Certification Page
Regular and Emergency Rules

Revised July 2019

☐ Emergency Rules *(Complete Sections 1-3 and 5-6)* ■ Regular Rules

1. General Information

a. Agency/Board Name: Education, Dept. of		
b. Agency/Board Address: 122 West 25th Street, Suite E200	c. City: Cheyenne	d. Zip Code: 82002
e. Name of Agency Liaison: Leslie Zimmerschied	f. Agency Liaison Telephone Number: 307.777.5808	
g. Agency Liaison Email Address: leslie.zimmerschied@wyo.gov	h. Adoption Date: October 4, 2019	
i. Program: General Agency, Board or Commission Rules		

2. Legislative Enactment

For purposes of this Section 2, "new" only applies to regular (non-emergency) rules promulgated in response to a Wyoming legislative enactment not previously addressed in whole or in part by prior rulemaking and does not include rules adopted in response to a federal mandate.

a. Are these non-emergency or regular rules new as per the above description and the definition of "new" in Chapter 1 of the Rules on Rules?

☐ No. ■ Yes. If the rules are new, please provide the Chapter Numbers and Years Enacted (e.g. 2015 Session Laws Chapter 154): Chapter 20 Only: 2019 Session Laws, Chapter 204

3. Rule Type and Information

For purposes of this Section 3, "New" means an emergency or regular rule that has never been previously created.

a. Provide the Chapter Number, Title* and Proposed Action for Each Chapter. *Please use the "Additional Rule Information" form to identify additional rule chapters.*

Chapter Number:	Chapter Name:	New	Amended	Repealed
2	Rules for Minimum Standards for Wyoming Student Transportation Vehicles	☐	■	☐
20	Rules for the Pupil Transportation Component Within the Education Resource Block Grant Model	■	■	☐
		☐	☐	☐
		☐	☐	☐
		☐	☐	☐
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* If the name of a chapter of rules is changing, please only provide the NEW chapter name on this rules certification form.

4. Public Notice of Intended Rulemaking

a. Notice was mailed 45 days in advance to all persons who made a timely request for advance notice. ☐ No. ☑ Yes. ☐ N/A

b. A public hearing was held on the proposed rules. ☐ No. ■ Yes. **Please complete the boxes below.**

Date:	Time:	City:	Location:
Chapter 20 only: August 20, 2019	6:00 p.m. - 8:00 p.m.	Cheyenne, WY	Laramie County School District #1 Board Room 2811 House Avenue Cheyenne, WY

5. Checklist

a. ☑ For regular rules, the Statement of Principal Reasons is attached to this Certification and, in compliance with Tri-State Generation and Transmission Association, Inc. v. Environmental Quality Council, 590 P.2d 1324 (Wyo. 1979), includes a brief statement of the substance or terms of the rule and the basis and purpose of the rule

b. ☐ For emergency rules, the Memorandum to the Governor documenting the emergency, which requires promulgation of these rules without providing notice or an opportunity for a public hearing, is attached to this Certification.

6. Agency/Board Certification

The undersigned certifies that the foregoing information is correct. By electronically submitting the emergency or regular rules into the Wyoming Administrative Rules System, the undersigned acknowledges that the Registrar of Rules will review the rules as to form and, if approved, the electronic filing system will electronically notify the Governor's Office, Attorney General's Office, and Legislative Service Office of the approval and electronically provide them with a copy of the complete rule packet on the date approved by the Registrar of Rules. The complete rules packet includes this signed certification page; the Statement of Principal Reasons or, if emergency rules, the Memorandum to the Governor documenting the emergency; and a strike and underscore copy and clean copy of each chapter of rules.

Signature of Authorized Individual	
Printed Name of Signatory	Jillian Balow
Signatory Title	State Superintendent of Public Instruction
Date of Signature	10/4/19

7. Governor's Certification

I have reviewed these rules and determined that they:

1. Are within the scope of the statutory authority delegated to the adopting agency;
2. Appear to be within the scope of the legislative purpose of the statutory authority; and, if emergency rules,
3. Are necessary and that I concur in the finding that they are an emergency.

Therefore, I approve the same.

Governor's Signature	
Date of Signature	

Statement of Reasons

Chapter 2-Rules for Minimum Standards for Wyoming Student Transportation Vehicles

The Chapter 2 rules were last updated in 2012. Since that time, changes in manufacturing processes and mechanical and technological advances have significantly affected the design, production, and performance of school buses and other student transportation vehicles. The rules are updated to incorporate industry improvements that maintain or further enhance the safety, security, and efficiency of student transportation. The proposed revision of Chapter 2 rules incorporates *National School Transportation Specifications and Procedures* by reference. The remaining revisions to Chapter 2 specify standards for student transportation vehicles that are unique to Wyoming.

These rules were developed in coordination with and vetted by a stakeholder committee comprised of district transportation personnel (i.e., supervisors, technicians, drivers, administrative support personnel) and bus manufacturer representatives.

Chapter 20-Rules for the Student Transportation Component within the Education Resource Block Grant Model

During the 2019 Legislative Session, HEA0125 repealed the moratorium on the purchase of student transportation vehicles. The legislation also required the Wyoming Department of Education to define procedures for and conditions under which school districts may procure student transportation vehicles; establish a mileage and age replacement schedule for student transportation vehicles; and establish a competitive bid process for student transportation vehicle procurement. The proposed revision of Chapter 20 rules incorporates these legislative mandates.

In addition to the changes required by legislative action, the Chapter 20 rules were last updated in 2012, and are being updated to clarify definitions and guidance on expenses that are reimbursable under the Wyoming education funding model.

These rules were developed in coordination with and vetted by a stakeholder committee comprised of district transportation personnel (i.e., supervisors, technicians, drivers, and administrative support personnel), district business managers, and district assistant superintendents.

Chapter 2 - My comment is	Proposed response Chap 2	Chapter 20 - My comment is	Proposed Response Chap 20
Bus bids - I disagree with the new bidding process for purchasing New school buses. Taking the lowest bid and setting the reimbursement from that is going to hurt our state in the long run. International Buses always low ball the bidding process. They have NO service centers in Wyoming. They have NO sales office in Wyoming. International buses always come in cheaper because they do not have all the same technology and equipment that the other two vendors put on their buses. I do believe we should be also adding in a In-State vendor premium for Vendors that have Service Centers and Sales Offices in the State of Wyoming. They are the ones that are adding to the state by have physical residence in Wyoming. We should be giving our in-state Vendors 5 to 10 percent preference so they can compete with the out of state vendors that do not add anything tax wise to our state. Simplifying these rules kind of leaves a lot of room for vendors to take necessary parts off our buses to cheapen them up to cheapen their bids. I think we need to have a very specific spec sheet that these vendors have to follow.	Chapter 2 provides the minimum requirements for school transportation vehicles and does not address the bus bid process. *No Change*	Regarding the replacement life cycle for vehicles. The state motor pool is replacing vehicles at 100,000 miles and is then selling those vehicle, which yields lower maintenance bills and newer vehicles. This replacement schedule would leave districts with higher maintenance bills and less reliable vehicles on the road. Those federal standards are better equipped for urban driving which doesn't cover the type of country that our districts are sometimes required to do which also increases the wear and tear on the vehicle. It isn't realistic for districts to have to follow that replacement schedule that doesn't fit the type of roads that we have to deal with.	The replacement cycle was set in accordance with 21-13-320(g)(iii), "The replacement schedule shall establish replacement cycles for mileage and age not less than the applicable national averages for replacement of school buses and other student transportation vehicles." Section 6(c) allows districts to replace a vehicle before the replacement life cycle if they meet the criteria for a total loss or severe service. *No Change*
I don't have to much of a problem working with the national School Transportation requirements.	No change requested. *No Change*	Years of Services changes: 17 years or 240,000 miles on a route or activity bus is going to add huge maintenance expenses to our budgets. Adding years to the years of service will make smaller districts run old buses, try to find parts for old buses and they will have a huge increase in up keep of older buses. This is also going to have students being ran around the state of Wyoming in old buses that will not have all the new safety features that are on new buses. Example of older buses costing lots of money to try to keep them running. We currently have 2 2008 Type D Thomas HDX with Cat engines that we spent over $8000 each this past school year just trying to keep them on the road. They spent more time in the shop than on the road. We are going to find that this will be the norm and not an exception. Trying to be in line with National averages is going to hurt us because Wyoming in unlike any other state. We run in too many wide open spaces and distances that are far greater than any other state does. Adding Miles to the buses will help slow down bus purchases. The Four largest school districts purchase the largest number of buses so having them wait a couple more years per bus would help in that area. We need to set the years back to 12 years for route buses under 36,000 pounds and 14 years on activity buses. Leave the mileage at 240,000. Even 12 and 14 year old buses are too old but at least we have a chance to get rid of older buses sooner. Also, Simplifying Chapter 20 doesn't really help us directors that are fighting a battle within our school district. We need stuff spelled out in Black and White in order to help us refer people to these rules for operational purposes and why we do things the way we do.	The replacement cycle was set in accordance with 21-13-320(g)(iii), "The replacement schedule shall establish replacement cycles for mileage and age not less than the applicable national averages for replacement of school buses and other student transportation vehicles." Section 6(c) allows districts to replace a vehicle before the replacement life cycle if they meet the criteria for a total loss or severe service. *No Change*

I was a Director of Transportation in Sheridan for 13 years and a bus driver there for another 7 years. Prior to this I worked at Boeing in engineering groups. While I understand the need to reduce costs in student transportation, I don't think many of the Chapter 2 and 20 revisions are realistic based on how bus garages and bus manufacturers actually function. The bidding process currently used is based on minimum standards as outlined in Chapter 2. The downside is that is the target that the manufacturers use include nothing better than bare minimums outlined in this document. The components are specified, but the level of quality workmanship is not. It is hard to legislate quality. Another assumption by most people may not be accurate. Most people think that any vehicle with a diesel engine can go 500,000 miles, with minimal maintenance, like a long haul truck. School buses have a different life cycle. They are used for short distances with lots of stop and go driving. This is very hard on equipment. As mechanics have stated; the chassis will hold up, but the seats, paint, dash instrumentation and engine will not. It becomes a pay now or pay later situation in the long run. The nice thing about a new bus is, it does have warranty coverage. The current Chapter 2 and Chapter 20 were crafted by D. Leeds Pickering and bus supervisors around the state. These were carefully thought out and reviewed/revised periodically, based on changes in the industry. The standard for maximum vehicle life of a Type C at 175,000 miles and a Type D at 200,000 miles are realistic figures, given how the current industry functions and the quality of the vehicle build. In closing, I think we have to pose the question; do you want to provide safe student transportation or not? I am sure that other student transportation professionals would echo most of the sentiment in my comments. You have to ask yourself when you make changes like this if it compromises student safety. Imagine like most of the drivers and supervisors in the state, getting a call that a bus is broken down and the outside temperature is over 100°F or under -20°F. Saving money is fine, but you have to weigh real world consequences against that philosophy.	Comment not related to Chapter 2 Rules. *No Change*	Field trip - page 20-2 is defined to happen "during the school session" - districts use block grant monies to run summer schools and part of summer school may include a field trip as an extension of classroom instruction. Weston 7 would like to see the definition of field trip change to remove this statement. MPV mileage replacement - page 20-6 - Weston 7 utilizes MPVs instead of buses on some of our rural routes so most of the mileage accumulated on our MPVs are from traveling on county roads. It seems to me the 200,000 mileage would be fine if all miles were on the highway, but not for county road travel. I would ask that the mileage for MPV replacement be adjusted to mirror the replacement mileage utilized by the State for fleet maintenance. Thank you for considering my comments.	The WDE will modify the language in Section 2(g) as follows: “Field trip” means a school district-approved student activity outside the classroom during the school session or during a district approved summer session. *Non-substantive Change* The replacement cycle was set in accordance with 21-13-320(g)(iii), "The replacement schedule shall establish replacement cycles for mileage and age not less than the applicable national averages for replacement of school buses and other student transportation vehicles." Section 6(c) allows districts to replace a vehicle before the replacement life cycle if they meet the criteria for a total loss or considered in severe service. *No Change*
Section 5, Multipurpose Passenger Vehicles, paragraph (f): “The vehicle may be equipped with the capability to tow, but shall not be used to tow while transporting students,” (p. 2-51). The Wyoming Association for Career and Technical Education (WACTE) and Wyoming Vocational Agriculture Teachers Association (WVATA) are concerned this proposed rule would limit educational opportunities for students. We have been told this rule would not prohibit towing a trailer with an MPV with students onboard, but the expense would not be reimbursed by the state. Perhaps greater explanation is warranted in the rules to avoid confusing safety issues with funding issues and provide clarification in the interpretation of this rule. Several of our member organizations – construction, welding, automotive, robotics, agriculture, and culinary arts – as well as programs like music and art could be adversely impacted by this proposed rule. For example, school districts use trailers to haul band instruments or artwork to state competitions, pulled by an MPV transporting students. Construction programs have dump trailers and tool trailers for projects of all sorts. Culinary arts programs use trailers for catering. We do not typically have two teachers that can drive separate vehicles to transport students in one and a trailer with another. That would be cost prohibitive from both staffing and transportation standpoints. Additionally, when students travel with animals, tools, equipment, projects, etc., they learn responsibility. We understand this proposed rule is based on recommended specifications and procedures from the National Congress on School Transportation, which states, “School buses shall be prohibited from towing a trailer or any vehicle when students are on board the bus,” (National School Transportation Specifications and Procedures, May 2015, p. 187). We appreciate the recognition by the Department of standards for student transportation vehicles that are unique to Wyoming. We encourage modifying the language in the proposed rule so not to prevent our academic programs from offering educational opportunities outside the classroom to gain valuable experience in preparation for college and careers.	Section 5(f) will be eliminated. *Non-substantive Change*	Weston #7 would like the limitation on providing transportation for summer school field trips to be reconsidered. We believe summer school is an extension of our classrooms. As such we believe field trips should be allowed during the summer. As we move to a 4-Day school day, we will be encouraging some field trips that take up a day to take place during summer school. While these activities are rare, we believe we should be allowed recover the transportation costs for such activities. Weston #7 would also like the designated mileage for replacement on MPVs to be reconsidered. In our district, many of the miles on an MPV are accumulated by traveling on unpaved county roads. Therefore, the wear and tear on an MPV is accelerated rather than a vehicle that drives all of the time on pavement. We would like the mileage to be more in line with the state motor pool guidelines for vehicle replacement.	The WDE will modify the language in Section 2(g) as follows: “Field trip” means a school district-approved student activity outside the classroom during the school session or during a district approved summer session. *Non-substantive Change* The replacement cycle was set in accordance with 21-13-320(g)(iii), "The replacement schedule shall establish replacement cycles for mileage and age not less than the applicable national averages for replacement of school buses and other student transportation vehicles." Section 6(c) allows districts to replace a vehicle before the replacement life cycle if they meet the criteria for a total loss or considered in severe service. *No Change*

I am writing with a couple comments about the proposed rule change and additions to Chapters 2 and 20 that will be heard August 20th in Cheyenne. One of my concerns is the confusion between the proposed language in two places (Ch.2, pages 2-4 and 2-51) in the proposal and what has been said by DOE employees, which is referenced in Ms. Lisa Johnson's comments which I have attached because her comments are extremely well written and I agree 100% with her points. I called the WDE to find out if there had been a situation that caused this new language but the employee I talked to said there has NOT been a problem with this issue before, but that it was a Federal policy suggestion which the DOE wanted to adopt. There was also some discussion about whether these trips would be reimbursable. I would think that if the vehicle and trailer use was approved by the proper administrator it should be reimbursable. Another concerning statement made by WDE is that the Ag students are responsible for getting their own animals to the various contests, etc. My question is, the school districts don't have any problem getting the athletic teams and all of their equipment to contests, which is substantial is some cases, so what's different about Ag kids? Some of their equipment has four legs! The state has an 'Urban' Ag program in Campbell County. I'm not sure of all the ins and outs but it sounds like they are not your typical rural families equipped to handle or transport livestock and its associated equipment. Also, there are more and more 'in town' kids signing up for livestock projects who do not have the trailers, etc., to haul livestock. Shouldn't they be able to participate in the livestock program? An interesting point here that all the FFA Advisors that were at State Fair this week voted to enlist the help of the CTE lobbyist because they were so concerned the negative effects of this new rule, if implemented, would impact the teachers' ability to help students and facilitate their projects and activities. I have been collaborating with Ms. Johnson this week also. There are several options available to insure student and teacher safety and still provide a necessary transportation service to help students. One I can think of is to have the Wyoming	Section 5(f) will be eliminated. *Non-substantive Change*	I wish I could go into heavy details here. We don't have room do that here. You will need to allow districts to either increase their budgets for major repairs, outside source of repairs budget, or bring on more bus technicians. If you implement what you have here. Contrary to the statement that the buses are better built. The buses are built on the lowest bid process and corners are cut. A new bus came to us this spring with a motor mount bolt missing. A very critical component part. Not sure how it made 2000 miles delivered to the district with out problems. We have had buses delivered with out components that are required by the state. Quality control is lacking on the manufacturer's part. We have had some buses that we have had to rebuild engines in the 80-90,000 mile range. We have had all sorts of engine components fail at terribly low miles. We have had some that reoccurring failures of components at 50,000 mile intervals. This is only a scratch of the surface. We have a six year old route bus that the body is cracking every where around the windshield mounting area has less than 100,000 miles on it. We have had to reinforce and welded two of our route buses back together in the firewall/steering column area. One has less than 100,000 one had close to 160,000. We have a few county roads to travel. My opinion is that on route buses (C)the 170,000 mile 12 years program was ideal. The bus is gone before the 200,000 mile problems showed up. The activity (D style)buses could be possibly stretched a little farther out than the 200,000 mile,14 year replacement. The other district's bus technicians just hate seeing one of our activities buses show up in their area. The activity buses continuously break down when they are away from our area. Our superintendent of schools of the district here put a distance moratorium out on some of the activity buses because of the break down failures. Thanks to the previous version of the severe service clause we hope to have rid ourselves of some of these problems buses. Many of the buses have dash /instrument problems at the 100,000 mile interval. Bus seat upholstery just doesn't last much more than 50,000 miles. Insulated glass windows lasts for 2-3 years before the seal breaks and then there is moisture between the glass. They then get real foggy. Drivers cannot see out of them. We haven't had any issues with the Allison transmissions, the Ford ones we have. The brakes, rear drum type we have to replace at about 120,000 miles. The new buses that were purchased recently have disc brakes, we have heard that they last about 20-30,000 miles. That is a technician working on the brakes more frequently. Maybe not as long of a duration for the repair as compared to the drum brakes. Tires, we average between 45,000 miles on route buses and 60,000 miles on activity buses. Tires probably not a factor for age/miles. Windshields we do amazing good on route buses and very poor on activity buses.	Section 3 allows the reimbursement of those amounts for operation and maintenance of student transportation vehicles as well as necessary staffing costs, including mechanics. The replacement cycle was set in accordance with 21-13-320(g)(iii), "The replacement schedule shall establish replacement cycles for mileage and age not less than the applicable national averages for replacement of school buses and other student transportation vehicles." Section 6(c) allows districts to replace a vehicle before the replacement life cycle if they meet the criteria for a total loss or considered in severe service. *No Change*

(Continued comment) Highway Patrol develop a short training course and testing program for drivers of school district MPV's pulling trailers. There seems to be several questions about this part of the rule change. With that in mind, would it be possible to postpone a vote or delete this one aspect of Chapter 2? I would appreciate the WDE maybe gathering more data, input and suggestions from those in the school districts that this rule change would affect. The school district FFA Advisors were unaware of this proposed change until this past week. As you know I have been a BIG CTE supporter and advocate beginning with my first campaign and continuing through my second term in the House. This is important. Thank you for taking the time to read this. I appreciate it! Best Regards, Bill Haley, Wyoming House of Representatives Centennial, Wyoming		**(Continued comment)** I don't think the windshields are a factor for the age/miles. I think it would wise for some at the state level to sit down and talk with some of the districts who use some sort of fleet management software for doing repairs on the buses before totally putting this package in place. I realize that when a bus is taken out of service to be disposed of, most are donated to nonprofits, donated to college tech programs or sold for peanuts which is then subtracted from the purchase price reimbursement from the state. Not much demand for used school buses that have break down issues known. I think a tool in the state's tool box should be a state wide maintenance software. Each district in the state would need to utilize it, then those who need to at the state level could access the data being put into the program and get a better understanding of the issues of certain bus manufacturers. It could be used as a leverage to get better quality buses. I will stop for now on my comments. Would like to look forward to talking to someone on the issues I have mentioned and other issues on buses.	
Hi I'm here representing the Wyoming vocational ag teachers association and career technical education association. We submitted written comments but just for the benefit of the people that are here, we are concerned about the not allowing students to be in MPVs that are pulling trailers because that in fact impacts our programs and so we have submitted written comments on that.	Section 5(f) will be eliminated. *Non-substantive Change*	Section 10 paragraph (g) is being removed. This will cause issues in that it will allow any district to go in to another school district and basically "steal" students. Given the current funding system, this could potentially have a significant financial negative affect on a district that is losing students. I'm not sure why this was removed but this section needs to be included.	Wyoming Statute § 21-4-502(b) permits "[a]ny district within the state [to] admit pupils resident in other districts of the state" except under certain circumstances. Based on this provision, and in consultation with legal counsel, the WDE determined that it should not by rule effectively bar a practice that is explicitly allowed by statute. *No Change*
		I would like to propose a change in language to be utilized for the newly proposed Chapter 20, Section 7, letter (b). It reads, " Transportation expenses shall not be reimbursed within the no transportation zone. The no transportation zone is the area encompassed by a 1.5 mile radius from school for elementary students and 2.0 miles from school for secondary students, as determined by the school district " I would propose that some of the language be changed in this proposed chapter to more closely reflect the previous version of Chapter 20 which referred to no transportation radii as a "minimum" distance instead of a fixed distance. This seemingly insignificant phrasing gave our school district more flexibility in determining the best course of action for our various no transportation zones. Specifically, in areas that exceeded the 1 mile radius determination by insignificant distances where ample walking paths and infrastructure were provided, our district was able to make a decision that made the most sense. If this version passes without adding the "minimum" language for no transportation zones, our department may be forced to provide transportation in certain unique cases based on a technicality rather than on what may be the best logical decision.	Section 7 defines the no transportation zone as the area encompassed by a 1.0 mile radius from school for elementary students and 2.0 miles from school for secondary students, as determined by the school district. The proposed language gives districts local control in determining what is best for their district. *No Change*

