



IPTA School Bus Stop

My School Bus, the Safest Form of Student Transportation!



Iowa Pupil Transportation Association - Keep Student Safety First

Colder Days Of Winter

Complementary IPTA Newsletter
57 years of serving student transportation in Iowa



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School bus drivers know that while driving a school bus in the winter, they can see some of the most beautiful scenery. They also know to be beware of the hidden dangers, slippery roads, reduced stopping distances, and the need to be wary of distracted drivers. They also have to deal with Covid-19 issues, student supervision, defensive driving strategies, following school board policies, and the required State and Federal safety regulations. The beautiful scenery is still amazing, however, it takes on a whole different perspective for the driver when you consider all of the essential driving responsibilities.

Transportation directors strive to keep students safe when riding school buses. They know that it is especially important to maintain a well-trained driving staff, along with skilled mechanics, to keep all of the equipment safe in every community school district in Iowa.

As we head into maybe the most unpredictable time of the school year, transportation directors, mechanics and school bus drivers always hope for a mild winter season. It is hard to predict if the next storm will be for a light, or that heavy snow forecast that we all dread.

This year it will be especially nice to be rewarded with a few days off during the winter holiday breaks. Everyone working in transportation departments and school buildings have done an outstanding job during the first half of this extremely challenging school year.

I know that everyone will welcome some well-deserved time off to relax, and to get rejuvenated during this "happiest time of the year!" Enjoy some good quality family time and have a wonderful holiday!



School Supply List for 2020-2021

patience	encouragement
flexibility	positivity
deep breaths	understanding
calmness	compassion
humor	respect
cooperation	kindness

Winter Pre-Trip and Driving Suggestions!



Arrival time is important - A school bus driver is expected to report to the bus garage to perform the pre-trip inspection before leaving on an assigned route. When weather conditions dictate, drivers should adjust their arrival time accordingly to take care of any emergency, such as a non-starting school bus, a pre-trip inspection problem or something as basic as the need to fuel the bus.

Winter starting and warm up - Start the engine early in your pre-trip inspection to obtain the maximum warm-up time possible before leaving the bus lot. Make sure to use the fast idle for diesel engines; warm-up time is important for diesel buses to ensure proper engine oil temperature.

Glow plug assisted starting - On diesel engines, this feature increases engine start ability in cold weather. Turn the ignition key to the “on” position, “wait to start” lamp on the dashboard will light up for approximately 15 to 45 seconds depending on the outside temperature. When the light goes out, the engine is ready to start.

Electrical systems - During the pre-trip inspection it is not a good idea to leave your red and amber warning lights, strobe light, or headlights on after your pre-trip inspection has been completed. Turning them off will reduce the amount of electrical drain on the bus charging system, and it will help keep the bus running better during the warm up period. Make sure everything is turned back on before leaving for the bus route.

Drive slowly - Everything takes longer on snow-covered roads, accelerating, stopping, and turning. Nothing happens as quickly as on dry pavement. Give yourself time to maneuver by driving slowly.

Accelerate and decelerate slowly - Applying the gas slowly to accelerate is the best method for regaining traction and avoiding skids. Don't try to get moving in a hurry, and take time to slow down for a stoplight. Remember, it takes longer to slow down on icy roads.

Following distance - The normal dry-pavement following distance of three to four seconds should be increased to eight to ten seconds. This increased margin of safety will provide the longer distance needed if you have to stop.

Don't stop if you can avoid it - There's a big difference in the amount of inertia it takes to start moving from a full stop versus how much it takes to get moving while still rolling. If you can slow down enough to keep rolling slowly until a traffic light changes, do it.

Cruise Control - Some buses have cruise control. Do not use cruise control when driving on any slippery surface (wet, ice, sand).

Have a safe winter driving experience!



Should We Have Lap-Shoulder Seatbelts On Iowa School Buses?

One of the more common concerns after a school bus accident is, *“why don’t we have seatbelts on school buses?”* Believe me one of the most common calls we get here at the IPTA office from news reporters, superintendents, transportation directors, bus drivers and parents are either for or against seatbelts on Iowa’s school buses. One side says, “Yes, we want them,” and the other side says, “No definitely not. We never want them on our school buses.” With such strong lines drawn in the sand, it makes it hard to find common ground to open up meaningful dialog on this serious subject.

