

CSI - Ohio

The Common Sense Initiative

Business Impact Analysis

Agency Name: Ohio Department of Education

Regulation/Package Title: Pupil Transportation Operation and Safety Rules

Rule Number(s): 3301-83-05 (No Changes); 3301-83-17 (Amendment); 3301-83-18
(No Changes); 3301-83-21 (Amendment); 3301-83-22 (Amendment); 3301-51-10
(Amendment); 3301-83-09 (Amendment); 3301-83-10 (Amendment); 3301-83-16
(Amendment); 3301-83-24 (New) [Note: 3301-83-10 and 3301-83-16 will ultimately
be a rescind/new for the State Board of Education and JCARR purposes only.]

Date: February 12, 2013 12:30 PM

Rule Type: Mixed across the package:

☒ New

☒ Amended

☒ 5-Year Review

☐ Rescinded

The Common Sense Initiative was established by Executive Order 2011-01K and placed within the Office of the Lieutenant Governor. Under the CSI Initiative, agencies should balance the critical objectives of all regulations with the costs of compliance by the regulated parties. Agencies should promote transparency, consistency, predictability, and flexibility in regulatory activities. Agencies should prioritize compliance over punishment, and to that end, should utilize plain language in the development of regulations.

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Regulatory Intent

1. Please briefly describe the draft regulation in plain language.

How these rules trigger CSI: The rule actions to which this BIA response pertain impact schools, including traditional school districts, nonpublic schools, community schools, and other educational institutions in Ohio that provide transportation, which are not considered a ‘business’ with regard to CSI requirements. However, the regulations contained in these rules are also applicable to private transportation carriers (e.g. taxi cabs, private bus companies, private van services), which represent about five percent of pupil transportation activity. It is important to note that school districts are responsible for ensuring that the private carriers transporting its students comply with the requirements of this chapter and that enforcement of these requirements does not rest with the department.

- **3301-83-05 - Administration**

INTENT: This rule establishes the responsibility for administration of pupil transportation operation and safety rules.

CHANGES PROPOSED: No changes proposed in the review of this rule.

EXISTING ADVERSE IMPACT: None

- **3301-83-17 – Authorized and unauthorized passengers**

INTENT: This rule establishes who may be considered as authorized or unauthorized passengers on a school bus.

CHANGES PROPOSED:

Changes proposed in this rule are clarifications in definitions, and strike the words ‘mental retardation’ and use only the term ‘developmental disabilities’ in order to be consistent with statute.

EXISTING ADVERSE IMPACT: None

- **3301-83-18 – Passenger Capacity**

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INTENT: This rule establishes safety procedures that must be observed regarding the number of riders and actions while the bus is in motion.

CHANGES PROPOSED: No changes proposed in the review of this rule.

EXISTING ADVERSE IMPACT: None

- **3301-83-21 – Supplementary provisions for county boards of developmental disabilities**

INTENT: This rule establishes the definitions of certain terms and clarifies rider eligibility and the documentation required to be kept on file.

CHANGES PROPOSED:

In all areas throughout this rule, the words ‘mental retardation and’ are eliminated so the reading will show ‘county boards of development disabilities’; and the ‘individualized habilitation’ will be replaced with ‘behavioral support’ in regards to student plans.

EXISTING ADVERSE IMPACT: None

- **3301-83-22 – Vehicle maintenance**

INTENT: This rule establishes a systematic preventive maintenance program for all school transportation.

CHANGES PROPOSED:

School Vehicle Accident reporting threshold goes from \$500 to \$1,000 to be consistent with statute

EXISTING ADVERSE IMPACT: None; actually may be a benefit to private vendors as they report fewer minor accidental damages which could decrease their insurance premiums.

- **3301-51-10 – Transportation of children with disabilities**

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INTENT: This rule clarifies definitions and identifies the requirements for transporting children with disabilities.

CHANGES PROPOSED:

Definitions:

- Strike 'mental retardation' and replace with 'cognitive disability' and add 'plus any other condition as identified in ORC 3323.01 (A) (A) (1)
- Strike 'directly related to a child's disability and' (A) (2)
- Add '(e) Alternative pick-up and drop-off locations, such as the curb, driveway, or front door of the child's home, if determined appropriate based upon the individual needs of the child. (A)(3)(e)
- Changing the previous (A)(3)(e) to (A)(3)(f)
- Strike 'county board of education' and replace with 'Educational Service Center'; Add 'community school, STEM school, boarding school' (A) (4)
- Strike 'mental retardation and' (A) (4)
- Strike 'center of school finance' (B) (2)
- Strike 'center of school finance' (B) (3)
- Strike 'specialized services and door to door' (C) (3)
- Strike '3301-83-22' and replace with 3301-83-24' (D) (2)

EXISTING ADVERSE IMPACT: None, however private vendors may need to change their pick up/delivery points based on the students' IEPs.

