will continue to schedule Professional Development workshops at our summer conference. They are also taught at other regional and national conferences, so there will be ample opportunities to get any classes you need or desire. □



DD Instruments

- Remanufactured Clusters
- Electronic and Analog
- *International* Trucks & Busses
- One Year Warranty
- Free Shipping!

Call Toll Free 800.766.4243
For Your Local Distributor
www.ddinstruments.com

THE CHEMICAL / BIOLOGICAL THREAT

By Michael Dorn and Chris Dorn

In the last issue, we examined some basic concepts of chemical attacks as they pertain to schools and school transportation. In this article, we will consider the more complex topic of biological weapons and their implications.


One of the earliest recorded incidents of biological warfare occurred in 1346 at Kaffa (now Feodosiya, Ukraine), when the bodies of soldiers who died from the plague were launched by catapult over the walls of the besieged city. In more recent history, Japanese soldiers utilized biological weapons in their conquest of China in the early 1940s, and launched balloons carrying biological agents toward the Western coast of the United States after we entered the war. In 1989, Iraq stockpiled 19,000 liters of botulinum, 8,500 liters of anthrax, 340 liters of

clostridium perfringens and 2,500 liters of aflatoxin. There are also grave concerns over the security of the enormous stockpiles of deadly biological agents, including smallpox and anthrax, accumulated by the Soviet Union before its collapse. Such powerful biological weapons have the potential to cause large numbers of casualties, panic among the affected populace and immense expense and disruption.

For a variety of reasons, there is a significantly heightened concern over the potential use of biological weapons in recent years. In 1984, a biological attack left 751 people infected with Salmonella typhimurium in Wasco County, Oregon in the United States. This event, coordinated by a religious commune, demonstrated that we are vulnerable to biological attacks. Since that time, intelligence information gives cause for increased concern based on the efforts of domestic and international terrorist groups as well as rogue nations to develop biological weapons capabilities.

While a school bus could be the release site of a biological attack, other targets are more likely to be selected first. Obviously, the goals, motivations, and capabilities of an individual or group bent on an attack, along with the ease of attacking certain types of facilities, play into target selection. For example, an otherwise less desirable target might be chosen because a seemingly ideal target is too well secured to ensure a successful attack. In addition, the mobile nature of school transportation makes it less likely to be a primary target and much more likely that a bus route would be affected as collateral damage by an incident, either along the route or an event that occurred somewhere else but involved a student who rides the bus.

A number of options are available for those wishing to carry out a biological attack. A no-notice attack could involve the covert release of a dried or liquid biological agent, such as a virus, toxin, bacteria, or rickettsial agent against humans, animals, food products or agricultural goods. This type of release might only generate symptoms within several days, if not weeks, after the initial release depending on a series of conditions including the amount and type of agent used, the method of dispersion and delivery chosen, existing environmental conditions as well as the nature of the selected target.



if it has to be

SCHOOL BUS

IT HAS TO BE
NALLEY
MOTOR TRUCKS

800.229.4488
NalleyBusGroup.com



While schools in any community impacted by a biological attack could be affected, an area of particular concern would be a common food source attack. Substances such as botulin toxin could be used to contaminate food or beverage supplies from a vendor serving numerous schools with a deadly and more rapid affect. Prompt detection of a threat, identification of the agent and notification of all schools that might be affected are steps you can take to prevent further contamination if an incident does occur. Early detection and treatment can often make a great difference in the outcome of a biological incident.

Unfortunately, many school emergency operations plans do not contain protocols covering food and beverage contamination incidents, even though there have been a number of accidental and even a few intentional contamination incidents in schools carried out by individual students in the United States and around the world.

Fortunately, many types of biological attacks are difficult to carry out successfully and with great effect. On the other hand, like chemical attacks, biological attacks are somewhat difficult to prevent in a free society. Counterterrorism and antiterrorism efforts such as monitoring intelligence efforts, enacting target hardening measures and increasing protection of food sources and ventilation systems are a few techniques that can be used to create a multi-faceted strategy to mitigate against the negative effects of a biological attack, should one occur. Additional mitigation efforts include enhanced public health surveillance systems designed to help spot abnormal patterns of illnesses that could be the result of a biological attack, as well as the ability of the response system to facilitate rapid movement of adequate stockpiles of emergency medicines to the affected site and if appropriate, to quarantine people in affected areas. Again, a key to success in addressing a biological attack is early detection and prompt assessment of the situation.