Both sides would agree that school buses are the safest way to transport your children to and from school. The size, lighting and color of school buses make them easily visible and identifiable. Their height provides good driver visibility and raises the bus passenger compartment above car impact height. It’s safe to say that emergency vehicles are the only other vehicle on the road that can stop traffic like a school bus.



Metal bar seat bracing replaced by high back padded seating.

When I was working on school buses at a school district here in Iowa quite a few years ago, the common thinking was that most injuries inside of a school bus came from the metal bracing poles and the metal seat bracing located at the back of the bus seats. The bus seats were much lower than the seats today and were responsible for many of the injuries like bruises to the head area, broken arms and some extensive tooth loss during heavy braking or sudden stops. It took years to correct this problem but manufacturers eventually removed the metal at those locations and replaced it with higher seat backs with soft foam backing on the seats and they eliminated the metal poles completely.

It has been commonly accepted for many years that *“compartmentalization”* is one of the fundamental elements in the safety design for school buses. Compartmentalization is closely spaced, impact-absorbing, high-back, padded seats. Different from your personal car, it is a carefully designed protection model designed to protect children like eggs in an egg carton, compartmentalized, and surrounded with padding and structural integrity to secure the entire container. The seat backs are raised and the shell is reinforced for protection against impact. There is no arguing that it is much better than the metal bars that seat areas had in prior years.



Compartmentalization with impact-absorbing, high-back, padded seats.

Parents say our children are required to wear seat belts in our cars so why not have them on their school bus? Individuals have a hard time comparing personal cars to the school bus because there are very distinctive variations in size and the number of children being transported. The two vehicles are constructed differently and in your car, you can supervise your child and ensure that your child’s belt remains properly secured. School bus drivers work in a *“passive restraint,”* environment, meaning all a child must do to be protected is simply sit down and remain seated. School buses also must be designed as a multi-purpose vehicle used to transport students K-12, to and from school, educational field trips, including carrying support equipment for school bands and various team events.

One group says lap-shoulder belts **are not needed** on school buses!

One group says lap-shoulder belts **are needed** on school buses!

Which one is right?

Traveling around the State of Iowa for the 2016 IPTA regional meetings we had a chance to hear the pros and cons first hand from our association members as it pertains to lap-shoulder belts in school buses. At all nine locations we made notes of the comments that were shared. Listed on the next page are the more common comments that we received and a few more that were shared at the IPTA summer conference and trade show. You will find the most common comments listed in the first column and the response to those concerns from industry publications and other references in the second column.

**One group says lap-shoulder seatbelts
are not needed on school buses!**

Common concerns stated at regional meetings!

1. Overall, travel on a school bus is the safest way to travel, 40 times safer than riding in a car, with only a handful of deaths occurring to passengers on school buses every year.
2. In compartmentalization, the seats on the school bus are placed very close to each other and have high backs that are very padded. As a result, in an accident, the student would be propelled forward a very short distance into a padded seatback that in a way is like an early version of an airbag.
3. Children sit high off the ground in school buses adds to the safety, as the impact location with an automobile would occur beneath the seats.
4. Lap-shoulder seatbelts would significantly increase the cost of school buses. It is estimated that adding lap-shoulder seatbelts to buses would add between \$7,000 and \$14,000 to the cost of each bus.
5. Lap-shoulder seatbelts would reduce the seating capacity on each bus. Adding lap-shoulder seatbelts would mean that bus fleets would have to increase by as much as 15% just to carry the same number of riders.
6. Children would hit each other with the seatbelt buckle, increasing rider injuries.
7. How would the school bus driver unbuckle all the children if the bus rolls over and there was a fire?

**The other group says lap-shoulder seatbelts
are needed on school buses!**

From industry publications and other references.