I am glad to see the moratorium repealed for the purchase of student transportation vehicles. I am concerned with the 17 year/240,000 mile school bus replacement schedule for type C and D buses. My concern is the availability for parts and having mechanical support to maintain buses for that time frame. I would like to see consideration of a 12 year/ either 180,000 or 200,00 mile replacement schedule for type c and d buses.	The replacement cycle was set in accordance with 21-13-320(g)(iii), "The replacement schedule shall establish replacement cycles for mileage and age not less than the applicable national averages for replacement of school buses and other student transportation vehicles." Section 6(c) allows districts to replace a vehicle before the replacement life cycle if they meet the criteria for a total loss or considered in severe service. *No Change*
The area I am concerned about being deleted is Section 10 Operations g. Inter-district Operations. If this is taken out it will create strong ill will between districts. I have seen it happen even with this section is in place. Unfortunately if a district thinks or knows a neighboring district is playing games to pick up and drop of students who do not live in their district. The reasons are athletics and/or money. The per pupil funding adds up if you can get students to come to your district with the offer of free transportation and you happened to have State Championship teams on a regular basis. The district boundaries should mean something and if this section is taken out it will weaken district boundaries and potentially cost the state more in transportation expenses. For example: as a district I have students along a route and I need to run to the end of the route even if my neighbor has come into my district without having to ask and cherry picks the students along that route. I still need pick up the rest of the students. So in effect the same route is being run more than once and they state is reimbursing both district for the same thing.	Wyoming Statute § 21-4-502(b) permits "[a]ny district within the state [to] admit pupils resident in other districts of the state" except under certain circumstances. Based on this provision, and in consultation with legal counsel, the WDE determined that it should not by rule effectively bar a practice that is explicitly allowed by statute. *No Change*
I would oppose changing section 10 g as this would likely cause inter-district conflicts and fighting over students. Leaving the option to the local boards is the better option. It would also increase cost of transportation to the state as districts could at that point run busses into another district at any point to transport students.	Wyoming Statute § 21-4-502(b) permits "[a]ny district within the state [to] admit pupils resident in other districts of the state" except under certain circumstances. Based on this provision, and in consultation with legal counsel, the WDE determined that it should not by rule effectively bar a practice that is explicitly allowed by statute. *No Change*
I oppose...	No change requested. *No Change*
I oppose the deletion of section 10, I believe it will cause conflict between districts and will increase costs of student transportation.	Wyoming Statute § 21-4-502(b) permits "[a]ny district within the state [to] admit pupils resident in other districts of the state" except under certain circumstances. Based on this provision, and in consultation with legal counsel, the WDE determined that it should not by rule effectively bar a practice that is explicitly allowed by statute. *No Change*

I was a Director of Transportation in Sheridan for 13 years and a bus driver there for another 7 years. Prior to this I worked at Boeing in engineering groups. While I understand the need to reduce costs in student transportation, I don't think many of the Chapter 2 and 20 revisions are realistic based on how bus garages and bus manufacturers actually function. The bidding process currently used is based on minimum standards as outlined in Chapter 2. The downside is that is the target that the manufacturers use include nothing better than bare minimums outlined in this document. The components are specified, but the level of quality workmanship is not. It is hard to legislate quality. Another assumption by most people may not be accurate. Most people think that any vehicle with a diesel engine can go 500,000 miles, with minimal maintenance, like a long haul truck. School buses have a different life cycle. They are used for short distances with lots of stop and go driving. This is very hard on equipment. As mechanics have stated; the chassis will hold up, but the seats, paint, dash instrumentation and engine will not. It becomes a pay now or pay later situation in the long run. The nice thing about a new bus is, it does have warranty coverage. The current Chapter 2 and Chapter 20 were crafted by D. Leeds Pickering and bus supervisors around the state. These were carefully thought out and reviewed/revised periodically, based on changes in the industry. The standard for maximum vehicle life of a Type C at 175,000 miles and a Type D at 200,000 miles are realistic figures, given how the current industry functions and the quality of the vehicle build. In closing, I think we have to pose the question; do you want to provide safe student transportation or not? I am sure that other student transportation professionals would echo most of the sentiment in my comments. You have to ask yourself when you make changes like this if it compromises student safety. Imagine like most of the drivers and supervisors in the state, getting a call that a bus is broken down and the outside temperature is over 100°F or under -20°F. Saving money is fine, but you have to weigh real world consequences against that philosophy.	The replacement cycle was set in accordance with 21-13-320(g)(iii), "The replacement schedule shall establish replacement cycles for mileage and age not less than the applicable national averages for replacement of school buses and other student transportation vehicles." Section 6(c) allows districts to replace a vehicle before the replacement life cycle if they meet the criteria for a total loss or considered in severe service. *No Change*
Section 2, Definitions, paragraph (g) " 'Field trip' means a school district-approved student activity outside the classroom during the school session," and paragraph (p) " 'School session' means the official school calendar defining student-teacher contact days as required by W.S. 21-4-301." The Wyoming Association for Career Technical Education (WACTE) and Wyoming Vocational Agriculture Teachers Association (WVATA) are concerned this proposed rule would limit educational opportunities for students outside the school session calendar. Student travel is a necessary component of site-based learning for career technical education. One example is the three-tiered agriculture education model: 1) classroom or laboratory instruction, 2) experiential learning supervised by the instructor that takes place outside the classroom, and 3) leadership education delivered through regional and state FFA conferences and competitions. The experiential learning component, known as the Supervised Agricultural Experience (SAE) can be service-based or work-based. Examples of SAE and FFA projects are purchasing and showing livestock at state, regional and national livestock shows, or producing hay for state and national forage competitions. Our teachers have extended contracts of varying lengths, ranging from 20-40 days beyond the school year in which they interact with students and the Supervised Agriculture Experience projects on various levels. We request the Department recognizes the value of activity and field trips which may take place in the summer. Indeed, activity and field trips for career technical education are an extension of classroom instruction and tied to curriculum; travel in a transportation fleet vehicle outside the school session calendar should be an allowable expense.	The WDE will modify the language in Section 2(g) as follows: "Field trip" means a school district-approved student activity outside the classroom during the school session or during a district approved summer session. *Non-substantive Change*

Section 6(b) Please re-consider the replacement life to 12 years, 175,000 miles for type C buses. As a certified (CUSH) inspector, I have witnessed and documented severe critical safety violations on buses over 180,000 miles. These violations included cracked longitudinal frame members, compromised steering components, leaking inner wheel seals, missing body clips, etc. Our regulate "to and from" buses are required to be maintained on a 'b' maintenance schedule. Manufacturers maintenance schedules are as follows: A - garbage truck operations (stop and go at every residence), B - city transit buses (stopping every other block), C - interstate over the road trucking. In reference to the type D buses, if used for activities, I recommend a 15 year replacement cycle due to less wear and tear due to the C maintenance schedule. This would also include type C buses used exclusively for activity operations. I also suggest the 175,000 mile limit. New Mexico's bus replacement cycle is as follows: All to and from buses are replaced @ 12 years, no mileage limit, all spares and activities are 20 years, no mileage limits. The extended mileage limits as well as the increased number of years a bus is required to run will not only increase our maintenance costs, decrease out trade-in value, but it will jeopardize student safety. Section 7 (b) Please re-consider adding short pack walking distances back into rule. I suggest adding 1.2 miles for elementary and 2.2 miles for secondary students for districts that utilize electronic routing software. I also suggest to add a definition of radius, ie. edge of school property or front door of school building. The current rule is not clear and concise on the radius and is open to interpretation. As a side note, it would be great if the state mandated that each district utilize some sort of a standardized electronic routing software to ensure efficiently. I also recommend the WDE look in to and issue a ruling on standardized entry level driving training.	The replacement cycle was set in accordance with 21-13-320(g)(iii), "The replacement schedule shall establish replacement cycles for mileage and age not less than the applicable national averages for replacement of school buses and other student transportation vehicles." Section 6(c) allows districts to replace a vehicle before the replacement life cycle if they meet the criteria for a total loss or considered in severe service. Section 7(b) defines the no transportation zone as the area encompassed by a 1.0 mile radius from school for elementary students and 2.0 miles from school for secondary students, as determined by the school district. The proposed language gives districts local control in determining what is best for their district. *No Change*
It is my hope that the department would consider looking at the summer time activities and including them as a reimbursable expense for the following reasons: 1. all the camps are for activities that are sanctioned under WHSAA. 2. It is proven that activities help keep some students in school and out of trouble, so we should promote them as much as possible at all times. 3. these summer activities might be the only exercise some students will get over the summer. Keeps students involved and healthy. Field trips conducted outside school session, particularly summer school activities, that are directly tied to the educational process, I would hope the department would consider these as a reimbursable expense.	Section 2(a) defines activity trips as activities sanctioned by the Wyoming High School Activities Association (WHSAA) or middle/junior high school-sponsored activities that directly correspond to high school activities sanctioned by the WHSAA. This definition was supported by the Wyoming school district stakeholder groups that reviewed these rules- the Pupil Transportation Advisory Committee and School Finance Data Advisory Committee. *No Change* The WDE will modify the language in Section 2(g) as follows: “Field trip” means a school district-approved student activity outside the classroom during the school session or during a district approved summer session. *Non-substantive Change*
I would like to see under section 7 operations - see original version with (g) Inter-district operations be added back in	Wyoming Statute § 21-4-502(b) permits "[a]ny district within the state [to] admit pupils resident in other districts of the state" except under certain circumstances. Based on this provision, and in consultation with legal counsel, the WDE determined that it should not by rule effectively bar a practice that is explicitly allowed by statute. *No Change*

I'm Denis Zezas from Buffalo, Johnson County. Very well written document, thank you. I would like to propose or to offer maybe under operations section 10 (old Operations) section G. Inter-district operations. "No district shall send a school bus into another school district for the purpose of loading or discharging students in the other district without the consent of the school board". I'd like to see that put back in or some kind of acknowledgement by the boards to acknowledge that. Thank you.	Wyoming Statute § 21-4-502(b) permits "[a]ny district within the state [to] admit pupils resident in other districts of the state" except under certain circumstances. Based on this provision, and in consultation with legal counsel, the WDE determined that it should not by rule effectively bar a practice that is explicitly allowed by statute. *No Change*
My name is Justin Budd and I'm representing Laramie County School District #1. I just have three things I'd like to ask the department to consider. The first being under reimbursable expenses in section 3, I'd ask the department to consider making at least the operations and maintenance of wreckers a reimbursable expense. I do so because I think if we did an analysis of the cost of commercial towing expense versus the operations and maintenance expenses of maintaining of wreckers I think we would find that it is much cheaper to reimburse that expense rather than commercial towing expenses. I'm not asking that every district in the state be reimbursed for O&M on wreckers. I think a way to approach it is to look at it from a regional perspective. Maybe the larger districts in certain areas of the state could have wreckers that could be reimbursed for O&M. Some of the expenses for towing services I believe Laramie County had one expense - one incident - where a commercial towing company was contracted to get a bus from I believe somewhere between Laramie and Cheyenne and the expense was $16,000. If you had that type of expense you know 5, 6 times a year that is certainly more than O&M associated with a wrecker. So that's one thing I'd like the department to consider. Second thing is under section 5 - Vehicles. Paragraph C, for vehicles purchased outright, or purchased via a lease-purchase option, the department shall reimburse the low bid base price minus the trade in value. I would ask the department to please consider allowing the districts to leverage that trade in value to negotiate with the vendor of their choice. With this type of life-cycle replacement, I don't know that there's going to be much value in those vehicles anyway. But at least allowing the districts to leverage that trade in value will help them maintain the fleets and standardize the fleets that some have done. Then the third thing I'd like to mention or ask for consideration on is that the inter-district operations provision be reinserted into Chapter 20. I'm not asking the department to be very prescriptive on that, maybe something along the lines that at least there has to be an agreement between the districts concerned, between superintendents or boards of trustees or something to that effect. Given the fact that's not covered by statute, it would be prudent to cover it by rule. That's all I have, thank you.	A wrecker does not meet the requirements of a shop truck or student transportation vehicle. Costs associated with the operations and maintenance of these vehicles are not reimbursable. Pursuant to 21-13-310(xiv), proceeds received from the sale of real or personal property owned by the district after 7-1-1997 is counted as a local resource. These resources are taken into count when determining a district's funding from the resource block grant model and essentially reduces the burden of the state. A trade-in value is considered a local resource and is used to reduce the amount in which the state reimburses a district for a bus purchase. Wyoming Statute § 21-4-502(b) permits "[a]ny district within the state [to] admit pupils resident in other districts of the state" except under certain circumstances. Based on this provision, and in consultation with legal counsel, the WDE determined that it should not by rule effectively bar a practice that is explicitly allowed by statute. *No Change*
Good Evening there, can you hear me? (Trystin - Yes we can.) Great, the audio on our end is not very good. I appreciate you guys hosting a zoom meeting and allowing us to participate. So thank you very much. Hi to the folks there that I know and recognize. The crowd's not very large	

(Comment continued) there tonight for some reason. Ok. First of all my name is Keith Chrans, I'm the Campbell County School District Transportation Director. I'm also serving as president for our Wyoming Pupil Transportation Association. I was able to serve on the efficiency study committee that was put together and hosted by Justin Budd. We worked through the Chapter 20 funding and honestly as a group we found very little that we thought could be changed or maybe some efficiencies found. So overall I think that Wyoming - WDE has done a great job getting those rules out and I think that we actually run fairly lean. As we worked through it, and of course the lifecycle of our buses this seemed to be one of the biggest issues or biggest things we thought we could cut and we looked at cuts. After those numbers had been changed several times I think that I can speak for myself and probably even for a large portion of our state, a lot of our districts and transportation supervisors have a lot of concern on how far we might expect to run the lifecycle for buses. So since the committee meetings I have a few more ideas and had some input from some other folks. If we have to run those lifecycles maybe we should look at or could we look at putting in a certain percentage of a district's fleet that has to be kept to a lower miles and lower years. Those would be important for travel buses going across the state. I know we have a lot of concern that we have buses at 240,000 miles traveling from point A to point B on a cold snowy night. I would like to see us have some consideration to have that might be revisited. If the whole portion couldn't be changed, at least put in a percentage of fleet that would have lower miles. This will really help the smaller districts because they don't have the excess buses that maybe a larger district have so they have that flexibility and their travel buses I'm afraid are going to end up being aged with a lot of miles and a potential for a breakdown. Another thought I had after the fact after our committee had met was we had looked for lifecycles, regional lifecycle or geographical lifecycle comparison which was very hard to find. So we just went with the national average which of course we know includes states that don't run in the same type of weather or conditions that we do. I was able to contact the states around us, Idaho, Utah, Montana, South Dakota, North Dakota, and obviously those would be along the same geographical things as we have. Not knowing we don't know the data as far as when the cost is to maintain the buses. Contacting those states, their lifecycles are very close to what we already had in place.	The replacement cycle was set in accordance with 21-13-320(g)(iii), "The replacement schedule shall establish replacement cycles for mileage and age not less than the applicable national averages for replacement of school buses and other student transportation vehicles." Section 6(c) allows districts to replace a vehicle before the replacement life cycle if they meet the criteria for a total loss or considered in severe service. *No Change*

CHAPTER 2
RULES FOR MINIMUM STANDARDS FOR WYOMING STUDENT TRANSPORTATION VEHICLES

Section 1. Authority. These rules are promulgated by the State Superintendent pursuant to the authority granted by Wyoming Statute 31-5-118(a).

Section 2. General.

(a) Standards for Wyoming student transportation vehicles are defined by the specifications found in the National School Transportation Specifications and Procedures (NSTSP) published by the National Congress on School Transportation, which are incorporated into this chapter by reference. In doing so, the Superintendent and Wyoming Department of Education find as follows:

(i) Incorporating the text of the NSTSP would be cumbersome and inefficient given the length and nature of the publication;

(ii) The referenced incorporation means the edition of the NSTSP adopted by the National Congress on School Transportation that is in effect at the time an order for a student transportation vehicle is placed; and

(iii) Furthermore, the incorporation is limited to the text of the NSTSP that applies to school bus equipment specifications; specially equipped school bus specifications; and alternative fuels.

(b) This document specifies Wyoming student transportation vehicle minimum standards which modify or supplement the NSTSP. In addition to these standards, all Wyoming student transportation vehicles shall comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and other state and federal standards applicable to school buses and multipurpose passenger vehicles (MPV) on the date of manufacture.

Section 3. Definitions.

(a) “School bus” means as defined in W.S. 31-5-102(a)(xlii).

(i) “Type ‘A’ school bus” means a conversion school bus with a cutaway front-section vehicle with a left side driver's door and with a gross vehicle weight rating (GVWR) of less than or equal to 21,500 pounds.

(ii) “Type ‘C’ school bus” means a school bus with a chassis with a hood and front fender assembly. The entrance door is behind the front wheels; also known as a conventional school bus. This type also includes cutaway truck chassis or truck chassis with cab with or without a left side door and a GVWR greater than 21,500 pounds.

(iii) "Type 'D' school bus" means a school bus with a stripped chassis. The entrance door is ahead of the front wheels; also known as rear or front engine transit style school bus.

(b) "Specially equipped" means a school bus designed, equipped or modified to accommodate students with special needs.

(c) "Multipurpose Passenger Vehicle" means a motor vehicle built on a truck chassis with seven to ten passenger positions (including the driver) that cannot be certified as a school bus pursuant to 49 CFR §571.

Section 4. School Bus Body and Chassis Specifications.

(a) All emergency exit doors shall be accessible by a 12-inch minimum aisle. The aisle shall be unobstructed at all times. The track of a track seating system is exempt from this requirement.

(b) All Type A school buses shall be equipped with hydraulic brakes.

(c) School bus body exterior trim shall be black.

(d) The following applies to school bus doors:

(i) The entrance door shall be equipped with a power opener under the driver's control.

(ii) There shall be no door to the left of the driver on Type C or D school buses. Type A school buses may be equipped with a chassis manufacturer's standard door to the driver's left.

(e) Type C school buses shall have three Group 31 maintenance-free batteries and Type D school buses shall have two 8D maintenance-free batteries.

(f) In addition to the fire extinguisher located in the driver's compartment, school buses with capacity greater than 56 passengers shall be equipped with a second fire extinguisher mounted in the rear of the bus and readily accessible to the driver and passengers.

(g) School buses shall have removable, moisture-proof and dust-proof first aid kits in a sealed metal box in an accessible place in the driver's compartment. They shall be mounted and identified as first aid kits. A first aid kit's location shall be marked.

(h) Each school bus shall have a removable and moisture-proof body fluid clean-up kit in a sealed metal box accessible to the driver.

(i) In addition to the emergency door and push-out rear window requirements of FMVSS 217, all school buses shall be equipped with emergency exits as follows for the indicated school bus capacities:

(i) One through 45 passengers: one emergency exit per side and one roof hatch.

(ii) 46 to 78 passengers: two emergency exits per side and two roof hatches.

(j) All diesel fuel systems shall be equipped with a fuel heater or heated fuel-water separator.

(k) Floor insulation shall be treated, five-ply softwood plywood, nominal 5/8-inch thickness, and shall be equal to or exceed properties of the exterior-type, C-D Grade, as specified in the standard issued by U.S. Department of Commerce.

(l) The interior of the school bus shall be free of all unnecessary projections. All school buses shall be equipped with inner lining on ceilings and walls. If the ceiling is constructed with lap joints, the forward panel shall be lapped by rear panel and exposed edges shall be beaded, hemmed, flanged, or otherwise treated to minimize sharp edges. School buses may be equipped with an external storage compartment for tools or tire chains.

(m) Interior parcel racks may be provided above side windows within range from front seat to rear seat and be free of projections; shall have a padded perimeter at emergency exit doors; and may be tubular or solid bottom.

(n) School buses shall be equipped with two alternately flashing red warning lamps at the rear of the vehicle and two at the front of the vehicle. The alternately flashing red warning lamps shall be visible at five hundred (500) feet in normal sunlight.

(o) Four alternately flashing amber warning lamps shall be installed so that one is located near each alternately flashing red warning lamp, at the same level, but closer to the vertical centerline of the bus. The alternately flashing amber warning lamps shall be visible at five hundred (500) feet in normal sunlight.

(p) The background surrounding the alternately flashing warning lamps shall be black in color and extend outward approximately 3 inches.

(q) School buses shall not be equipped with hitch receivers or other equipment that enable towing.

(r) School buses shall not be equipped with flip seats.

(s) Dual rear tires shall be provided on all school buses.

(t) Sanders many not be installed on any school buses.

(u) Wheelhousing shall be equipped with molded fender extensions and rubber mud flaps.

(v) The driver's window, the first window on the left, the first window after the entrance door, and door windows shall be approved thermal-paned safety glass. The driver's window on Type A school buses may be the manufacturer's standard.

(w) Optional tinted and/or frost-free glazing may be installed in all doors or windows, consistent with federal and state regulations.

Section 5. Multipurpose Passenger Vehicles. The following shall apply to all multipurpose passenger vehicles:

(a) The body shall be a closed integral type.

(b) The wheelbase shall be one hundred (100) inches or more.

(c) The vehicle shall have the following equipment:

(i) At least one Underwriters' Laboratory (UL)-approved pressurized, dry chemical fire extinguisher.

(ii) A first aid kit meeting the same specifications as required for school buses.

(iii) A body fluid clean-up kit meeting the same specifications as required for school buses.

(d) The vehicle shall contain at least three (3) reflectorized triangle road-warning devices.

