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**Board of Education Study Session**  
Tuesday, November 26, 2024 5:00 PM  
Auditorium A

A regular meeting of the Board of Education of Granite School District. The Board may vote to meet in a closed executive session for any of the purposes set forth in Section 52-4-205 of Utah's Open and Public Meetings Act.

1. **CALL TO ORDER** President McDermott
2. **STUDY ITEM**
  - A. Transportation Topics Don Adams and Dave Gatti, Transportation Director 2
3. **EXECUTIVE SESSION**
  - A. Character and Competence
4. **ADJOURN**

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Complete texts of agenda are available at [www.graniteschools.org](http://www.graniteschools.org).

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify Stacy Bushell at 385-646-4523 (alternate TDD number 801-298-9484) at least three working days prior to the meeting.

Members of the Board of Education may participate electronically.

# Transportation Topics

Granite School District  
Board of Education  
Study Session

November 26, 2024





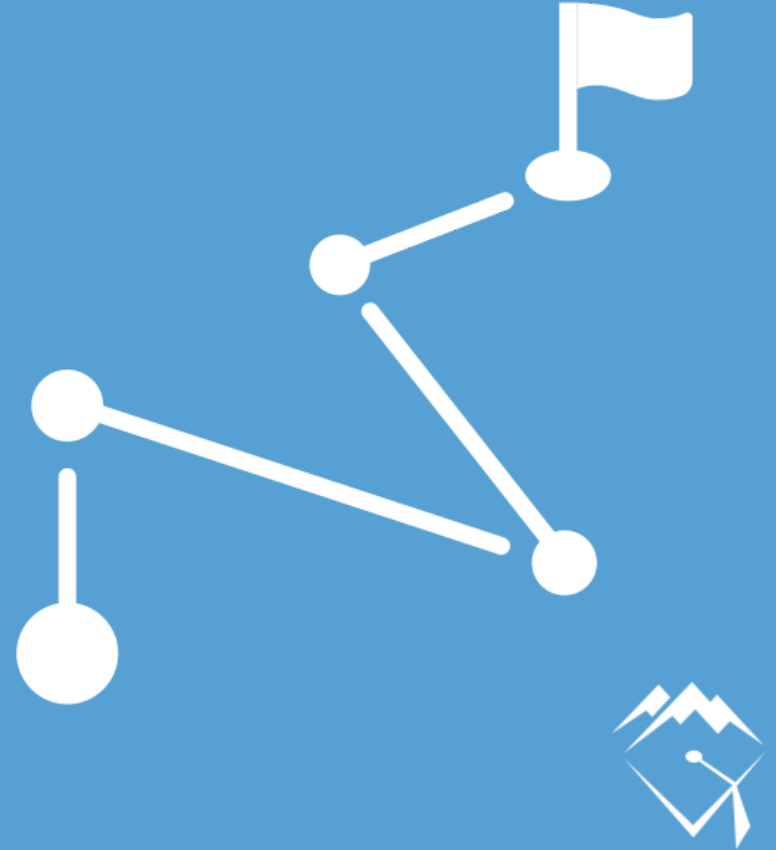
## Agenda

1. **Bus Passes and Space Available Permits**
  - **Courtesy Riders and Single Stop Allowance**
2. **Reimbursed Route Criteria**
3. **Non-Reimbursed Routes**
  - **School of Choice Designation**
  - **Prior Board Unfunded Routes**
    - **Middle Time**
    - **Late Time**
    - **Jr. High**
  - **SPED Unfunded Routes**
4. **Development of Lower-Cost Unfunded Routes**
  - **Considerations for Unfunded Routes**
5. **Staffing**



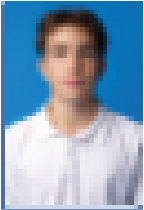



# Objectives

- The board will be able to understand the bus pass system in a way they can explain to patrons.
- The board will understand the mechanisms for route funding.
- The board will understand the costs associated with different kinds of unfunded routes.
- The board will understand ways to identify whether a low-cost unfunded route is an option.
- The board will understand generally accepted rationale for funding un-reimbursed routes.
- The board will be apprised of the staffing level of bus drivers in the Granite School District.



# Bus Passes – Rationale and Process Review

 	ISSUE DATE: 08/01/2024
<b>Example High School</b>	
<b>John Doe</b>	
2 3 — 2 4	G R 0 7
	
9123456	<b>Transportation Bus #: 375</b> <b>Bus Stop: 2360 S BURTON AVE (300 E)</b>
	



# Rationale – High School

- Massive overcrowding issue
- We used to be very reactive
- Try to tease apart who was/was not eligible after the overcrowding. This caused major issues as folks were counting on a bus – some even thought they qualified and did not.
- We **ONLY** receive funding from the State for bussing for distance-eligible students.



# Rationale – Junior High

- Behavior management issues related to anonymity
- Major behavior disruptions where the school, driver, nor transportation could identify the student(s) involved.
- Students would bus hop to avoid consequences/discipline
- Also fewer, but still some, overcrowding as discussed in high schools.



# Rationale – Elementary

- No overcrowding
- Very few behavior issues
- We felt comfortable not having to go to this process for that level.

# Hunter Elementary



# Home of the Knights



# Bus Pass Process

- Print passes for all eligible students at the end of summer
- Take stop counts while disallowing ineligible riders for first 2 weeks.
  - Provide lottery applications to students who do not qualify during this time. The complete and return to school office
- Finalize number of available seats and send info to school.
- School draws lottery permits
  - Send info to our office and GIS analyst manually assigns students to bus.
  - School can print pass within 48 hrs. In the meantime, give student handwritten pass.
- Lessons learned from year 1.



# State Requirements for Reimbursable Routes

What Qualifies?



- Regular Education Distance Calculations:
  - Secondary – Any student who lives 2.0 miles or further from where their driveway meets the street to the nearest place they can step on school property (considering walking only options – not just main roads)
  - Elementary - Any student who lives 1.5 miles or further from where their driveway meets the street to the nearest place they can step on school property (considering walking only options – not just main roads)
  - Must have at least ten eligible regular education students to qualify for reimbursement.

# What Qualifies for SPED Routes?

- Five walk-on students
- Two wheelchair students
- One wheelchair and one walk-on



# Courtesy Riders and Single Courtesy Stop Allowance

- Courtesy Rider - Any student who is allowed to ride who is not eligible under State guidelines – when space is available
- Any run may have one funded stop added “directly on the path to school” for additional courtesy riders.
- Cost and efficiency are maximized by adding only one courtesy stop.