• **3301-83-09 - Pupil Instruction**

INTENT: This rule identifies the safety instructions, including time frames that such instruction for school age riders shall be given for routine and non-routine transportation.

CHANGES PROPOSED:

- Add 'The dangers of trespassing in railroad right of way and other dangerous areas.' (A)(9)
- Strike item (B) entirely, considered to be redundant and fully covered in item (A)

- Changes occur due to addition/deletion of paragraphs causing re-lettering of several paragraphs.

EXISTING ADVERSE IMPACT: Minimal; time frames for which the required training should be noted and accounted.

- **3301-83-10 – Personnel Training Program**

INTENT: This rule identifies the requirements and specific instruction topics all drivers must achieve for acceptable levels of bus driver competence. It further clarifies the issuance and revocation process as per current practice, and provides consistency of the certificate name.

CHANGES PROPOSED:

- Add the word 'requirements' after 'Upon completion of the following'; Strike 'pre-service'; Add 'and meeting all driver qualifications noted in OAC 3301-83-06, a school bus driver training certificate from an Ohio pre-service school bus driver training instructor' (A)

-Add 'To achieve an acceptable level of competence, a minimum'; Strike 'On the bus instruction'; Add 'of on-the-bus instruction'; Strike 'as'; Add 'is' Add 'and' Strike 'to achieve an acceptable level of competence,' (A)(I)

- Add 'and/or automatic' after standard (A)(I)(e)

- Strike 'Shifting automatic transmissions;' (A)(I)(f)

- Changes occur due to the addition/deletion of paragraphs causing re-lettering of all subsequent paragraphs

- Add 'Emergency evacuation procedures' (A)(I)(s)

- Strike the previous (iv) (A)(I)(t)

- Add 'Upon Meeting all driver qualifications noted in 3301-83-06 which include an Ohio school bus driver training certificate, and upon obtaining a

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valid CDL, the driver shall: (a) Observe a route with an experienced driver with students onboard. (b) Drive a route with an experienced driver and students onboard.’ (A)(2)(a)(b)

- Add ‘including bullying behaviors’ (A)(3)(f)

- Add ‘including bullying behaviors’(A)(4)(a)

- Add ‘and received (between completed and prior); Add ‘Such temporary certificates may only be issued to individuals attempting to certify for the first time or drivers whose pre-service certificate has not expired within the last twelve months.’ (A)(5)

- Strike ‘Each school bus owner shall request and have received from the bureau of criminal investigation a criminal records check for each applicant for employment that includes information from the federal bureau of investigation.’; Add ‘All portions of the training required herein must be completed and reported to the Ohio department of education within a 12-month period to be considered valid. Pre-service and recertification classes are valid for 12 months from the last day class is completed. Once the T9 is signed by the school bus owner it must be filed with the Ohio department of education within 30 days in the method prescribed by the department.’ (A)(6)

- Add ‘Supporting documentation of’ and ‘prior to a’. Strike ‘before an Ohio pre-service a’ and strike ‘is’; Add ‘being’(A)(7)

- Strike ‘annual’; Add ‘s’ to program (B)

- Add ‘including bullying behaviors’ (B)(7)

- Strike ‘an’; Add ‘s’ to workshop and seminars (D)

- Strike ‘ a person(s) to be trained as’; Add after shall ‘and have a designated an on-the-bus instructor or contract to obtain the services of a certified’ (E)(1)

- Add ‘On-the-bus instructor(s) shall attend annual in-service trainings as scheduled and provided by the Ohio pre-service school bus driver training instructor.’ (E)(2)

- Strike *'For certification purposes, certified on-the-bus instructor(s) shall attend an annual in-service training as scheduled and provided by the Ohio pre-service school bus driver training instructor. Certificates will be valid unless:'* Add *'An on-the-bus instructor verification will be indicated in the Ohio department of education web based drivers record (SFPS or successor system) and will remain valid unless revoked by the Ohio pre-service school bus driver training instructor.'* (E)(3)

