

# Memorandum

To: TCSC Board of Education

From: Dr. Glaze, Superintendent of Schools

Date: April 5, 2022

Re: 2022-2023 TCSC School Transportation Plan

Over the last two months, the board of school trustees met to discuss plans for the TCSC Transportation Department. In January, Bob Schultz presented a Transportation Review and Analysis outlining the fiscal impact of school transportation on the TCSC Operations budget. In addition, Dr. Schultz looked at ridership, TCSC capacities in terms of buses owned by the corporation, and cost differences between contracted versus corporation routes.

## Findings:

1. It is essential for TCSC to reduce expenditures. Because the Education Fund and the Operations Fund are integrally intertwined, a reduction in expenditures in either fund has a positive impact on the overall financial health of the school corporation. This study details ways to reduce expenditures in transportation, but that is only a small piece of the overall corporation budget. Reductions in other areas must also be included in long range financial planning.
2. The Rainy Day Fund must be utilized with extreme caution in cases of unforeseen expenses, unforeseen reductions in revenue, and other emergency type situations.
3. Annual savings in the Operations Fund can be realized by implementing one of the scenarios below.

### Scenario 1: Convert 7 contract routes and eliminate 2 routes

\$ 77,578	Savings from converting 7 routes (\$11,083 per route)
87,712	Savings from eliminating 2 contracted routes (\$43,856 per route)
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<b>\$ 165,291</b>	<b>Potential Annual Savings</b>

### Scenario 2: Convert 6 contract routes and eliminate 3 routes

\$ 66,496	Savings from converting 6 routes (\$11,083 per route)
131,568	Savings from eliminating 3 contracted routes (\$43,856 per route)
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<b>\$ 198,064</b>	<b>Potential Annual Savings</b>

**Scenario 3: Convert 5 contract routes and eliminate 4 routes**

\$ 55,413	Savings from converting 5 routes (\$11,083 per route)
175,424	Savings from eliminating 4 contracted routes (\$43,856 per route)
<b>\$ 230,838</b>	<b>Potential Annual Savings</b>

- What is the ideal size (capacity) for a bus? In short, there is no perfect number.
  - Listed capacity of buses is determined by multiplying the number of seats on a bus by 3, assuming 3 students can sit in a seat. For example, a 66 passenger bus has 22 seats. Because of varying student physical size and increased social distancing concerns, it is highly doubtful a 66 passenger bus can hold 66 students. A more realistic capacity number is to multiply the number of seats by 2, making a “66 passenger” bus have a practical capacity of 44 (22 seats X 2 students per seat).
  - Larger buses (78 or 84 passengers) provide more flexibility in transporting students both to school and to extracurricular events. This study used a 78 passenger bus, which matches the last bus purchased by TCSC, for calculations. A 78 passenger bus has 26 seats, equating to a realistic capacity of 52 students (2 per seat).
- If routes are eliminated will the remaining buses be overcrowded?
  - The 9 contracted routes average 20.8 students per bus (187 students/9 buses). All contracted buses are 66 passengers. From the information in the previous bullet point, there are 22 seats on each contracted bus. With an average ridership of 21, that equates to 1 student per seat. The contracted bus with the largest ridership has 25 students.
  - Eliminating 2 contract routes would increase the average ridership to 26.7 on the remaining 7 buses (187/7). If those 7 routes are all converted to corporation routes – with 78 passenger buses – that would equate to 27 students for 26 seats.
- 4. In order to attract and retain corporation bus drivers, TCSC must increase pay to become competitive with surrounding districts.

March 2022

- Met with both contracted and corporation drivers to explain pay/benefit changes
- 6 of 7 contracted drivers provided letters of intent to become corporation drivers
- For 2022, corporation drivers will be offered a single plan insurance or the cost of the plan prorated over 181 days.

Starting July 1, 2022

The starting pay for a corporation driver will be increased from \$73 to \$100 a day based on 3 hours of work per day. Drivers will be provided incremental raises for each five years of service. Drivers will be eligible for corporation insurance at the daily rate in column A or the rate in column B without insurance. Current corporation/contracted drivers will be permitted to count years of experience driving a bus (years of service as a substitute driver are not included)

2022-2023 General Education Corporation Bus Driver Pay Scale Based On 3 Hours Per Day

### 2022-2023 Proposed Pay Scale

Years of Experience	Daily Rate	Daily Rate/ Without Insurance	Annual Salary with Insurance	Annual Salary without Insurance
1-4	*\$100.00	**\$137.02	\$18,100	\$24,800.62
5-9	\$105.00	\$142.02	\$19,005	\$25,705.62
10-14	\$110.00	\$147.02	\$19,910	\$26,610.62
15-19	\$115.00	\$152.02	\$20,815	\$27,515.02
20-24	\$120.00	\$157.02	\$21,720	\$28,420.62
25-29	\$125.00	\$162.02	\$22,625	\$29,325.62
30-34	\$130.00	\$167.02	\$23,530	\$30,230.62
35-up	\$135.00	\$172.02	\$24,435	\$31,135.62

\* Daily Rate for Corporation Drivers with Single Health Insurance/Dental

\*\* Additional pay without insurance

### Recommendations:

The elimination of 2 or more bus routes, conversion of 7 contracted routes to become corporation routes. The annual cost savings will be approximately \$80,000-\$100,000.

The establishment of a new pay scale for corporation drivers that includes a 3 hour work day. Allowing contracted drivers to become corporation drivers with placement on the appropriate pay level for their years of experience. Continuation of current language for corporation drivers found the Transportation Handbook. Allow drivers to keep their bus at their house when it makes sense to do (required scheduled maintenance).