# Non-Reimbursed Routes

- The State has no mechanism for reimbursing “Hazard” routes.
- The State does not reimburse School-of-Choice designations
- Gifted (ALC)
- DLI
- IB
- Students can be assigned to only one home school boundary.
- Must submit boundary maps for reimbursement reports



# “School of Choice” Designated Unfunded Routes (See Paper Maps Provided)

- Fox Hills (ALC)
- Morningside (ALC)
- West Kearns (DLI)
- West Valley (ALC)
- Woodstock (ALC)
- Total Cost - \$306,000
- 5 Schools Served
- 407 Students Moved



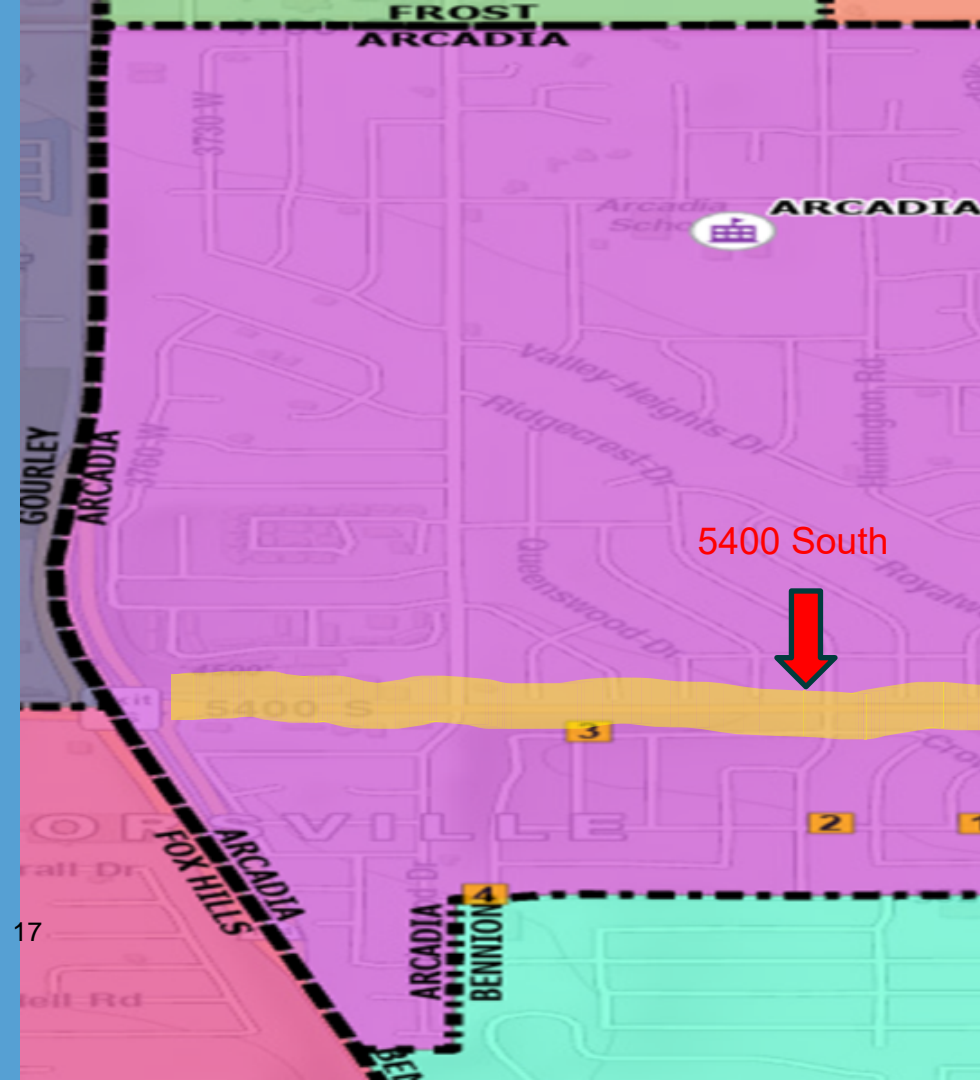
# Prior Board-Directed Unfunded Routes



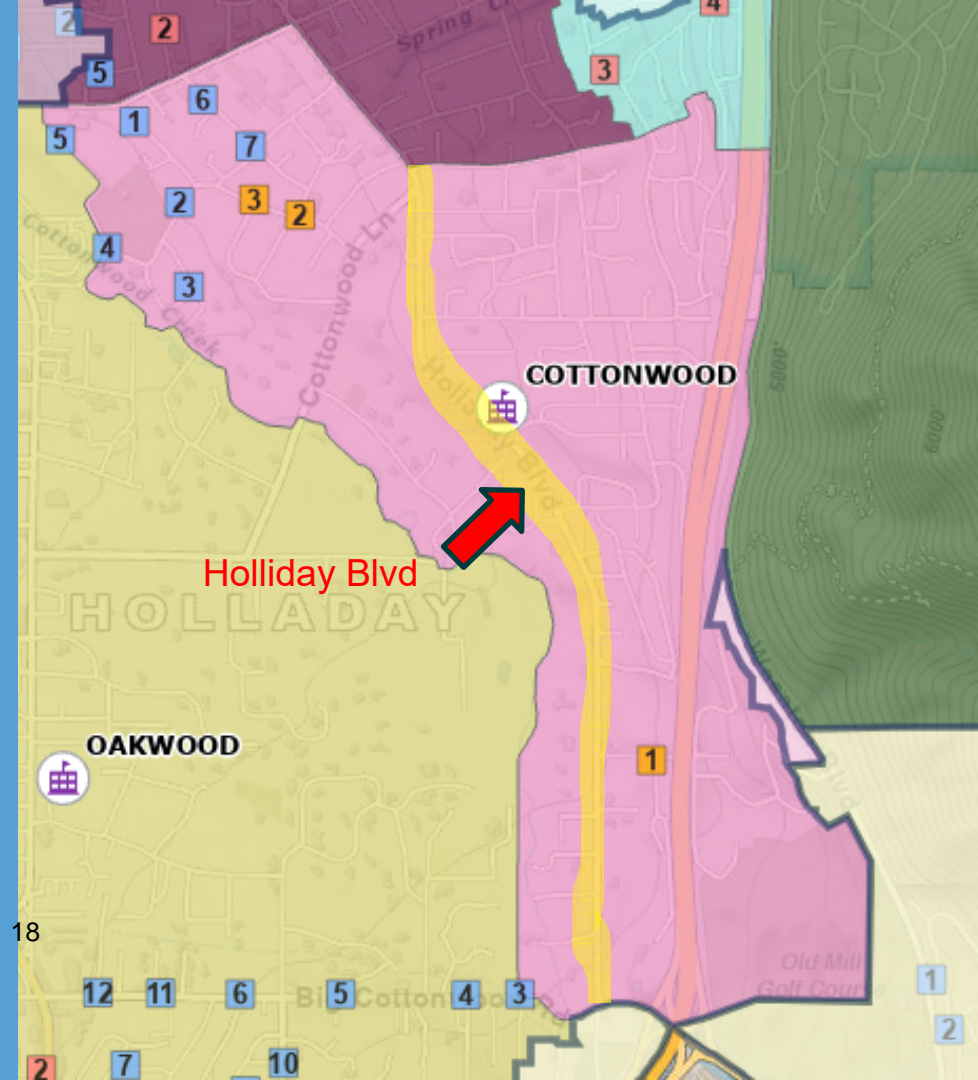
# “Middle Elementary School Time” Unfunded Routes



