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SCHOOL TRANSPORTATION UPDATE



May 31, 2018

This issue contains information on the following:

- 1) VW mitigation grant information available – webinar on June 6
- 2) Reasonable suspicion drug and alcohol training
- 3) NTSB releases report on Chattanooga and Baltimore crashes

1) VW Mitigation grant information available

The plans for managing the VW mitigation grant have been finalized, and Ohio EPA is moving ahead with posting the grant application guidelines. We are hosting a webinar for Ohio EPA on June 6 starting at 10:00 am to release the details of this grant program.

This is a sizable grant (\$75 million) that will be administered over 10 years. The original grant proposal includes a certain amount of funding available only for school bus applicants. The proposed list of eligible counties includes: Ashtabula, Butler, Clermont, Cuyahoga, Delaware, Erie, Fairfield, Franklin, Geauga, Greene, Hamilton, Lake, Licking, Lorain, Lucas, Madison, Mahoning, Medina, Montgomery, Ottawa, Portage, Sandusky, Stark, Summit, Trumbull, and Warren.

There is no cost for participating in the webinar.

To participate, log in to: <http://osba.connect.com/epavw>

2) Reasonable Suspicion DOT training available at OSBA

We have two more training classes scheduled for reasonable suspicion drug and alcohol training. If you supervise bus drivers you need this training. There are still seats available on July 10 and August 7 in these 2-hour classes held at OSBA's offices in Columbus. Classes begin at 10 am and end at noon.

The course meets the FMCSA DOT requirements, and attendees will receive a certificate of completion. Cost is \$50 per person.

To register go to the OSBA website and select the class of your choosing.

3) NTSB releases report on Chattanooga and Baltimore crashes

The National Transportation Safety Board (NTSB) has released its report on the Chattanooga and Baltimore school bus crashes. NTSB identified a lack of driver oversight as the key issue in both of these crashes. They documented a number of issues, including both the school districts' lack of oversight of student transportation service providers and poor management of unsafe school bus drivers by the motor carriers and school districts.

In their report the NTSB cited the safety of school bus travel, and reiterated that children are safer traveling in school buses than in any other vehicle. They went on to say that although school buses are extremely safe, there are still fatalities and injuries.

The NTSB report calls for improved oversight of school bus drivers and enhancements to school bus design – such as installation of passenger lap/shoulder belts, electronic stability control, and automatic emergency braking. NTSB believes these changes could prevent or mitigate crash outcomes that include fatalities and injuries.

For a closer look at the NTSB report and thoughts on their proposals please look for the July issue of OSBA's School Management News (to be mailed June 13).

Ohio School Boards Association
8050 N High St, Suite 100
Columbus, OH 43235

<http://www.ohioschoolboards.org>

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