1. Agreed, school buses are 40 times safer than riding in a car, but they could be even safer with lap-shoulder belts. In a frontal or rear collision (or even sudden stops) children can be thrown into the seat in front of them. While they may be spared more serious injuries, they are often still injured, receiving everything from bumps and bruises to concussions. Lap-Shoulder Seatbelts could prevent a number of these injuries.
2. With only compartmentalization, during a rollover, students are tossed about the interior of the bus like clothes in a dryer. They strike other students, seats, windows, and even the ceiling. When a child is buckled up, they are far less likely to be seriously injured.
3. Children sitting high off the ground in school buses also adds to their safety, as the impact location with an automobile would occur beneath the seats. However in several high impact crashes over the years with larger vehicles, and solid roadside objects, lap-shoulder seatbelts could have kept children in their seat and reduced the seriousness of some of the injuries.
4. Lap-shoulder seatbelts will increase the cost of school buses. But we should treat that cost as a worthy investment to "*further enhance the safety of the students,*" as NASDPTS put it, and not as a reason to oppose lap-shoulder belts for school buses. The life of a school bus can be between 12 and 18 years. Lap-shoulder seatbelts are a one-time cost, for the life of the bus.
5. Installing lap-shoulder seatbelts will not reduce the number of seats. Newer style bus seats will seat three elementary school children or two high school students in a single seat, just like a regular school bus seat without lap-shoulder seatbelts.
6. Lap-shoulder seatbelts have been on school buses in several states for more than a decade and there have not been reports of them being used as a weapon. The seat belts are similar to what you use in your car. They're on a short strap under tension that retracts into the seat. If a student wishes to harm another student, there are unfortunately other items such as books, backpacks, tablets and lunchboxes that are far easier to swing.
7. Federal standards require that lap-shoulder seatbelts release easily with or without weight on them. Children of all ages can evacuate easily at the click of a button, even if they are upside down. When they are not buckled up and are thrown around the interior of the bus, resulting in more serious injuries, they are slower to evacuate if they are capable of evacuating the school bus at all.

Should We Have Lap-Shoulder Seatbelts On Iowa School Buses? (Continued)

Reading through those two lists it becomes very clear that the lap-shoulder seatbelt debate is a complex and sometimes an emotional issue. Individuals that do not want to see lap-shoulder belts and individuals that want to see them installed in school buses both have some valid points. It's hard at times to figure out what is a myth and what is factual with many individuals already having their minds made up and distinctive lines drawn in the sand.

The two main concerns that the IPTA has heard from school bus drivers are:

1. Will the driver be held liable if a child is not wearing the lap-shoulder seatbelt, if there is an accident?
2. Will the school bus driver be expected to make sure that the students are wearing the lap-shoulder seatbelt during the regular scheduled routes or when driving sporting and educational fields trips?

These concerns were not on the previous page lists because they may be the hardest to answer. This part of the equation will take some clear legislation. If lap-shoulder seatbelts are required to be installed in school buses then school bus drivers will need a strong commitment from Iowa law makers and school district officials. Once there is clear legislation in place protecting the school bus driver from liability, then school districts will need to have a policy in place that is supported by district officials from the building principals all the way to the superintendent. With that policy, training for the school bus driver, building staff, students and parents would be a very important component.

District's have zero tolerance policies for fighting and bullying, this is another area that there needs to be zero tolerance to protect the school bus driver and the school district or transportation contractor. If a student does not use the lap-shoulder seatbelt then they lose their bus riding privileges.

Some interesting information that I discovered was that in states that currently have seat belts as many as 93% of bus drivers report witnessing bullying on their school buses before lap-shoulder belts.

School districts with lap-shoulder belts, assigned seating, and an enforced usage policy have found that bullying and other disruptive behavior has been significantly reduced, and in some cases eliminated entirely, on their school buses.