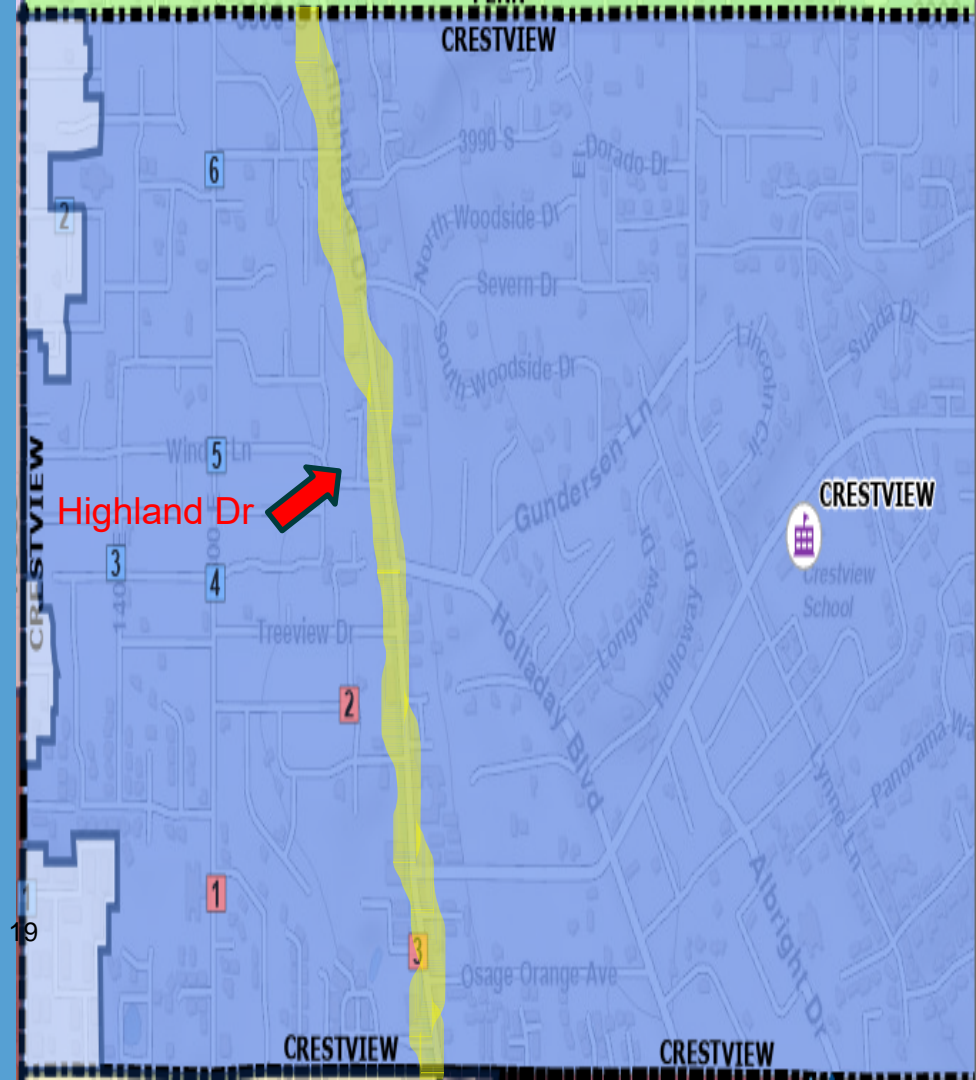
# Arcadia Elementary



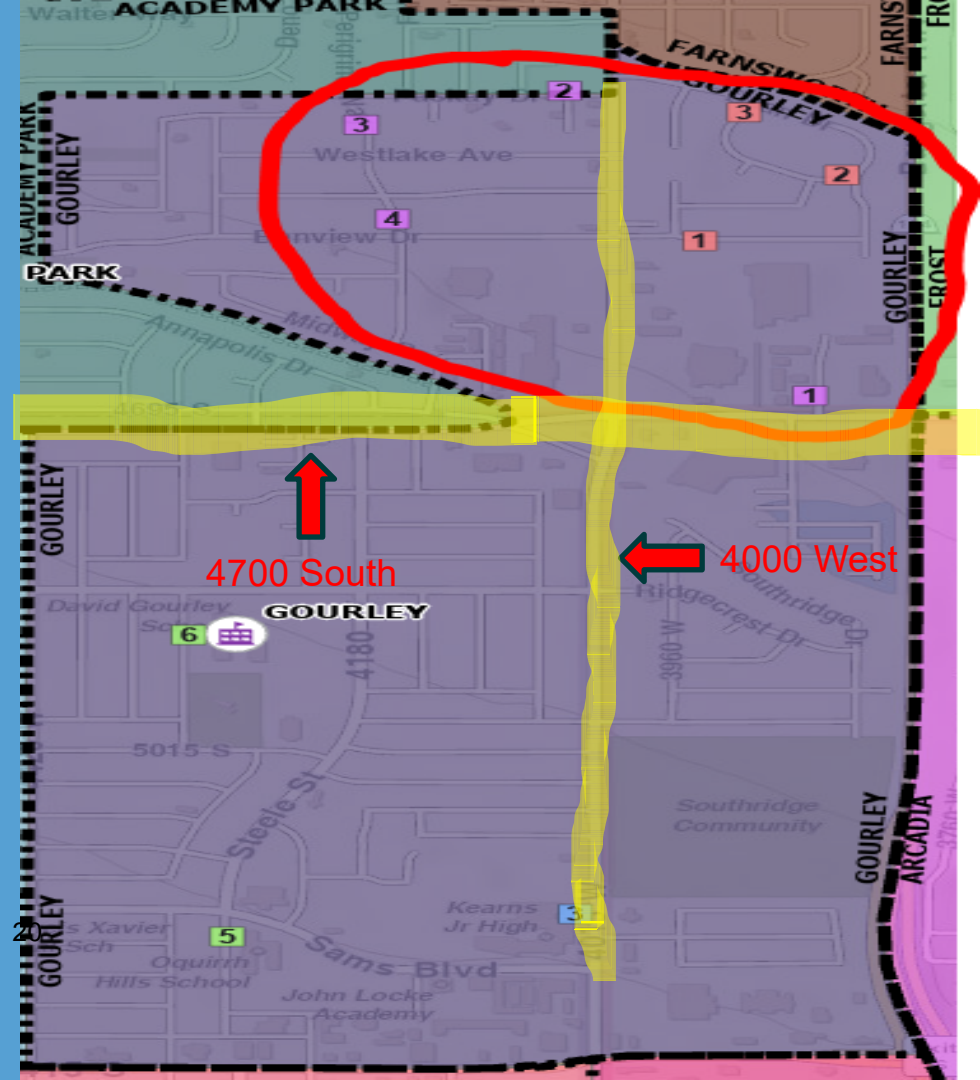
# Cottonwood Elementary



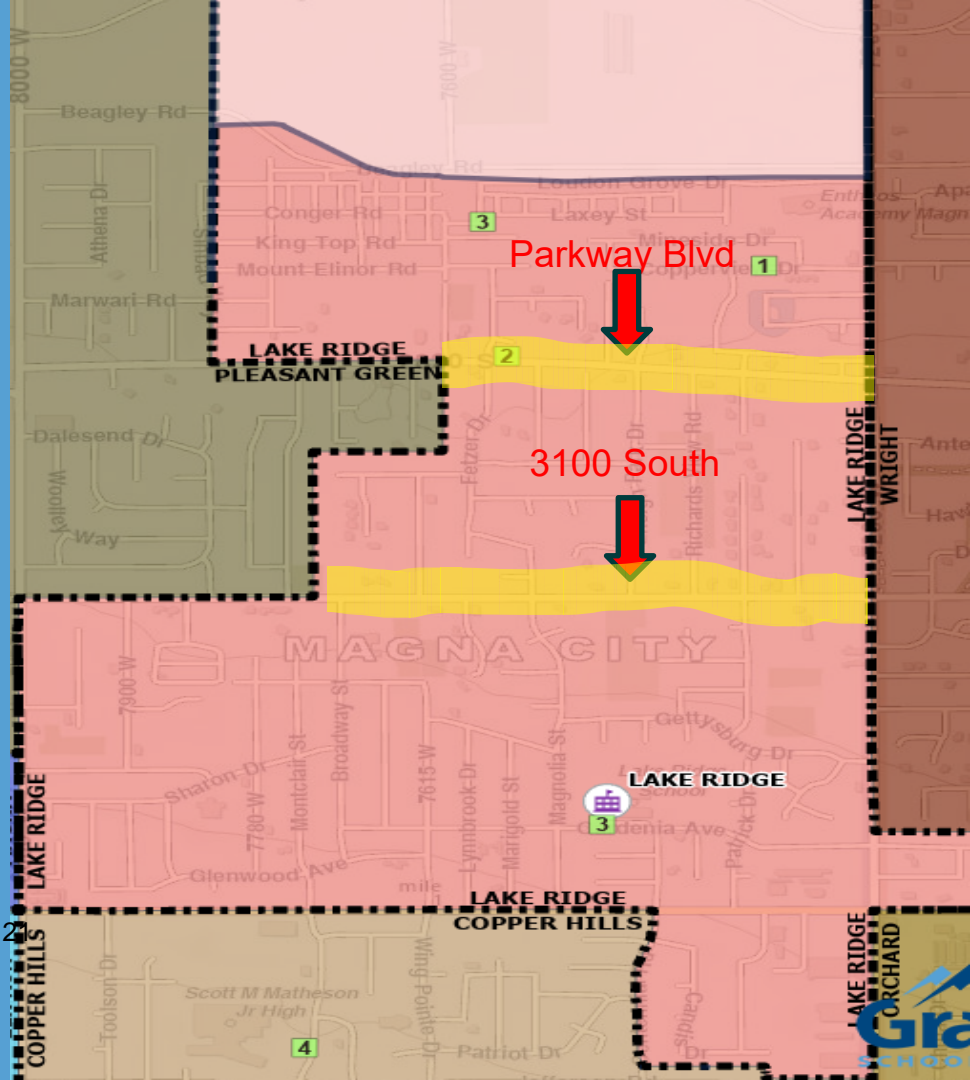
# Crestview Elementary



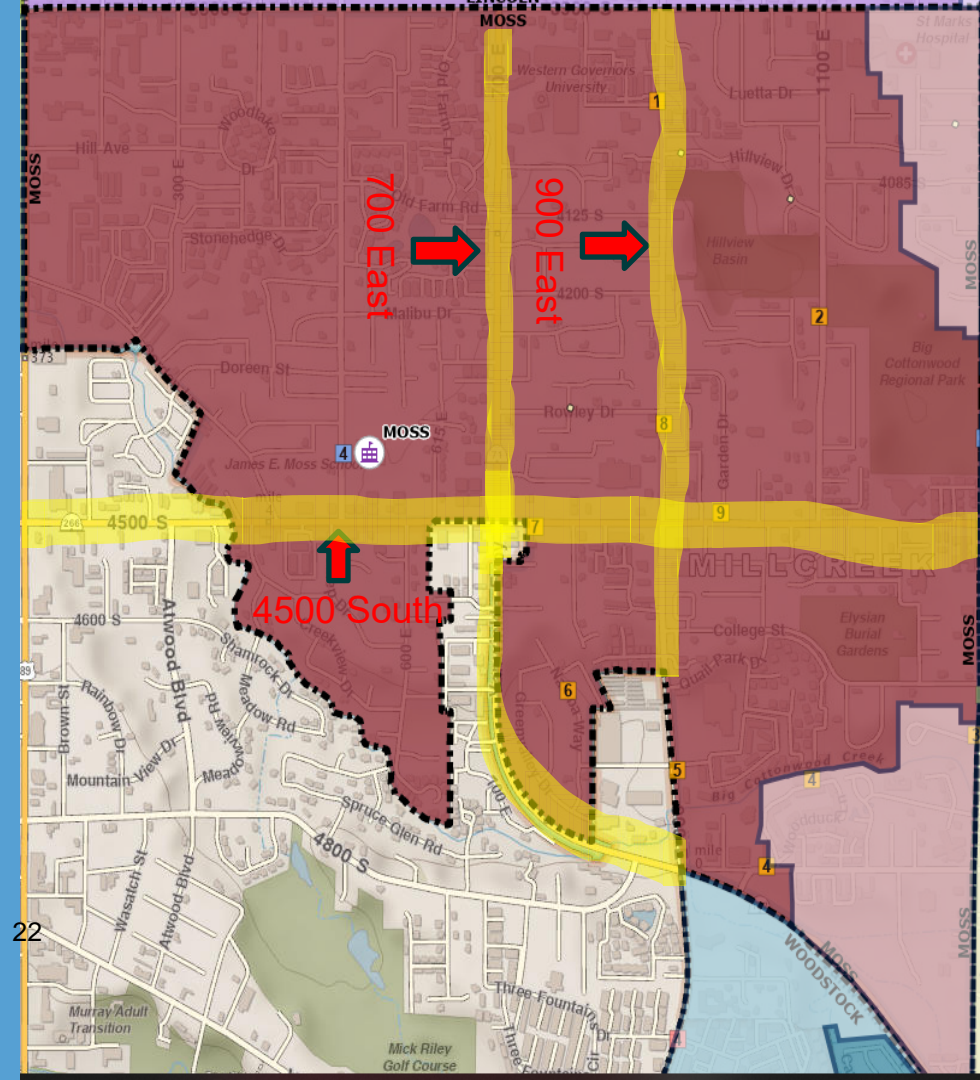