- Strike *'On-the-bus instructor(s)';* Add *'The Ohio pre-service school bus driver training instructor shall revoke the on-the-bus instructor status in the event he/she does not attend the annual required in-service conducted by the Ohio pre-service school bus driver training instructor or does not receive individual evaluation by the Ohio pre-service school bus driver training instructor.'* (E)(3)(a)

- Strike *'School bus owner requests certificate be suspended or revoked.'* Add; *'The Ohio pre-service school bus driver training instructor may revoke or suspend the on-the-bus instructor status upon the request of the school bus owner.'* (E)(3)(b)

- Strike *'The Ohio pre-service school bus driver training instructor suspends or revokes an on-the-bus instructor certificate; or'* (E)(3)(c)

- Add *'Prior to a school bus driver training certificate being issued, records'* and Add *'by the school bus owner';* Strike *'before a certificate of successful completion is issued.'* (E)(5)

- Add *'renewal'* (F)(1)

- Add *'including bullying behaviors'* (F)(1)(b)

- Strike *'Each school bus owner shall request and have received from the bureau of criminal identification and investigation a criminal records check for each driver that includes information from the federal bureau of investigation.'* Add *'All other requirements for school bus drivers as stipulated in OAC 3301-83-06 (B) must be met prior to application for a renewal certificate.'* (F)(7)

- Add *'of this rule'* (F)(8)

- Add *'(G) Ohio pre-service school bus driver training instructor may suspend or revoke a driver's certification. An owner may refer a certified driver to the pre-*

service school bus driver training instructor for certification review. Drivers who fail the certification renewal process shall have any and all school bus driving certifications revoked by the Ohio department of education.’ (G)

EXISTING ADVERSE IMPACT: The impact of this rule is minimal to private transportation providers as it identifies the training and procedures necessary for drivers.

- **3301-83-16 – Non-routine Student Transportation**

Intent: This rule defines non-routine student transportation, identifies the specific components necessary for a trip permit, and discusses the costs associated with non-routine trips.

CHANGES PROPOSED:

- *Strike ‘use of school buses’ and add ‘student transportation vehicles’ in the header and first paragraph and throughout this rule.*
- *Add ‘Any use of school buses other than transporting students to or from a school session or school function may require the school bus owner to obtain approval of the vehicle and operator as a motor carrier per current Federal Motor Carrier Safety Administration (FMCSA) and department of transportation, (DOT) rules and regulations, and in accordance with Ohio Revised Code 4511-01 and Ohio Administrative Code 3301-83-19.’*
- *Strike (A) (1) through (B)(6)*
- *Change (C) to (A)Permits*
- *Strike ‘School bus owners’ and add ‘Superintendents’ and ‘student transportation’ (A)*
- *Add ‘or vehicle license number’ (A)(6)*
- *Strike ‘meal’(A)(8)*
- *Strike ‘Drivers must have a’; Add ‘and/or written directions’ (A)(9)*
- *Add ‘superintendent’ (A)(10)*

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- *Change the previous (D) to (B)*
- *Add 'superintendent'; Add 'or van'; Strike 'bus' and add 'transportation vehicle'. (B)*
- *Change the previous (E) to (C)*
- *Strike 'Any out-of-state travel shall remain within two hundred forty miles round-trip'; Add 'The board of education of any school district that owns and operates motor vehicles for transporting pupils may permit such vehicles to be used outside this state for any lawful purpose provided the entire distance traveled outside this state on any trip does not exceed one thousand miles. The calculation of mileage of the trip shall be the' (C)*
- *Changes occur due to the addition/deletion of paragraphs causing re-lettering of all subsequent paragraphs.*
- *Add 'or district' (F)(1)*
- *Add 'or districts' (F)(2)*
- *Strike 'bus(es)' and add 'transportation vehicles'(F)(2)*
- *Add 'or district' (F)(2)(a)*
- *Add 'district' (F)(2)(b)*
- *Add 'or district'; strike 'buses' and add 'transportation vehicles' (F)(2)(c)*
- *Add 'or districts'; strike 'buses' and add 'transportation vehicles' (F)(3)*
- *Strike 'bus(es)' and add 'transportation vehicles' (F)(3)(a)*
- *Add 'or district' (F)(3)(b)*
- *Add 'or district' (F)(3)(c)*
- *Strike 'buses' and add 'transportation vehicles' (F)(3)(d)*
- *Strike 'buses' and add 'transportation vehicles' and strike 'inclusive'*

(F)(4)

- Strike 'bus' and add 'transportation vehicle' and Strike 'mental retardation and' (F)(5)

- Add 'or district'; strike 'the' and 'bus' and add 'transportation vehicles.' (F)(6)

- Add '3327.14, 3327.15'

EXISTING ADVERSE IMPACT: The impact is once again minimal since this rule details the use of transportation vehicles for routine/non-routine trips and provides flexibility to contractors while providing for additional non-routine trips.

