



## Transportation/Routing Guiding Change Document April 2023

This document serves to bring clarity to the roles of school board governance and administrator management. It clearly defines: the current reality of where we are at, the results of where we want to be and the unacceptable means – our values and principles that will not be infringed upon during the planning process.

The Current Reality	Unacceptable Means	Results
<ul style="list-style-type: none"> <li>• Minnesota state statute 123B requires school districts to transport students who live 2 miles or more from their school.</li> <li>• We provide transportation to:               <ul style="list-style-type: none"> <li>○ Elementary students who live outside of 1 mile</li> <li>○ Middle school students who live outside of 1.5 miles</li> <li>○ High school students who live outside of 2 miles.</li> </ul> </li> <li>• Our district-owned fleet consists of 111 full size general education and 20 special education buses.</li> <li>• Each general-education bus has a capacity of 77 students, with elementary 3 students per seat. Middle and high school general-education bus capacity is 52 students, with two students per seat.</li> <li>• We are actively recruiting drivers every day. At a minimum, the hiring process takes two months from interview to driving.</li> </ul>	<ul style="list-style-type: none"> <li>• It would be unacceptable to create a plan that regularly denies transportation to students who live outside of the 2 mile state statute requirement.</li> <li>• It would be unacceptable not to exhaust every effort to provide transportation for students who qualify for special education transportation.</li> <li>• It would be unacceptable to increase walking distance for elementary school students.</li> <li>• It would be unacceptable to increase walking distance for middle school students.</li> <li>• It would be unacceptable to change school start times.</li> <li>• It would be unacceptable to not provide transportation for</li> </ul>	<ul style="list-style-type: none"> <li>• Implement a radius model for fall 2023 to determine transportation distances. This requires a change to existing district policy.</li> <li>• Implement a plan that would reduce the need for 15-20 bus routes.</li> <li>• Increase the accuracy of ridership.</li> <li>• Clearly define what a hazard is.</li> <li>• Review hazards, and determine if there is rationale for keeping or removing a currently-existing hazard.</li> <li>• Create a transportation system that is sustainable for the next five years.</li> </ul>



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<ul style="list-style-type: none"> <li>• We consistently have had mechanics driving buses. They serve as the cushion when absences or illnesses arise. Office staff members also drive buses when needed.</li> <li>• We've spent \$60,000 in overtime to compensate mechanics when they are asked to drive buses.</li> <li>• We currently have 98 morning and 97 afternoon general-education routes (we started the year with 100 morning and 100 afternoon routes).</li> <li>• We currently have 6 morning and 6 afternoon in-district special ed routes AND 68 contracted special ed routes for students that require special transportation.</li> <li>• Most routes are tiered, consisting of 3 school runs each day, based on school start times.</li> <li>• We currently have 101 (full-time) daily drivers and 7 consistent daily substitute drivers.</li> <li>• We currently have 12 morning and 12 afternoon "open" general-education routes that have no permanent driver assigned (subs, mechanics, office staff and contractor are covering).</li> <li>• We currently have 1 morning and 1 afternoon route</li> </ul>	<p style="text-align: center;">current choice programs in grades K-8.</p>	
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<p>canceled due to a lack of a driver.</p> <ul style="list-style-type: none"><li>• We have 131 students without transportation as a result of the canceled routes.</li><li>• Areas deemed “Hazardous” create a need for more routes.</li><li>• Activity busing is limited due to school start and end times.</li><li>• We asked drivers to move from special-education routes to general-education routes, as the contracting company was able to accommodate additional special-education routes. This resulted in 67 special education students having to be re-routed from district-owned vehicles to contracted vehicles.</li><li>• Per state statute, all students eligible for transportation are routed. This year, the district utilized an opt-out option for students in high school, with some success in reducing ridership.</li><li>• Drivers bid on routes on or around August 20. Routes differ in length and are selected by seniority.</li><li>• Currently, drivers must select at least a morning</li></ul>		
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<p>and an afternoon route. Contractual language hinders us in making driver switches on routes.</p> <ul style="list-style-type: none"><li>• We currently transport 1,425 students to non-public and charter schools.</li><li>• Our current transportation facility has little space for additional bus parking/expansion.</li><li>• Many school bus corral parking lots are congested or full.</li><li>• We have an aging driver workforce, thus the potential for a larger number of retirements.</li></ul>		
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