# Gourley Elementary



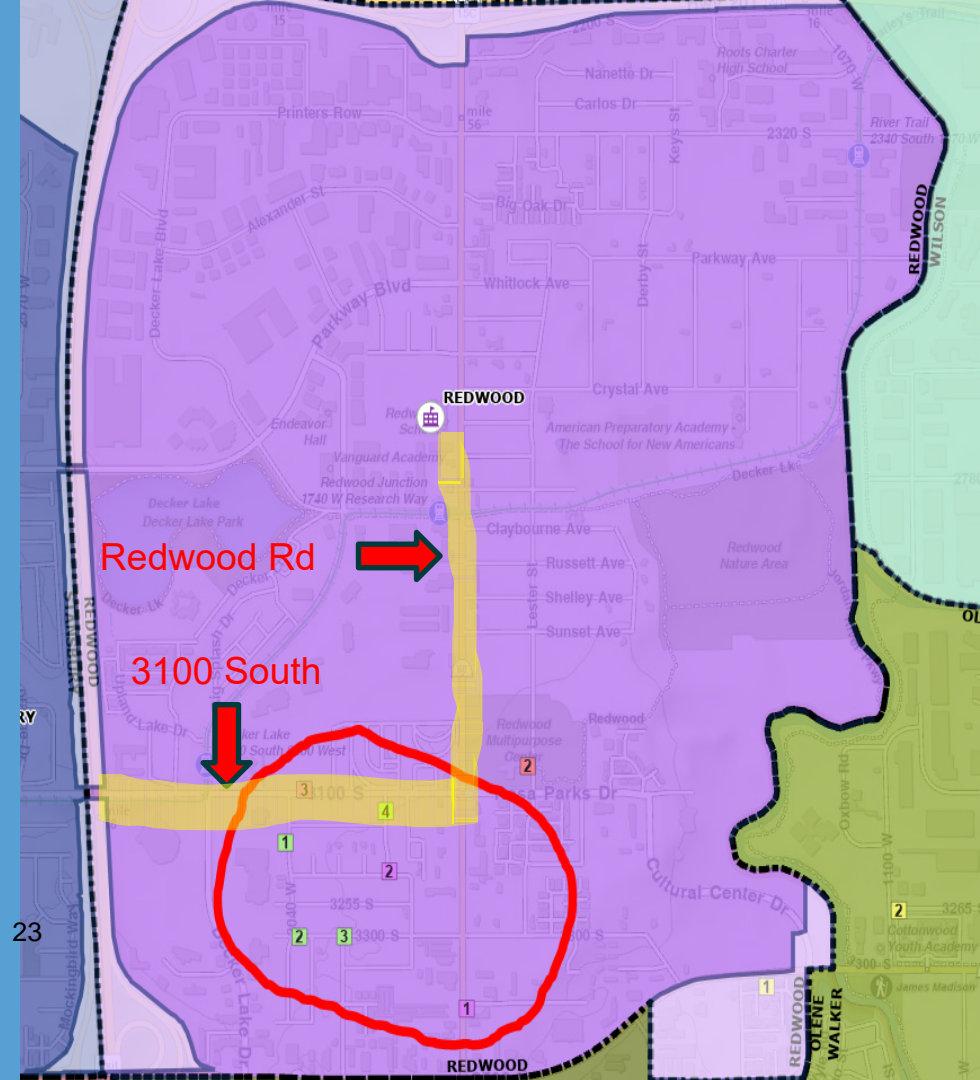
# Lake Ridge Elementary



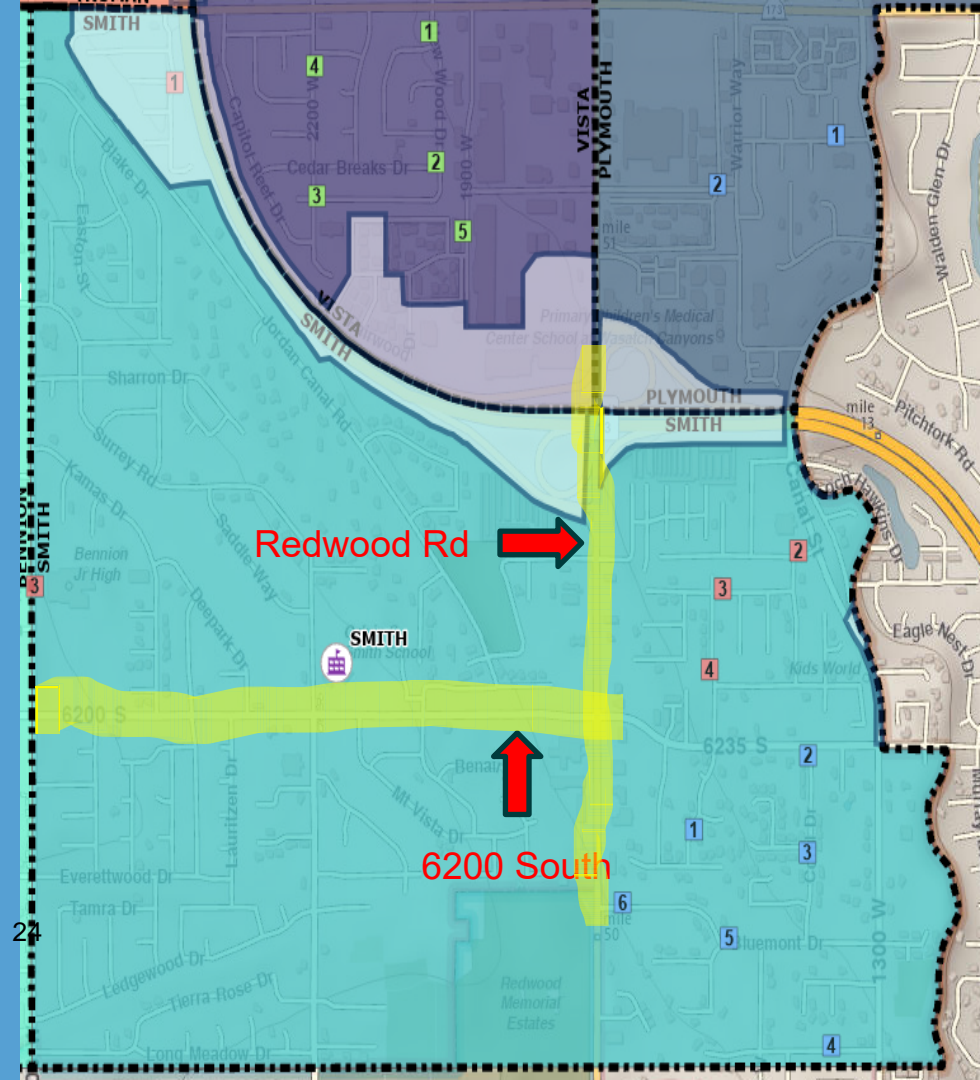
# Moss Elementary



# Redwood Elementary



# Smith