

Matanuska-Susitna Borough School District

Senate Bill 182 Testimony





Senate Bill 182 Testimony

- Good morning my name is **Dr. Deena Paramo** and I am the Superintendent of the Mat-Su Borough School District.
- Thank you considering this bill to provide additional reimbursement for Home To School Transportation and for giving me the opportunity to provide brief testimony in support of **Senate Bill 182** and answer any questions you may have regarding our current **Home To School Transportation Contract & Operations**.





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- **Some quick facts about the Mat-Su Borough School District:**
 - **Located approximately 35 miles north of Anchorage in an area commonly known as the “Valley.”**
 - **The district spans approximately 25,000 square miles, an area larger than the entire state of West Virginia.**
 - **The MSBSD is home to 44 schools ranging in size from 20 to more than 1,300 students.**
 - **With a district wide enrollment of approximately 17,330 students, Mat-Su is the second largest school District in Alaska--behind Anchorage.**





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- **We support the retrospective expense reimbursement model proposed in the language of Senate Bill 182.**
 - **This language recognizes that transportation operations are unique for all school districts and allows for the individualization required to address the vast difference in student transportation challenges found within Alaska.**
 - **Extreme weather differences**
 - **As an example some Districts need indoor storage to make sure that their buses will be warm enough to carry students.**
 - **Number of buses and routes necessary to meet the needs of a district's students.**
 - **Size of the district and unique difficulties posed by its road network.**





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- **We believe that reimbursing audited Home To School transportation expenditures:**
 - **Recognizes the need within Alaska to support providing a safe and reliable, method to ensure that students attend our schools.**
 - **Ensures that only allowable Home To School transportation expenditures are being reimbursed by the State.**
 - **Provides adequate visibility of Home To School transportation expenditures for all districts claiming reimbursement.**





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- **Mat-Su is a good steward of taxpayer funds:**
 - Our District issued an extremely detailed competitive bid to ensure that we were obtaining the best possible value in providing Home To School transportation services. Our bid was:
 - Prepared in coordination with the District's attorney.
 - Was 70 very detailed pages.
 - Tied any increases in charges to the Anchorage CPI.
 - Had no fuel escalator charge eliminating that cost risk.
 - District contracted with low bidder saving over **\$11 million.**

Year	First Student	With all 3 service areas	Durham Only	With all 3 service areas	Annual Savings
FY12	\$12,404,662	\$13,902,810	\$14,451,782	\$15,949,930	\$2,047,120
FY13	\$12,801,611	\$14,347,700	\$14,914,239	\$16,460,328	\$2,112,628
FY14	\$13,313,676	\$14,921,608	\$15,510,809	\$17,118,741	\$2,197,133
FY15	\$13,846,223	\$15,518,473	\$16,131,241	\$17,803,491	\$2,285,018
FY16	\$14,400,072	\$16,139,211	\$16,776,491	\$18,515,630	\$2,376,419
Totals	\$66,766,244	\$74,829,803	\$77,784,561	\$85,848,121	\$11,018,318





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- **Mat-Su is a good steward of taxpayer funds:**
 - Experienced professionals supervise our transportation operations.
 - Our Transportation Supervisor has 19 years of experience in K-12 Transportation Operations.
 - Our Chief Business Official has over 35 years of large fleet supervision experience with over 26 years of K-12 experience.
 - We are continually seeking ways to reduce our costs, today we are running two routes less on a daily basis than last school year while adding 291 more transportation eligible students and providing additional new service to our charter schools.





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- **Mat-Su is a good steward of taxpayer funds:**
 - Our Transportation professionals are currently engaged in a comprehensive route optimization study designed to decrease the number of buses and routes required to provide adequate Home To School services next school year.
 - We are continuing negotiations with our contractor in an effort to reduce operating costs by evaluating the advantage of a possible second terminal, consolidation of routes, and other operational efficiencies.
 - We are investigating possible changes to school schedules that might allow additional cost savings.





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- **What drove up the costs of our new contract?**
 - Alaska Statute 23.10.065 (b) states in the pertinent part that "an employer shall pay to each person employed as a public school bus driver wages at a rate of not less than two times the minimum wage..."
 - This was the single largest requirement increasing our costs in the new contract.
 - Our contractors fleet is old. To eliminate service disruptions our new contract requires that the average age of the fleet not exceed 10 years and no bus may be more than 12 years old.
 - To ensure student safety we now require two digital cameras on all buses. This significantly improves student behavior making the bus environment much safer for both students and drivers.