(e) The vehicle's color shall not be National School Bus Yellow.

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~~CHAPTER 2~~

~~RULES FOR MINIMUM STANDARDS FOR WYOMING SCHOOL BUSES~~

~~**Rules for Minimum Standards for Wyoming School Buses**~~

CHAPTER 2

Rules for Minimum Standards for Wyoming Student Transportation Vehicles

Section 1. Authority. These rules are promulgated by the State Superintendent pursuant to the authority granted by ~~W.S.~~ Wyoming Statute 31-5-118(a)~~, and W.S. 21-13-320(f)~~.

Section 2. General.~~Applicability.~~ ~~These rules pertain to all school buses ordered by or for a Wyoming school district. These rules become effective when signed by the Governor and filed with the Secretary of State's Office.~~

(a) Standards for Wyoming student transportation vehicles are defined by the specifications found in the National School Transportation Specifications and Procedures (NSTSP) published by the National Congress on School Transportation, which are incorporated into this chapter by reference. In doing so, the Superintendent and Wyoming Department of Education find as follows:

(i) Incorporating the text of the NSTSP would be cumbersome and inefficient given the length and nature of the publication;

(ii) The referenced incorporation means the edition of the NSTSP adopted by the National Congress on School Transportation that is in effect at the time an order for a student transportation vehicle is placed; and

(iii) Furthermore, the incorporation is limited to the text of the NSTSP that applies to school bus equipment specifications; specially equipped school bus specifications; and alternative fuels.

(b) This document specifies Wyoming student transportation vehicle minimum standards which modify or supplement the NSTSP. In addition to these standards, all Wyoming student transportation vehicles shall comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and other state and federal standards applicable to school buses and multipurpose passenger vehicles (MPV) on the date of manufacture.

Section 3. ~~Promulgation, Amendment, or Repeal of Rules.~~ ~~Any amendments to these rules shall become effective as provided by the Wyoming Administrative Procedure Act (W.S. 16-3-101 through 16-3-115).~~

~~**Section 4. Definitions.:**~~

(a) "School Bus" means as ~~is~~ defined in ~~Wyoming Statute~~ W.S. 31-5-102(a)(xlii). ~~as "Every motor vehicle that complies with the color and identification requirements set forth in the most recent edition of *Minimum Standards for School Buses* and is used to transport children to or from school but not including buses operated by common carriers in urban transportation of school children." The vehicle is also used for activity and field trips.~~

(i) "Type A school bus" means ~~is~~ a conversion school bus ~~constructed utilizing~~ with a cutaway front-section vehicle with a left side driver's door and with ~~. This definition includes two classifications: Type A-1, with~~ a gross vehicle weight rating (GVWR) of ~~14,500 pounds or less; and Type A-2, with a GVWR greater than 14,500 and~~ less than or equal to 21,500 pounds.

~~(ii) "Type 'B' school bus" is a conversion or body constructed and installed upon a van or front section vehicle chassis, or stripped chassis, with a GVWR of more than 14,001 pounds, designed for carrying more than 10 persons. Part of the engine is beneath and/or behind the windshield and beside the driver's seat. The entrance door is behind the front wheels.~~

(ii~~i~~) "Type 'C' school bus" means a school bus with a chassis with a hood and front fender assembly. ~~is a body installed upon a flat-back cowl chassis with GVWR of more than 14,001 pounds, designed for carrying more than 10 persons.~~ The ~~entire engine is in front of the windshield and the~~ entrance door is behind the front wheels; also known as a conventional school bus. This type also includes cutaway truck chassis or truck chassis with cab with or without a left side door and a GVWR greater than 21,500 pounds.

(iii~~v~~) "Type 'D' school bus" means a school bus with a stripped chassis. ~~is a body installed upon a chassis, with the engine mounted in the front, midship, or rear with a GVWR of more than 14,001 pounds, designed for carrying more than 10 persons. The engine may be behind the windshield and beside the driver's seat; it may be at the rear of the bus, behind the rear wheels; or midship between the front and rear axles.~~ The entrance door is ahead of the front wheels; also known as rear or front engine transit style school bus.

~~(v) "Multipurpose Passenger Vehicle" (MPV) means every motor vehicle with less than ten passenger positions (including the driver) and that cannot be certified as a bus or school bus by federal standards. (In determining passenger capacity, wheelchair positions are counted as 4 passenger positions.) Although a school entity may use such a vehicle as a station wagon, full-sized sedan, suburban, etc., to transport pupils to and from school or related events, the vehicle shall not be identified as a school bus (including color) and shall not stop or control traffic on the traveled portion of the roadway to load or unload passengers. Drivers of such vehicles shall utilize the same precautions to safeguard the safety of their passengers as they~~

~~would if they were driving a privately owned passenger vehicle. See Section 9, Multipurpose Passenger Vehicle, for additional requirements.~~

(b) "Specially equipped" means a school bus designed, equipped or modified to accommodate students with special needs.

(c) "Multipurpose Passenger Vehicle" means a motor vehicle built on a truck chassis with seven to ten passenger positions (including the driver) that cannot be certified as a school bus pursuant to 49 CFR §571.

Section ~~4~~5. School Bus Body and Chassis Specifications. ~~Standards:~~

(a) All emergency exit doors shall be accessible by a 12-inch minimum aisle. The aisle shall be unobstructed at all times. The track of a track seating system is exempt from this requirement.

(b) All Type A school buses shall be equipped with hydraulic brakes.

(c) School bus body exterior trim shall be black.

(d) The following applies to school bus doors:

(i) The entrance door shall be equipped with a power opener under the driver's control.

(ii) There shall be no door to the left of the driver on Type C or D school buses. Type A school buses may be equipped with a chassis manufacturer's standard door to the driver's left.

(e) Type C school buses shall have three Group 31 maintenance-free batteries and Type D school buses shall have two 8D maintenance-free batteries.

(f) In addition to the fire extinguisher located in the driver's compartment, school buses with capacity greater than 56 passengers shall be equipped with a second fire extinguisher mounted in the rear of the bus and readily accessible to the driver and passengers.

(g) School buses shall have removable, moisture-proof and dust-proof first aid kits in a sealed metal box in an accessible place in the driver's compartment. They shall be mounted and identified as first aid kits. A first aid kit's location shall be marked.

(h) Each school bus shall have a removable and moisture-proof body fluid clean-up kit in a sealed metal box accessible to the driver.

(i) In addition to the emergency door and push-out rear window requirements of FMVSS 217, all school buses shall be equipped with emergency exits as follows for the indicated school bus capacities:

(i) One through 45 passengers: one emergency exit per side and one roof hatch.

(ii) 46 to 78 passengers: two emergency exits per side and two roof hatches.

(j) All diesel fuel systems shall be equipped with a fuel heater or heated fuel-water separator.

(k) Floor insulation shall be treated, five-ply softwood plywood, nominal 5/8-inch thickness, and shall be equal to or exceed properties of the exterior-type, C-D Grade, as specified in the standard issued by U.S. Department of Commerce.

(l) The interior of the school bus shall be free of all unnecessary projections. All school buses shall be equipped with inner lining on ceilings and walls. If the ceiling is constructed with lap joints, the forward panel shall be lapped by rear panel and exposed edges shall be beaded, hemmed, flanged, or otherwise treated to minimize sharp edges. School buses may be equipped with an external storage compartment for tools or tire chains.

(m) Interior parcel racks may be provided above side windows within range from front seat to rear seat and be free of projections; shall have a padded perimeter at emergency exit doors; and may be tubular or solid bottom.

(n) School buses shall be equipped with two alternately flashing red warning lamps at the rear of the vehicle and two at the front of the vehicle. The alternately flashing red warning lamps shall be visible at five hundred (500) feet in normal sunlight.

(o) Four alternately flashing amber warning lamps shall be installed so that one is located near each alternately flashing red warning lamp, at the same level, but closer to the vertical centerline of the bus. The alternately flashing amber warning lamps shall be visible at five hundred (500) feet in normal sunlight.

(p) The background surrounding the alternately flashing warning lamps shall be black in color and extend outward approximately 3 inches.

(q) School buses shall not be equipped with hitch receivers or other equipment that enable towing.

(r) School buses shall not be equipped with flip seats.

(s) Dual rear tires shall be provided on all school buses.

(t) Sanders many not be installed on any school buses.

(u) Wheelhousing shall be equipped with molded fender extensions and rubber mud flaps.

(v) The driver's window, the first window on the left, the first window after the entrance door, and door windows shall be approved thermal-paned safety glass. The driver's window on Type A school buses may be the manufacturer's standard.

(w) Optional tinted and/or frost-free glazing may be installed in all doors or windows, consistent with federal and state regulations.

~~(a) AIR CLEANER.~~

~~(i) The engine intake air cleaner system shall be furnished and properly installed by the chassis manufacturer to meet engine manufacturer's specifications.~~

~~(ii) The intake air system for diesel engines having an air cleaner restriction indicator shall be properly installed by the chassis manufacturer to meet above specifications.~~

~~(b) AXLES. The front and rear axle and suspension systems shall have gross axle weight rating at ground commensurate with the respective front and rear weight loads that will be imposed by the bus.~~

~~(c) BRAKES.~~

~~(i) All braking systems shall comply with applicable Federal Motor Vehicle Safety Standards.~~

~~(ii) The brake lines and booster-assist lines shall be protected from excessive heat and vibration and installed in a manner that prevents chafing.~~

(iii) All brake systems shall be designed to permit visual inspection of brake lining wear without removal of any chassis components.

(iv) All Type C and D buses shall have air brakes. All air brakes systems shall have heated automatic drain on the wet tank. (except for Type C 30 passenger, which may have hydraulic brakes).

(v) All air brake systems shall be equipped with an air dryer.

(d) BUMPER (Front).

(i) All school buses shall be equipped with a front bumper. The front bumper shall be of pressed steel channel or equivalent material at least 3/16" thick and not less than 8" wide (high) and shall extend beyond forward-most part of the body grille, hood and fenders and shall extend to outer edges of the fenders at the bumper's top line. Type A buses may use the manufacture's standard bumper. On a Type D school bus, if the chassis manufacturer does not provide a bumper, the body manufacturer shall provide it.

(ii) Front bumper, except breakaway bumper ends, shall be of sufficient strength to permit pushing a vehicle of equal gross vehicle weight without permanent distortion to the bumper, chassis, or body on a level surface.

(iii) Tow eyes or hooks shall be furnished and attached so as not to project beyond the front bumper. Type A under 14,001 pounds. GVWR are exempt.

(iv) The bumper shall be designed or reinforced so that it will not deform when the bus is lifted by a chain that is passed under the bumper (or through the bumper if holes are provided for this purpose) and attached to both tow eyes. For the purpose of meeting this standard, the bus shall be empty and positioned on a level, hard surface and both tow eyes shall share the load equally.

(e) CERTIFICATION. By December 31 of each year, each chassis manufacturer shall certify to the Wyoming Department of Education that their product meets minimum standards on items not covered by certification issued under requirements of the National Traffic and Motor Vehicle Safety Act.

(f) COLOR.

(i) Chassis, including front bumper, shall be black. Body cowl, hood and fenders shall be in National School Bus Yellow. The flat top surface of the hood may be non-reflective National School Bus Yellow.

(ii) Wheels may be silver, gray or black as received from the wheel manufacturer.

(g) DRIVE SHAFT. Drive shaft shall be protected by a metal guard or guards around the circumference of the drive
shaft to reduce the possibility of its whipping through the floor or dropping to the ground if broken.

(i) ELECTRICAL SYSTEM. The electrical system shall include the following:

(h) Battery

(A) Storage battery shall have minimum cold cranking capacity rating equal to the cranking current required for 30 seconds at 0 degrees Fahrenheit (-17.8°C) and a minimum reserve capacity rating of 120 minutes at 25 amps. Higher capacities may be required depending upon equipment and local environmental conditions.

(B) Type C bus to have three Group 31 maintenance free batteries. Type D to have two 8D maintenance free batteries.

(i) Alternator

(A) All Type A-1 buses shall have a minimum 130-ampere alternator.

(B) All Type A-II, B, C and D buses shall be equipped with a heavy-duty truck or bus-type alternator, having a minimum output rating of 130 amperes.

(C) All buses equipped with an electrical power lift shall have a minimum 200-ampere alternator.

(D) Direct drive alternator is permissible in lieu of belt drive. Belt drive shall be capable of handling the rated capacity of the alternator with no detrimental effect on other driven components.

(E) Refer to SBMTC Design Objectives, 1990 edition for estimating required alternator capacity.

(ii) Wiring

(A) All wiring shall conform to current applicable recommended practices of the Society of Automotive Engineers (SAE).

(I) All wiring shall use a standard color and number coding and each chassis shall be delivered with a wiring diagram that illustrates the wiring of the chassis.

(B) Chassis manufacturer shall install a readily accessible terminal strip or plug on the body side of the cowl, or in an accessible location in the engine compartment of vehicles designed without a cowl, that shall contain the following terminals for the body connections:

(I) Main 100 amp body circuit

(II) Tail lamps

(III) Right turn signal

(IV) Left turn signal

(V) Stop lamps

(VI) Back up lamps

(VII) Instrument panel lights shall be rheostat controlled

(iii) Circuits

(A) An appropriate identifying diagram (color and number coded) for electrical circuits shall be provided to the body manufacturer for distribution to the end user.

(B) Headlight system shall be wired separately from the body-controlled solenoid.

(i) ENGINES:

(i) All engines shall be equipped with engine block heater.

(ii) All engines shall be supplied with Long Life coolant.

~~(iii) All engines shall be equipped with cruise control.~~

~~(j) EXHAUST SYSTEM.~~

~~(i) Exhaust pipe, muffler and tailpipe shall be outside the bus body compartment and attached to the chassis so as not to damage any other chassis component.~~

~~(ii) Tailpipe shall be constructed of a corrosion-resistant tubing material at least equal in strength and durability to 16-gauge steel tubing. Type A under 14,001 lbs. GVWR are exempt.~~

~~(iii) Chassis manufacturers shall furnish an exhaust system with tailpipe of sufficient length to exit the rear of the bus or at the left side of the bus body no more than 18" forward of the front edge of the rear wheelhouse opening. If designed to exit at the rear of the bus, the tailpipe shall extend at least five inches beyond the end of the chassis frame. If designed to exit to the side of the bus, the tailpipe shall extend at least 48.5 inches (51.5 inches if the body is to be 102" inches wide) outboard from the chassis centerline.~~

~~(A) On all buses, the tailpipe shall not exit beneath a fuel fill, an emergency door exit, or a lift door~~

~~(iv) Exhaust system on a chassis shall be adequately insulated from the fuel system.~~

~~(iv) Muffler shall be constructed of corrosion-resistant material.~~

~~(k) FENDERS, FRONT-TYPE C VEHICLES.~~

~~(i) Total spread of outer edges of front fenders, measured at fender line, shall exceed total spread of front tires when front wheels are in straight-ahead position.~~

~~(ii) Front fenders shall be properly braced and free from any body attachments.~~

~~(l) FRAME.~~

~~(i) Frame or equivalent shall be of such design and strength characteristics as to correspond at least to standard practice for trucks of the same general load characteristics which are used for highway service.~~

~~(ii) Any secondary manufacturer that modifies the original chassis frame shall guarantee the performance of workmanship and materials resulting from such modification.~~

~~(iii) Frames shall not be modified for the purpose of extending the wheelbase.~~

~~(iv) Holes in top or bottom flanges or side units of the frame, and welding to the frame, shall not be permitted except as provided or accepted by chassis manufacturer.~~

~~(v) Frame lengths shall be provided in accordance with SBMTC Design Objectives, 1995 edition, except where body and chassis manufacturer are the same or have established mutual design criteria for the vehicle.~~

~~(m) FUEL TANK.~~

~~(i) The fuel tank shall be filled and vented to the outside of the body, in a location where accidental fuel spillage will not drip or drain on any part of the exhaust system. Type B and C shall have a minimum 60 gallon fuel tank. Type D buses shall have a minimum 100 gallon fuel tank. (Exception is Type C, 30 passenger bus will have a minimum 35 gallon fuel tank.)~~

~~(ii) No portion of the fuel system that is located outside the engine compartment, except the filler tube, shall extend above the top of the chassis frame rail. Fuel lines shall be mounted to obtain maximum possible protection from the chassis frame.~~

~~(iii) Fuel filter with replaceable element shall be installed between the fuel tank and engine.~~

~~(iv) Fuel tank installation shall be in accordance with SBMTC Design Objectives, 1990 edition, and all Federal Motor Vehicle Safety Standards in effect on the date of manufacture of the bus.~~

~~(A) Fuel tank(s) may be mounted between the chassis frame rails or outboard of the frame rails on either the left or right side of the vehicle.~~

~~(v) The actual draw capacity of each fuel tank shall be at least 83% of the tank capacity.~~

(vi) Unless specific agreement has been made between the body and chassis manufacturers, fuel tanks and filler spouts shall not be located in spaces restricted by SBMTC Design Objectives, 1990 edition.

(vii) Installation of alternative fuel systems, including fuel tanks and piping from tank to engine, shall comply with all applicable fire codes and applicable Federal Motor Vehicle Safety Standards in effect on the date of manufacture of the bus.

(A) Installation of LPG tanks shall comply with National Fire Protection Association (NFPA) 58.

(viii) All diesel fuel systems shall be equipped with a fuel heater and/or heated fuel-water separator.

(n) HEATING SYSTEM, PROVISION FOR.

(i) The chassis engine shall have plugged openings for the purpose of supplying hot water to the bus heating system. The openings shall be suitable for attaching 3/4-inch pipe thread/hose connector. The engine shall be capable of supplying water having a temperature of at least 170 degrees Fahrenheit at a flow rate of 50 pounds/per minute at the return end of 30 feet of one inch inside diameter automotive hot water heater hose. (SBMTC Standard No. 001--Standard Code for Testing and Rating Automotive Bus Hot Water Heating and Ventilating Equipment.)

(ii) Type A buses may meet manufacturer's standards.

(o) HORN. Bus shall be equipped with horn or horns of standard make with each horn capable of producing a complex sound in bands of audio frequencies between 250 and 2,000 cycles per second and tested in accordance with SAE J-377.

(p) INSTRUMENTS AND INSTRUMENT PANEL.

(i) Chassis shall be equipped with the following instruments and gauges. (Lights in lieu of gauges are not acceptable, except as noted):

(A) Hourmeter

(B) Speedometer

(C) Tachometer (Type C, D buses)

(D) Odometer that will give accrued mileage (to seven digits), including tenths of miles.

(E) Voltmeter

(I) Ammeter with graduated charge and discharge, with ammeter and its wiring compatible with generating capacities, is permitted in lieu of voltmeter.

(F) Oil pressure gauge

(G) Water temperature gauge

(H) Fuel gauge

(I) Upper beam headlight indicator (light)

(J) Brake indicator gauge (vacuum or air)

(I) Chassis with hydraulic assist brake systems shall be equipped with warning signals readily audible and visible to the driver, that will provide continuous warning in the event of a loss of fluid flow from the primary source or loss of electric power to the back-up system.

(II) Chassis with air brake system shall be equipped with visible gauge and audible low-pressure indicator to warn the driver if air pressure in the brake system falls below 60 PSI.

(III) Chassis with air brake system shall have a labeled visual indicator of park brake application visible to the driver.

(K) Turn signal indicators. (lights)

(L) Glow-plug indicator light where appropriate.

(M) Automatic Transmission temperature gauge (Type C and D buses).

(ii) All instruments shall be easily accessible for maintenance and repair.

(iii) Instruments and gauges shall be mounted on the instrument panel so that each is clearly visible to the driver while seated in a normal driving position in accordance with SBMTC Design Objectives, 1990 edition.

(iv) Instrument panel shall have lamps of sufficient candlepower to illuminate all instruments and gauges and shift selector indicator for automatic transmission.

(q) OIL FILTER. An oil filter with a replaceable element shall be provided and connected by flexible oil lines if not a built-in or an engine-mounted design.

(r) OPENINGS. All openings in the floorboard or firewall between chassis and passenger compartment, such as for gearshift selector and parking brake lever, shall be sealed.

(s) PASSENGER LOAD. Actual gross vehicle weight (GVW) is the sum of the chassis weight, plus the body weight, plus the driver's weight, plus total seated pupil weight.

(i) For purposes of calculation, the driver's weight is 150 pounds.

(ii) For purposes of calculation, the pupil weight is 120 pounds per pupil.

(iii) Actual gross vehicle weight (GVW) shall not exceed the chassis manufacturer's GVWR for the chassis nor shall the actual weight carried on any axle exceed the chassis manufacturer's gross axle weight rating (GAWR).

(t) POWER AND GRADEABILITY. GVWR shall not exceed 185 pounds per published net horsepower of the engine at the manufacturer's recommended maximum number of revolutions per minute.

(u) RETARDER SYSTEM (approved option-see Section 8)

(i) A retarder is a device included within or attached to the engine, transmission or propeller shaft that will, upon demand, provide power to slow the vehicle on a downhill grade or assist the service brakes to stop the vehicle. Included is a hydraulic retarder in the automatic transmission or an electric or hydraulic retarder in the propeller shaft system.

(ii) Retarder system, if used, shall maintain the speed of the fully loaded school bus at 19.0 mph or 30 km/hr on a 7% grade for 3.6 miles or 6 km.

(iii) When a bus is equipped with a retarder the four stop lamps shall be illuminated when the retarder is activated.

(iv) The primary source activation of the retarder shall be a hand control. A foot control may be used in conjunction with the hand control. If a foot control is used, there

must be a switch to deactivate the foot control during operation under icy conditions. Either control may activate the retarder separately.

(v) A bus equipped with a retarder shall have a pilot light to indicate when the retarder is in operation.

(vi) A bus equipped with an electro-magnetic retarder shall have controls that are solid state and interfaced with the vehicle's transmission, engine and the ABS brake system without degrading their operation or effectiveness.

(vii) Vehicles equipped with electromagnetic retarders shall have increased electrical capacity commensurate with the needs of the retarding system.