Elementary



# Middle Time Unfunded Routes Highlights

- Total cost is \$10,489
- 8 Schools served
- 500 students moved



# Question from Board Meeting

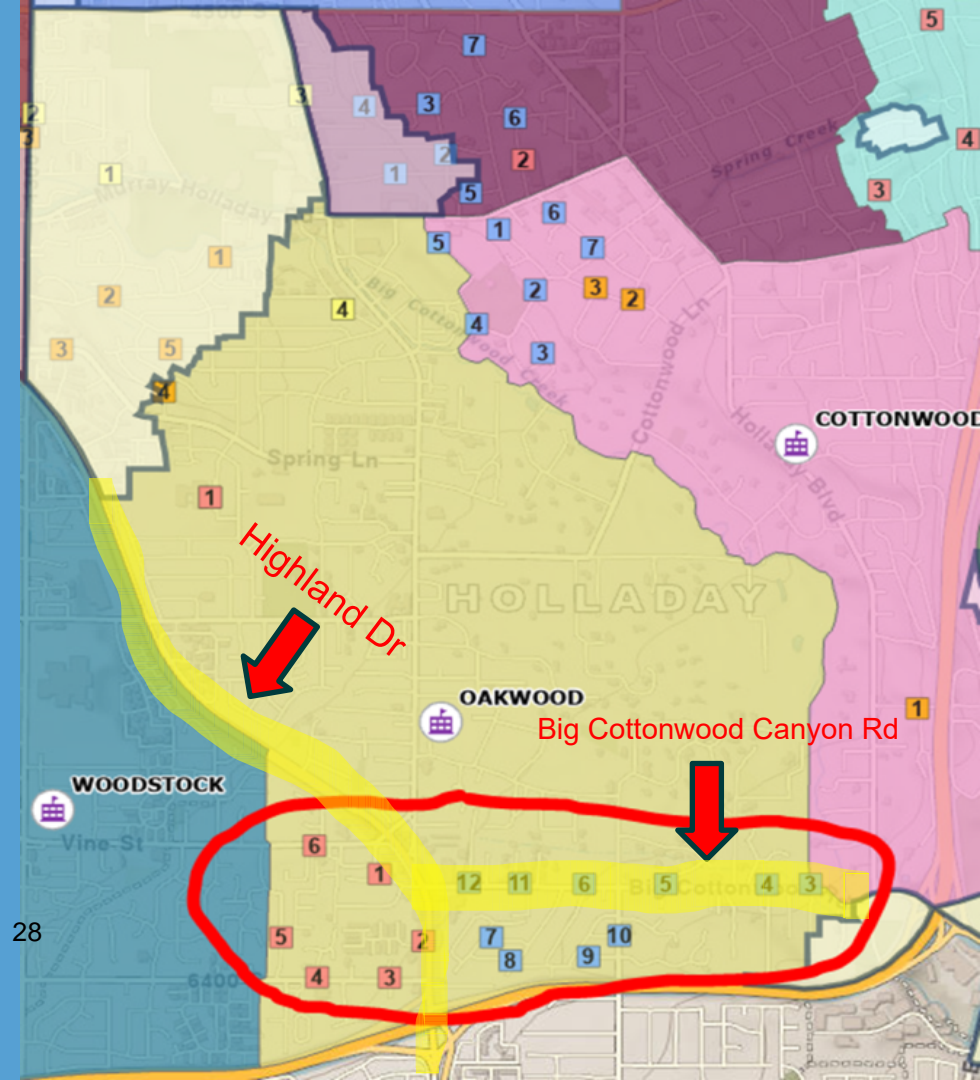
- Can we find buses during the middle time for students attending Stansbury from the potentially former Redwood Boundary?
  - We are re-combining route pairings and can commit to having the buses to do so at the Board's direction.