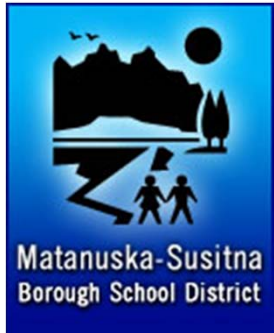




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- **We support:**
 - Efforts to reduce Home To School transportation costs by:
 - Assisting districts in developing comprehensive bid documents.
 - Consolidating bids statewide.
 - Providing a review and assistance of district Home To School procedures and operations.
 - Holding all districts harmless and ensuring that both current fiscal year and future fiscal year allowable Home To School expenditures are reimbursed.
- **Thank you for your time today. I am prepared to answer any questions you may have.**





Supporting Information

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Supporting Information

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- Continuing efforts to reduce our Home To School operational expenditures have resulted in being able to **reduce our**

Current year projected operating deficit to:

\$1,186,305

Projected operating deficit for next fiscal year is:

\$3,369,505





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Daily Operational Information

Program	# of Buses	# of Routes	Loaded Miles Per Day	Total Miles Per Day	Students Per Day
Special Education					
Special Education Routes	40	121	2,861	4,351	656
Special Education Next Step Program	3	12	337	319	12
Special Education Work Study	4	4	184	319	79
Sub-Totals	47	137	3,382	4,989	747
Regular Education					
First Student Regular Education Routes	105	200	5,611	11,385	7,425
Bunker & Bunker Regular Education Routes	13	14	527	1,145	354
Glacier View Regular Education Routes	2	2	150	340	37
Sub-Totals	120	216	6,288	12,870	7,816
	# of Buses	# of Routes	Loaded Miles Per Day	Total Miles Per Day	Students Per Day
Totals	167	353	9,670	17,859	8,563