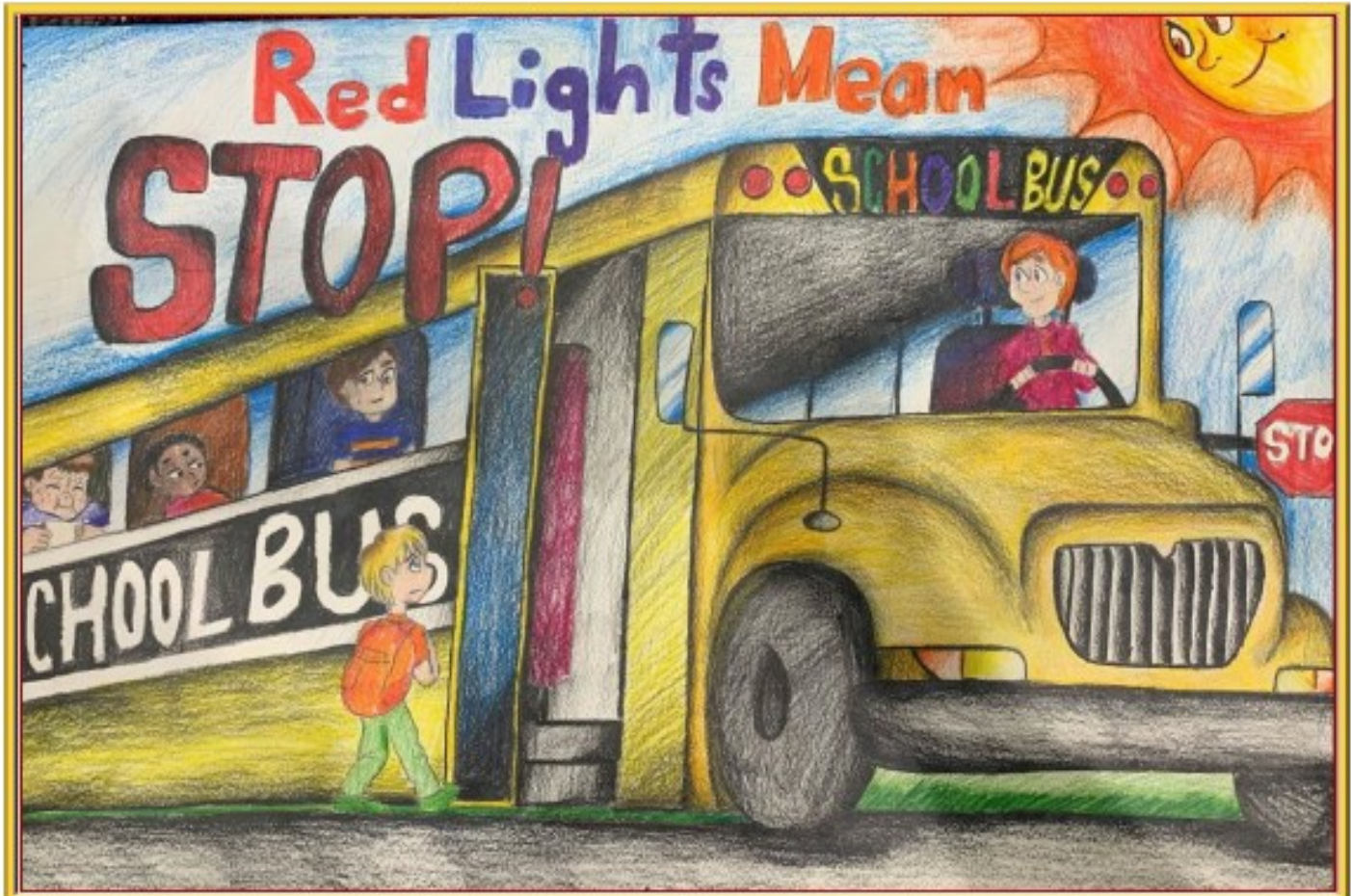
Additionally with the lap-shoulder seatbelts, student discipline problems were also reduced by 90 to 95%. Without lap-shoulder seatbelts children can get a little rowdy at times, they walk the aisle, lean over their seat to talk to others behind them, and turn sideways to talk to the kids across the aisle. All of these things increase driver distraction, which is potentially dangerous for not only the students on the bus, but for everyone on the road. Lap-shoulder seatbelts ensure students are seated correctly.



Crash test, left side riders are secured in lap-shoulder seatbelts and on the right, three riders were unbelted.

