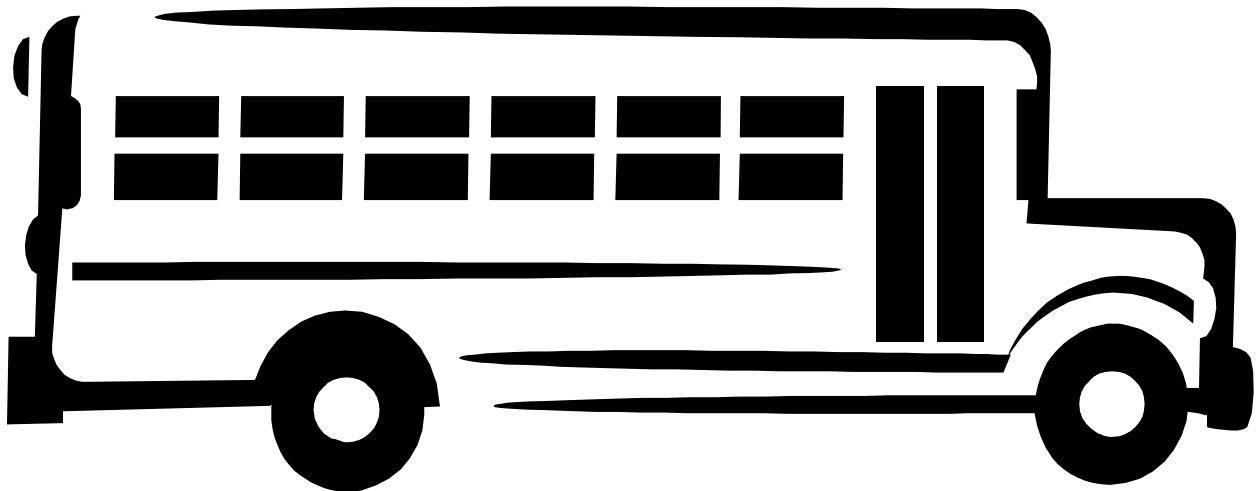


McLean County Unit District No. 5

**TIERED
TRANSPORTATION SYSTEM**

**Report to the Board
January 12, 2005**



McLean County Unit District No. 5
TIERED TRANSPORTATION SYSTEM
January 12, 2005

SCHOOL TIMES

School	Current	December 8 Proposal	Option A	Option B
Elementary	8:25 a.m. - 3:10 p.m.	9:00 a.m. - 3:45 p.m.	8:15 a.m. - 3:00 p.m.	8:15 a.m. - 3:00 p.m.
Middle School	8:20 a.m. - 3:32 p.m.	8:00 a.m. - 3:15 p.m.	8:30 a.m. - 3:45 p.m.	8:15 a.m. - 3:30 p.m.
High School	8:05 a.m. - 3:20 p.m.	7:30 a.m. - 2:45 p.m.	7:45 a.m. - 3:00 p.m.	8:00 a.m. - 3:15 p.m.

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TRANSPORTATION FLEET

School	Current	December 8 Proposal	Option A	Option B
Regular Education Buses	82	69	82	82
Special Education Buses	30	25	30	30
Spare Buses	14	10	12	12
Total Buses	126	104	124	124

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OPTION A

Pros	Cons
Reasonable pick-up and drop-off times at home. (E/MS/HS)	Students will miss instructional time to participate in away athletic contests. (MS)
Arrival times at school would be more reasonable. (E/MS/HS)	Students may have increased wait times for after-school activities to begin. (HS)
Decreased wait time for students after school. (E/MS/HS)	Building meeting schedules may need to be adjusted to a.m. or p.m. only. (MS/HS)
Most students will ride with building level peers. (E/MS/HS)	Starting and ending times may require special education staffings to be conducted primarily in the morning or afternoon. (MS/HS)
Diminished discipline issues in bus lanes. (MS/HS)	PDA Classes and curriculum meetings may need to be later to accommodate the later dismissal time. (MS)
Adult supervision time may be reduced. (E/MS/HS)	
Older siblings at home to supervise younger siblings. (MS/HS)	
Reduces lost instructional time. (E/HS)	
School starting and ending times would not reduce Schedule B opportunities for staff. (E/MS/HS)	
Minimal wait time for after-school activities to begin. (MS)	
Zero hour classes would be maintained. (HS)	
No significant change for before/after school child-care providers. (E)	

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OPTION B

Pros	Cons
Start/dismissal times are standardized. (E/MS/HS)	Students' wait time is not reduced. (E/MS/HS)
Most students will ride with building level peers. (E/MS/HS)	Supervision responsibilities remain unchanged. (E/MS/HS)
No significant changes for before/after-school child-care providers. (E)	ESL and special education students may not attend a full day of classes. (E/MS/HS)
Older siblings available for before and after school supervision of younger siblings. (MS/HS)	Number of discipline issues will not be reduced. (MS/HS)
PDA classes and curriculum meetings will not need to be held at multiple times. (E/MS/HS)	Arrival times would not change. (E/MS/HS)
Building meetings and staffings can be held in the a.m. and p.m. (E/MS/HS)	Student pick-up and drop-off times would remain the same. (E/MS/HS)
Zero hour classes could continue to be offered. (HS)	
Staff are available for Schedule B assignments at other levels. (E/MS/HS)	

Financial Considerations

The December 8, 2004 proposal could save the Transportation Fund approximately \$440,000; however, the Educational Fund would have an increase of approximately \$185,000 because additional teachers (5 teachers @ \$37,000) would need to be employed to cover the instructional needs due to the wide variance in school starting and ending times in that plan.

Option A would result in a savings of approximately \$21,000 in the Transportation Fund since the bus fleet would be reduced by two buses and, it is estimated that this plan would result in an Education Fund increase of approximately \$37,000-\$55,500 because additional teaching staff (1 to 1.5 teachers @ \$37,000) would be required to meet the instructional needs of this schedule.

Option B would result in a savings of approximately \$21,000 in the Transportation Fund since the bus fleet would be reduced by two buses with no additional costs to the Education Fund.

Scheduling

Presently, district bus routes average 38 minutes in length. The shortest routes are approximately 12 minutes with the longest routes being slightly over 60 minutes.

It is projected that the three-tiered transportation system (December 8, 2004 proposal) would enable the district to provide bus rides that average approximately 35 minutes. The shortest routes would be 12 minutes with the longest routes being 50 minutes.

Neither Option A nor Option B would result in any meaningful change to the length of our present average bus routes. In addition, the time for the shortest route (12 minutes) and the longest route (60 minutes) would remain the same.

The implementation of Option A would provide more reasonable school arrival times for most students (10 – 15 minutes before school) and decrease the wait time for students at all levels. Option B would provide minimal change in arrival and wait times from our current schedule.

Childcare Services

Neither Option A nor Option B would have an impact on childcare providers. They would be able to provide their services within the same time frame as they have in previous years. In addition, these options would enable older siblings to continue to provide supervision of younger siblings.

Agencies and businesses that provide after-school programs or student lessons would not have to change their time frames to accommodate student schedules.

Collective Bargaining

While there is likely to be bargaining about the impact of different starting and ending times, it is anticipated that in Options A or B, these issues should be resolved easily through the process.