- **3301-83-24 – Fees for School Transportation**

Intent: This is a new rule that clarifies when or how fees may be acceptable for student transportation.

- Add:

(A) *Fees for Routine School Transportation*

No pupil charge may be made for transporting pupils to and from regular day classes when that transportation is provided in accordance with section 3327.01 of the Revised Code. This applies equally to buses owned by school boards, non-public schools, community schools, STEM schools, and county boards of developmental disabilities as well as buses operated under contract for one of the aforementioned agencies.

This rule does not apply to private transportation arranged for or by parents or other groups not related to the educating school board, non-public school, community school, STEM school or county board of developmental disabilities.

(B) *Fees for non-routine school transportation during the school day*

No pupil charge may be made for transporting pupils to and from educational field trips during school days. This applies equally to buses owned by school boards, non-public schools, community schools, STEM schools, and county boards of developmental disabilities as well as buses operated under contract for one of the agencies described in paragraph A of this rule.

(C) *Fees for non-routine school transportation outside the school day*

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A fee not to exceed actual costs may be assessed for transportation to and from educational field trips on non-school days.

(D) Requirement to recover cost

The board of education or county board of developmental disabilities shall recover an amount not to exceed the actual operational costs associated with non-routine use of school buses when that transportation is provided for agencies other than those directly related to the bus owner.

(E) Identification of costs when recovery is required

Districts may charge both an hourly rate and mileage fee when costs must be recovered.

The following costs, as reported on the district's T-2 reports, shall be used in determination of fees charged when recovery cost is required;

(1) Driver salary and benefits;

(2) Fuel;

(3) Maintenance;

(4) Service;

(5) Supervision;

(6) Insurance.

- Add '3327.14, 3327.15'

EXISTING ADVERSE IMPACT: Minimal; perhaps a positive impact to private transportation providers since this rule clarifies the additional non-routine student trips for which the private contractor may charge fees.

2. Please list the Ohio statute authorizing the Agency to adopt this regulation.

3301.07, 4511.76, 3327.10, 3301-83-06, 3301-83-10, 3301-83-23

3. Does the regulation implement a federal requirement? Is the proposed regulation being adopted or amended to enable the state to obtain or maintain approval to administer and enforce a federal law or to participate in a federal program?

No; however, in Rules 3301-83-17 and 3301-51-10, federal guidance is used to help define students with disabilities and the transportation services that may be required through a student's Individualized Education Plan and/or Behavioral Support Plan. All laws pertaining to the school bus owner and/or operator of a commercial motor carrier are compliant with the Federal Motor Carrier Safety Administration (FMCSA) and department of transportation (DOT).

4. If the regulation includes provisions not specifically required by the federal government, please explain the rationale for exceeding the federal requirement.

Federal regulations are not in place to regulate school transportation at the state level. States have been managing this successfully for many years. States adopt and manage their own pupil transportation regulations according to each state's particular needs. National conferences are routinely held with state directors to review best practices as employed across the country and to consider recommendations that are subsequently recommended to states, which may craft the recommendations to fit their particular needs.

5. What is the public purpose for this regulation (i.e., why does the Agency feel that there needs to be any regulation in this area at all)?