(v) SHOCK ABSORBERS. The bus shall be equipped with double-action shock absorbers compatible with manufacturer's rated axle capacity at each wheel location.

(w) SPRINGS.

(i) The capacity of springs or suspension assemblies shall be commensurate with chassis manufacturer's GAWR. Air suspension may be an approved option (see Section 8).

(ii) Front leaf springs shall have a stationary eye at one end and shall be protected by a wrapped leaf in addition to the main leaf.

(x) STEERING GEAR.

(i) The steering gear shall be approved by the chassis manufacturer and designed to ensure safe and accurate performance when the vehicle is operated with maximum load and at maximum speed.

(ii) If external adjustments are required, steering mechanism shall be accessible to accomplish it.

(iii) No changes shall be made in the steering apparatus that are not approved by the chassis manufacturer.

(iv) There shall be a clearance of at least 2 inches between the steering wheel and cowl, instrument panel, windshield, or any other surface.

(v) Power steering is required and shall be of the integral type with integral valves.

~~(vi) The steering system shall be designed to provide a means for lubrication of all wear points, if wear points are not permanently lubricated.~~

~~(vii) Tilt and/or telescoping steering column with padded steering wheel shall be provided.~~

~~(y) THROTTLE. The force required to operate the throttle shall not exceed 16 pounds throughout the full range of accelerator pedal travel.~~

~~(z) TIRES AND WHEELS.~~

~~(i) Tires and disc wheels of the proper size and tires with a load rating commensurate with chassis manufacturer's gross vehicle weight rating shall be provided. The use of multi-piece rims, cast spoke wheels and/or tube-type tires shall not be permitted.~~

~~(ii) Dual rear tires shall be provided on all school buses.~~

~~(iii) All tires on a vehicle shall be of the same size, and the load range of the tires shall meet or exceed the GVWR as required by FMVSS 120.~~

~~(iv) If the vehicle is equipped with a spare tire and wheel assembly, it shall be the same size as those mounted on the vehicle.~~

~~(v) If a tire carrier is required, it shall be suitably mounted in an accessible location outside the passenger compartment.~~

~~(aa) TRANSMISSION.~~

~~(i) Automatic transmissions shall have no fewer than three forward speeds and one reverse speed. The shift selector shall provide a detent between each gear position when the gear selector quadrant and shift selector are not steering column mounted, except for push button transmission selectors.~~

~~(ii) An electronic control or similar device may be installed to ensure that automatic transmissions cannot accidentally be moved out of the neutral or park gear position while the driver is not in the driver's seat.~~

~~(iii) Automatic transmissions incorporating a parking pawl shall have a transmission shifter interlock controlled by the application of the service brake to prohibit accidental engagement of the transmission. All non-park pawl transmissions shall incorporate a~~

park brake interlock that requires the service brake to be applied to allow release of the parking brake.

(bb) TURNING RADIUS.

(i) A chassis with a wheelbase of 264 inches or less shall have a right and left turning radius of not more than 42 1/2 feet, curb to curb measurement.

(ii) A chassis with a wheelbase of 265 inches or more shall have a right and left turning radius of not more than 44 1/2 feet, curb to curb measurement.

Section 6. Bus Body Standards:

(a) AISLE.

(i) All emergency doors shall be accessible by a 12" minimum aisle. Aisle shall be unobstructed at all times by any type of barrier, seat, wheelchair or tiedown, unless a flip seat is installed and occupied. A flip seat in the unoccupied (up) position shall not obstruct the 12" minimum aisle to any side emergency door.

(b) BACK-UP WARNING ALARM. An automatic audible alarm shall be installed behind the rear axle and shall comply with the published Backup Alarm Standards (SAE 994), providing a minimum of 112 dBA.

(c) BATTERY.

(i) Battery is to be furnished by chassis manufacturer.

(ii) The manufacturer shall securely attach the battery on a slide-out or swing-out tray in a closed, vented compartment in the body skirt, so that the battery is accessible for convenient servicing from the outside. Battery compartment door or cover shall be hinged at front or top, and secured by an adequate and conveniently operated latch or other type fastener in the open and closed position. On Type A buses, one or both batteries may be mounted in the engine compartment in an accessible location.

(d) BOOK RACKS (approved options – see Section 8).

(i) Bookracks, if installed, shall be provided above side windows within range from front seat to rear seat and be free of projections.

(ii) Racks shall have a padded perimeter at emergency exit doors.

(iii) Racks may be tubular or solid bottom.

(e) BUMPER (REAR).

(i) Bumper shall be pressed steel channel or equivalent material, at least 3/16" thick, and shall be a minimum of 8" wide (high) on Type A-II and a minimum of 9 1/2 wide (high) on Types A-I, B, C and D buses and of sufficient strength to permit being pushed on a level surface by another vehicle without permanent distortion.

(ii) Bumper shall be wrapped around back corners of the bus. It shall extend forward at least l2", measured from the rear-most point of the body at the floor line and shall be flush mounted to body side or protected with an end panel.

(iii) Bumper shall be attached to the chassis frame in such a manner that it may be easily removed. It shall be so braced as to withstand impact from a rear or side impact. It shall be so attached as to discourage hitching of rides.

(iv) Bumper shall extend at least 1" beyond rear-most part of body surface measured at the floor line.

(v) Trailer hitches are not allowed.

(f) CAMERAS.

(i) All buses may be equipped with the wiring and system for video cameras to monitor student and driver behavior.

(ii) A district may order a camera system in each Type A, B, C and D bus.

(g) CEILING.

(i) All Type C and D buses shall have a full-length acoustic ceiling.

(ii) See Inside Height, Insulation and Interior.

(h) CERTIFICATION. By December 31 of each year, each body manufacturer shall certify to the Wyoming Department of Education that their product meets minimum standards on items not covered by certification issued under requirements of the National Traffic and Motor Vehicle Safety Act.

~~(i) CHAINS (TIRE). See Wheelhousing~~

~~(j) COLOR.~~

~~(i) The school bus body shall be painted National School Bus Yellow.~~

~~(ii) Rub rails shall be black.~~

~~(iii) Optionally, at district expense, the roof of the bus may be painted white extending down to within 6" above the drip rails on the sides of the body, except that front and rear roof caps shall remain National School Bus Yellow.~~

~~(k) CONSTRUCTION.~~

~~(i) Construction shall be of prime commercial quality steel or other metal or material with strength at least equivalent to all steel, as certified by the bus body manufacturer.~~

~~(ii) Construction shall be reasonably dust-proof and watertight.~~

~~(iii) Body joints present in that portion of the Type A-II school bus body furnished exclusively by the body manufacturer shall conform to the performance requirements of FMVSS 221. This does not include the body joints created when body components are attached to components furnished by the chassis manufacturer.~~

~~(l) CROSSING CONTROL ARM.~~

~~(i) All Type C buses shall be equipped with a crossing control arm. All other type buses may be equipped with crossing control arms.(Approved option – see Section 8)~~

~~(ii) Crossing control arm shall be mounted on the right side of the front bumper and shall not open more than 90 degrees.~~

~~(iii) All components of the crossing control arm and all connections shall be weatherproofed.~~

~~(iv) The crossing control arm shall incorporate system connectors (electrical, vacuum, or air) at the gate and shall be easily removable to allow for towing of the bus.~~

~~(v) The crossing control arm shall meet or exceed SAE Standard J1133.~~

(vi) The crossing control arm shall be constructed of non-corrosive or nonferrous material or treated in accordance with the body sheet metal standard (see METAL TREATMENT).

(vii) There shall be no sharp edges or projections that could cause hazard or injury to students.

(viii) The crossing control arm shall extend approximately 72" from the front bumper when in the extended position.

(vix) The crossing control arms shall extend simultaneously with the stop arm(s) by means of the stop arm controls.

(x) A momentary override switch shall be provided to prevent the arm from opening if inadequate space is available when loading or unloading on school grounds or similar loading zones.

(m) DEFROSTERS.

(i) Defrosting and defogging equipment shall direct a sufficient flow of heated air onto the windshield, the window to the left of the driver, and the glass in the viewing area directly to the right of the driver to eliminate frost, fog and snow.

(ii) The defrosting system shall conform to SAE standards J381 and J382.

(iii) The defroster and defogging system shall be capable of furnishing heated outside ambient air, except the part of the system furnishing additional air to the windshield, entrance door and stepwell may be of the recirculating air type.

(iv) Auxiliary fans are not considered defrosting or defogging systems.

(v) Portable heaters shall not be used.

(n) DOORS. Service door

(i) All service doors shall be equipped with power openers.

(ii) Service door shall be in the driver's control, and designed to afford easy release and provide a positive latching device to prevent accidental opening. No part shall come together that will shear or crush fingers.

~~(iii) Service door shall be located on the right side of the bus, opposite and within direct view of driver.~~

~~(iv) Service door shall have a minimum horizontal opening of 24" and a minimum vertical opening of 68".~~

(v) ~~Service door shall be a split-type. (Split type door includes any sectioned door that divides and opens outward.)~~

~~(vi) Lower as well as upper door panels shall be of thermo safety glass. Bottom of each lower glass panel shall not be more than 10" from the top surface of bottom step. The top of each upper glass panel, when viewed from the interior, shall not be more than 3" below the interior door control cover or header pad.~~

~~(vii) Vertical closing edges on entrance doors shall be equipped with flexible material to protect children's fingers.~~

~~(viii) There shall be no door to left of driver on Type B, C or D vehicles. Type A vehicles may be equipped with chassis manufacturer's standard door to the left of the driver.~~

~~(vix) All doors shall be equipped with padding at the top edge of each door opening. Padding shall be at least 3" wide and 1" thick and extend the full width of the door opening.~~

~~(o) DRIVER COMPARTMENT.~~

~~(i) Driver's seat supplied by the body company shall be a high back suspension seat with a minimum seat back adjustment of 15 degrees, not requiring the use of tools, and with a head restraint to accommodate a 95th percentile adult male, as defined in FMVSS 208. The driver's seat shall be secured with nuts, bolts, and washers or flanged-headed nuts. Type A may use manufacturer's original equipment.~~

~~(ii) Driver seat positioning and range of adjustments shall be designed to accommodate comfortable actuation of the foot control pedals by 95% of the male/female adult population.~~

~~(iii) There shall be no cup holders in the driver's compartment.~~

~~(iv) The front of the driver's seat back is to be no closer to the steering wheel than 11" (inches)under the following conditions:~~

(A) The driver's seat slide is to be in its forward most position.

(B) The driver's seat bottom is to be centered in its vertical travel.

(C) The driver's seat back is to be in the vertical position.

(D) The steering wheel is to be in the center of its travel for both tilt/telescope positions.

(E) The seat must be able to move through it rearward most travel on the seat slide without contacting any portion of the passenger barrier immediately behind it, including during it's entire vertical travel when in the rearward most travel position. There shall also be no contact between the driver's seat and the first passenger barrier with the seat back in the first 10 degrees of seat recline.

(p) EMERGENCY EXITS.

(i) Emergency door(s) and other emergency exits shall comply with the requirements of FMVSS 217 and any of the requirements of these standards that exceed FMVSS 217.

(ii) Emergency door requirements

(A) Upper portion of the rear emergency door shall be equipped with approved safety glazing, exposed area of which shall be at least 400 square inches. The lower portion of the rear emergency doors on Types A-I, B, C, and D vehicles shall be equipped with a minimum of 350 square inches of approved safety glazing. All glass in rear emergency doors shall be thermo glass.

(B) There shall be no steps leading to an emergency door.

(C) The words "EMERGENCY DOOR," in letters at least 2" high, shall be placed at the top of or directly above the emergency door, or on the door in the metal panel above the top glass, both inside and outside the bus.

(D) The emergency door(s) shall be equipped with padding at the inside top edge of each door opening. Padding shall be at least 3" wide and 1" thick, and extend the full width of the door opening.

(E) The emergency door(s) shall be equipped with an emergency door telescoping cam-operated retainer prop, mounted at top interior of door and door frame.

(F) The side emergency door(s), if installed, must meet the requirements as set forth in FMVSS 217, regardless of its use with any other combination of emergency exits.

(G) There shall be no obstruction higher than 1/4 inch across the bottom of any emergency door opening.

(iii) Emergency exit requirements

(A) Types A, B, C, and D vehicles shall be equipped with a total number of emergency exits as follows for the indicated capacities of vehicles. Exits required by FMVSS 217 may be included to comprise the total number of exits specified.

(I) 1 to 45 Passenger = 1 emergency exit per side and 1 roof hatch.

(II) 46 to 78 Passenger = 2 emergency exits per side and 2 roof hatches.

(III) 79 to 90 passenger = 3 emergency exits per side and 2 roof hatches.

(B) Each emergency exit above shall comply with FMVSS 217. These emergency exits are in addition to the rear emergency door or exit.

(C) In addition to the audible warning required on emergency doors by FMVSS 217, additional emergency exits shall be equipped with an audible warning device.

(q) EMERGENCY EQUIPMENT.

(i) Fire extinguisher

(A) The bus shall be equipped with at least one UL approved pressurized, dry chemical fire extinguisher complete with hose. Extinguisher shall be mounted in a bracket, located in the driver's compartment and readily accessible to the driver and passengers. A pressure gauge shall be mounted on the extinguisher and be easily read without moving the extinguisher from its mounted position.

(B) The fire extinguisher shall have a total rating of 2A10BC or greater. The operating mechanism shall be sealed with a type of seal that will not interfere with the use of the fire extinguisher.

(C) Vehicles with a capacity of 56 passengers and above shall be equipped with a second fire extinguisher. The second extinguisher shall be mounted in the rear of the bus in a bracket and be readily accessible to the driver and passengers. A pressure gauge shall be mounted on the extinguisher and be easily read without moving the extinguisher from its mounted position. The extinguisher shall meet the requirements of (b) above. It shall not be mounted on the bulkhead.

(ii) First-aid kit

(A) The bus shall have a removable moisture-proof and dust-proof first-aid kit in an accessible place in the driver's compartment. It shall be properly mounted and identified as a first-aid kit. The location for the first-aid kit shall be marked.

(B) Vehicles with a capacity of 56 passengers and above shall be equipped with a second first-aid kit. The second first-aid kit shall be mounted in the rear of the bus and identified as a first-aid kit. It shall not be mounted on the bulkhead.

(C) Contents shall include:

2 - 1" x 2 1/2 yards adhesive tape rolls
24 - sterile gauze pads 3"x 3"
100 - 3/4" x 3" adhesive bandages
8 - 2" bandage compress
10- 3" bandage compress
2 - 2" X 6' sterile gauze roller bandages
2 - non-sterile triangular bandages approximately 40" x 36" x 54" with 2 safety pins
3 - sterile gauze pads 36" x 36"
3 - sterile eye pads
1 - rounded-end scissors
1 - pair latex gloves
1 - mouth-to-mouth airway

(iii) Body fluid clean-up kit. Each bus shall have a removable and moisture-proof body fluid clean-up kit accessible to the driver. It shall be properly mounted and identified as a body fluid clean-up kit.

~~(iv) Warning devices. Each school bus shall contain at least three (3) reflectorized triangle road warning devices mounted in an accessible place. These devices must meet requirements in FMVSS 125.~~

~~(v) Any of the emergency equipment may be mounted in an enclosed compartment, provided the compartment is labeled in not less than one inch letters, stating the piece(s) of equipment contained therein.~~

~~(r) FLOORS.~~

~~(i) Floor in under-seat area, including tops of wheelhousing, driver's compartment and toeboard, shall be covered with rubber floor covering or equivalent, having a minimum overall thickness of .125". The driver's area on Type A buses may be manufacturer's standard flooring and floor covering.~~

~~(ii) Floor covering in aisles shall be of aisle type rubber or equivalent, wear resistant and ribbed. Minimum overall thickness shall be .187" measured from tops of ribs.~~

~~(iii) Floor covering shall be permanently bonded to floor and must not crack when subjected to sudden changes in temperature. Bonding or adhesive material shall be waterproof and shall be a type recommended by the manufacturer of floorcovering material. All seams must be sealed with waterproof sealer. An aluminum or vinyl strip may cover seams between underseat and aisle.~~

~~(iv) Floors shall not be black.~~

~~(v) On all buses, a screw-down plate that is secured and insulated shall be provided to access the fuel tank-sending unit. Type A buses are exempt.~~

~~(s) FUEL DOOR. All vehicles shall be equipped with a latching or spring closed fuel door.~~

~~(t) HEATERS.~~

~~(i) All school buses shall be equipped with two or more hot water heaters. One of these heaters shall be located in the rear half of the bus on or behind the rear wheel axle line. The front heaters and integrated defroster system shall be of a capacity to provide heat for the front part of the bus, including driver's compartment, and to provide heat for the windshield area, service door glass, driver's left glass area and step well.~~

~~(ii) The largest front heater shall be fresh air or combination fresh air and recirculation type.~~

~~(iii) Additional heaters may be recirculating air type.~~

~~(iv) The heating system shall be capable of maintaining bus interior temperatures as specified in applicable SAE test procedure J2233.~~

~~(v) Auxiliary fuel-fired heating systems are permitted, (approved option – see Section 8) provided they comply with the following:~~

~~(A) The auxiliary heating system fuel shall utilize the same type fuel as specified for the vehicle engine.~~

~~(B) Heater(s) may be direct hot air or connected to the engine's coolant system.~~

~~(C) Auxiliary heating system, when connected to the engine's coolant system, may be used to preheat the engine coolant or preheat and add supplementary heat to the bus's heating system.~~

~~(D) Auxiliary heating systems must be installed pursuant to the manufacturer's recommendations and shall not direct exhaust in such a manner that will endanger bus passengers.~~

~~(E) Auxiliary heating systems that operate on diesel fuel shall be capable of operating on #1, # 2 or blended diesel fuel without the need for system adjustment.~~

~~(F) The auxiliary heating system shall be low voltage.~~

~~(G) Auxiliary heating systems shall comply with all applicable Federal Motor Vehicle Safety Standards, including FMVSS 301, as well as SAE test procedures.~~

~~(vi) All forced air heaters installed by body manufacturers shall bear a name plate that indicates the heater rating in accordance with SBMTC Standard No. 001. The plate shall be affixed by the heater manufacturer and shall constitute certification that the heater performance is as shown on the plate.~~

~~(vii) Heater hoses shall be adequately supported to guard against excessive wear due to vibration. The hoses shall not dangle or rub against the chassis or any sharp edges and shall not interfere with or restrict the operation of any engine function. Heater hoses shall~~

~~conform to SAE Standard J20c. Heater lines on the interior of bus shall be shielded to prevent scalding of the driver or passengers.~~

~~(viii) Each hot water system installed by a body manufacturer shall include one shut-off valve in the pressure line and one shut-off valve in the return line with both valves at the engine in an accessible location, except that on all Types A buses, the valves may be installed in another accessible location.~~

~~(vix) There shall be a water flow-regulating valve installed in the pressure line for convenient operation by the driver while seated.~~

~~(x) All combustion heaters shall be in compliance with current Federal Motor Carrier Safety Regulations.~~

~~(xi) Accessible bleeder valves shall be installed in an appropriate place in the return lines of body company-installed heaters to remove air from the heater lines.~~

~~(xii) Access panels shall be provided to make heater motors, cores, and fans readily accessible for service. Outside access panel may be provided for the driver's heater.~~

~~(xiii) All heating systems shall be equipped with an auxiliary heater booster pump, except Type A.~~

~~(u) HINGES. Exposed metal emergency door, lift door, and service door hinges which do not have stainless steel, brass, or non-metallic hinge pins or other design that prevents corrosion and allows complete lubrication without disassembly, shall be designed to allow lubrication to be channeled to the center 75% of each hinge loop.~~

~~(v) IDENTIFICATION.~~

~~(i) Body shall bear words "SCHOOL BUS" in black letters at least 8 inches high on both front and rear of body or on signs attached thereto. Lettering shall be placed as high as possible without impairment of its visibility. Letters shall conform to "Series B" of Standard Alphabets for highway signs. "SCHOOL BUS" lettering shall have a reflective background, or as a district paid option, may be illuminated by backlighting.~~

~~(ii) Required lettering and numbering shall include:~~

~~(A) District or company name shall be displayed at the beltline and be worded as "_____ County School District Number, City, Wyoming" (if district owned),~~

~~"(Company Name), (City), Wyoming" if company owned. If district owned, "City" may be deleted if a district has attendance centers in multiple cities.~~

~~(B) Bus identification number shall be displayed on body beside entrance door, rear in area of right side tail light, left side in vicinity of driver's window, front in area designated by the buyer.~~

~~(C) All the above lettering and numbering shall be black block letters, a minimum of 5 inches high with a 1 inch wide stroke.~~

~~(iii) Other lettering, numbering, or symbols that may be displayed on the exterior of the bus shall be limited to:~~

~~(A) Bus identification number on the top of the bus, in addition to required numbering on sides, rear, and front.~~

~~(B) The location of the battery(ies) identified by the word "BATTERY" or "BATTERIES" on the battery compartment door in 2" high lettering.~~

~~(C) Symbols or letters near the service door displaying information for identification by the students of the bus or route served. Such symbols or lettering, if used, shall not exceed 144 square inches in size. These interchangeable bus identification placards shall be placed adjacent to the service door.~~

~~(D) School bus manufacturer or school bus dealer identification or logos.~~

~~(E) Symbols identifying the bus as equipped for or transporting students with special needs (see Specially Equipped School Bus section).~~

~~(F) Team name and/or logo above windows on the roof of activity buses(paid for by the school district).~~

~~(iv) Only signs and lettering approved by state law or regulation shall appear on outside of bus.~~

~~(w) INSIDE HEIGHT. Inside body height shall be 72" or more, measured metal to metal, at any point on longitudinal centerline from front vertical bow to rear vertical bow.~~

~~(x) INSULATION.~~

(i) Bus body shall be fully insulated in the roof, all body panels, front and rear headers and the cavities in the roof and side bows. Thermal insulation shall be fire-resistant, UL approved, and approximately 1 1/2" thick with minimum R-value of 5.5. Insulation shall be installed to prevent sagging.