It has been said that if you put lap-shoulder seatbelts on all buses you may only save one life per year, however they could reduce approximately 15,000 injuries!

No one can or will assure anyone that if we install lap-shoulder seatbelts in every school bus in Iowa that we can eliminate any loss of life. However there has been extensive crash testing done and the findings show, if children are wearing lap-shoulder seatbelts injuries would be reduced significantly. It is also possible that student discipline and student management could be improved significantly. How our legislators approach the lap-shoulder seatbelt issue is an important safety issue to all **9,000** plus school bus drivers and to the approximately **243,283** students riding on Iowa school buses.



Four Recruiting Strategies During COVID-19



School district transportation departments have been impacted by the COVID-19 pandemic. Now as districts slowly begin to reopen to return to normal school bus routines they are suffering from a not-so-obvious unexpected challenge of recruiting and hiring school bus drivers.

As it turns out, many open job positions actually pay less than the expanded unemployment benefits many people will receive under the just implemented stimulus package (and may continue to receive through a FEMA program). In fact, an estimated 68% of unemployed workers are collecting more on unemployment than they earned while working. As a result, many employers are reporting a lack of applicants, and an increased amount of interview no-shows. Personnel managers fear that unemployment is more lucrative (albeit shortsighted). For example, many school districts have had school bus driver positions posted on school websites for this whole school year without a single applicant, or in some cases just a few applicants.

Meanwhile, there are also plenty of other hurdles that can make it harder to find and attract school bus drivers right now. Even with vaccines becoming available, some individuals fear exposure to COVID-19, either from an on-site interview, or in any role that requires them to leave their home. Others may be putting off their job search until the vaccines are available to everyone, and businesses reopen to full capacity. In this hiring environment, recruiting top talent takes a combination of creativity and diligence. Technology provides numerous ways to advertise openings for school bus drivers. Create newspaper ads, use billboards, church bulletins, farmers COOP's or other types of public bulletin boards in your community. Create "Hiring Now" colorful banners to be placed in school buildings or on buses that can be parked around your community depending on local city signage rules and regulations. There is a need to broaden your audience, and really connect with applicants, to attract qualified candidates. Work on ways to build excitement about the role school bus drivers have in your school district. Your school district transportation department must find new innovative ways to stand out from other employers in your community.

Below there are 4 recruitment strategies to help you immediately captivate job seekers, create a memorable first impression of your company, and successfully hire top candidates:

- 1. Offer hourly wage increases or bonuses:** COVID-19 has forced many school districts to reduce school bus routes, hours or to cut wages. But if your district is struggling to attract applicants, or to maintain a full school bus driving staff, it might be a good time to consider raising hourly wages, or offering signing bonuses as a way to stand out. The grocery chain Kroger recently offered one-time bonuses of \$400 for full-time workers, and \$200 for part-time workers.

Along with providing an extra incentive for people to apply, offering a pay raise or bonus can show candidates, and the current driving staff that your school district puts its employees first, which can help build a positive workplace culture.



- 2. Reach out to candidates that are ready-to-work now:** Instead of waiting for job seekers to apply to your job postings, you can encourage the current drivers on staff (drivers, mechanics and all building staff) to actively search for potential driving candidates who are willing to start work right away. Have current school staff help recruit, by offering an employee referral program to all district employees. If a current employee refers a new full-time or substitute driver, they will receive a \$100-\$500 bonus once the new driver completes training and 90 days of service. This and other recruiting efforts can pay off by encouraging your veteran driving staff, and other school employees to look for and encourage applicants to apply. This type of a recruitment program can be very successful and cuts down on advertising cost significantly. Once you find a potential candidate who is a good match for your open position, all you have to do is reach out to them to set up an interview.
- 3. Update job postings to reflect your COVID-19 action plan:** It may take some time yet this year to have vaccines available to everyone. Reassure candidates that their health and safety is a priority by specifying what procedures your school district is following to minimize the risk of exposure to COVID-19 (e.g., social distancing rules, staggered shifts, reduced bus capacity, face mask policy, enhanced cleaning procedures, etc.) Another way to help you recruit during COVID-19, is to be completely transparent about your interview process. Can the entire interview process happen remotely, or will candidates be required to interview in-person at some point?