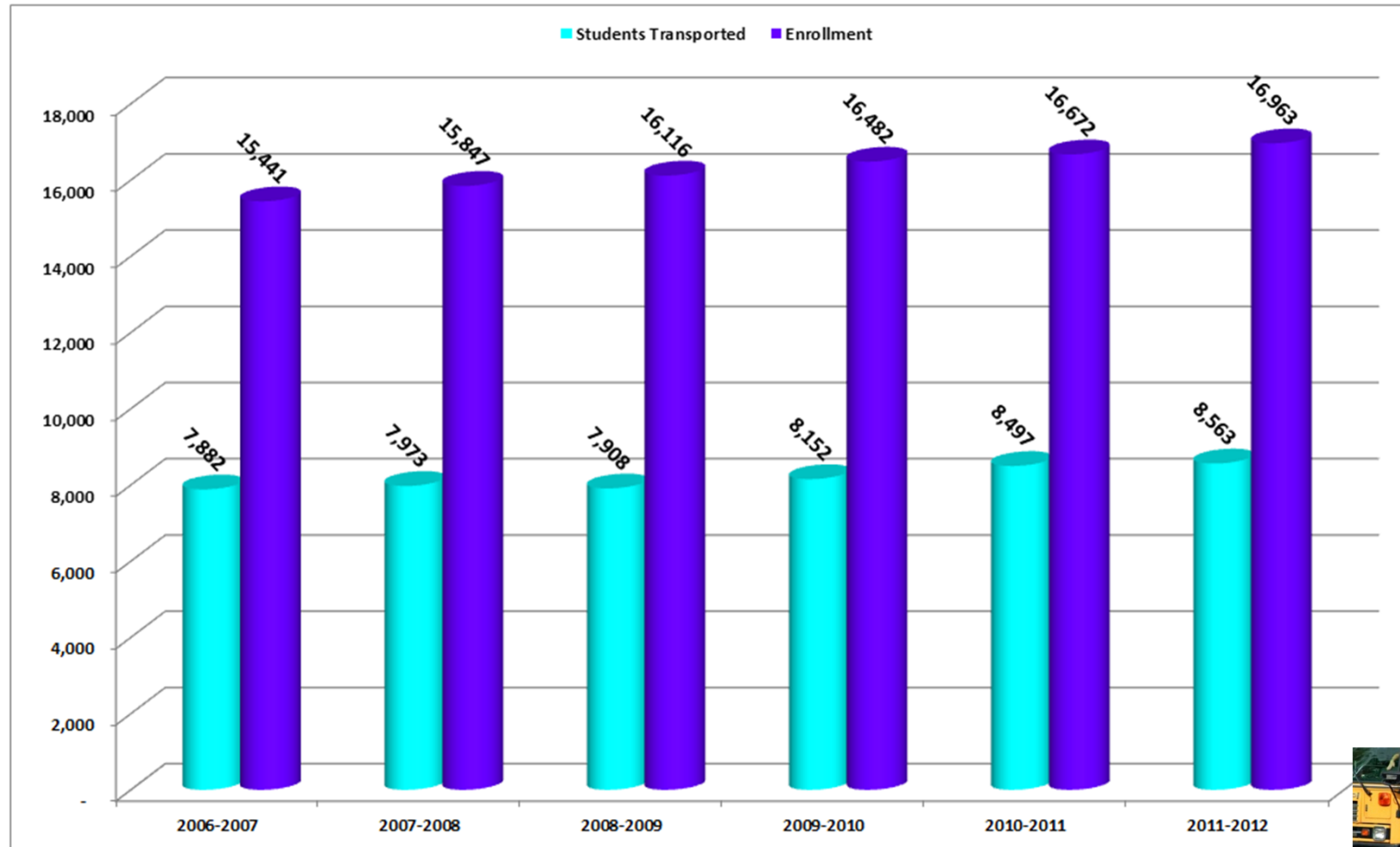




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Average Students Transported Versus Enrollment



Description	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Students Transported	7,882	7,973	7,908	8,152	8,497	8,563
Enrollment	15,441	15,847	16,116	16,482	16,672	16,963