(ii) Floor insulation shall be either 5-ply nominal 5/8" thick plywood, or a material of equal or greater strength and insulation R-value, and it shall equal or exceed properties of the exterior-type softwood plywood, C-D Grade as specified in standard issued by U.S. Department of Commerce. When plywood is used, all exposed edges shall be sealed. Type A-I buses may be equipped with nominal 1/2" thick plywood meeting above requirements.

(y) INTERIOR.

(i) Interior of bus shall be free of all unnecessary projections to minimize the potential for injury. This standard requires inner lining on ceilings and walls. If ceiling is constructed to contain lapped joints, forward panel shall be lapped by rear panel and exposed edges shall be beaded, hemmed, flanged, or otherwise treated to minimize sharp edges.

(ii) The driver's area forward of the foremost padded barriers will permit the mounting of required safety equipment and vehicle operation equipment.

(iii) Every school bus shall be constructed so that the noise level taken at the ear of the occupant nearest to the primary vehicle noise source shall not exceed 85 dBA.

(z) LAMPS AND SIGNALS.

(i) Interior lamps shall be provided which adequately illuminate aisle and stepwell. Stepwell light shall be illuminated by a service door operated switch, to illuminate only when headlights and clearance lights are on and service door is open.

(ii) A rheostat switch shall control body instrument panel lights.

(iii) School bus alternately flashing signal lamps:

(A) Bus shall be equipped with two red lamps at the rear of vehicle and two red lamps at the front of the vehicle.

(B) In addition to the four red lamps described above, four amber lamps shall be installed so that one amber lamp is located near each red signal lamp, at same level, but closer to vertical centerline of bus. The system of red and amber signal lamps shall be wired so that amber lamps are energized manually, and red lamps are automatically energized

~~(with amber lamps being automatically de-energized) when stop signal arm is extended or when bus service door is opened. An amber pilot light and a red pilot light shall be installed adjacent to the driver controls for the flashing signal lamp to indicate to the driver which lamp system is activated.~~

~~(C) Area around lens of each alternately flashing signal lamp and extending outward approximately 3" shall be black in color. In installations where there is no flat vertical portion of body immediately surrounding entire lens of lamp, a circular or square band of black approximately 3" wide, immediately below and to both sides of the lens, shall be black in color on body or roof area against which signal lamp is seen (from distance of 500 feet along axis of vehicle). Visors or hoods, black in color, with a minimum depth of 4" may be provided.~~

~~(D) Red lamps shall flash at any time the stop signal arm is extended.~~

~~(E) All flashers for alternately flashing red and amber signal lamps shall be enclosed in the body in a readily accessible location.~~

~~(iv) Turn signal and stop/tail lamps:~~

~~(A) Bus body shall be equipped with amber rear turn signal lamps that are at least 7" in diameter or if a shape other than round, a minimum 38 square inches of illuminated area and meet SAE specifications. These signal lamps must be connected to the chassis hazard warning switch to cause simultaneous flashing of turn signal lamps when needed as vehicular traffic hazard warning. Turn signal lamps are to be placed as wide apart as practical and their centerline shall be approximately 8" below the rear window.~~

~~(B) Buses shall be equipped with amber side-mounted turn signal lights. The turn signal lamp on the left side shall be mounted rearward of the stop signal arm and the turn signal lamp on the right side shall be mounted rearward of the service door.~~

~~(C) Buses shall be equipped with four combination red stop/tail lamps:~~

~~(I) Two combination lamps with a minimum diameter of 7" or if a shape other than round, a minimum 38 square inches of illuminated area shall be mounted on the rear of the bus just inside the turn signal lamps.~~

~~(II) Two combination lamps with a minimum diameter of 4", or if a shape other than round, a minimum 12 square inches of illuminated area shall be placed on the rear of the body between the beltline and the floor line. Rear license plate lamp may be~~

~~combined with one lower tail lamp. Stop lamps shall be activated by the service brakes and shall emit a steady light when illuminated.~~

~~(v) On buses equipped with a monitor for the front and rear lamps of the school bus, the monitor shall be mounted in full view of the driver. If the full circuit current passes through the monitor, each circuit shall be protected by a fuse or circuit breaker against any short circuit or intermittent shorts.~~

~~(vi) Strobe Light (approved option – see Section 8) shall have a single clear lens emitting light 360 degrees around its vertical axis. It shall be located on the longitudinal centerline of the bus roof, approximately 1/3 of the distance forward from the rear of the bus, behind the rear most roof hatch. It shall be controlled by a manual switch located in the instrument panel to the left of the driver with a pilot light to indicate that the light is turned on.~~

~~(vii) Bus body shall be equipped with two white rear backup lamp signals that are at least 4" in diameter or, if a shape other than round, a minimum of 13 square inches of illuminated area, meeting SAE specifications. If backup lamps are placed on the same line as the brake lamps and turn signal lamps, they shall be to the inside.~~

~~(aa) METAL TREATMENT.~~

~~(i) All metal used in construction of bus body shall be zinc-coated or aluminum-coated or treated by equivalent process before bus is constructed. Included are such items as structural members, inside and outside panels, door panels and floor sills. Excluded are such items as door handles, grab handles, interior decorative parts and other interior plated parts.~~

~~(ii) All metal parts that will be painted shall be, in addition to above requirements, chemically cleaned, etched, zinc-phosphate coat and zinc-chromate or epoxy primed or conditioned by equivalent process.~~

~~(iii) In providing for these requirements, particular attention shall be given lapped surfaces, welded connections of structural members, cut edges punched or drilled hole areas in sheet metal, closed or box sections, unvented or undrained areas and surfaces subjected to abrasion during vehicle operation.~~

~~(iv) As evidence that above requirements have been met, samples of materials and sections used in construction of the bus body subjected to cyclic corrosion testing as outlined in SAE J1563.~~

~~(bb) MIRRORS.~~

(i) Interior mirror shall be either clear view laminated glass or clear view glass bonded to a backing that retains the glass in the event of breakage. Mirror shall have rounded corners and protected edges. All Type A buses shall have a minimum of a 6" x 16" mirror and Type B, C, and D buses shall have a minimum of a 6" x 30" mirror and a maximum of 8" x 30" mirror.

(ii) Each school bus shall be equipped with exterior mirrors meeting the requirements of FMVSS 111. Mirrors shall be easily adjustable, but shall be rigidly braced so as to reduce vibration. All outside mirrors shall be heated, powered/remote controlled (excluding crossover mirrors).

(cc) MOUNTING.

(i) Chassis frame shall support rear body cross member. Bus body shall be attached to chassis frame at each main floor sill, except where chassis components interfere, in such manner as to prevent shifting or separation of the body from the chassis under severe operating conditions.

(ii) Insulation material shall be placed at all contact points between body and chassis frame on Types A-I, B, C, and D buses, and shall be so attached to the chassis frame or body that it will not move under severe operating conditions.

(dd) OVERALL LENGTH. Overall length of bus shall not exceed 43 feet, excluding accessories.

(ee) OVERALL WIDTH. Overall width of bus shall not exceed 102", excluding accessories.

(ff) PUBLIC ADDRESS SYSTEM. (Approved option – see Section 8) Buses may be equipped with a public address system having interior and/or exterior speakers.

(gg) RADIO. All school buses shall be equipped with an AM/FM radio. Any speaker forward of the front passenger seat shall have an independent volume control.

(hh) REFLECTIVE MATERIAL.

(i) Front and/or rear bumper may be marked diagonally 45 degrees down to centerline of pavement with 2" +/- 1/4" wide strips of noncontrasting reflective material.

~~(ii) Rear of bus body shall be marked with strips of reflective National School Bus Yellow material to outline the perimeter of the back of the bus using material which conforms with the requirements of FMVSS 571.131 Table 1. The perimeter marking of rear emergency exits per FMVSS 217 and/or the use of reflective "SCHOOL BUS" signs partially accomplish the objective of this requirement. To complete the perimeter marking of the back of the bus, strips of at least 1 3/4" reflective National School Bus Yellow material shall be applied horizontally above the rear windows and above the rear bumper extending from the rear emergency exit perimeter marking outward to the left and right rear corners of the bus; and vertical strips shall be applied at the corners connecting these horizontal strips.~~

~~(iii) "SCHOOL BUS" signs, if not of lighted design, shall be marked with reflective National School Bus Yellow material comprising background for lettering of the front and/or rear "SCHOOL BUS" signs.~~

~~(iv) Sides of bus body shall be marked with reflective National School Bus Yellow material at least 1 3/4" in width, extending the length of the bus body and located (vertically) between the floor line and the beltline.~~

~~(v) All emergency exits shall be outlined in reflective National School Bus Yellow material.~~

~~(ii) RUB RAILS.~~

~~(i) There shall be one rub rail located on each side of bus approximately at seat level which shall extend from rear side of entrance door completely around bus body (except emergency door or any maintenance access door) to point of curvature near outside cowl on left side.~~

~~(ii) There shall be one rub rail located approximately at floor line which shall cover the same longitudinal area as upper rub rail, except at wheelhousing, and shall extend only to radii of right and left rear corners.~~

~~(iii) Both rub rails shall be attached at each body post and all other upright structural members.~~

~~(iv) Both rub rails shall be 4" or more in width in their finished form, shall be of 16 gauge steel or suitable material of equivalent strength, and shall be constructed in corrugated or ribbed fashion.~~

(v) Both rub rails shall be applied outside body or outside body posts. Pressed-in or snap-on rub rails do not satisfy this requirement. For buses using rear luggage or rear engine compartment, rub rails need not extend around rear corners.

(vi) There shall be a rub rail or equivalent bracing located horizontally at the bottom edge of the body side skirts.

(jj) SEAT BELT FOR DRIVER. A Type 2 lap belt/shoulder harness seat belt shall be provided for the driver. The assembly shall be equipped with an emergency locking retractor (ELR) for the continuous belt system. On all buses except Type A equipped with standard chassis manufacturer's driver's seat, the lap portion of the belt shall be guided or anchored to prevent the driver from sliding sideways under it. The lap belt/shoulder harness shall be designed to allow for easy adjustment in order to fit properly and effectively protect drivers varying from 5th percentile female to 95th percentile male.

(kk) SEAT AND CRASH BARRIERS.

(i) In determining seating capacity of bus, allowable average rump width shall be:

(A) 13" where 3-3 seating plan is used.

(B) 15" where 3-2 seating plan is used.

(ii) All restraining barriers and passenger seats shall be constructed with materials that enable them to meet the criteria contained in FMVSS 302.

(iii) Each seat leg shall be secured to the floor by a minimum of two (2) bolts, washers, and nuts. Flange-head nuts may be used in lieu of nuts and washers, or seats may be track mounted in conformance with FMVSS 222. If track seating is installed, the manufacturer shall supply minimum and maximum seat spacing dimensions applicable to the bus, which comply with FMVSS 222. This information shall be on a label permanently affixed to the bus.

(iv) All seat frames attached to the seat rail shall be fastened with two (2) bolts, washers and nuts or flange-headed nuts.

(v) Type A-II school bus bodies shall be equipped with restraining barriers conforming to FMVSS 222.

(vi) Bus seats may be equipped with integrated child restraint seats.

(vii) All seats must meet FMVSS 222.

(ll) STEPS.

(i) First step at service door shall be not less than 10" and not more than 14" from the ground when measured from top surface of the step to the ground, based on standard chassis specifications, except that on Type D vehicles, the first step at the service door shall be 12" to 16" from the ground.

(ii) Step risers shall not exceed a height of 10". When plywood is used on a steel floor or step, the riser height may be increased by the thickness of the plywood.

(iii) Steps shall be enclosed to prevent accumulation of ice and snow.

(iv) Steps shall not protrude beyond the side bodyline.

(v) A suitable device (or devices) shall be designed and installed to prevent injury or fatality to passengers from being dragged. At least one such device shall assist passengers during entry or egress, and be of such design to eliminate entanglement.

(vi) Steps may be equipped with heaters.

(mm) STEP TREADS.

(i) All steps, including floor line platform area, shall be covered with 3/16" rubber floor covering or other materials equal in wear and abrasion resistance to top grade rubber.

(ii) A durable backing material resistant to corrosion shall be permanently bonded to rubber.

(iii) 3/16" ribbed step tread shall have a 1 1/2" white nosing as an integral piece without any joint.

(iv) Rubber portion of step treads shall have the following characteristics:

(A) Special compounding for good abrasion resistance and high coefficient of friction.

(B) Flexibility so that it can be bent around a 1/2" mandrel both at 130 degrees Fahrenheit and 20 degrees Fahrenheit without breaking, cracking, or crazing.

(C) Show a durometer hardness of 85 to 95.

(nn) STIRRUP STEPS. There shall be at least one folding stirrup step or recessed foothold and suitably located handles on each side of the front of the body for easy accessibility for cleaning the windshield and lamps. Steps are permitted in or on the front bumper, in lieu of the stirrup steps if the windshield and lamps are easily accessible for cleaning from that position. Type A under 14,001 lbs. GVWR are exempt.

(oo) STOP SIGNAL ARM.

(i) The stop signal arm shall comply with the requirements of FMVSS 131.

(ii) The stop arm shall be reflectorized.

(iii) The stop arm shall be lighted.

(iv) The stop arm shall be equipped with a wind guard.

(v) There shall be only one stop arm per bus, mounted on the left side near the driver's window.

(pp) STORAGE COMPARTMENT. A storage container for tools, tire chains, and/or tow chains shall be provided and may be located either inside or outside the passenger compartment. If inside, it shall have a cover (seat cushion may not serve this purpose) capable of being securely latched. The container shall be fastened to the floor, convenient to either the service or emergency door.

(qq) SUN SHIELD.

(i) Interior adjustable sun shield not less than 6" X 30" for Type B, C, and D vehicles, with a finished edge, shall be installed in a position convenient for use by driver.

(ii) On Type A buses the sun shield shall be manufacturer's standard.

(rr) TAILPIPE.

(i) Tailpipe shall extend out to but not more than 2" beyond perimeter of the body or the bumper.

(ss) TOW EYES OR HOOKS. Tow eyes or hooks shall be furnished on the rear and attached so they do not project beyond the rear bumper.

(tt) UNDERCOATING.

(i) The entire underside of the bus body, including floor sections, cross member and below floor-line side panels, shall be coated with rust-proofing material for which the material manufacturer has issued to the bus body manufacturer a notarized certification to the bus body manufacturer that materials meet or exceed all performance requirements of SAE J1959.

(A) The undercoating material shall be applied with suitable airless or conventional spray equipment to the undercoating material manufacturer recommended film thickness and shall show no evidence of voids in the cured film.

(B) The undercoating material shall not cover any exhaust components of the chassis.

(uu) VENTILATION.

(i) Auxiliary fans shall meet the following requirements:

(A) Fans for left and right sides shall be placed in a location where they can be adjusted for maximum effectiveness and do not obstruct vision to any mirror. Type A buses may be equipped with one fan.

(B) Fans shall be a nominal 6" diameter.

(C) Fan blades shall be covered with a protective cage. A separate switch shall control each fan.

(ii) Body shall be equipped with a suitably controlled ventilating system of sufficient capacity to maintain proper quantity of air under operating conditions, without having to open windows except in extremely warm weather.

(A) Static-type non-closeable exhaust ventilation shall be installed in low-pressure area of roof.

(iii) Roof hatches designed to provide ventilation, regardless of the exterior weather conditions, may be provided.

~~(vv) WHEELHOUSING.~~

~~(i) The wheelhousing opening shall allow for easy tire removal and service.~~

~~(ii) Wheelhousing opening shall be equipped with molded fender extensions to provide protection to the bus body from debris thrown up from the road.~~

~~(iii) The wheelhousing shall be attached to floor sheets in such a manner as to prevent any dust, water or fumes from entering the body. Wheelhousing shall be constructed of at least 16-gauge steel.~~

~~(iv) The inside height of the wheelhousing above the floor line shall not exceed 12".~~

~~(v) The wheelhousing shall provide clearance for installation and use of tire chains on single and dual (if so equipped) power-driving wheels.~~

~~(vi) No part of a raised wheelhousing shall extend into the emergency door opening.~~

~~(vii) Front and rear wheelhousing shall be equipped with rubber mudflaps.~~

~~(ww) WINDOWS.~~

~~(i) Each full side window, other than emergency exits designated to comply with FMVSS 217, shall provide an unobstructed emergency opening of at least 9" but not more than 13" high and at least 22" wide, obtained by lowering window. One side window on each side of the bus may be less than 22" wide.~~

~~(ii) Driver's window, the first window on the left, and the first window after the service door shall be thermo glass. Type A bus driver's window may be manufacturer's standard.~~

~~(iii) Optional tinted and/or thermo glass glazing may be installed in all doors, windows, and windshields (other than required thermo glass) consistent with federal, state, and local regulations.~~

~~(xx) WINDSHIELD WASHERS. A windshield washer system shall be provided in a location easily serviceable by the driver.~~

~~(yy) WINDSHIELD WIPERS.~~

(i) A windshield wiping system, two speed or variable speed, with an intermittent feature, shall be provided.

(ii) The wipers shall be operated by one or more air or electric motors of sufficient power to operate wipers. If one motor is used, the wipers shall work in tandem to give full sweep of windshield.

(zz) WIRING.

(i) All wiring shall conform to current SAE standards.

(ii) Circuits:

(A) Wiring shall be arranged in circuits, as required, with each circuit protected by a fuse or circuit breaker. A system of color and number coding shall be used and an appropriate identifying diagram shall be provided to the end user along with the wiring diagram provided by the chassis manufacturer. The wiring diagrams shall be specific to the bus model supplied and include any changes to wiring made by the body manufacturer. Chassis wiring diagrams shall also be supplied to the end user. A system of color and number coding shall be used on buses. The following body interconnecting circuits shall be color-coded as noted:

FUNCTION	COLOR
Left Rear Directional Light	Yellow
Right Rear Directional Light	Dark Green
Stoplights	Red
Back-up Lights	Blue
Taillights	Brown
Ground	White
Ignition Feed, Primary Feed	Black

The color of cables shall correspond to SAE I 1128.

(B) Wiring shall be arranged in at least six regular circuits as follows:

(I) Head, tail, stop (brake) and instrument panel lamps

(II) Clearance and stepwell lamps (stepwell lamp shall be actuated when service door is opened)

~~(III) Dome lamp~~

~~(IV) Ignition and emergency door signal~~

~~(V) Turn signal lamps~~

~~(VI) Alternately flashing signal lamps~~

~~(C) Any of the above combination circuits may be subdivided into additional independent circuits.~~

~~(D) At least one additional circuit shall be installed for heaters and defrosters.~~

~~(E) Whenever possible, all other electrical functions (such as automatic tire chains and electric-type windshield wipers) shall be provided with independent and properly protected circuits.~~

~~(F) Each body circuit shall be coded by number or letter on a diagram of circuits and shall be attached to the body in a readily accessible location.~~

~~(iii) The entire electrical system of the body shall be designed for the same voltage as the chassis on which the body is mounted.~~

~~(iv) All wiring shall have an amperage capacity exceeding the design load by at least 25%. All wiring splices are to be done at an accessible location and noted as splices on wiring diagram.~~

~~(v) A body wiring diagram, of a size which can be easily read, shall be furnished with each bus body or affixed in an area convenient to the electrical accessory control panel.~~

~~(vi) The body power wire shall be attached to a special terminal on the chassis.~~

~~(vii) All wires passing through metal openings shall be protected by a grommet.~~

~~(viii) Wires not enclosed within body shall be fastened securely at intervals of not more than 18 inches. All joints shall be soldered or joined by equally effective connectors, which shall be water-resistant and corrosion-resistant.~~

Section 7. Standards for Specially Equipped School Buses:

(a) INTRODUCTION. Equipping buses to accommodate students with special needs is discretionary depending upon the needs of the passengers. While one bus may be fitted with a lift, another may have seat belts installed to secure child seats. Buses so equipped are not to be considered a separate class of school bus, but simply a regular school bus that is equipped for special accommodations.

The specifications in this section are intended to be supplementary to specifications in the chassis and body sections. In general, specially equipped buses shall meet all the requirements of the preceding sections plus those listed in this section. It is recognized by the entire industry that the field of special transportation is characterized by varied needs for individual cases and by a rapidly emerging technology for meeting those needs. A flexible, "common-sense" approach to the adoption and enforcement of specifications for these vehicles, therefore, is prudent.

The following standards address modifications as they pertain to school buses that, with standard seating arrangements prior to modification, would accommodate more than 10 persons (11 or more including the driver). If by addition of a power lift, mobile seating device positions or other modifications, the capacity is reduced, the intent of these standards is to have these vehicles be required to meet the same standards they would have had to meet prior to such modifications, and are included in all references to school buses and requirements for school buses which follow.

(b) DEFINITION. A specially equipped school bus is any school bus that is designed, equipped, or modified to accommodate students with special needs.

(c) GENERAL REQUIREMENTS.

(i) School buses designed for transporting students with special transportation needs shall comply with National Standards and with Federal Motor Vehicle Safety Standards applicable to their GVWR category.

(ii) Any school bus to be used for the transportation of children who are confined to a wheelchair or other mobile positioning device, or who require life support equipment which prohibits use of the regular service entrance, shall be equipped with a power lift, unless a ramp is needed for unusual circumstances related to passenger needs.