A likely impact of a bio-terrorism event on school transportation would be seen in the transport of people to dispensing sites by bus. Another possible relationship would be students becoming symptomatic while being transported home after ingestion of contaminated food or beverages. Emergency operations plans for drivers and route supervisors should address both of these situations as appropriate, and plan backups for emergency transportation, in case an incident directly affecting district transportation occurs.

Unlike a chemical attack, the use of a biological weapon may not be immediately apparent. The response in these instances will not be the lights and siren type of affair that might be expected in a chemical attack. In many possible scenarios, the shelter in place instructions listed in many school biological incident plans would serve no purpose and could, in fact, help increase the effectiveness of an attack. Coordinated response, effective crisis communications and advance training of school and transportation personnel would likely be more critical issues in this type of incident. The public health and medical community, along with key government officials providing regular press conferences to maintain communication with the public, would be the more typical response after a biological incident.

As with chemical attacks, government officials and agencies are working steadfastly to enhance capabilities to prevent, and respond effectively to, biological attacks. A side benefit of these efforts is greater protection against natural outbreaks of disease, which can be more dangerous than an act of violence in many cases. Just as the enormous effort to better equip and train hazardous materials teams to respond to chemical attacks will pay enormous dividends when accidents involving toxic chemicals occur, efforts to protect our populace from biological attack lower risks posed by epidemics and pandemics.

Qualified consulting firms and a variety of government agencies can provide information and assistance in bolstering prevention and emergency preparedness measures for school transportation operations. Before plans are created, the risk and vulnerability assessment should be relied upon to help determine how individual organizations address concerns of biological terrorism. By properly utilizing public and private sector expertise, you can help your organization be better informed and prepared to face the challenges of biological terrorism.

Reference: *Jane's Chemical – Biological Defense Guidebook*, Jane's Information Group.

Michael Dorn is the Executive Director of Safe Havens International, the world's leading international non-profit school safety center. He has presented on the topic of school antiterrorism and school emergency preparedness from Virginia to Vietnam. His son, co-author Chris Dorn, has worked extensively in the United States to protect schools and has conducted research in Canada, France, Mexico, the Netherlands, England and Vietnam. His astounding concealed weapons demonstration has been seen by millions of people worldwide. The Dorn's have authored and co-authored more than 20 books on school safety. They can be reached via their web site at www.safehavensinternational.org.



The safety - cost benefit of LED lighting

The utilization of Light Emitting Diode (LEDs) technology on school buses has many safety & cost benefits.

A 2002 study comparison of incandescent and LED rear lamp reaction

time conducted by the Society of Automotive Engineers (2002-01-0379) illustrates the safety benefits of LED signal lighting. As LED lamps are becoming main stream in the school bus

industry in both 7" round warning lights and 4" round signal lighting applications, the study provides relevant support to this transition in technology.

One of the major benefits of LED lighting is the fast illumination time as compared to incandescent lighting. The study found that incandescent lighting, from circuit switch to full lamp illumination is at best 200 milliseconds. With LED technology, from circuit switch to full lamp illumination the time is approximately 30 milliseconds. This time reduction can result in an extra 22 feet of stopping distance at 60 mph and thus avoid accidents and injuries to students and drivers.

This fast illumination time is a key safety benefit in congested traffic conditions and can decrease the incidents of rear-end collisions. Most of what a trailing motorists sees when incandescent tail lamps are illuminating is warm up and cool down time of the filament behind the lens. The semiconductor technology found with LED lighting does not require warm up or cool down time.

Another safety benefit associated with LED lighting technology is the increased visibility in all inclement weather conditions as well as bright sunny days. The increased intensity of LEDs is evident to those who have utilized or tested the technology. Depending on the type & quantity of diodes used in the signal lamp, LED signal lamps can vastly exceed the overall light output of filament technology. SoundOff Signal utilizes a significant quantity of super flux light emitting diodes in 7" round signal lamps along

Why buy LED Lighting?
(We can't imagine why you wouldn't.)

Safer Buses: studies have shown LED lights have significant safety advantages over traditional incandescent lights.

- Reduce "Drive-bys"
- Increase Visibility
- Reduce Wear & Tear
- Low Amp Draw
- Low Maintenance

We offer a full product line of LED safety lighting products. Call us for a free full color catalog at 1.800.338.7337. Or you can visit our website at www.soundoffsignal.com for more product information.

with internal and lens optics to help distribute the light output to all angles. When behind the vehicle the light is a true color and vastly exceeds SAE and FMVSS 108 minimum requirements per lamp.