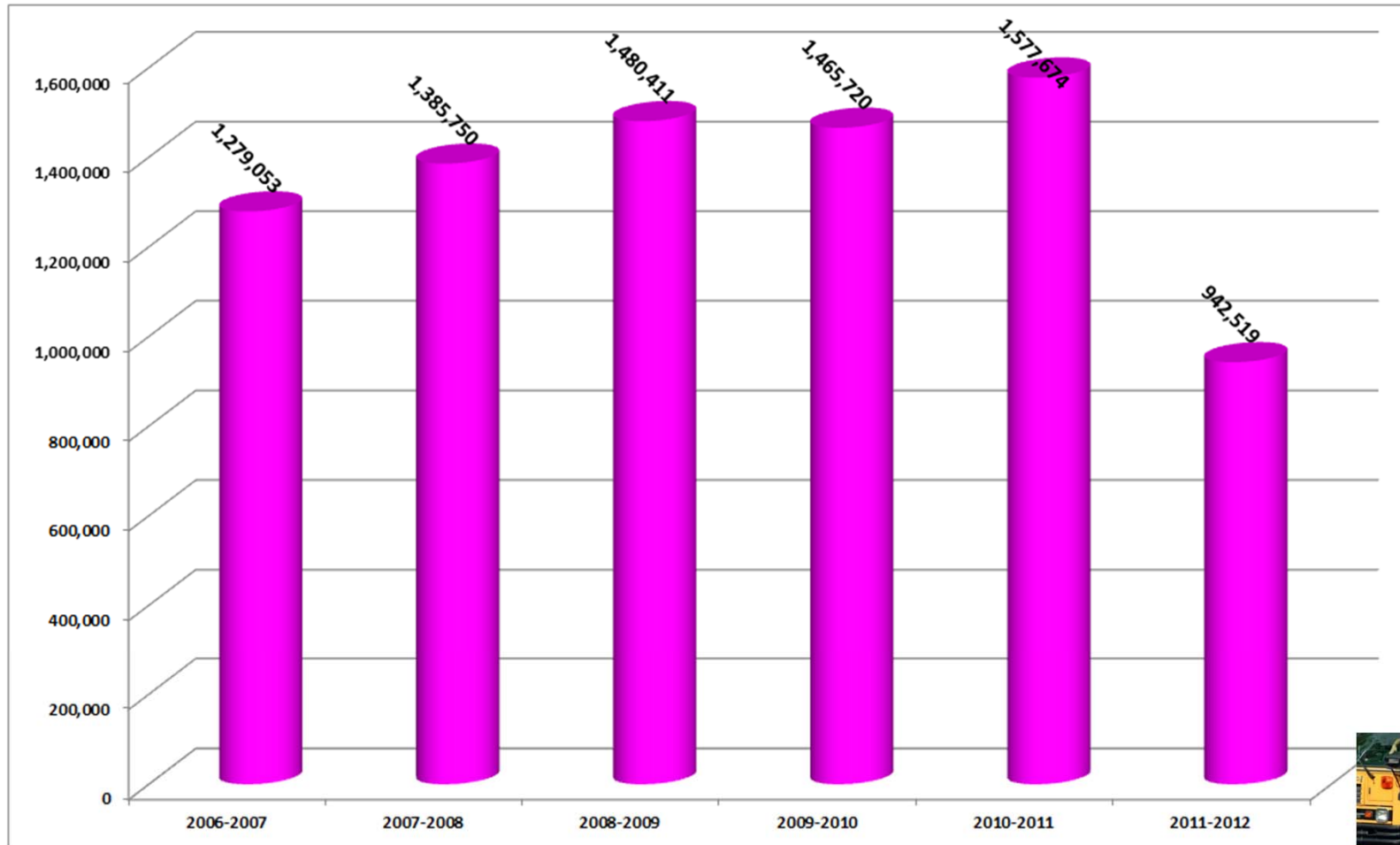




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Mileage Year To Date



Description	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Mileage	1,279,053	1,385,750	1,480,411	1,465,720	1,577,674	942,519

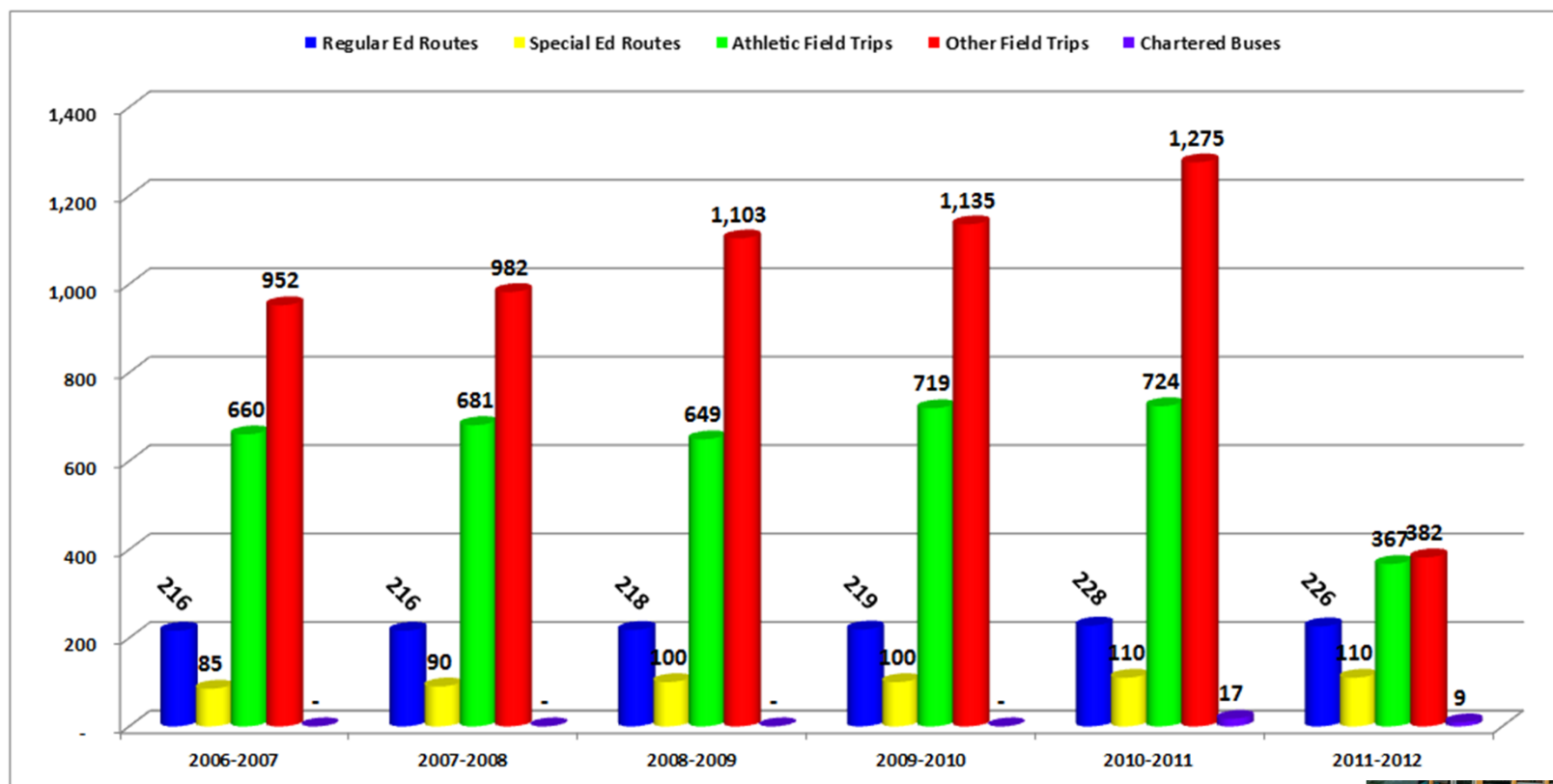




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Number/Type Of Routes - Averages