~~(d) AISLE. All school buses equipped with a power lift shall provide a 30" aisle leading from any wheelchair/mobility aid position to at least one emergency door and the lift area.~~

~~(e) COMMUNICATIONS. All school buses that are used to transport individuals with disabilities should be equipped with a two-way electronic voice communication system which can be used at any point in the vehicle's route.~~

~~(f) GLAZING. Tinted glazing may be installed in all doors, windows, and windshields consistent with federal, state, and local regulations.~~

~~(g) IDENTIFICATION. Buses with power lifts used for transporting individuals with disabilities shall display below the window line the International Symbol of Accessibility. No more than one emblem may be displayed on each side, the front or the rear of the bus. Such emblems shall be white on blue background, shall not exceed 12 inches in size, and shall be of a high-intensity reflectorized material meeting U.S. Department of Transportation's Federal Highway Administration (FHWA) FP-85 Standards.~~

~~(h) PASSENGER CAPACITY RATING. In determining the passenger capacity of a school bus for purposes other than actual passenger load (i.e., vehicle classification), any location in a school bus intended for securement of an occupied wheelchair/mobility aid during vehicle operations shall be regarded as four designated seating positions. Similarly, each lift area shall be regarded as four designated seating positions.~~

~~(i) POWER LIFTS.~~

~~(i) Power lift shall be located on the right side of the bus body when not extended.~~

~~(j) REGULAR SERVICE ENTRANCE.~~

~~(i) On power-lift equipped vehicles, step shall be the full width of the stepwell, excluding the thickness of doors in open position.~~

~~(ii) A suitable device shall be provided to assist passengers during entry or egress. This device shall allow for easy grasping or holding and shall have no openings or pinch points that might entangle clothing, accessories or limbs.~~

~~(k) RESTRAINING DEVICES.~~

(i) On power-lift-equipped vehicles, seat frames may be equipped with attachments or devices to which belts, restraining harnesses or other devices may be attached. Attachment framework or anchorage devices, if installed, shall conform to FMVSS 210.

(ii) Seat belt assemblies, if installed, shall conform to FMVSS 209.

(iii) Child restraint systems, which are used to facilitate the transportation of children who in other modes of transportation would be required to use a child, infant, or booster seat, shall conform to FMVSS 213 and 222.

(l) SEATING ARRANGEMENTS.

(i) Flexibility in seat spacing to accommodate special devices shall be permitted to meet passenger requirements. All seating shall be forward facing.

(ii) All restraining barriers and passenger seats shall be constructed with materials that enable them to meet the criteria of the *School Bus Seat Upholstery Fire Block Test*.

(m) SECUREMENT AND RESTRAINT SYSTEM FOR WHEELCHAIR/MOBILITY AID AND OCCUPANT. -- For purposes of better understanding the various aspects and components of this section, the term "securement" or phrase "securement system" is used exclusively in reference to the device(s) which secure the wheelchair/mobility aid. The term "restraint" or phrase "restraint system" is used exclusively in reference to the device(s) used to restrain the occupant of the wheelchair/ mobility aid. The phrase "securement and restraint system" is used to refer to the total system that secures and restrains both the wheelchair/mobility aid and the occupant.

(i) Securement and restraint system-general

(A) The Wheelchair/Mobility Aid Securement and Occupant Restraint System shall be designed, installed, and operated to accommodate passengers in a forward-facing orientation within the bus and shall comply with all applicable requirements of FMVSS 222. Gurney-type devices shall be secured parallel to the side of each bus.

(B) The securement and restraint system, including the system track, floor plates, pockets, or other anchorages shall be provided by the same manufacturer, or be certified to be compatible by manufacturers of all equipment systems used.

(C) When a wheelchair/mobility aid securement device and an occupant restraint share a common anchorage, including occupant restraint designs that attach

~~the occupant restraint to the securement device or the wheelchair/mobility aid, the anchorage shall be capable of withstanding the loads of both the securement device and occupant restraint applied simultaneously, in accordance with FMVSS 222.~~

~~(D) When a wheelchair/mobility aid securement device (webbing or strap assembly) is shared with an occupant restraint, the wheelchair/ mobility aid securement device (webbing or strap assembly) shall be capable of withstanding a force twice the amount as specified in section 4.4(a) of FMVSS 209. (See sections ii and iii of this section.)~~

~~(E) The bus body floor and sidewall structures where the securement and restraint system anchorages are attached shall have equal or greater strength than the load requirements of the system(s) being installed.~~

~~(F) The occupant restraint system shall be designed to be attached to the bus body either directly or in combination with the wheelchair/mobility aid securement system, by a method which prohibits the transfer of weight or force from the wheelchair/mobility aid to the occupant in the event of an impact.~~

~~(G) When an occupied wheelchair/mobility aid is secured in accordance with the manufacturer's instructions, the securement and restraint system shall limit the movement of the occupied wheelchair/mobility aid to no more than 2" in any direction under normal driving conditions.~~

~~(H) The securement and restraint system shall incorporate an identification scheme that will allow for the easy identification of the various components and their functions. It shall consist of one of the following, or combination thereof:~~

~~(I) The wheelchair/mobility aid securement (webbing or strap assemblies) and the occupant restraint belt assemblies shall be of contrasting color or color shade.~~

~~(II) The wheelchair/mobility aid securement device (webbing or strap assemblies) and occupant restraint belt assemblies shall be clearly marked to indicate the proper wheelchair orientation in the vehicle, and the name and location for each device or belt assembly, i.e., front, rear, lap belt, shoulder belt, etc.~~

~~(I) All attachment or coupling devices designed to be connected or disconnected frequently shall be accessible and operable without the use of tools or other mechanical assistance.~~

(J) All securement and restraint system hardware and components shall be free of sharp or jagged areas and shall be of a non-corrosive material or treated to resist corrosion in accordance with section 4.3(a)of FMVSS 209.

(K) The securement and restraint system shall be located and installed such that when an occupied wheelchair/mobility aid is secured, it does not block access to the lift door.

(L) A device for storage of the securement and restraint system shall be provided. When the system is not in use, the storage device shall allow for clean storage of the system, shall keep the system securely contained within the passenger compartment, shall provide reasonable protection from vandalism, and shall enable the system to be readily accessed for use.

(M) The entire securement and restraint system, including the storage device, shall meet the flammability standards established in FMVSS 302.

(N) Each securement device (webbing or strap assembly) and restraint belt assembly shall be permanently and legibly marked or incorporate a non-removable label or tag which states that it conforms to all applicable FMVSS requirements, as well as, the current National Standards for School Buses. In addition, the system manufacturer, or an authorized representative, upon request by the original titled purchaser, shall provide a notarized Certificate of Conformance, either original or photocopied, which states that the wheelchair/mobility aid securement and occupant restraint system meets all of the requirements as specified in FMVSS 222 and the current National Standards for School Buses.

(O) The following information shall be provided with each vehicle equipped with a securement and restraint system:

(I) A phone number where information can be obtained about installation, repair, and parts. (Detailed written instructions and a parts list shall be available upon request).

(II) Detailed instructions regarding use, including a diagram showing the proper placement of the wheelchair/mobility aids and positioning of securement devices and occupant restraints, including correct belt angles.

(P) The system manufacturer shall make available training materials to ensure the proper use and maintenance of the wheelchair/mobility aid securement and occupant restraint system. These may include instructional videos, classroom curriculum, system test results, or other related materials.

~~(ii) Wheelchair/mobility aid securement system~~

~~(A) Each securement system location shall consist of a minimum of four anchorage points. A minimum of two anchorage points shall be located in front of the wheelchair/mobility aid and a minimum of two anchorage points shall be located in the rear. The securement anchorages shall be attached to the floor of the vehicle and shall not interfere with passenger movement or present any hazardous condition.~~

~~(B) Each securement system location shall have a minimum clear floor area of 30" by 48". Additional floor area may be required for some applications. Consultation between the user and the manufacturer is recommended to ensure adequate area is provided.~~

~~(C) The securement system shall secure common wheelchair/mobility aids and shall be able to be attached easily by a person having average dexterity and who is familiar with the system and wheelchair/mobility aid.~~

~~(D) As installed, each securement anchorage shall be capable of withstanding a minimum force of 3,000 pounds (13,344 Newtons) when applied as specified in FMVSS 222. When more than one securement device shares a common anchorage, the anchorage shall be capable of withstanding the force indicated above, multiplied by the number of securement devices sharing that anchorage.~~

~~(E) Each securement device, if incorporating webbing or a strap assembly, shall comply with the requirements for Type 1 safety belt systems, in accordance with sections 4.2, 4.3, and 4.4(a) of FMVSS 209.~~

~~(F) The securement system shall secure the wheelchair/mobility aid in such a manner that the attachments or coupling hardware will not become detached when any wheelchair/mobility aid component deforms, when one or more tires deflate, and without intentional operation of a release mechanism (e.g., a spring clip on a securement hook).~~

~~(G) Each securement device (webbing or strap assembly) shall be capable of withstanding a minimum force of 2,500 pounds when tested in accordance with FMVSS 209.~~

~~(H) Each securement device (webbing or strap assembly) shall provide a means of adjustment, of manufacturer's design, to remove slack from the device or assembly.~~

~~(iii) Occupant restraint system~~

(A) A Type 2A occupant restraint system that meets all applicable requirements of FMVSSs 209 and 210 shall provide for restraint of the occupant.

(B) The occupant restraint system shall be made of materials that do not stain, soil, or tear an occupant's clothing, and which are resistant to water damage and fraying.

(C) Each restraint system location shall have not less than one anchorage, of manufacturer's design, for the upper end of the upper torso restraint.

(I) The anchorage for each occupant's upper torso restraint shall be capable of withstanding a minimum force of 1,500 pounds (6,672 Newtons) when applied as specified in FMVSS 222.

(D) Each wheelchair/mobility aid location shall have not less than two floor anchorage for the occupant pelvic and the connected upper torso restraint.

(I) Each floor anchorage shall be capable of withstanding a minimum force of 3,000 pounds (13,344 Newtons) when applied as specified in FMVSS 222.

(II) When more than one occupant restraint share a common anchorage, the anchorage shall be capable of withstanding a minimum force of 3,000 pounds (13,344 Newtons) multiplied by the number of occupant restraints sharing the common anchorage in accordance with FMVSS 222.

(E) Each floor and wall anchorage which secures the occupant restraint to the vehicle and which is not permanently attached, shall be of a "positive latch" design, and shall not allow for any accidental disconnection.

(iv) Dynamic testing

(A) The wheelchair/mobility aid securement and occupant restraint system shall be subjected to, and successfully pass, a dynamic sled test at a minimum impact speed/deceleration of 30 mph/20g's.

(B) The dynamic test shall be performed by experienced personnel using an impact simulator with proven ability to provide reliable and accurate, with test results that can be replicated.

(C) The dynamic test shall be performed in accordance with the procedures set forth in Appendix A of SAE J2249 "Test for Frontal Impact Crash Worthiness."

(D) The wheelchair/mobility aid used for testing purposes shall be a rigid, reusable surrogate wheelchair that complies with the requirements of Appendix D of SAE J2249 "Specification for Surrogate Wheelchair."

(E) The dynamic test shall be performed using system assemblies, components and attaching hardware that are identical to the final installation in type, configuration and positioning. The body structure at the anchorage points may be simulated for the purpose of the sled test.

(F) When tested, the wheelchair/mobility aid securement and occupant restraint system shall pass the criteria specified in Section 6.2 of SAE J2249 "Performance Requirements of Frontal Sled Impact Test." Following is an abridged summary of the criteria.

(I) Retain the test dummy in the test wheelchair and on the test sled with the test wheelchair in an upright position.

(II) Not show any fragmentation or complete separation of any load carrying part.

(III) Not allow the horizontal excursions of the test dummy and the test wheelchair to exceed specified limits.

(IV) Prevent the test wheelchair from imposing forward loads on the test dummy.

(V) Allow removal of the test dummy and the test wheelchair, subsequent to the test, without the use of tools.

(n) SPECIAL LIGHT. Doorways in which lifts are installed, shall have, when lift is to be used, at least 2 foot-candles of illumination measured on the floor of the bus immediately adjacent to the lift, and on the lift, when deployed at the vehicle floor level.

(o) SPECIAL SERVICE ENTRANCE.

(i) Power lift equipped bodies shall have a special service entrance to accommodate the power lift.

~~Exception: If the lift is designed to operate within the regular service entrance, and is capable of stowing such that the regular service entrance is not blocked in any way, and that persons entering or exiting the bus are not impeded in any way, a special service entrance shall not be required.~~

~~(ii) The special service entrance and door shall be located on the right side of the bus and shall be designed so as not to obstruct the regular service entrance.~~

~~(iii) The opening may extend below the floor through the bottom of the body skirt. If such an opening is used, reinforcements shall be installed at the front and rear of the floor opening to support the floor and give the same strength as other floor openings.~~

~~(iv) A drip molding shall be installed above the opening to effectively divert water from entrance.~~

~~(v) Door posts and headers from entrance shall be reinforced sufficiently to provide support and strength equivalent to the areas of the side of the bus not used for special service entrance.~~

~~(p) SPECIAL SERVICE ENTRANCE DOORS.~~

~~(i) A single door or double doors may be used for the special service entrance.~~

~~(ii) A single door shall be hinged to the forward side of the entrance unless doing so would obstruct the regular service entrance. If, due to the above condition, the door is hinged to the rearward side of the doorway, the door shall utilize a safety mechanism which will prevent the door from swinging open should the primary door latch fail. If double doors are used the system shall be designed to prevent the door(s) from being blown open by the wind resistance created by the forward motion of the bus, and/or incorporate a safety mechanism to provide secondary protection should the primary latching mechanism(s) fail.~~

~~(iii) All doors shall have positive fastening devices to hold doors in the open position.~~

~~(iv) All doors shall be weather sealed.~~

~~(v) When manually operated dual doors are provided, the rear door shall have at least a one-point fastening device to the header. The forward-mounted door shall have at least three point fastening devices. One shall be to the header, one to the floor line of the~~

body, and the other shall be into the rear door. The door and hinge mechanism shall be of a strength that is greater than or equivalent to the emergency exit door.

(vi) Door materials, panels and structural strength shall be equivalent to the conventional service and emergency doors. Color, rub rail extensions, lettering and other exterior features shall match adjacent sections of the body.

(vii) Each door shall have windows set in rubber which are visually similar in size and location to adjacent non-door windows. Glazing shall be of same type and tinting (if applicable) as standard fixed glass in other body locations.

(viii) Door(s) shall be equipped with a device that will actuate an audible or flashing signal located in the driver's compartment when door(s) is not securely closed and ignition is in "on" position.

(vix) A switch shall be installed so that the lifting mechanism will not operate when the lift platform door(s) is closed.

(x) Special service entrance doors shall be equipped with padding at the top edge of the door opening. Padding shall be at least 3" wide and 1" thick and extend the full width of the door opening.

(xi) Thermo glass is not required in this door regardless of the door's location.

(q) SUPPORT EQUIPMENT AND ACCESSORIES. Each bus which is set up to accommodate wheelchair/mobility aids or other assistive or restraint devices which utilize belts, shall contain at least one belt cutter properly secured in a location within reach of the driver while belted into his/her driver's seat. The belt cutter shall be durable and designed to eliminate the possibility of the operator or others being cut during use.

Section 8. Approved Options:

(a) There are some features that, while good, may not be needed on every school bus in Wyoming. Activity buses may need options that route buses do not and route buses vary due to the terrain they are operated on. In an effort to supply a safe bus in different circumstances, the following options are approved for use with reimbursement by the state:

- Air conditioning
- Air suspension
- Automatic tire chains
- Auxiliary heaters

- ~~Bookracks~~
- ~~Crossing arms (other than Type C)~~
- ~~Engine Block Heater~~
- ~~Flat floor (Special Needs Bus)~~
- ~~Fuel door lock~~
- ~~Heated steps~~
- ~~Passenger reading lights~~
- ~~Public address system~~
- ~~Radiator shutters~~
- ~~Rear air deflector~~
- ~~Retarder~~
- ~~Strobe light~~
- ~~Tachometer (Type A, B buses)~~
- ~~Thermo glass (additional)~~
- ~~Transmission temperature gauge (Type A and B buses)~~
- ~~Tinted windows~~
- ~~Vandal Locks~~
- ~~Under bus storage~~

~~In order to qualify for state reimbursement, a district must request and receive approval to purchase the options before a bus is ordered. In the event state reimbursement is denied, a district can still order the option, but must pay for it themselves.~~

~~Districts shall use an approved form to request the option and provide justification for the need for the option. The Department of Education will respond to the request within three weeks of receiving the request.~~

~~There are countless other options available from the various bus manufacturers. Districts are free to order and pay for any option that meets applicable Federal Motor Vehicle Safety Standards and is offered as an option by the original vehicle manufacturer.~~

Section 5~~9~~. Multipurpose Passenger Vehicles. ~~(MPV):~~

(a) The body shall be of a closed intregal type.

(b) The wheelbase shall be one hundred (100) inches or more.

(c) ~~Body shall be of all steel or of a metal at least equivalent in strength to steel.~~ The vehicle shall have the following equipment:

(i) At least one Underwriters' Laboratory (UL)-approved pressurized, dry chemical fire extinguisher.

(ii) A first aid kit meeting the same specifications as required for school buses.

(iii) A body fluid clean-up kit meeting the same specifications as required for school buses.

(d) ~~Body interior such as headliner, interior door and side panels shall be lined with a protective material.~~

(e) ~~Each MPV shall be equipped with at least one UL-approved pressurized, dry chemical fire extinguisher complete with hose meeting the requirements in Section 6(r).~~

~~(h) Each MPV shall have a removable moisture-proof and dust-proof first-aid kit meeting the requirements in Section 6(r).~~

~~(i) Each MPV shall have a removable and moisture-proof body fluid clean-up kit accessible to the driver. It shall be properly mounted and identified as a body fluid clean-up kit.~~

~~(j)~~ The vehicle ~~Each MPV~~ shall contain at least three (3) reflectorized triangle road-warning devices ~~mounted in an accessible place. These devices must meet requirements in FMVSS 125~~.

~~(k)~~ The vehicle's color shall not be National School Bus Yellow~~, or any other yellow~~.

~~**Section 10. New Technology and Equipment:**~~

~~(a) It is the intent of this section to accommodate new technologies and equipment that will better facilitate the transportation of students. When a new technology, piece of equipment, or component is desired to be applied to the school bus, and it meets the following criteria, it may be acceptable.~~

~~(i) It (the technology, equipment or component) shall not compromise the effectiveness or integrity of any major safety system, unless it completely replaces the system. (Examples of safety systems include, but are not limited to, compartmentalization, the eight light warning system, emergency exit opportunity, and the uncluttered yellow color scheme.)~~

~~(ii) It shall not diminish the safe environment of the interior of the bus.~~

(iii) It shall not create additional risk to students who are boarding or exiting the bus or are in or near the school bus loading zone.

(iv) It shall not create undue additional activity and/or responsibility for the driver.

(v) It shall generally increase efficiency and/or safety of the bus, or generally provide for a safer or more pleasant experience for the occupants and pedestrians in the vicinity of the bus, or generally assist the driver or make his/her many tasks easier to perform.

Section 11. Alternative Fuels:

(a) INTRODUCTION. This standard is designed to be used as an overview of the alternative fuels being utilized for school transportation. The standard is not designed to replace current applicable federal, state, manufacturing or safety standards that may exceed requirements within this standard. There will be advancements in engineering and improvements in equipment fabrication methods and operating practices that differ from those specifically called for in this standard. Such deviations or improvements may provide safety and may meet the intent of and be compatible with this standard. Entities wishing to purchase alternative fuel school buses should use this section only as a starting point. More detailed specifications, including specific design and performance criteria and safety standards, should be researched by prospective purchasers of alternative fuel school buses.

(b) GENERAL REQUIREMENTS.

(i) Alternative fuel school buses shall meet the following requirements:

(A) Chassis shall meet all standards previously mentioned in BUS CHASSIS STANDARDS.

(B) Chassis shall meet all applicable FMVSS standards.

(C) Fuel system integrity shall allow zero (0) leakage when impacted by a mobile barrier in accordance with test conditions specified in FMVSS 301 or FMVSS 303, as applicable.

(D) Original equipment manufacturers (OEMs) and conversion systems using compressed natural gas (CNG) shall comply with NFPA Standard 52 "Compressed Natural Gas Vehicular Fuel Systems" in effect at the time of installation. Fuel systems using liquefied petroleum gas (LPG) shall comply with the NFPA Standard 58 "Liquefied Petroleum Gases Engine Fuel Systems" in effect at the time of installation.

~~(E) All alternative fuel buses shall travel a loaded range of not less than 200 miles, except those powered by electricity which shall travel not less than 80 miles.~~

~~(F) Natural gas-powered buses shall be equipped with an interior/exterior gas detection system. All natural gas-powered buses shall be equipped with a fire detection and suppression system.~~

~~(G) All materials and assemblies used to transfer or store alternative fuels shall be installed outside the passenger/driver compartment.~~

~~(H) All Types C and D buses using alternative fuel shall meet the same base requirements of BUS CHASSIS STANDARDS for Power and Gradeability, i.e., at least one published net horsepower per each 185 pounds of GVWR.~~

~~(I) The total weight shall not exceed the GVWR when loaded to rated capacity.~~

~~(J) The manufacturer supplying the alternative fuel equipment must provide the owner and operator with adequate training and certification in fueling procedures, scheduled maintenance, troubleshooting, and repair of alternative fuel equipment.~~

~~(K) All fueling equipment shall be designed specifically for fueling motor vehicles and shall be certified by the manufacturer as meeting all applicable federal, state and industry standards.~~

~~(L) All onboard fuel supply containers shall meet all appropriate requirements of the ASME code, the DOT regulations, or applicable FMVSS and NFPA Standards.~~

~~(M) All fuel supply containers shall be securely mounted to withstand a static force of 8 times their weight in any direction.~~

~~(N) All safety devices that may discharge to the atmosphere shall be vented to the outside of the vehicle. The discharge line from the safety relief valve on all school buses shall be located in a manner appropriate to the characteristics of the alternative fuel. Discharge lines shall not pass through the passenger compartment. Discharge lines shall be equipped with a device to prevent insects from entering and/or building nests.~~

~~(O) A positive quick acting (1/4 turn) shut-off control valve shall be installed in the gaseous fuel supply lines as close to the fuel supply containers as possible. The~~

~~controls for this valve shall be placed in a location easily operable from the exterior of the vehicle. The location of the valve control shall be clearly marked on the exterior surface of the bus.~~

~~(P) A grounding system shall be required for grounding of the fuel system during maintenance related venting.~~

CHAPTER 20
RULES FOR THE STUDENT TRANSPORTATION COMPONENT WITHIN THE EDUCATION RESOURCE BLOCK GRANT MODEL

Section 1. Authority. The State Superintendent of Public Instruction, pursuant to Wyoming Statute 31-5-118, W.S. 21-13-320, and W.S. 21-4-401, promulgates these rules.