The maintenance benefits of LED technology are also very evident to those that have utilized or tested the technology. Although LED lamps cost more initially, when you factor in the elimination of maintenance and bus down time due to repairs or replacement of bulbs, LED lamps are less expensive over the life of the bus. Imagine a life where your maintenance technician no longer has to spend countless hours over the course of a school year on menial tasks like changing bulbs or climbing ladders to change out a single marker light. When you factor in life cycle costs such as the technicians valuable time, salary and benefits for both the technician's and driver's as well as the down time of the vehicle that needs to be on a route, the initial cost

of LED lamps seems to no longer be a factor.

One Kentucky School District did an LED Light Cost Analysis in 2006-2007 and found that the real cost of changing incandescent bulbs averaged over \$60,000 when they assess the salaries and benefits,

replacement bulb costs, service vehicles and bus fuel cost. The facts are that LED lighting is a more cost effective lifetime and perhaps life saving solution. For further details contact SoundOff Signal Sales Department @ 800.338.7337 or sales@soundoffsignal.com □

START HERE AND YOU'LL NEVER MISS A STOP.

At W.W. Williams, you'll find a team of factory trained and authorized service technicians with the education and the resources to prepare your fleet for even the most demanding routes. Our expertise with Mercedes Built MBE 900 engines and Allison Transmissions only begin to tell the story of our comprehensive capabilities. To learn more, or to schedule a service appointment, call us today. Or you could always just stop by.

W.W. Williams
WWW.WWILLIAMS.COM

ALABAMA LOCATIONS:	GEORGIA LOCATIONS:	SOUTH CAROLINA LOCATIONS:
Birmingham 800.365.3780	Acworth 888.826.9102	Columbia 800.452.8479
Montgomery 800.592.3413	Albany 800.736.1952	Charleston 888.527.9332
	Atlanta 800.545.7116	Greer 800.459.7146
	Savannah 800.283.9332	

Please support the advertisers who have helped make this publication possible.

DEL
Communications Inc.

School buses save fuel costs

As a result of the **480,000 school buses currently in operation**, more than 2.3 billion gallons of fuel are spared each year, resulting in a net savings of more than \$8 billion dollars in fuel costs, according to new statistics released by the American School Bus Council (ASBC).

The statistics, based on the **daily ridership of more than 26 million students on more than 480,000 school buses**, reveal the startling impact that school buses have on the nation's economy. Long known to be the safest form of transportation for children getting to school, the new statistics offer even more reason for parents to encourage their school-age kids to "Get on the Bus."

Among the other statistics recently released by the ASBC:

- 17.3 million: Total number of private vehicles needed to transport students currently riding on all school buses.
- 822 million gallons per year: Total fuel used by school bus fleet
- \$3.4 billion per year: Total cost of fuel used by the U.S. school bus fleet
- \$131 per year: Cost of fuel per child transported by school bus
- 3.1 billion gallons per year: Total fuel for cars replaced by buses
- \$11.4 billion per year: Cost of fuel for cars replaced by school buses
- 62.4 billion: total annual car mileage saved by students riding school buses
- 346.6 million: total daily car mileage saved by students riding school buses
- 36: average number of cars needed to transport students currently riding one school bus

To help local school districts better understand the impact of school buses on their local community, the ASBC also unveiled a new online fuel calculator on its website at www.americanschoolbuscouncil.com. The online tool offers districts the ability to accurately calculate the anticipated economic and environmental impact of local bus service.

In addition to these economic statistics, leading authorities, including the National Academy of Sciences and the U.S. Department of Transportation, have agreed that **school buses are the safest form of transportation for getting children to and from school**. According to the Transportation Research Board, part of the National Academy of Sciences, **a child is 13**



times safer in a school bus than in other modes of travel. ("The Relative Risks of School Travel," 2002.)

About the American School Bus Council

The American School Bus Council is a coalition of the school transportation industry — including public and private transportation providers, school bus manufacturers and state officials responsible for pupil transportation. Council members are committed to providing safe, effective, efficient and healthy transportation for the more than 25 million schoolchildren who ride more than 475,000 school buses each day.

The Council's members include NAPT (National Association for Pupil Transportation), NASDPTS (National Association of State Directors of Pupil Transportation Services), NSTA (National School Transportation Association), Blue Bird Corp. of Fort Valley, Ga., IC Corporation of Warrenton, Ill., and Thomas Built Buses of High Point, N.C.

The American School Bus Council was formed in 2006 to educate parents, school officials and lawmakers about the essential role the yellow school bus plays in the safety, health, security and readiness of America's schoolchildren. Council members advocate for increased school transportation funding and advances industry standards on safety, security, environment, energy and access to education that are above and beyond state and federal law.