For on-site interviews, explain how you're maintaining a safe interview environment (e.g. socially distanced interviews, avoiding handshakes, symptom questionnaires, temperature checks). Here is some sample language you can use to describe your interview process:

Four Recruiting Strategies During COVID-19 (Continued)

Option 1: If on-site interviews are necessary: The safety of our candidates and employees is our top priority. If you are selected, you will be contacted for a, (phone or Zoom video screen interview), which could then be followed by a formal on-site interview. (School district name) follows social distancing guidelines for all in-person interviews, as well as (list of other health and safety precautions).

Option 2: If your interview process is entirely remote: The safety of our candidates and employees is our top priority. Due to COVID-19, our entire interview process will take place remotely. If you are selected, all of your interviews will be conducted virtually via (phone or Zoom).

- 4. Adopt perks that support new and veteran drivers:** To compete with higher-than-usual unemployment benefits, consider offering some added benefits, or unique perks that will appeal to workers during the pandemic. When possible offer supplementary work. The hours available for driving a school bus may not provide enough pay for some people, but supplemental work within the school district can be a convenient way to bolster their income, and attract them to your school bus driving positions. Offer drivers the opportunity to work in other areas of the school district, such as, para's, teaching assistants, custodial, or grounds-keeping work, on an as-needed basis. It could be beneficial to consider designing job descriptions to create full time school bus driving/custodial or school bus driver/teaching position, etc.

To help candidates recognize the temporary nature of collecting unemployment, highlight the long-term growth opportunities available at your school district. An unemployment check is only temporary. In fact, the federal government's \$600 weekly unemployment boost will definitely expire. Its replacement, the Lost Wages Supplemental Payment Assistance program, will pay out an extra \$300 per week, but only if states apply, and are approved. Show candidates that a job at your school district can offer long-term stability that extends well beyond the government's unemployment expiration date.

There also needs to be a general understanding of the position. School bus drivers earn less per hour than other CDL class drivers on the road. They do not drive the long distances that semi drivers have to endure and work less hours, however they do work a split shift, so there is a limited number of hours available. In many cases, extra work, like field trips, pay far less than the amount that drivers are paid for driving their regular school bus routes. Driver pay, split shift and number of hours available are three of the largest factors. A school bus driver position is a supplementary income at best, and that makes it difficult or next to impossible to attract career school bus drivers like the trucking industry.



It is important to retain veteran drivers already on your staff. Drivers can be lost very quickly when they feel that they are not being appreciated, or supported during student discipline issues on their bus. Retaining your current driving staff reduces the need, and the expense of recruiting and training new drivers.

There are many strategies that can be implemented that could provide help. More than likely, it will take some out of the box thinking, changing the preconceived hiring paradigm we have to solve the driver shortage problem in your community.

To recruit and solve the driver shortage problem in your district it might be time to look at multiple concepts, and strategies. If you keep doing the same things, you will inevitably get the same results. This may be the time for transportation directors, personnel managers, and business managers, to sit down together for some in-depth hiring, and financial strategy conversations. Driver shortages are nothing new to this industry, but the Covid-19 pandemic, and Federal government funded unemployment benefits have added another barrier between school district hiring and applicants.



Interested in becoming a
Bus Driver?

Get more information ►



Four Facts about Speeding That Will Slow You Down



The road sign reads 55 mph, but you're anxious to get to your destination and decide to drive 65 mph. "What's the big deal," you say to yourself. "It's only 10 miles faster." The big deal is this... every 10 mph increase in speed doubles the risk of a crash.

This is just one of several facts EMC Loss Control Manager Jim Harms stresses during his safe driving courses. "Despite advancements in technology, the best defense for speeding is to stress the importance of safe and timely delivery, not speedy delivery," explains Jim. The incidence of speeding may actually be higher than reported. According to the National Highway Traffic Safety Administration (NHTSA), speeding is a factor in 31 percent of all fatal crashes. However, the actual number may be much greater. A crash is only recorded as speeding-related if the officer notes it.