Description	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Regular Ed Routes	216	216	218	219	228	226
Special Ed Routes	85	90	100	100	110	110
Athletic Field Trips	660	681	649	719	724	367
Other Field Trips	952	982	1,103	1,135	1,275	382
Chartered Buses	-	-	-	-	17	9

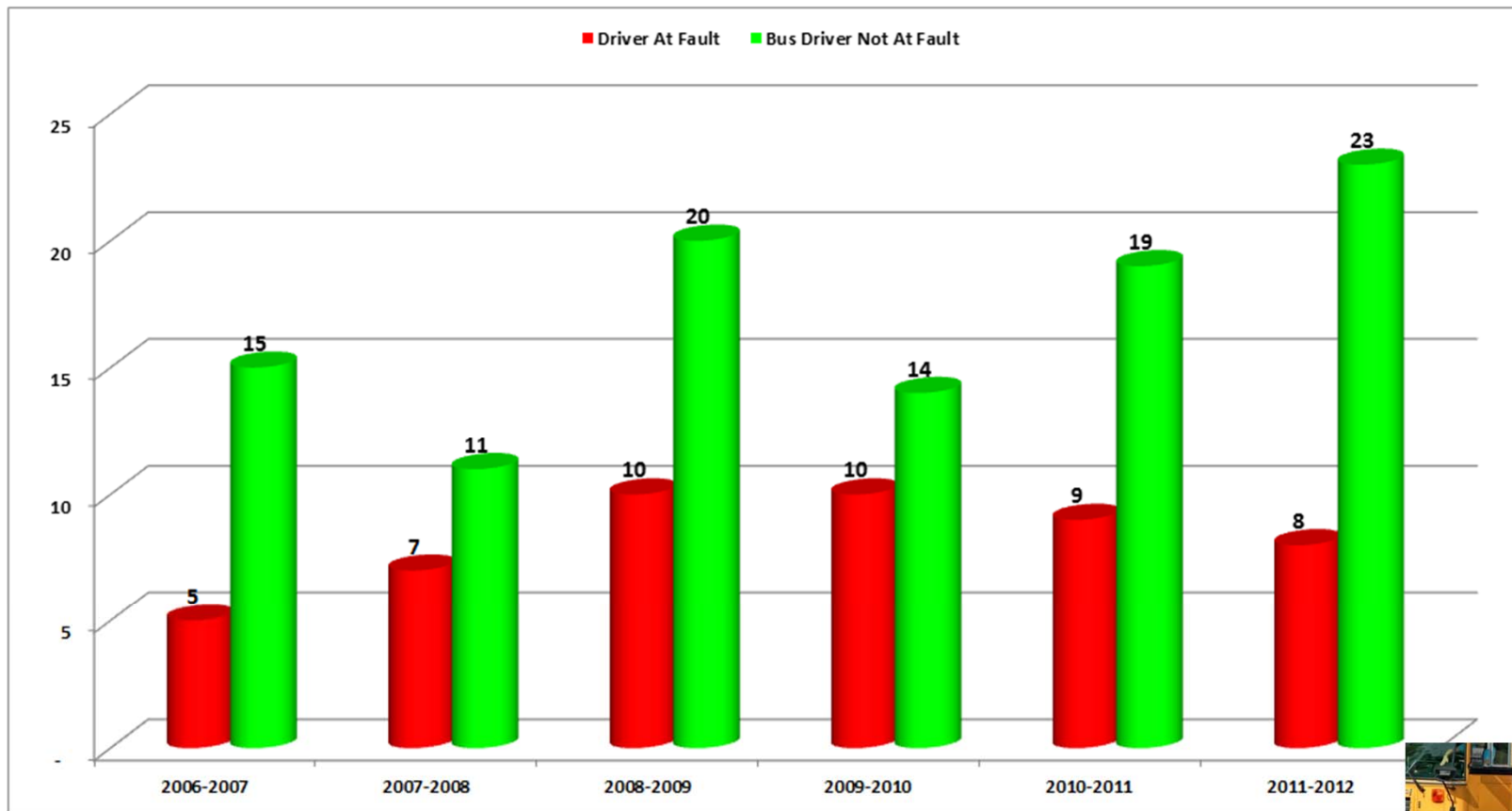




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Accident History Year To Date Totals - Fault versus No Fault



