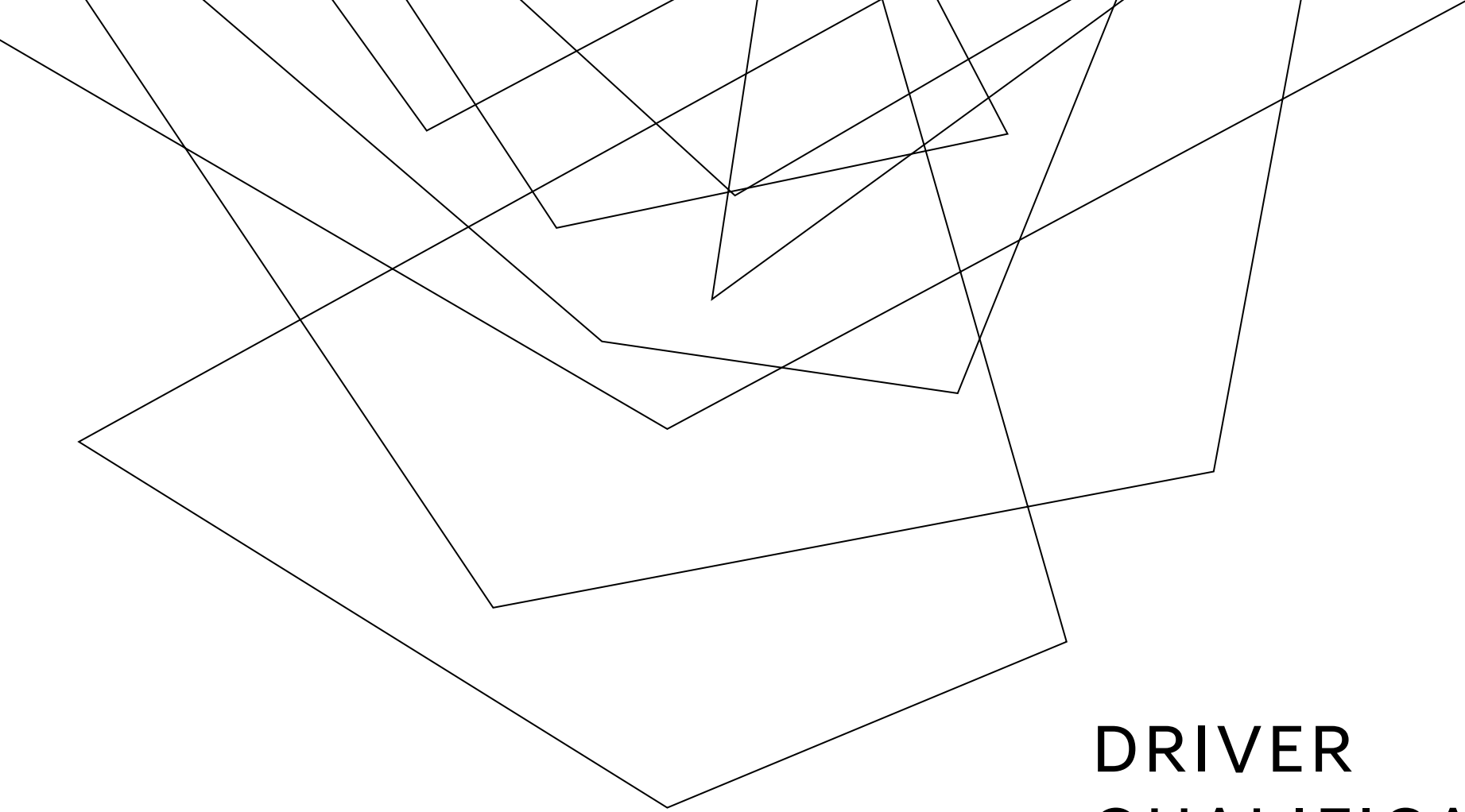


Abstract geometric lines in the top-left corner of the page, consisting of several overlapping, irregular polygons and lines that create a complex, layered effect.