Section 2. Definitions.

(a) "Activity trip" means travel for activities sanctioned by the Wyoming High School Activities Association (WHSAA) or middle/junior high school-sponsored activities that directly correspond to high school activities sanctioned by the WHSAA.

(b) "Administrative" means activities of personnel and services directly concerned with transporting students.

(c) "Advertising" means expenses associated with employment ads, advertising surplus student transportation vehicle sales, bid notifications for equipment and supplies, beginning of year route announcements, route change notifications, school bus safety week awareness activities, and any other advertising directly related to student transportation.

(d) "Benefits" mean amounts paid by the school district for student transportation employees including but not limited to the employer's share of insurance, retirement programs, social security programs, and workers' compensation programs.

(e) "Communication services and equipment" means services and equipment to assist in transmitting and receiving student transportation messages or information including but not limited to telephone, communication radios and equipment, cell phones, wireless data plans, monthly internet service, and postage.

(f) "Computer expenses" means hardware, software, and training for:

(i) Global Positioning System receivers;

(ii) Telematics;

(iii) Routing;

(iv) Activity trips;

(v) Field trips;

(vi) Fuel maintenance systems;

(vii) Maintenance records; and

(viii) Student tracking/management systems.

(g) "Field trip" means a school district-approved student activity outside the classroom during the school session or during a district approved summer session.

(i) The trip must be an extension of classroom instruction.

(ii) The trip must be tied to curriculum.

(iii) Travel must be in a transportation fleet vehicle.

(h) "Indirect cost" means a cost typically incurred as part of the general operating activities of the school district and is not directly identifiable with providing transportation services alone.

(i) "Insurance" means costs paid to insure transportation facilities or vehicles used primarily for student transportation against loss or damage.

(j) "Low-bid base price" means a baseline amount for each vehicle type established through a competitive bid process, excluding options.

(k) "Non-conforming vehicle" means a vehicle that does not comply with Chapter 2, Department of Education Rules for Minimum Standards for Wyoming Student Transportation Vehicles.

(l) "Operation" means the daily activities involved in directing, managing, and supervising the transportation system.

(m) "Purchased services" means services that are professional and technical in nature and not provided by school personnel. Examples include first aid training, defensive driving courses, CPR training, transportation workshops, support for school transportation software, and drug and alcohol testing.

(n) "Repair and maintenance" means the upkeep and repair services provided for student transportation vehicles and equipment.

(o) "Route" means the path followed by a vehicle for student transportation to and from school from the time the vehicle leaves the point of storage until it returns to the point of storage.

(p) "School session" means the official school calendar defining student-teacher contact days as required by W.S. 21-4-301.

(q) "Supplies" means expendable material items that may be consumed, worn out, or deteriorate with use, or items that lose their identity through fabrication or incorporation into different or more complex units or substances.

(r) "Trade-in value" means the value of the student transportation vehicle applied during the purchase of a new vehicle.

(s) "Transportation facility" means permanent structure owned by the school district for the purpose of operating and maintaining student transportation vehicles.

(t) "Transportation staff" means employees of the school district who work primarily in the transportation of students. Examples include:

(i) Bus aides;

(ii) Clerical support;

(iii) Crossing guards that assist students crossing streets at key locations or walking to and from school as determined by each school district;

(iv) Bus drivers;

(v) Loading zone aides;

(vi) Mechanics who maintain student transportation-related vehicles and equipment; and

(vii) Supervisor.

(u) "Travel costs" means expenditures related to transportation, meals, hotel, and expenses associated with traveling on student transportation business for the school district, including workshops, meetings, picking up student transportation vehicles if not included in the bid price, parts running, route checking, and taking vehicles to vendor facilities for service.

(v) "Vehicle" means any school bus or multipurpose vehicle (MPV) that complies with the requirements set forth in Chapter 2.

Section 3. Reimbursable Expenses.

(a) Reimbursable transportation expenses are those amounts for the operation and maintenance of vehicles for the transportation of students to and from school, field trips, and activity trips.

(b) Reimbursable transportation expenses include:

(i) Activity trip expenses (may include the driver's room and meal costs, but do not include student and/or sponsor's expenses);

(ii) Advertising;

(iii) Administrative costs;

(iv) Allowable reimbursement for vehicle purchases that meet the requirements in Chapter 2 and Section 5 below;

(v) Communication services and equipment;

(vi) Computer expenses;

(vii) Equipment. Equipment shall be kept in the transportation facility and used to support student transportation. Examples include:

(A) A service truck with a Gross Vehicle Weight Rating under 19,500 pounds and a minimum life cycle of fifteen (15) years or 200,000 miles;

(B) A snowplow mounted on the service truck;

(C) Tire changing equipment;

(D) Brake repair equipment; and

(E) Diagnostic equipment.

(viii) Field trip expenses;

(ix) Insurance for student transportation vehicles, transportation service trucks and transportation facility;

(x) Lease fees, if applicable, shall be reimbursed over a period of no more than five years;

(xi) Purchased services;

(xii) Repair and maintenance;

(xiii) Salary and benefits for transportation staff;

(A) Pro rata reimbursement for personnel not devoting one hundred percent (100%) of their time to student transportation issues and operations shall be supported by clear and continuous documentation.

(B) Personnel dealing with student transportation issues and operations on a full-time basis shall be subject to one hundred percent (100%) reimbursement provided that an appropriate position description exists and an affidavit specific to the year for which reimbursement is expected, signed by the employee and the school district superintendent or school district superintendent designee, attesting to full-time involvement, is on file at the school district office. The affidavit shall be renewed annually and clearly reference the school year for which reimbursement is claimed.

(xiv) Student transportation-related memberships and subscriptions;

(xv) Supplies;

(xvi) Training or professional development expenses - food is only reimbursable when used during full-day transportation training sessions or exercises;

(xvii) Transportation facility utilities;

(xviii) Travel Costs; and

(xix) U.S. Department of Transportation driver testing and examinations.

Section 4. Non-reimbursable Expenses. Non-reimbursable expenses include:

(a) Expenses incurred as a result of busing students from a large attendance center to a small attendance center in an effort to keep the smaller attendance center open or increase its average daily membership (ADM);

(b) High school activities that do not align with the WHSAA calendar/schedule of events;

(c) Indirect costs;

(d) Maintenance of the transportation facility or site repairs;

(e) Purchase, maintenance, repair, and supplies of non-student transportation and non-conforming vehicles, and non-approved options; and

(f) Transportation expenses for activity trips or field trips in excess of one hundred fifty (150) miles from the Wyoming border into another state.

Section 5. Vehicles.

(a) School districts shall submit a student transportation vehicle form and receive approval from the Department before disposing of or purchasing a vehicle.

(b) No later than two weeks after the new vehicle is delivered, school districts shall submit a student transportation vehicle form along with a notarized statement from the selling dealer listing each item installed on or delivered with the vehicle and its value.

(c) For vehicles purchased outright or purchased via a lease-purchase option, the Department shall reimburse the low bid base price minus the trade-in value.

(d) When a vehicle is replaced it shall be immediately removed from the student transportation fleet. The vehicle shall be traded in or sold at fair market value.

Section 6. Transportation Fleet Requirements.

(a) The number of student transportation vehicles in a school district's fleet shall not be increased above the fleet size existing as of February 1, 2019. The size of a school district's fleet shall be reviewed and adjusted if necessary, if the school district's ADM changes by five percent (5%) or more over a three-year period or a special circumstance necessitates a change. Justification for a change must be provided to the Department for consideration.

(b) School district fleet vehicles reaching the replacement life cycle in years or miles, shall be subject to replacement. The following life cycles shall apply to all student transportation vehicles:

Bus Type	Years	Miles
A	15	215,000
C	17	240,000
D	17	240,000
MPV	15	200,000

(c) School districts may replace a vehicle before the replacement life cycle if:

(i) The vehicle is a total loss as a result of an accident; or

(ii) The vehicle is considered in severe service and is not cost effective to keep in the fleet.

(A) Severe service is determined by appropriate documentation showing estimated repairs or actual repairs during a three-year period total more than 30% of the base price of a replacement vehicle.

(B) The condition must substantially impair the vehicle's use or produce a serious safety hazard.

(C) Routine maintenance, warranty work, and school district labor costs shall not be included in the cost of repairs.

(d) A school district may keep a vehicle in the fleet and continue to claim reimbursement after its replacement life cycle use limit if it is still considered safe, cost effective, and in adequate condition to transport students.

(e) Vehicles shall be replaced with a like type and size. A school district may request a different type or size of vehicle and options to be considered during the approval process.

Section 7. Operations.

(a) Each school district shall report the actual number of fleet miles traveled.

(b) Transportation expenses shall not be reimbursed within the no transportation zone. The no transportation zone is the area encompassed by a 1.0 mile radius from school for elementary students and 2.0 miles from school for secondary students, as determined by the school district.

(i) A school board may, by official action each year, transport students within the no transportation zone if there is a barrier that prevents a student from walking to school or a safety hazard exists that could harm the student.

(ii) Examples include: rivers, railroad tracks, multi-lane roads with inadequate pedestrian crossings, or the lack of adequate walkways or pathways.

(c) Vehicles shall travel on city, county, state, and federally maintained streets and roads. County roads shall be designated as high priority maintained roads. The local school board may take official action each year to allow for travel on other roads or to not operate on unsafe roads.

(d) Routing shall be developed by each school district taking into consideration student safety and efficiency. Multiple tier routing shall be considered the norm, rather than the exception.

(e) If an MPV is used for dual purposes (student and staff travel), the school district shall declare the percentage of anticipated use for student transportation. The vehicle purchase price shall be reimbursed at that percentage of student use only.

(i) Mileage shall be recorded for the vehicle each year. A complete mileage log showing the use and number of students transported along with the beginning and ending mileage for every trip must be kept.

(ii) At the end of each year for a period of five years, a school district shall make necessary adjustments in the data submitted to the Department to reflect the actual percentage used for student transportation of the vehicle.

(f) Any non-school district group using a student transportation vehicle shall reimburse the school district for the cost of driver wages and benefits, fuel, and a cost per mile fee, as determined by the Department.

(g) Special transportation accommodations that modify Section 7(a) - (g) of these rules may be designed to meet the unique needs of a child and must be documented. Examples include: documentation in an Individualized Education Plan or a 504 plan.

Section 8. State Vehicle Bid Process. The specifications, pursuant to Chapter 2, for each type and size of vehicle will be used in a public procurement of student transportation vehicles. The bids received will be analyzed to determine which bids meet the specifications at the lowest responsible price.

Section 9. Isolation and Maintenance Payments (W.S. 21-4-401).

(a) All applicants for isolation or maintenance payments shall be a resident of the school district.

(b) No applicant is eligible for isolation or maintenance payments unless they demonstrate to the local school board that their residence in the isolated location is necessary for their financial well-being. Documents that may be used for this purpose include federal income tax returns or other income verification. The final decision shall be made by the local school board and properly documented for eligibility.

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CHAPTER 20
RULES FOR THE PUPIL TRANSPORTATION COMPONENT WITHIN THE EDUCATION RESOURCE BLOCK GRANT MODEL

Section 1. Authority. The State Superintendent of Public Instruction, pursuant to ~~the authority granted by~~ Wyoming Statute~~Wyo. Stat.~~ 31-5-118~~(a)~~, W.S.~~Wyo. Stat.~~ 21-13-320~~(f)~~, and W.S.~~Wyo.Stat.~~ 21-4-401~~(b),~~ promulgates these rules.

~~**Section 2. Applicability.** These rules pertain to criteria and standards for determining eligible pupil transportation operation and maintenance costs, schoolbus fleet requirements, operational standards, and school bus purchase procedures used in calculating transportation amounts under the Education Resource Block Grant Model (ERBGM). These rules become effective when signed by the Governor and filed with the Secretary of State's Office.~~

~~**Section 3. Promulgation, Amendment or Repeal of Rules.** Any amendments to these rules shall become effective as provided by the Wyoming Administrative Procedure Act (Wyo. Stat. 16-3-101 through 16-3-115).~~

~~**Section 4.**~~ **Definitions.**

(a) "Activity Trip"~~.~~ means ~~T~~travel ~~inside the state of Wyoming~~ for ~~athletic and non-athletic~~ activities sanctioned by the Wyoming High School Activities Association (WHSAA)~~, and/~~ or ~~school sponsored athletic and non-athletic activities in grades preceding high~~ middle/junior high school-sponsored activities that ~~which~~ directly correspond to ~~those~~ high school activities sanctioned by the WHSAA. ~~Wyoming HighSchool Activities Association. Expenses may include the driver's room and meal costs, but do not include student and/or sponsor's expenses. No reimbursement shall be made for transportation expenses for student activity trips inexcess of one hundred fifty (150) miles from the Wyoming border into another state. The first 150 miles from the Wyoming border will be reimbursed with acceptabledocumentation.~~

(b) "Administrative"~~.~~ means ~~The~~ activities of personnel and services directly concerned with transporting ~~the conveyance of~~ students.

(c) "Advertising"~~.~~ means expenses ~~Cost~~ associated with employment ads, advertising surplus student transportation vehicle sales, ~~of school buses ads and~~ bid notifications for equipment and supplies, beginning of year route announcements, route change~~s~~ notifications, school bus safety week awareness activities, ~~supplies for the pupil transportation program~~ and any other advertising directly related to student ~~pupil~~ transportation.

(d) ~~Aide, Bus. Paraprofessional (or district employee) employed to ride on the school bus to assist with students being transported.~~

~~(e) Aide, Loading Zone. School district transportation employee that supervises school loading zones during the loading and unloading of students riding school buses.~~

~~(f) Base Price. The price, before approved options, the Department will reimburse local school districts forthe purchase of school buses. The base price will be figured by averaging all bid prices that meet or exceed the specifications.~~

~~(g)~~ "Benefits"~~.~~ means ~~A~~amounts paid by the school district ~~system on behalf of pupil~~ for student transportation employees ~~–~~including but not limited to the employer's share of insurance ~~(health)~~, retirement programs, social security programs, and workers' ~~workmen's~~ compensation programs.

~~(h) Bus Garage. Permanent structure and improvements thereon owned by the district for the purpose of operating and maintaining school buses.~~

~~(i) Bus Maintenance Equipment. Specialized equipment to be kept in the bus garage and used to support schoolbus transportation (tire changing equipment, engine analyzer, brake repair equipment, computer, etc.).~~

~~(j) Bus Repair and Maintenance. School bus repairs and maintenance services provided by outside repairservices rather than directly by school district personnel (glass replacement, tire service, major drive train repair, bodywork, etc.).~~

~~(k) Clerical Support. Office work performed for the transportation program.~~

(e~~l~~) "Communications ~~S~~services and equipment"~~.~~ means ~~S~~services and equipment ~~provided by non-district employees~~ to assist in transmitting and receiving ~~pupil~~ student transportation messages or information including but not limited to telephone, communicationradios and equipment, cell phones, wireless data plans, monthly internet service, and postage.

(f~~m~~) "Computer expenses"~~.~~ means ~~H~~hardware, software, and training for: ~~GPS systems, routing, activity trips, field trips, fuel maintenance systems, maintenance records and student tracking/management systems.~~

(i) Global Positioning System receivers;

(ii) Telematics;

(iii) Routing;

(iv) Activity trips;

(v) Field trips;

(vi) Fuel maintenance systems;

(vii) Maintenance records; and

(viii) Student tracking/management systems.

~~(n) Contract Services. Services provided by persons, companies or agencies for transporting children in school buses, excluding isolation and maintenance payments.~~

~~(o) Department. The Wyoming Department of Education.~~

~~(p) Direct Cost. A cost which can be obviously and physically traced to providing pupil transportation services.~~

~~(q) Driver. The operator of a school bus. Also includes expenses for a relief activity driver waiting to drive.~~

~~(r) Education Resource Block Grant Model. As defined in W.S. 21-13-101(a)(xiv).~~

~~(s) Equipment. A material item that retains its original shape and appearance with use, is non-expendable, does not lose its identity through incorporation into a different or more complex unit, and has a serviceable life of more than one (1) year. The material must be related to pupil transportation services. A snowplow mounted on the service truck would be included. A service truck, used exclusively in support of pupil transportation services, with a GVWR under 13,500 pounds and a minimum life cycle of ten (10) years or 150,000 miles, is included as equipment.~~

(g~~t~~) "Field ~~T~~trip"~~.~~ means a school district-approved student activity outside the classroom during the school session or during a district approved summer session. ~~A student activity outside the classroom that is an extension of classroom instruction and considered part of the regular school session. Travel must be in a school bus. No reimbursement shall be made for transportation expenses for student field trips in excess of one hundred fifty (150) miles from the Wyoming border into another state. The first 150 miles from the Wyoming border will be reimbursed with acceptable documentation.~~

(i) The trip must be an extension of classroom instruction.

(ii) The trip must be tied to curriculum.

(iii) Travel must be in a transportation fleet vehicle.

~~(u) Global positioning system (GPS). Vehicle mounted or handheld/portable system (must be secured/mountable in driver's compartment) to track school bus location and travel.~~

(h~~v~~) "Indirect ~~C~~cost"~~.~~ means ~~A~~a cost ~~that~~ typically incurred as part of the general operating activities of the school district and is not directly identifiable with providing transportation services alone ~~but rather is incurred as a consequence of the general, overall operating activities of the school district~~.

(iw) "Insurance". means costs paid ~~Premium payments~~ to insure ~~the school system against loss or damage to a bus garage or school district~~ transportation facilities or vehicles used primarily for student transportation against loss or damage.

~~(x) Isolation and Maintenance Payment. The payment of funds as defined in Wyo. Stat. 21-4-401.~~

~~(y) Maintenance. The activities involved in the up- keep and repair of school buses and equipment. This does not include up-keep or maintenance to the bus garage or site.~~

~~(z) Mechanic. A person involved in maintaining school buses.~~

~~(aa) Multiple Routing. The use of buses for two distinct routes in the morning and/or evening to one ormore schools.~~

(j) "Low-bid base price" means a baseline amount for each vehicle type established through a competitive bid process, excluding options.

(kbb) "Non-conforming Vvehicle". means Aa vehicle that does not comply with Chapter 2, the Department of Education Rules for Minimum Standards for Wyoming ~~School Buses~~ Student Transportation Vehicles.

(lcc) "Operation". means Tthe daily activities involved in directing, managing, and supervising the transportation system**.**

~~(dd) Periodicals. Pupil transportation related magazines and newsletters.~~

~~(ee) Physical Examination. An examination meeting the requirements of Wyo. Stat. 21-3-131 (a)(iv).~~

(mff) "Purchased Sservices". means Sservices~~, which~~ that are professional and technical in nature and not provided by school personnel~~,~~. Examples ~~which would~~ include ~~but not be limitedto: (~~first aid training, defensive driving courses, CPR training, transportation workshops ~~presenters, computer programming~~ support for school transportation software, and drug and alcohol testing~~, etc)~~.

(n) "Repair and maintenance" means the upkeep and repair services provided for student transportation vehicles and equipment.

~~(gg) Salary. Amount paid to employees of the school district who work in the pupil transportation department.~~

~~(hh) School Bus. Every motor vehicle that complies with the color and identification requirements set forthin the most recent edition of Chapter 2, the Department of Education Rules for *Minimum Standards for Wyoming School Buses,* and is used to transport students to or from school, school activities and student related business.~~

(oii) ~~Single~~ "Route". means Tthe path followed by a vehicle for student transportation

to and from school from the time the vehicle leaves the point of storage until it returns to the point of storage~~use of buses for one route in the morning and/or evening to one or more schools~~.

(p) "School session" means the official school calendar defining student-teacher contact days as required by W.S. 21-4-301.

~~(jj) Supervisor. The person directly in charge of the day-to-day operation of the transportation system.~~

(q~~kk~~) "Supplies"~~.~~ means expendable ~~M~~material items ~~of an expendable nature~~ that may be consumed, worn out, or deteriorate with use, or items that lose their identity through fabrication or incorporation into different or more complex units or substances. ~~The supplies must be related to pupil transportation services~~

(r~~ll~~) "Trade-in ~~V~~value"~~.~~ means the value of the student transportation vehicle applied during ~~For purposes of the transportation reimbursement within the EducationResource Block Grant Model, meaning a non-cash transaction used to reduce~~ the purchase ~~price~~ of a ~~bus~~ new vehicle.

(s) "Transportation facility" means permanent structure owned by the school district for the purpose of operating and maintaining student transportation vehicles.

(t) "Transportation staff" means employees of the school district who work primarily in the transportation of students. Examples include:

(i) Bus aides;

(ii) Clerical support;

(iii) Crossing guards that assist students crossing streets at key locations or walking to and from school as determined by each school district;

(iv) Bus drivers;

(v) Loading zone aides;

(vi) Mechanics who maintain student transportation-related vehicles and equipment; and

(vii) Supervisor.

~~(mm) Training expenses/ Professional development – Materials, supplies and food/drink used during district-wide training sessions or exercises.~~

~~(nn) Transportation Route. The path followed by a school bus for pupil transportation to and from schoolfrom the time the vehicle leaves the point of storage until it returns to the~~

~~point of storage.~~

(u~~oo~~) "Travel ~~C~~costs". ~~.~~ means expenditures related to ~~Cost of~~ transportation, meals, hotel, and ~~other~~ expenses associated with traveling on ~~pupil~~ student transportation business for the school district, including ~~which include but are not limited to: (~~workshops, meetings, ~~and~~ picking up ~~school buses -~~student transportation vehicles if not included in the bid price, parts running, route checking, ~~chase vehicle for service,~~ and taking vehicles to vendor facilities ~~buses~~ for service~~)~~. ~~Also includes reasonable expenses for "park out" drivers to return home during the day. A student need not be present for these reimbursements to be authorized.~~

(v) "Vehicle" means any school bus or multipurpose vehicle (MPV) that complies with the requirements set forth in Chapter 2.