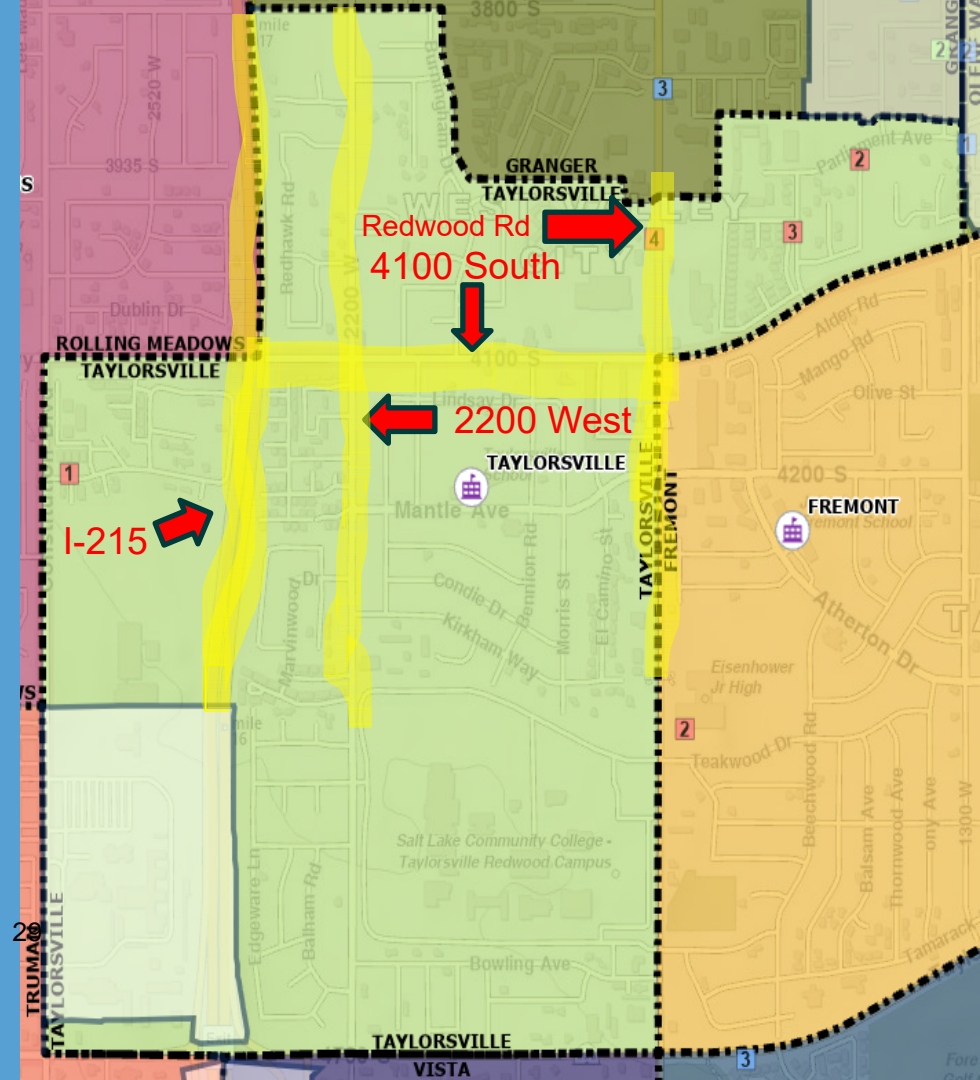
# “Late Elementary School Time” Unfunded Routes