Description	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Driver At Fault	5	7	10	10	9	8
Bus Driver Not At Fault	15	11	20	14	19	23

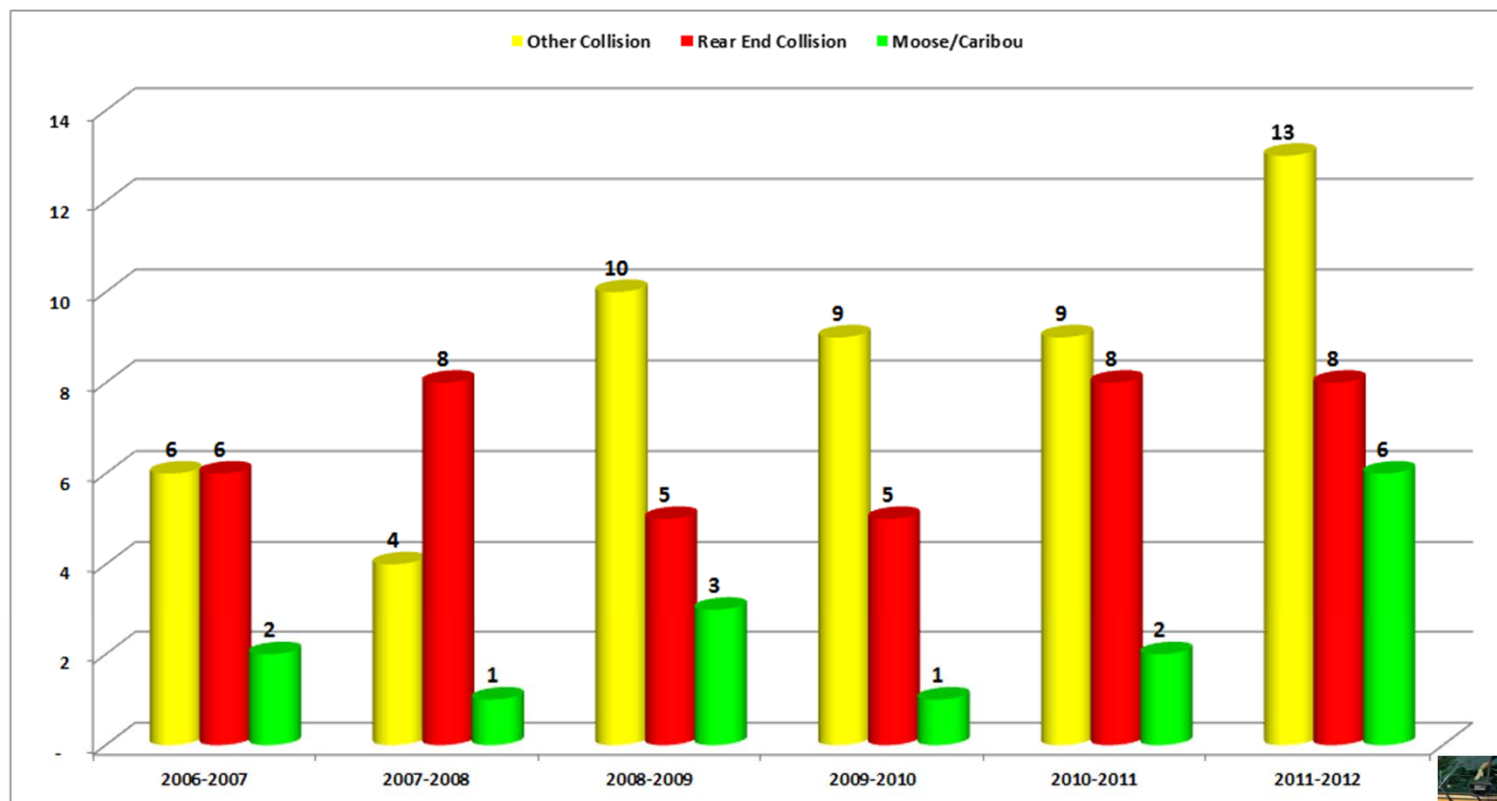




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Accident History Year To Date Totals Rear End Collision Versus Other Collisions & Moose/Caribou Collisions