For more information, visit our website at www.americanschoolbuscouncil.org. □

AngelTrax raises the bar with a dual license plate camera

DOTHAN, ALABAMA (November 11, 2008) AngelTrax Bus Video, manufacturer of video surveillance for the School Bus, Mass Transit, Rail and Law Enforcement Industries, introduces their new Dual License Plate Camera, which is called the DLP25HR.

The DLP25HR School Bus Camera has been designed with a metal cast housing and shatterproof lens cover. This camera is equipped with dual, high resolution, wide dynamic,

PeriOptic 2500 lens. The location of the camera should be on the outside of the School Bus under the Stop Arm to be able to capture license plates in both directions.

AngelTrax Bus Video

<http://angeltrax.com>

Contact: Katherine Tolar

Phone: (334) 692-4600 / Fax: (334) 692-4606 □



Suite 300, 6 Roslyn Road, Winnipeg, Manitoba R3L 0G5
Toll Free: 1.866.831.4744 | Toll Free Fax: 1.866.711.5282
www.delcommunications.com

DEL Communications Inc. has in excess of 100 years combined experience working for you.

We offer outstanding personal service and quality in the areas of:

DIRECTORIES

TRADE PUBLICATIONS

ADVERTISING DESIGN & LAYOUT

QUALIFIED SALES & EDITORIAL TEAM



Press one for customer service

By Brad Bishop

Wireless access, Blackberries, email, high-speed internet, cell phones, PDAs, laptops, tablet PCs and the list goes on!

But I still can't get a hold of someone when I need to... So what gives?

Why is it that in this age of technology, with at least a dozen ways to reach someone, I still can't get a human being to answer a simple question? Press one for customer service; press two for sales; press three for technology; press zero to be transferred to an operator. So I press zero... and an automated attendant answers, and I leave a message. I wait a few hours, a day, a few days and then I wonder if my message ever made it.

Is anyone out there?

This situation is unfortunately all too familiar. Vendors have become so dependent on their technologies that they have forgotten nothing beats a caring individual who will genuinely look into a problem.



Imagine if problems were addressed immediately, and were resolved within a quick and reasonable timeframe. Granted, all problems may not have the same priority level; but as a customer of technology, I want to know that my issue is being addressed by someone.

And in the school transportation industry, the thousands of parents who expect immediate answers don't exactly appreciate the "we'll get back to you" approach. Or worse, please leave a message with your complaint...

They expect you to know *who, when, where, why* and *how* the bus didn't do *exactly* what was planned. They expect you to answer them on the spot and if you don't, be prepared for them to call the person who hired you!

So what can you do as a school transportation provider? One suggestion is to look into GPS technology. This tool allows you to locate, track down and determine exactly what is going on or what happened at any point in time. It allows you to play referee with instant replay in 'high definition' clarity. You can see the when, where, how and hopefully determine the why... without delay.

But this tool is only as good as the vendor who provides it. Will the vendor take the time to teach you how to use and apply the information you are collecting? Will they answer the phone when you have questions? If and when a problem arises, will they respond and take ownership if it is their fault? And here is the hard part: how do you know the answers to these questions before you buy?

Look at the vendor's track record. If they don't help their current customers, odds are they won't help you. Take the time to talk to their current customers and not just the three that they tell you about. Find out how they respond to other district needs and requests. More than likely, this is how they will treat you. Didn't someone once say that the truth shall set you free?

With a little research, you can rest assured that you are making the right decision for your customer – the local community you serve.

About Synovia

Synovia provides GPS solutions specifically for transportation directors and their school bus fleets. Synovia's systems empower you by providing accurate and timely information. The solutions help you significantly enhance safety and efficiency and create a meaningful return on investment. At Synovia, we are committed to serving the customer in every way possible.

Contact Information

Brad Bishop

Chief Operating Officer

317-208-1703

bbishop@synoviacorp.com

www.synoviacorp.com □



STAY CONNECTED (his mom's counting on you)

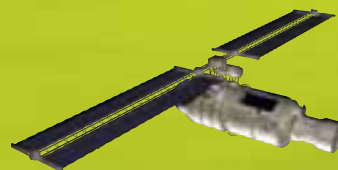
Connect with parents, because now you know where each and every bus is at any given moment, how fast it's going, where it's stopped and at what time. **Connect with your business manager**, because reduced idling means less fuel and route efficiency and accurate payroll means less expense. **Connect with administration**, because airtight, real-time information means safety is #1.

Cellular GPS from Synovia does for you what radio just can't do: it keeps you connected. **Not just with buses, but with people.**



synovia

GPS Technology. Empowering you.



call **866.206.7528** or visit us online at **www.synoviacorp.com**