# Oakwood Elementary



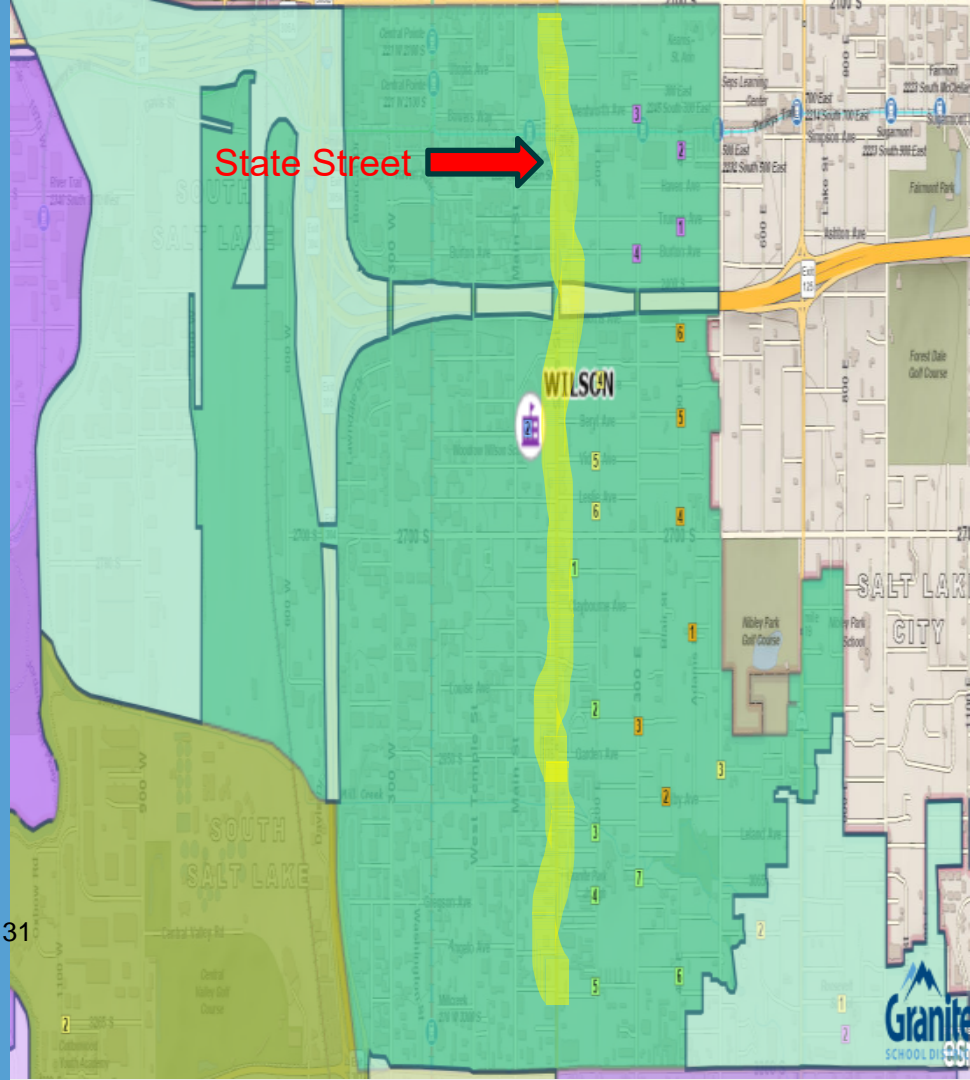
# Taylorsville Elementary



# Upland Terrace Elementary



# Wilson Elementary



# Late Time Unfunded Routes Highlights

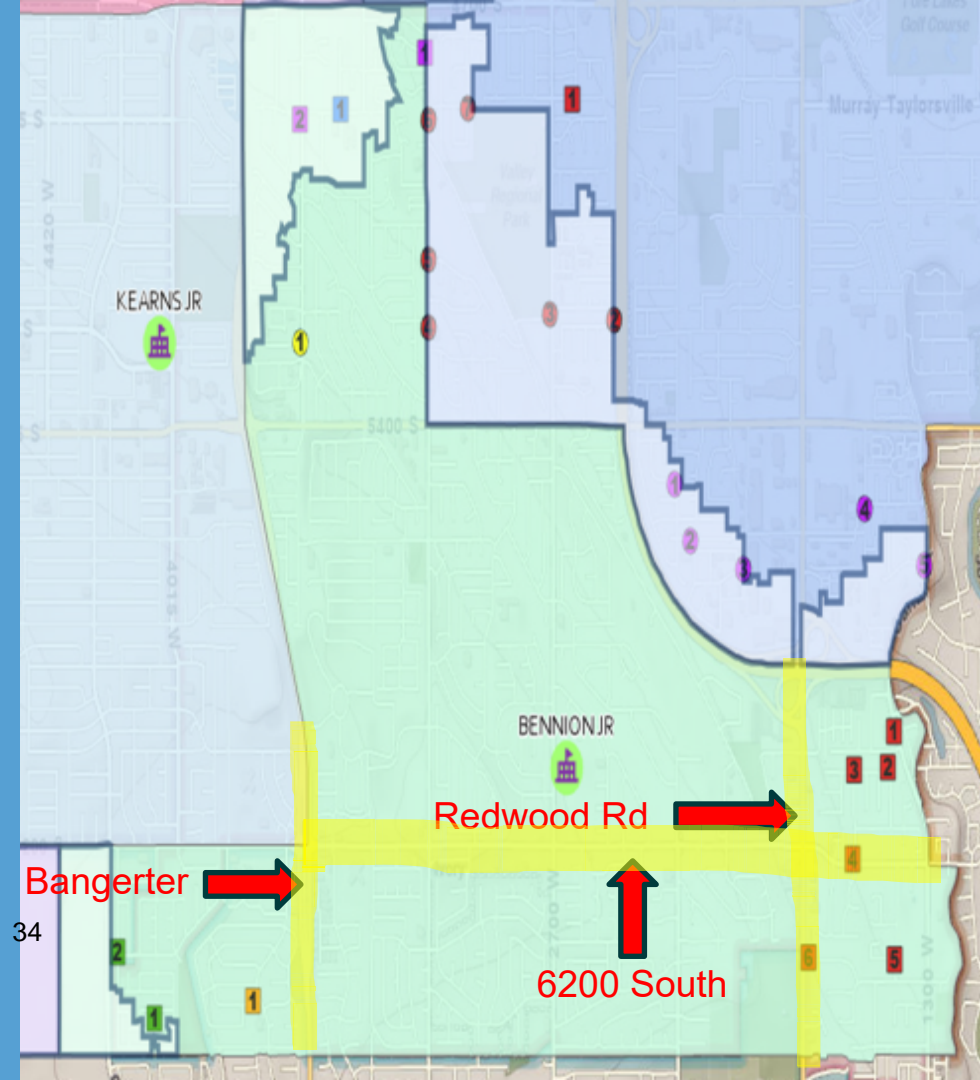
- Total cost is \$124,404
- 4 Schools served
- 259 students moved



# Junior High Unfunded Routes



# Bennion Junior High





# Junior High Unfunded Route Highlights

- **Total Cost - \$53,966**
- **2 schools served**
- **127 students moved**



# Special Education Unfunded Routes



# Pre-School/Kindergarten/ Elementary Special Ed Funding Challenges

- **Must have 5 riders or 1 walk-on w/ 1 Wheelchair or 2 Wheelchairs to qualify for funding**
  - Recent changes, including all day kindergarten and disbursement of SPED programs into more school locations, have resulted in fewer routes qualifying for State funding
  - Noon-Runs for kindergarten have disappeared due to full day kindergarten. Kinder and pre-school runs were paired together to meet state reimbursement requirements – no longer an option at the mid-day.



# Development of Low-Cost Unfunded Runs



Three tiers of elementary start times.

- Early time = almost no transportation provided
  - Can't get from Jr. High to elementary in time.
- Middle time – can do some transportation of quick regular ed stops
  - This is a FINITE resource
  - Must meet specific conditions
    - Total run 10-12 mins in length
    - Must be a driver close to the school with a gap in their route pairing.
- Late time – SPED routes (No availability in driver schedules)
- Why is “the middle” cheaper?
  - Only paying for fuel. Driver is already on the clock waiting for next run.

# Expensive Unfunded Runs



- Why are they expensive?
- ALC/DLI (School of Choice)
  - Large routes – More miles=more fuel
  - End of the run – so we are paying for the driver.
  - \$306k for 7 routes
- Any late elementary run, high school run, or junior high run will be of the expensive variety.



# Possible Considerations for Unfunded Routes

- Age of Students
- Roads Crossed (width of road and speed limit)
- Crossing Aides
  - Hawkeyes
  - Crossing Guards
  - Painted protected cross walks
  - Signalized intersection
- Sidewalks on main roads
  - Some neighborhoods do not have sidewalks
    - Continue to use safe walking route process to identify infrastructure gaps and work with municipalities to cure.
- It is critical that we do not patch shortcomings of municipalities with transportation. They must fix any issues with pedestrian access.
  - Environmental issues
  - Icy sidewalks
  - Road Maintenance
  - Safe Waiting Areas



# Staffing Levels



- Prior to COVID, we staffed nearly 60 hourly bus drivers in addition to a full staff of contracted drivers.
- After COVID, had about 5 non-contract drivers. Two of which would answer the phone.
- Were always about 6-8 contract drivers short
- All supervisors and dispatchers were driving daily. This was an untenable situation...THEN
- \$4 raise! Now, our non-contract list is back up to over 30. This helps with meeting the demand for school trips.
- Fully staffed contract drivers (only district in the State).