Description	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Other Collision	6	4	10	9	9	13
Moose/Caribou	2	1	3	1	2	6
Rear End Collision	6	8	5	5	8	8

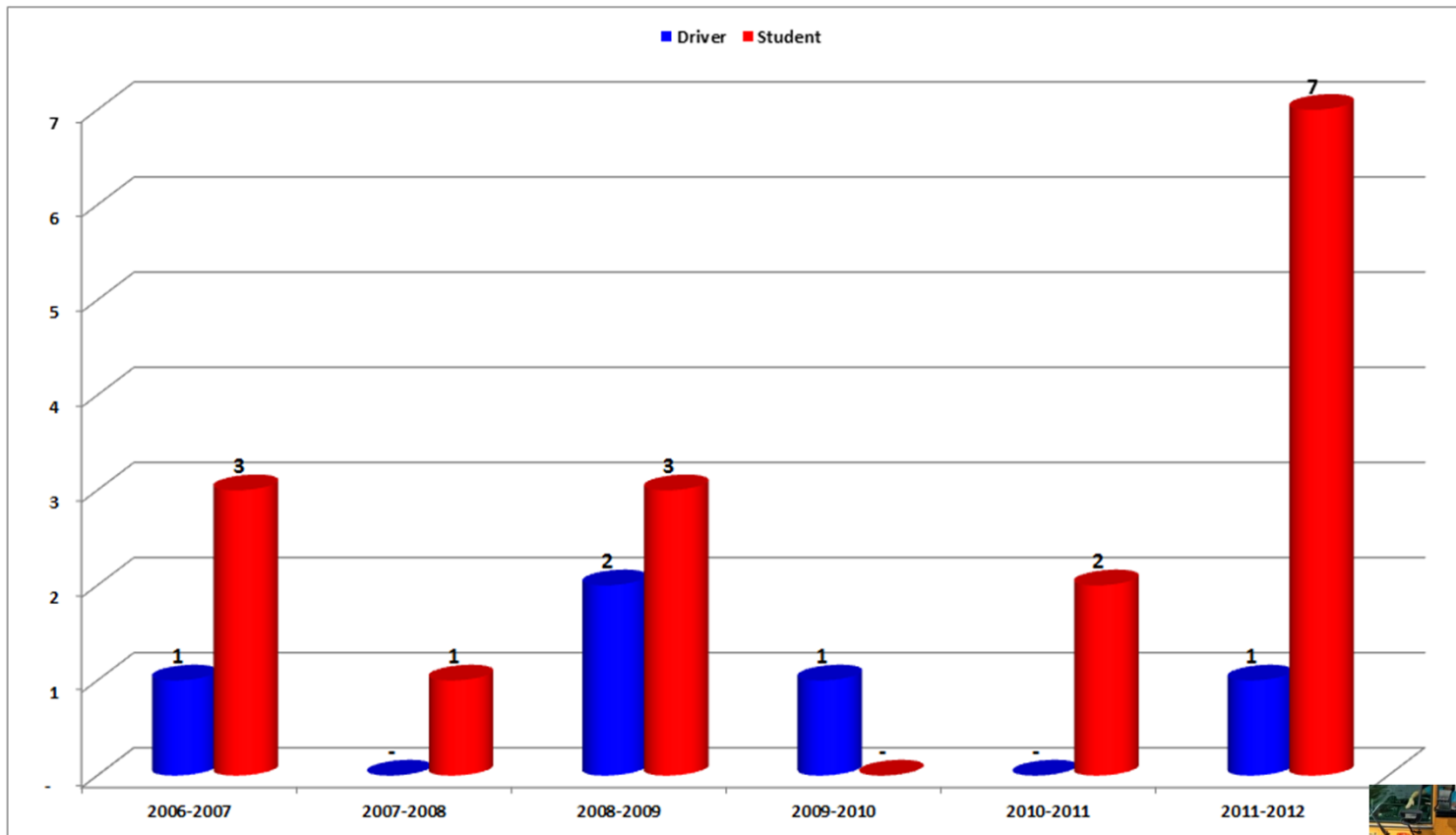




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Accident History Year To Date Totals - Injuries Non-Student Versus Student



Description	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Driver	1	-	2	1	-	1
Student	3	1	3	-	2	7