The rules, which are promulgated pursuant to the requirements of the Revised Code, establish guidance for operations of safe pupil transportation services, including operating procedures and staff requirements. Specifically:

- *3301-83-05: To establish that the school district assumes responsibility for the administration of all transportation operations and safety rules*
- *3301-83-17: To establish definitions of authorized/unauthorized riders on a school bus*
- *3301-83-18: To identify safety procedures and maximum number of riders per bus.*
- *3301-83-21: To ensure that districts adhere to rider regulations and what student information must be accessible.*
- *3301-83-22: To ensure a systematic preventive maintenance program for all transportation vehicles is current and utilized.*
- *3301-51-10: To ensure that all students with disabilities are transported safely and consistent with each individual's needs.*

- 3301-83-09: To ensure all riders are provided with the necessary safety instructions for routine and/or non-routine trips.
- 3301-83-10: To establish acceptable levels of competence for all drivers and identifying school district/bus owner requirements for assuring proper training programs are implemented.
- 3301-83-16: To establish a true definition of non-routine student transportation and to specify the components and requirements necessary for trip permits.
- 3301-83-24: To ensure that fees charged for student transportation are identified, consistent, and acceptable for school districts, owner operated vendors, or contracted transportation providers.

6. How will the Agency measure the success of this regulation in terms of outputs and/or outcomes?

The department's pupil transportation staff meets with stakeholders on a continuing basis to review issues pertaining to all pupil transportation regulations. Stakeholder input is used to determine the efficacy of rules as they are implemented across the state. The department also monitors accident reports, driver training records, and district data that are reported to the department for operational and fiscal elements on a regular basis. When such data indicates that an issue may be rule-related, the department works with stakeholders on potential revisions to the Administrative Code in order to sufficiently address the issue. This process is ongoing.

Development of the Regulation

7. Please list the stakeholders included by the Agency in the development or initial review of the draft regulation.

Name	Organization	Email Address
Barb Shaner	OASBO	Barbara@oasbo-ohio.org
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Tim Cox	South-Western City SD	Tim.cox@swcs.us
Fred Anness	Warren County ESC	FredmAnness@aol.com
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Mike Miller	Petermann Bus	mmiller@petermannbus.com
Al Osler	Tuslaw	aosler@tuslaw.sparcc.org
Steve Simmons	Columbus City	ssimmons@columbus.k12.oh.us

Proposed drafts of the rule changes were reviewed (in person) with a state-wide stakeholder group on January 10, 2013. Following that session, a solicitation process was used whereas citizens, school personnel (including drivers, transportation directors, and administrators), and other public officials could review the proposed rules with changes by linking from the ODE website. OASBO and OSBA also assisted with a similar link to the rules.

8. What input was provided by the stakeholders, and how did that input affect the draft regulation being proposed by the Agency?

Stakeholders asked questions about certain elements, resulting in minor adjustments in the rules for the purpose of clarification. In several cases, stakeholders recommended additional refinements, which were incorporated in the text; example: clarifying the ‘door-to-door’ language. Much discussion was also offered on the routine/non-routine use of transportation vehicles, including the Department of Public Safety (State Highway Patrol) assisting in identifying and/or clarifying proper procedures and when the federal guidelines were to be enacted. The final discussions on moving the costs and fees for the use of transportation vehicles from rule 3301-83-16 to create the new rule 3301-83-24 resulted from the stakeholders’ insight and agreement to make the final change.

9. What scientific data was used to develop the rule(s) or the measurable outcomes of the rule(s)? How does this data support the regulation being proposed?

Not applicable.

- 10. What alternative regulations (or specific provisions within the regulation) did the Agency consider, and why did it determine that these alternatives were not appropriate? If none, why didn't the Agency consider regulatory alternatives?**

Pupil transportation in Ohio is regulated through Revised Code and Administrative Code. The Revised Code mandates that the agency adopt rules regarding operating procedures.

- 11. Did the Agency specifically consider a performance-based regulation? Please explain.**

The rules are not performance based, but are regulatory in nature and are required by provisions in the Revised Code. The rules are the product of thorough industry review and best practice analysis and are intended to optimize the safety of pupils being transported.

- 12. What measures did the Agency take to ensure that this regulation does not duplicate an existing Ohio regulation?**

The stakeholder's group included staff from the Department of Public Safety, as mandated by statute, to ensure that there was no duplication with Public Safety's rules. The rules are promulgated pursuant to the Revised Code.

- 13. Please describe the Agency's plan for implementation of the regulation, including any measures to ensure that the regulation is applied consistently and predictably for the regulated community.**

The department does not have enforcement authority, but, rather, relies upon local educational agencies to comply with and enforce the rules. The department does, however, provide training, in-service support, and consultation to school districts so that they have comprehensive knowledge of the rules and an understanding of the rationale for those rules. This process becomes the department's implementation plan. Formal notification of the rules is provided to transportation administrators in a statewide conference held in the spring and are posted on the department's website. The rules will also be published in printed form and mailed to all school district superintendents. These steps will be taken in advance of the implementation date.