The faster you go, the harder it is to slow down. Speeding reduces your ability to react quickly to traffic hazards because you are covering more ground in less time. This means the distance necessary to slow or stop your vehicle increases the faster you travel. At 55 mph, a vehicle will travel 121 feet before beginning to slow. As speed doubles, stopping distances quadruple. By driving within the speed limit, you give yourself more time to react to what's happening around you.

Speeding does not save you that much time. For a 10 mile trip and a posted speed limit of 50 mph, you will save a couple minutes for every 10 mph you travel over the speed limit; however, you also will double your risk of dying in a collision. Are the extra minutes saved really worth the risk?

Speeding costs you money. Every 5 mph over 60 mph costs you an extra \$0.24 per gallon of gas. Speeding tickets in the United States can cost \$150-\$1,000. Speeding violations add points to your driving records in some states, which could result in a suspended license. According to the NHTSA, crashes where speed is an issue cost society more than \$40 billion annually.



"What can you do to change the speeding mentality of many drivers on the road?" asks Jim. "The best answer is continued education and communication," he stresses. For resources such as online training, videos and safety program templates, visit the [Fleet and Driver Safety](#) page in the Loss Control section of the EMC website. Courtesy of EMC Insurance Companies



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to
Safety
Excellence

What can we do for your district? - Join the IPTA today!

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Iowa Pupil Transportation Association



Our District Membership Includes:

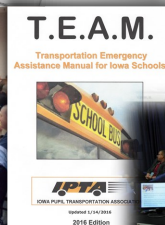
- IPTA Bus Stop Newsletters
- Technical support by phone or email
- District access to the IPTA Website: 4ipta.org
- IPTA Transportation Emergency Assistance Manual
- Website for resources, including free downloads
- Access to printable safety information for staff training
- Conference workshop New Transportation Directors
- Regional Training Meetings - held all areas of Iowa
- Reduced fees for the IPTA Conference/Trade Show and no fee for regional meetings for member schools
- Accessible lists for IPTA sustaining company vendors
- Legislative updates and actions
- Recognizes school bus driver for longevity and heroism
- Opportunities for IPTA Board Positions

The IPTA provides school administrators, drivers and technicians with safe solutions.

The mission of the Iowa Pupil Transportation Association is to serve as a resource for school administrators, supervisors, mechanics, drivers and the Iowa Department of Education in the upgrading of Iowa's pupil transportation programs.



The IPTA provides assistance to members over the phone, through timely newsletters, regional meetings and our Annual Transportation Conference & Trade Show. The IPTA also updates and provides the only Transportation Assistance Manual for Iowa Schools along with access to the IPTA Website: 4ipta.org



School Bus Driver & Student Safety Training Information



Technical and informational support to transportation personnel, school administration and school bus drivers



The Iowa Pupil Transportation Association provides access to excellent pupil transportation safety information that is helpful to keep students safer in an effort to maintain effective and efficient transportation operations for all Iowa Schools.



Department of Education News and Reminders

Max Christensen, Executive Officer / State Director of School Transportation



There have been quite a number of “conferences” over the past month that I’ve attended. All of them are of the virtual nature of course. And while a virtual conference is not an in-person conference, there is still quite a good deal of information that you can glean from them. The TSD (Transporting Students with Disabilities) conference was held in early November. This is put on by STN magazine and is typically held in mid-March in Texas. While Texas, especially in March, is much more exciting than my back bedroom in November, when attending in person I rarely get the chance to attend very many sessions. I’m usually at other meetings for NASDPTS, which are held at the same time, so my availability is limited for the TSD meetings. This year was different! Sitting in my back bedroom I was able to pick and choose as I pleased, plus work during or in between the sessions. Another advantage was no travel, no expenses, or any of the normal things that go along with attending out of state meetings. But Texas is beautiful in the spring, and my back bedroom is, well, my back bedroom.