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Contract Management Tool

Paragraph Reference	Issue Description	Per Contract 13-Apr-11	Month Jan	Penalty	Calculated Amount January
1	1320.0 A 1 a-b Missed Route or Used Waived Bus for Route	0	0	125% daily rate	\$0.00
2	1320.0 A1 a-b Missed Trip	0	0	125% daily rate	\$0.00
3	1320.0 A 1 d Driver No Proof of Training	0	0	125% daily rate	\$0.00
4	1320.0 A1 e Consistently Late by 5 Minutes	0	0	125% daily rate	\$0.00
5	1320.0 A2 Late Run 10 Minutes or More	0	7	35% daily rate	\$1,037.89
6	1320.0 A4 Student Left on Bus(For Each 10 Minutes)	0	0	\$1,000	\$0.00
7	1320.0 A5 Accident Not Reported Within 30 Minutes	0	0	\$500	\$0.00
8	1320.0 A5 Every 30 Minutes Accident Goes Unreported	0	0	\$500	\$0.00
9	1320.0 A3 Late Trip Not Reported	0	0	\$100	\$0.00
10	1320.0 A6 a No Attendant When Required	0	0	\$100	\$0.00
11	1320.0 A6 b No Dry Run	0	0	\$100	\$0.00
12	1320.0 A6 c Wrong Equipment (WC< VEST)	0	0	\$100	\$0.00
13	1320.0 A7 a Not Attending Inservice Meeting	0	0	\$50	\$0.00
14	1320.0 A7 b More Than 4 Different Drivers in a 4 Week Period	0	0	\$50	\$0.00
15	1320.0 A7c More Than 4 Different Attendants in a 4 Week Period	0	0	\$50	\$0.00
16	1320.0 A7 d Operational Personell as Driver or Attendant	0	7	\$50	\$350.00
17	1320.0 A7 f No 2 Camera SSD Video Recorder More Than 3 Consecutive Days	0	0	\$50	\$0.00
18	1320.0 A7 g Each Unauthorized Bus Stop	0	0	\$50	\$0.00
19	1320.0 A7 g Each Unauthorized Route Change	0	0	\$50	\$0.00
20	1320.0 A7 h Not Attending Mandatory Monthly Meeting	0	0	\$50	\$0.00
21	1320.0 A7 i No Check Ride in First 30 Days	0	0	\$50	\$0.00
22	1320.0 A7 j No Check Ride Each Driver Each Semester	0	0	\$50	\$0.00
23	1320.0 A7 k Radio Unavailable or Not Working	0	0	\$50	\$0.00
24	1320.0 A7 l Missed Pickup or Dropoff	0	1	\$50	\$50.00
25	1320.0 A7 m Schedules and Maps Not Updated	0	0	\$50	\$0.00
26	1320.0 A7 n Dirty Buses 24 Hours After Notification	0	0	\$50	\$0.00
27	1320.0 A7o No Route or Bus Number Displayed	0	0	\$50	\$0.00
28	1320.0 A7 p No Employee ID Badge Displayed	0	0	\$50	\$0.00
29	1320.0 A7 q ID Badge Missing or Unreadable	0	0	\$50	\$0.00
30	1320.0 A7 r More Than 115 Buses on Same Frequency	115	0	\$50	\$0.00
31	1320.0 A7 s Regular Student Count Mileage Report 3 Day After End of MO	0	0	\$50	\$0.00
32	1320.0 A7 s Sped Student Count Mileage Report 3 Day After End of MO	0	0	\$50	\$0.00
33	1320.0 A7 s Alternative Student Count Mileage Report 3 Day After End of MO	0	0	\$50	\$0.00
34	1320.0 A8 Field Trips More Than 15 Minutes Late	0	3	\$39.82	\$119.46
35	1320.0 A7 e Critical repair tickets will be repaired within 3 WD	0	0	\$50	\$0.00
36	1320.0 A6 f Routine repair tickets will be repaired within 7 WD after receipt of parts	0	0	\$50	\$0.00
37	1320.0 A6 g Failure to fill staff position within 45 working days	0	0	\$50	\$0.00
38	1320.0 A6 d Correct Number of Regular Education Spare Buses	13	18	\$100	\$1,800.00
39	1320.0 A6 d Correct Number of Special Education Spare Buses	0	0	\$100	\$0.00

Jan January
 Totals Per Month \$ 3,357.35
 Amount Assessed \$ 3,357.35





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Other Comments:

- Increased amount of insurance at the recommendation of attorney and risk management consultant.
- Standby buses necessary to ensure that students are not stranded when other buses are involved in an accident or breakdown.
- We are a growing district facing significant transportation challenges with no urban support.