~~(pp) Utilities. Expenditures for services usually provided by public utilities such as water, sewage, electricity, gas, garbage collection, natural gas, oil, and coal used in the bus garage. Bottled drinking water would also be included.~~

~~(qq) Video cameras. A vehicle mounted camera system used to record behavior on a school bus. Also included would be the necessary equipment to review the recordings in the transportation office.~~

Section ~~5~~3. Reimbursable Expenses.

(a) Reimbursable ~~T~~transportation expenses ~~costs within the Education Resource Block Grant Model~~ are those amounts ~~actually expended the previous year~~ for the operation and maintenance of vehicles ~~school buses~~ for the transportation of students ~~children~~ to and from school, field trips, and activity trips.

(b) ~~The r~~Reimbursable transportation expenses ~~to be~~ include~~d within the Education Resource Block Grant Model shall be direct costs as follows~~:

(i) Activity trip expenses (may include the driver's room and meal costs, but do not include student and/or sponsor's expenses);

(ii) Advertising ~~expenses~~;

(iii) Administrative costs ~~and benefits~~;

~~(A) Supervisor salary and benefits;~~

~~(B) Mechanic salary and benefits;~~

~~(C) Clerical support salary and benefits;~~

~~(D) Bus and loading zone aides salary and benefits;~~

~~(E) Salary and benefits for other personnel assigned to the transportation department;~~

(iv) ~~Bus maintenance equipment;~~Allowable reimbursement for vehicle purchases that meet the requirements in Chapter 2 and Section 5 below;

~~(v) Bus garage utilities;~~

(v~~i~~) Communication services and equipment;

(vi~~i~~) Computer expenses;

(vii~~i~~) ~~Contract services~~Equipment.~~;~~ Equipment shall be kept in the transportation facility and used to support student transportation. Examples include:

(A) A service truck with a Gross Vehicle Weight Rating under 19,500 pounds and a minimum life cycle of fifteen (15) years or 200,000 miles;

(B) A snowplow mounted on the service truck;

(C) Tire changing equipment;

(D) Brake repair equipment; and

(E) Diagnostic equipment.

(viii~~ix~~) Field trip expenses;

~~(x) Global positioning systems (GPS)~~

(i~~x~~i) Insurance for student transportation vehicles, transportation service trucks and transportation facility~~ school buses and school bus garage~~;

(x~~ii~~) ~~Isolation and Maintenance~~Lease fees, if applicable, shall be reimbursed over a period of no more than five years;

~~(xiii) Periodicals;~~

~~(xiv) Physical examinations for school bus drivers;~~

(xi~~v~~) Purchased services;

(x~~v~~ii) ~~School bus r~~Repair~~s~~ and maintenance;

(x~~v~~iii) ~~School bus driver s~~Salary~~ies~~ and benefits for transportation staff;

(A) Pro rata reimbursement for personnel not devoting one hundred percent (100%) of their time to student transportation issues and operations shall be supported by clear and continuous documentation.

(B) Personnel dealing with student transportation issues and operations on a full-time basis shall be subject to one hundred percent (100%) reimbursement provided that an appropriate position description exists and an affidavit specific to the year for which reimbursement is expected, signed by the employee and the school district superintendent or school district superintendent designee, attesting to full-time involvement, is on file at the school district office. The affidavit shall be renewed annually and clearly reference the school year for which reimbursement is claimed.

(xiv) Student transportation-related memberships and subscriptions;

(xv~~iii~~) Supplies;

(xv~~i~~ix) Training ~~expenses/P~~or professional development expenses - food is only reimbursable when used during full-day transportation training sessions or exercises;

(xvii) Transportation facility utilities;

(xviii~~x~~) Travel Costs; and

(xix~~i~~) ~~Video cameras~~U.S. Department of Transportation driver testing and examinations.

Section ~~6~~4. Non-reimbursable Expenses. Non-reimbursable expenses include:

(a) ~~Expenses, which shall not be included within the Education Resource Block Grant Model under pupil transportation, shall be as follows:~~

~~(i) Purchase of staff vehicles, non-school bus vehicles, and non-conforming vehicles;~~

~~(ii) Maintenance and repair expenses for staff vehicles, non-school bus vehicles, and non-conforming vehicles;~~

~~(iii)~~ Expenses incurred as a result of busing students from a large attendance center to a small attendance center in an effort to keep the smaller attendance center open or increase its average daily membership (ADM);

(b) High school activities that do not align with the WHSAA calendar/schedule of events;

(c)

~~(iv) Indirect costs;~~

(d) Maintenance of the transportation facility or site repairs;

(e) Purchase, maintenance, repair, and supplies of non-student transportation and non-conforming vehicles, and non-approved options; and

(f) Transportation expenses for activity trips or field trips in excess of one hundred fifty (150) miles from the Wyoming border into another state.

~~(v) Reclining school bus seats and related repair costs;~~

~~(vi) Bus garage and site repairs and maintenance.~~

Section ~~7~~5. ~~School Bus Purchase~~Vehicles.

(a) ~~Bus purchases~~School districts shall submit a student transportation vehicle form and receive approval from the Department before disposing of or purchasing a vehicle.

~~(i) Purchases: Vehicles meeting Chapter 2, the Department of Education Rules for *Minimum Standards for Wyoming School Buses* shall be reimbursed per Wyo. Stat.21-13-320(g) (v) (A) based on the cost as shown by an invoice and production order from a certified dealer.~~

~~(ii) Lease/Purchase: Vehicles meeting Chapter 2, the Department of Education Rules for *Minimum Standards for Wyoming School Buses,* shall be reimbursed per Wyo. Stat.21-13-320(g) (v) (B) based on the cost plus interest paid as shown by an invoice and production order from a certified dealer. Reimbursement of the expenditure shall be based on an amortization schedule, with a lease no longer than five (5) years. If a lease is paid off prior to maturity, the district shall receive the amount actually expended in that year, not to exceed the purchase price and original lease fees.~~

(b)

~~(iii) A~~No later than two weeks after the new vehicle is delivered, school districts shall submit a student transportation vehicle form along with a notarized statement ~~must accompany all claims for reimbursement~~ from the selling dealer listing each item installed on or delivered with the vehicle and its value.~~not included in Chapter 2, the Department of Education Rules for *Minimum Standards for Wyoming School Buses* and its value. The amount reimbursed by the state shall not include any unapproved options.~~

~~(b) Dual Purpose Vehicle.~~

~~(i) If a Multi-purpose Passenger Vehicle (MPV) is going to be used for dual-purposes (student and staff travel), the district shall declare the use at the time of purchase and~~

~~declare the percentage of anticipated use for students and for staff travel. The vehicle purchase price shall be reimbursed at that percentage for student use. The percentage of staff use shall not be reimbursed.~~

~~(ii) Mileage on the vehicle shall be recorded each year. All expenses for that vehicle shall be reimbursed based on the percentage of use for students. The percentage of staff use shall not be reimbursed. Each dual purpose MPV shall have a complete mileage log showing the use and number of students transported along with the beginning and ending mileage for every trip.~~

~~(iii) At the end of the purchase price reimbursement period, the district shall submit a yearly mileage report showing the percentage use for student travel and staff travel. Before the last payment is made, the Department shall adjust the payment to reflect the actual use over the period.~~

(c) ~~Districts shall file a WDE *Vehicle Form*, Part II *Notification of New Bus* with the Department of Education within two weeks of delivery of a new vehicle~~For vehicles purchased outright or purchased via a lease-purchase option, the Department shall reimburse the low bid base price minus the trade-in value.

(d) ~~Districts shall file a WDE *Vehicle Form*, Part I and II *Bus Disposal* with the Department of Education before disposing of a vehicle~~When a vehicle is replaced it shall be immediately removed from the student transportation fleet. The vehicle shall be traded in or sold at fair market value.

~~**Section 8. Cost of Operation.**~~

~~(a) Each district shall report the actual number of miles traveled annually on activity trips and field trips on the WDE Vehicle form.~~

~~(b) Each district shall record the mileage of each vehicle on July 1 and the following June 30. This mileage shall be reported as a district total to the Department on the WDE Vehicle form.~~

~~(c) Each district shall report the route miles traveled on the *WDE* Vehicle form.~~

~~(d) A cost per mile for each district will be calculated by dividing the total reimbursable expenses of each district by the total miles as reported in subsection (8)(b) above for each district.~~

Section ~~9~~6. ~~School Bus~~Transportation Fleet Requirements.

(a) The number of student transportation vehicles in a school district's fleet shall not be increased above the fleet size existing as of February 1, 2019. ~~School bus fleet size shall be frozen as of February 10, 1999 as reported on the WDE Vehicle Form for each district. Also included will be the buses on order as of February 10, 1999.~~

~~(b)~~ The size of a district's fleet shall be reviewed~~,~~ and adjusted if necessary, if the school district's ~~Average Daily Membership (~~ADM~~)~~ changes ~~decreases~~ by five ~~fifteen~~ percent (~~1~~5%) or more over a three-year period or a special circumstance necessitates a change. Justification for a change must be provided to the department for consideration.

~~(c) A district may file a letter to request an additional vehicle with the Department of Education to increase the size of its bus fleet. Rationale for the additional buses must be provided on the form. Districts requesting additional vehicles must address the issue of multiple routing. The process may include an on-site review of the transportation system by the Department of Education.~~

(~~d~~b) School district fleet vehicles reaching the replacement life cycle in years or miles, shall be subject to replacement. The following life cycles shall apply to all student transportation vehicles~~school buses (years/miles)~~:

Bus Type	Years	Miles
A	15	215,000
C	17	240,000
D	17	240,000
MPV	15	200,000

~~**Minimum**~~

~~Type A 6 yrs/110,000~~
~~Type B 6 yrs/ 90,000~~
~~Type C 9 yrs/150,000~~
~~Type D <34,000 GVWR 9 yrs/150,000~~
~~Type D >34,001 GVWR (Heavy Duty) 11 yrs/150,000~~
~~MPV 6 yrs/125,000~~

~~**Average**~~

~~Type A 7 yrs/120,000~~
~~Type B 7 yrs/ 95,000~~
~~Type C 10 yrs/165,000~~
~~Type D <34,000 GVWR 10 yrs/165,000~~
~~Type D >34,001 GVWR (Heavy Duty) 13 yrs/175,000~~
~~MPV 7 yrs/140,000~~

~~**Optimal**~~

~~Type A 8 yrs/130,000~~
~~Type B 8 yrs/100,000~~
~~Type C 12 yrs/175,000~~
~~Type D <34,000 GVWR 12 yrs/175,000~~
~~Type D >34,001 GVWR (Heavy Duty) 14 yrs/200,000~~
~~MPV 9 yrs/150,000~~

~~(e) When a bus is replaced it shall be immediately traded in, sold, or otherwise removed from pupil transportation service.~~

~~(f) If a district stops using a bus before its minimum life cycle, another bus shall not be funded until the end of the appropriate minimum life cycle for that vehicle.~~

(~~g~~c) School ~~D~~districts may replace a vehicle ~~bus~~ before the replacement ~~minimum~~ life cycle ~~in Section 9(d)~~ if:

(i) The vehicle ~~bus~~ is a total loss as a result of an accident~~.~~; or

(ii) The vehicle ~~bus~~ is considered ~~used~~ in severe service and is not cost effective to keep in the fleet~~, as shown by appropriate documentation~~.

~~(iii) The bus was a "lemon" as shown by work orders or other documentation as well as review by a third party.~~

(A) Severe service is determined by appropriate documentation showing estimated repairs or actual repairs during a three-year period total more than 30% of the base price of a replacement vehicle.

(B) The condition must substantially impair the vehicle's use or produce a serious safety hazard.

(C) Routine maintenance, warranty work, and school district labor costs shall not be included in the cost of repairs.

(~~h~~d) A school district may keep a vehicle in the fleet and continue to claim reimbursement after its replacement life cycle use limit if it is still considered safe, cost effective, and in adequate condition to transport students.~~bus after its minimum use limit if:~~

~~(i) The service record of the bus is so good that a district wants to keep it rather than trade it in. In this case, the district shall not be allowed to purchase a replacement vehicle until the bus is retired from student use.~~

~~(ii) The district puts the bus to use other than to transport students — carpenter/plumber vehicle, lunch delivery, maintenance use, etc. In this case, the vehicle shall be replaced.~~

(~~i~~e) Vehicles shall be replaced with a like type ~~or smaller type~~ and size ~~of bus~~. A school district may ~~file a~~ request a different type or size of vehicle and options to be considered during the approval process~~letter with the Department to purchase a larger bus, with rationale for the bigger bus provided~~.

Section ~~10~~7. Operations.

(a) ~~All student transportation shall be in vehicles meeting the standards specified in the *Minimum Standardsfor Wyoming School Buses*~~Each school district shall report the actual number of fleet miles traveled.

(b) Transportation expenses shall not be reimbursed within the no transportation zone. The no transportation zone is the area encompassed by a 1.0 mile radius from school for elementary students and 2.0 miles from school for secondary students, as determined by the school district.~~Minimum walking distances within the citylimits shall be measured by one of the followingmethods:~~

~~(i) A radius from the main school building ona site and be a minimum of:~~

~~(A) Elementary school students 1 mile.~~

~~(B) Junior high students 1.5 miles.~~

~~(C) High school students 2 miles.~~

~~(ii) If a district uses a fully functioning computer based routing system; the following minimumshort path distance may be used:~~

~~(A) Elementary school students 1.2 mile.~~

~~(B) Junior high students 1.7 miles.~~

~~(C) High school students 2.2 miles.~~

~~A district shall use only one of the above methods to calculate walking distance. No transportation shall be provided to children within the walking distance with the exception of Section 10(c).~~

~~(c)~~ (i) A school board ~~local district~~ may, by official ~~board~~ action each year, transport students within the no transportation zone ~~walking distance~~ if ~~it finds that~~ there is a ~~physical~~ barrier that ~~would~~ prevents a student from walking to school or a safety hazard exists that could harm ~~cause~~ the student ~~harm. Examples of physical barriers would be a river, interstate highway (without a pedestrian crossover), etc. Examples of safety hazards are railroad tracks, multi-lane roads with inadequate pedestrian crossings, lack of adequate sidewalks, etc. Official board action must be on a route-by-route basis and renewedyearly.~~

(ii) Examples include: rivers, railroad tracks, multi-lane roads with inadequate pedestrian crossings, or the lack of adequate walkways or pathways.

(~~d~~c) ~~School buses~~ Vehicles shall travel ~~only~~ on city, county, state, and federally maintained streets and roads. County roads shall be designated as high priority maintained roads ~~as designated by the county~~. The local school board may take official action each year to allow for travel on other roads or to not operate on unsafe roads.

~~(i) The local board of trustees may take official action to not operate on these roads based on safety concerns and cost effectiveness.~~

~~(ii) The local board of trustees may take official action to travel on other roads and driveways for safety concerns.~~

~~(iii) Official board action must be on a route-by- route basis and renewed yearly.~~

(~~e~~d) ~~School bus r~~Routing shall be developed by each school district taking into consideration student safety and efficiency~~with an awareness of cost effectiveness~~. Multiple tier routing shall be considered the norm, rather than the exception.

~~(f) School buses equipped with a roof-mounted strobe light shall use them as follows:~~

~~(i) when loading and unloading students, and~~

~~(ii) when students are on board, and~~

~~(iii) during adverse weather conditions, and~~

~~(iv) when bus speeds are less than twenty-five (25) mph.~~

~~(v) All four (4) conditions must be present in order to use the strobe light.~~

(e) If an MPV is used for dual purposes (student and staff travel), the school district shall declare the percentage of anticipated use for student transportation. The vehicle purchase price shall be reimbursed at that percentage of student use only.

(i) Mileage shall be recorded for the vehicle each year. A complete mileage log showing the use and number of students transported along with the beginning and ending mileage for every trip must be kept.

(ii) At the end of each year for a period of five years, a school district shall make necessary adjustments in the data submitted to the Department to reflect the actual percentage used for student transportation of the vehicle.

~~(g) Inter-district operations. No district shall send a school bus into another school district for the purposes of loading or discharging students of the other district without consent of the school boards concerned.~~

(~~h~~f) ~~Non-school use.~~ Any non-school district group using a student transportation vehicle ~~school bus~~ shall ~~be charged~~ reimburse the school district for the cost of driver~~'s~~ wages and benefits, fuel, and a cost per mile fee, as determined by the Department. ~~to cover maintenance and wear on the bus. The Department shall determine the figure by April 30 and~~

~~notify the school districts. If a district can document that the cost per mile is less than or exceeds the figure provided by the Department, the district may charge for the driver's wages and benefits, fuel, and actual cost per mile. The school district shall not be reimbursed for any expense incurred during such use.~~

(g) Special transportation accommodations that modify Section 7(a) - (g) of these rules may be designed to meet the unique needs of a child and must be documented. Examples include: documentation in an Individualized Education Plan or a 504 plan.

~~(i) Special needs. Special needs transportation is specially designed to meet the unique needs of a child with a disability. A standard school bus or a specially equipped school bus that has been designed, equipped or modified to accommodate students with special needs may be used. Many times a standard bus can be used, but the operating procedures must be modified. Any modifications to Section 10(a) (h) of these rules must be set out in the Individualized Education Program (IEP) of the student.~~

~~(i) Special equipment or supplies that are used on a special needs bus for mobility assistance, health support, or safety purposes shall meet any local, federal, or engineering standards that may apply, including proper identification.~~

~~(j) All portable equipment and special accessory items shall be secured at the mounting location to withstand a pulling force of five (5) times the weight of the item, or shall be retained in an enclosed, latched compartment. The compartment shall be capable of withstanding forces applied to its interior equal to five (5) times the weight of its contents without failure to the box's integrity and securement to the bus. Exception: If Chapter 2, the Department of Education Rules for *Minimum Standards for Wyoming School Buses,* provide specific requirements for securement of a particular type of equipment, the specific standard shall prevail (i.e., wheelchairs).~~

Section ~~11~~8. State Vehicle Bid Process~~/District Buy~~ Procurement.

~~(a)~~ The specifications, pursuant to Chapter 2, for each type and size of vehicle will be used in a public procurement of student transportation vehicles. The bids received will be analyzed to determine which bids meet the specifications at the lowest responsible price.~~The Department will develop, with the input of the Wyoming Pupil Transportation Committee, a standard set of specifications based on Chapter 2, the Department of Education Rules for *Minimum Standards For Wyoming School Buses*.~~

~~(b) The specifications will be reviewed with the school bus manufacturers and changes made where appropriate.~~

~~(c) The specifications will be sent to the districts, for a non-binding straw poll as to the number of each type of bus the district is planning to purchase.~~

~~(d) The specifications will be put out for bid with an estimate of the number of each bus that might be purchased statewide during the bid period.~~

(e) The bids received will be analyzed to determine which bids meet or exceed the specifications. All of the bids for the Type A buses will be averaged to come up with the "base" price for a Type A bus. The same will be done with the other types of buses. The base price will be the amount the state reimburses districts if they purchase a bus. The options page of the accepted bids will include the approved pricing for all options sold by the individual vendors. Once accepted by the Department, these prices shall remain in effect for the duration of the accepted bid. Any changes to the accepted option prices must be approved by the Department.

(f) Districts will be sent the bid price for each type of bus they plan to purchase. Districts will complete an *Intent to Purchase* form and a WDE Vehicle *Form* for each bus they plan to purchase. Districts will have a window of time in which to order the bus directly from the dealer.

(g) A district may purchase a bus that is not the lowest bid bus due to:

(i) standardization for repairs or parts,

(ii) better service from a particular dealer or,

(iii) parts availability.

(h) Districts will be reimbursed no more than the approved base price for the vehicles purchased. The dealer cannot deviate from the specifications of the base bus bid.

(i) If a district decides to purchase the lowest bid bus, the difference between its price and the base price will not be given to the district.

(ii) If a district decides to purchase the middle priced bus, the trade-in value of the bus being replaced shall be used to make up the difference between the base price and the middle bid price, if any.

(iii) If the district decides to purchase the highest bid bus, they can negotiate for a better price due to the trade-in price or quantity discounts. The district will be responsible for paying the difference in the price.

(i) Districts can apply to the Department for approval to add options to buses purchased.

(i) If an option is requested and approved, the Department will reimburse the district for the price of that option.

(ii) If the option is denied, a district can still purchase the option, the district will be responsible for paying for the option. A disapproved option cannot be claimed for reimbursement under the "parts" budget.

(iii) All buses purchased must still meet all sections of Chapter 2, the

~~Department of Education Rules for *Minimum Standards for Wyoming School Buses*.~~

Section ~~12~~9. Isolation and Maintenance Payments.

(a) ~~Isolation and maintenance payments are as prescribed in Wyo. Stat. 21-4-401.~~

~~(b)~~ All applicants for isolation or ~~and~~ maintenance payments shall be a resident of the school district. ~~establish residence in the school district by providing one of the following documents, as prescribed by the district board of trustees, which would include but not be limited to:~~

~~(i) Property tax receipt for the home address~~
~~(ii) Current electric bill~~
~~(iii) Current water bill~~
~~(iv) Vehicle license plate registration~~
~~(v) Income tax return forms~~
~~(vi) Other government issued document per the local school district policy.~~

(~~c~~b) ~~Residence requirements for each parent or legal guardian applying for isolation or maintenance for a student shall be determined by the local school district board of trustees.~~ No applicant ~~pupil~~ is eligible for isolation or maintenance payments ~~as isolated~~ unless they ~~the pupil's parents or legal guardians~~ demonstrate to the local school board that their ~~the family's residing~~ residence in the isolated location is necessary for their ~~the family's~~ financial well~~-~~being. Documents that may be used for this purpose include federal income tax returns or other income verification~~, property tax receipts, or profit and loss statements~~. The final decision shall be made by the local school board and ~~for~~ properly documented for eligibility~~. shall be made by the district board of trustees.~~