



Office of the Vice Chairman

National Transportation Safety Board

Washington, DC 20594

April 6, 2017

Mr. Charles Hood
Executive Director
National Association of State Directors
of Pupil Transportation Services
8205 Bristol Ct.
Tallahassee, FL 32311

Dear Mr. Hood:

Thank you for your February 6, 2017, letter to the National Transportation Safety Board regarding Safety Recommendations H-16-7, H-15-2, and H-13-36. We issued Safety Recommendation H-16-7 and reiterated Safety Recommendations H-15-2 and H-13-36 to the National Association of State Directors of Pupil Transportation Services (NASDPTS) as a result of our investigation of the April 24, 2014, school bus roadway departure in Anaheim, California. Safety Recommendation H-15-2 was originally issued as a result of our 2015 study of commercial vehicle onboard video systems; Safety Recommendation H-13-36 was originally issued as a result of our investigation of the February 16, 2012, collision between a school bus and a truck at an intersection near Chesterfield, New Jersey.

H-16-7

Inform school bus drivers of the impact their health may have on the safe transportation of school children, of their responsibility to accurately and completely report their health history and medications, and of the legal consequences of dishonesty on the medical examination report.

We are pleased that you informed your members of the recommended medical reporting actions, urged them to follow federal requirements, and encouraged school districts to provide their drivers with medical reporting training. Your efforts satisfy Safety Recommendation H-16-7, which is classified “Closed—Acceptable Action.”

H-15-2

Encourage your members to ensure that any onboard video system in their vehicles provides visibility of the driver and of each occupant seating location, visibility forward of the vehicle, optimized frame rate, and low-light recording capability.

We note that, on March 3, 2015, the National Congress on School Transportation (NCST), comprising school transportation associations including NASDPTS, adopted this recommendation to encourage all members to use properly installed and maintained video systems to enhance school bus operational safety by providing important data for accident investigations. We are pleased that you further informed your members about our onboard video system study and offered to provide them additional installation and use guidance. These actions satisfy Safety Recommendation H-15-2, which is classified “Closed—Acceptable Action.”

H-13-36

Provide your members with educational materials on lap and shoulder belts providing the highest level of protection for school bus passengers, and advise states or school districts to consider this added safety benefit when purchasing seat belt-equipped school buses.

In addition to the position paper that you previously distributed to your members regarding the benefits of choosing lap and shoulder seat belts when purchasing new school buses, we are pleased to learn that your school bus seat belt use guidelines were adopted by the NCST and incorporated into the 2015 revision of the National School Transportation Specifications and Procedures. We further note that you provided the updated information to your members, as recommended. We commend your efforts to address Safety Recommendation H-13-36, which is classified “Closed—Acceptable Action.”

Thank you for your continued efforts to improve school bus transportation safety.

Sincerely,

Robert L. Sumwalt, III
Acting Chairman

*Approved for Digital Transmission
No Hard Copy Will Follow*