Another conference in early November was the Tri-State Regional Special Education Law Conference. It’s normally held in Omaha in November, and covers the states of Iowa, Nebraska, and Kansas. Last year was my first-year attending. I gained so much information and insight into special education law, that I was very excited to go again this year. Due to COVID it was turned into a virtual conference this year, but there was still a wealth of information. Problem was, I had a number of meetings going on and other things, so I wasn’t able to attend very many sessions this year. With virtual conferences, you sometimes do let your daily work get in the way of “attending” the conference. Most sessions are recorded, but I find if I did not have time to attend it “live”, I likely will not find enough time to watch the recordings.

Finally, in mid-November, the NASDPTS conference was held over the course of a week, meeting every afternoon for three hours. This worked out well, and since it was a national conference it allowed attendees from all over the United States to attend at a reasonable hour within their specific time zone. For an example, the conference started at 1:00pm in the east, noon here, and 8:00am in Hawaii. With three hours each day, it was pretty easy to carve out that amount of time in the afternoon, and still be able to get most of the daily work in the office done beforehand. This conference was billed as the “Federal Forums Plus” and consisted entirely of speakers from the Federal government along with a few non-governmental speakers covering national topics. Overall, it was a very good conference, and I’d like to share a few tidbits of information, that while not earth-shattering, were still quite interesting.

The first is regarding the FMVSS’s, or Federal Motor Vehicle Safety Standards. I guess I had never really considered how many FMVSS’s there are, but I just assumed with all the safety features found in cars, trucks and buses, the number of safety standards had to number in the hundreds, if not more. Turns out, there are “only” 63 FMVSS’s, found in what they call five “series” of standards. Those series would include:

- 100 series - crash avoidance standards
- 200 series - crashworthiness standards
- 300 series - fuel system integrity and flammability standards
- 400 series - platform lifts, truck release standards
- 500 series - low speed vehicle standards

And all of the Federal Motor Vehicle Safety Standards can be found at [49 CFR Part 571](#).

The other tidbit I’d like to share deals specifically with school buses. Every year, all states are asked to complete the Annual National Loading Zone Survey, now in its 50th year. Over the years the number of children killed by other motorists or by their own school bus is a reported total of 1254 student fatalities. The sad part is, that number is evenly split between other motorists and the student’s own school bus. The most deaths recorded in one year was in the first year of the survey, 1970. There were 75 deaths that year. The number fell under 20 for the first time in 1988, yet it rose again to 32 in 1993 and averaged about 16 deaths until 2004, when the number rose again to 20. Since 2004, the number has mostly fallen, with a few years of spikes, such as 2008 when the number of deaths jumped to 17 from 5 the year prior. For the past fifteen years, the average number of annual student fatalities at the loading zone has been about 7.5.

And in the past year? Perhaps one good thing coming out of the COVID pandemic and nationwide school closures last spring, was a 75% drop in student deaths in the loading zone. The number of deaths in 2019-2020 was the lowest in a decade, dropping to 2 from the 8 reported during the 2018-2019 school year. The survey is conducted each year by the Kansas State Department of Education, with full analysis and information found at the [Annual Loading Zone Survey](#).



Iowa Pupil Transportation Association

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 Fogmaker North America
 Fortress Systems International
 GROWMARK, Inc.
 Hogleund Bus Co., Inc.
 Inland Truck Parts & Service
 Interstate PowerSystems
 Iowa Propane Gas Association
 Iowa Renewable Fuels Association
 JAK the App, Inc.
 Kraigs Glass
 Master's Transportation
 MHC Kenworth
 Midwest Bus Parts
 Midwest Peterbilt Group
 Midwest Wheel Companies

NAPA Auto Parts
 Northland CDL Training
 Northland Products Co.
 O'Halloran International
 O'Reilly Auto Parts
 ProTeng, Fire-Protected
 Q'Straint / Sure-Lok
 REI (Radio Engineering Industries, Inc.)
 REG (Renewable Energy Group)
 Rosco Vision Systems
 rSchoolToday
 Sadler Power Train
 SafeGuard/IMMI
 Safety Arrow / Reflective Traffic Systems
 School Bus Sales Co.
 SoundOff
 Thomas Built Buses / Truck Center Companies
 Transportant
 Tyler Technologies
 U.S. Cellular
 Unity School Bus Parts
 Unplugged Wireless Communications

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