Adverse Impact to Business

- 14. Provide a summary of the estimated cost of compliance with the rule. Specifically, please do the following:**

- a. Identify the scope of the impacted business community;**

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- b. Identify the nature of the adverse impact (e.g., license fees, fines, employer time for compliance); and**
- c. Quantify the expected adverse impact from the regulation. The adverse impact can be quantified in terms of dollars, hours to comply, or other factors; and may be estimated for the entire regulated population or for a ‘representative business.’ Please include the source for your information/estimated impact.**

Rule	Scope of the impacted business community	Nature of Adverse Impact	Quantify the expected adverse impact
3301-83-05 Administration	Private transportation contractors represent approximately 5% of Ohio’s pupil transportation. The remainder of the transportation is provided by public school districts.	No impact	NA
3301-83-17 Authorized and unauthorized		Very little impact. The changes for this rule clarified terms to allow for shared service agreements, which may actually benefit public and private transportation.	Business owners can require the employees and/or private providers to comply with all regulations and district policies.
3301-83-18 Passenger Capacity		No impact	NA
3301-83-21 Supplementary provisions for county boards of developmental disabilities		No adverse impact – terminology changes only	No adverse impact
3301-83-22 Vehicle		Very little impact	Only requires reporting accident damages from

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Maintenance			\$500 to \$1,000
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3301-51-10 Transportation of children with disabilities			No adverse impact; however, districts and/or private providers will need to be aware of specialized transportation services as provided for in the IEP or BHP.
3301-83-09 Pupil Instruction			No adverse impact; clarifies pupil instructional time frames and topics of safety instruction.
3301-83-10 Personnel training		Minimal impact	Rule identifies the training and procedures necessary for drivers.
3301-83-16 Non-routine student Transportation		Minimal impact	Identifies changes for routine/non-routine uses of buses; some contracted providers may need to follow federal guidelines for specific trips.
3301-83-24 Fees for School Transportation		Minimal impact	Identifies occurrences when fees may be charged.

15. Why did the Agency determine that the regulatory intent justifies the adverse impact to the regulated business community?

In working with stakeholders and responding to the direction of the legislature, the agency determined that the increase in student safety by improved regulations and driver qualifications is beneficial to Ohio students and their families. These changes were also supported by a broad base of stakeholders. Specifically:

- *3301-83-10 Personnel Training Programs: Who may issue and/or revoke a driver certificate and under what circumstances; To prevent circumvention of the law by private providers bringing out-of-state certified drivers into Ohio to drive under unusual circumstances and not attend the required Ohio training specifications which*

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may put Ohio students in unsafe situations due to lack of knowledge of Ohio's standards

- *3301-83-16 Non-Routine Student Transportation: Stakeholders were supportive of the changes to add consistency and clarification to such uses of 'non-routine' transportation such as after school, summer, or out-of state trips.*
- *3301-83-24 Fees for School Transportation: Stakeholders were also supportive of this switch from a previous rule to its own rule based on matters of identification specific scenarios and how/when to assess fees. The Department of Public Safety was especially involved in this rule but agree with the proposed changes as presented.*

Regulatory Flexibility

16. Does the regulation provide any exemptions or alternative means of compliance for small businesses? Please explain.

No. The rules include regulatory controls intended to maximize the safety of school district pupils. The rules are intended to ensure children's safety and, as such, it would not be appropriate to provide waivers. With regard to administrative rules in general, if the Revised Code allows or otherwise requires the agency to establish waiver provisions by rule, it would be incumbent upon that agency, and consistent with the requirements of JCARR, to either seriously consider a waiver or to include provisions for a waiver.

17. How will the agency apply Ohio Revised Code section 119.14 (waiver of fines and penalties for paperwork violations and first-time offenders) into implementation of the regulation?

Not applicable

18. What resources are available to assist small businesses with compliance of the regulation?

The department does not have authority to enforce, but rather relies upon the local education agencies to comply with and enforce the rules. To facilitate their ability to do so, the department provides guidance and training for school district administrators with regard to understanding and comprehension of the rules. The department also works closely with the Department of Public Safety in their work to monitor and enforce regulations. The department provides regular communications to all school employers, maintains a dedicated website for pupil transportation information, and also works with industry partners and

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associations to provide assistance and support to anyone providing school transportation services.

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