DRIVER QUALIFICATIONS (PROPOSED CHANGES)

DRIVER REQUIREMENTS WORKING GROUP

Through several meetings and lengthy discussions on a few issues we were not able to come to a unanimous decision.

The main issues are listed here that include major changes, for the council's review.

**CONTROLLED SUBSTANCES AND ALCOHOL
TESTING.**

CURRENTLY READS

2. In addition to the testing required by 49 CFR 382, an applicant shall submit to testing for the use of marijuana, cocaine, opiates, amphetamines, phencyclidine, benzodiazepines, barbiturates, methadone, and propoxyphene by a procedure that is generally accepted in the scientific community to be accurate and reliable.

(This requires two separate drug tests for each new bus driver)

R13-13-102 (C,2)
CONTROLLED SUBSTANCES AND
ALCOHOL TESTING.

Suggestion:

- Remove #2 entirely, thus no longer requiring a second 9 panel drug test for applicants.
- Still maintains regulated 5 panel testing as per Code of Federal Regulations.

R13-13-102 (C,2)
CONTROLLED SUBSTANCES AND
ALCOHOL TESTING.

Argument for removing:

- Same requirements as Police, Military, Airline pilots, Truck drivers and other Safety Sensitive positions.
- Two tests increases economic impact on schools (redundant testing for 5 out of 9 substances)

R13-13-102 (C,2)
CONTROLLED SUBSTANCES AND
ALCOHOL TESTING.

Argument for removing:

- 2023 U.S. Workplace drug test Positivity rates:
 - Benzodiazepines 0.34%
 - Methadone 0.12%
 - Barbiturates 0.15%
 - Propoxyphene 0.00%

R13-13-102 (C,2)
CONTROLLED SUBSTANCES AND
ALCOHOL TESTING.

Argument for Keeping as is:

- Safety, Liability, and whatever the reason why DPS required it in the first place.

COUNCIL DISCUSSIONS AND QUESTIONS?

R13-13-102 (D,1)
PHYSICAL PERFORMANCE TEST.
CURRENTLY READS

d. Opening and closing a manually operated service door three times without stopping. If the school bus has an automatic service door, operate the manual override of the service door;

R13-13-102 (D,1)
PHYSICAL PERFORMANCE TEST.

Suggestion:

- Modify PPT D,1 to say:
 - From a seated belted position, demonstrate how to use the Emergency Service door release and exit the bus, using 3 points of contact.

R13-13-102 (D,1)
PHYSICAL PERFORMANCE TEST.

Reason for change:

- Demonstrates drivers know and CAN exit the emergency door using the override switch.
- Manual doors are very rare.
- Manual override switches can be place anywhere on buses.
- Too easy to operate a switch
- No need for 3 times

R13-13-102 (D,1)
PHYSICAL PERFORMANCE TEST.

Reason against change:

No reasons against change, but two people wanted to keep the 3-time repetition.

COUNCIL DISCUSSIONS AND QUESTIONS?

R13-13-102 (D,1,G)
PHYSICAL PERFORMANCE TEST.

CURRENTLY READS

g. Carrying or dragging a 125-pound object 30 feet in 30 seconds;

R13-13-102 (D,1,G)
PHYSICAL PERFORMANCE TEST.

SUGGESTED CHANGE

g. Carrying or dragging a 125-pound Rescue dummy for 30 feet in 30 seconds on a surface similar to the floor of a school bus. Walking backwards in an upright position

R13-13-102 (D,1,G)
PHYSICAL PERFORMANCE TEST.

Argument for change:

- Current rule is ambiguous
- Defines what and how test is to be done
- Rescue dummy will better prepare drivers on how to grab, hold on and rescue a student.

R13-13-102 (D,1,G)
PHYSICAL PERFORMANCE TEST.

Argument against change:

- Expense of buying Rescue dummies. (\$1,500 – 1,700
fire rescue, Grappling dummy 30.00)
- Straps are easier to grab and pull.

COUNCIL DISCUSSIONS AND QUESTIONS?