

# HOUSE RESEARCH

## Bill Summary

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### Overview

This bill expands the health and safety revenue program to include in a district's list of qualified health and safety projects the costs associated with replacing certain school buses.

In April 2003, a school bus crash in Florida where the roof of the bus collapsed resulted in an investigation of certain school buses manufactured by Carpenter Manufacturing Company. The results of that investigation led the National Highway Traffic Safety Administration (NHTSA) to publish recommendations limiting the uses of these buses.

After the release of the NHTSA recommendations, the Minnesota State Patrol, the state agency responsible for inspecting Minnesota's school buses, issued an order requiring all Carpenter school buses with defective roof welds to be taken out of service (not all Carpenter buses were affected by the defective welds). A school district could put the affected bus back in service by: 1) having a certified welder repair the roof welds; 2) limiting the use of the buses to routes where the bus speed would not exceed 45 miles per hour; 3) refraining from using the bus for student activity trips; and 4) if possible, limiting the use of the bus to a back-up bus.

According to preliminary information, there are approximately 40 school districts that have a total of about 115 Carpenter school buses with potential roof defects.

**Section**

Under this bill, these districts could include the cost of replacing these buses in their health and safety revenue program for fiscal years 2005 to 2009.

**Section**

- 1**      **Health and safety program.** Allows a district to include in its health and safety program the costs associated with replacing Carpenter school buses with defective welds. Grants this authority for fiscal years 2005 to 2009.
- 2**      **Contents of Program.** Allows a school district to include in the contents of its health and safety program a plan to remove from service Carpenter school buses with potentially defective welds.