



Transportation Division

188 Green Street | Annapolis, MD 21401 | 410-222-2910 · 410-268-2174 (FAX)

July 29, 2010

Mr. Thurman Reynolds, Chairman
Folger McKinsey Citizen Advisory Committee
293 Tolstoy Lane
Severna Park, MD 21146

Re: Transportation Concerns Related to Folger McKinsey's
Relocation to Chesapeake Bay Middle School

Dear Mr. Reynolds:

The following response has been prepared in cooperation with Mr. Alex Szachnowicz, P.E., Chief Operating Officer for Anne Arundel County Public Schools.

Thank you for your communiqué of July 2, 2010, regarding several concerns as they relate to the relocation and transportation of students impacted by the renovation of Folger McKinsey Elementary. Like you, we are all very excited by the many positive benefits that the facility will provide the students, staff and community in the years ahead. We also share the same concerns with respect to providing safe and supportive transportation services. On the second page of your letter, you specifically request information from the school district which I have itemized below.

Item 1: You request that we re-examine the utilization of buses and bus routes to decrease the shift to later start and end times.

During our review of potential options for transport services, we studied three plans in detail before arriving at what we believe to be the most prudent use of resources and services required to be provided for Folger students during this interim period. The two other options considered involved a significant increase in costs associated with said services, as we would need to add equipment, drivers and aides in order to allow Folger to remain in its existing school hour time slot. The decision to adjust the Folger McKinsey school times from the current 8:45 am to 3:10 pm to 9:45 am to 4:10 pm would allow the Transportation Division to utilize the current 13 buses assigned to the route structure, adding only two additional buses to pick up students that live within the non-transported area of the school. This was determined to be the most cost effective and efficient transport option available, and the least disruptive solution (see response to Item 4 below for additional details).

Item 2: You request that we evaluate any potential 'shift' of potential savings realized from construction budgets.

All construction costs associated with the renovation project are funded via the Capital Improvement Program Budget. As such, these costs must meet the IRS tests and definitions as capitalized and bond eligible entities. Soft cost such as transportation costs are funded through the Operating Budget with

Mr. Thurman Reynolds, Chairman
July 29, 2010
Page Two

pay-go from the County. Bonded capital dollars issued by both the State and County cannot be comingled with operating dollars nor used to fund any non-bond eligible costs such as transportation services.

Item 3: You request a review and clarification of plans and procedures for the safe transport of students to and from Chesapeake Bay Middle School.

Bob Willis, Specialist in Transportation serving Folger, has delivered route structure maps, school bus stop times and locations for transport to Chesapeake Bay Middle School to the school for its distribution to parents and staff. Safety procedures are already in place for these services, consistent with plans affecting all students riding Anne Arundel County Public Schools' buses. Supplemental transportation staff training, coordination with school based staff, dry run simulations, and careful monitoring and additional oversight will also be added to the solution set on an as-needed basis.

Item 4: You request a breakdown of costs associated with adding school buses to Folger McKinsey in an effort to facilitate the possibility of earlier start and end times.

The outline of the three options considered in this effort, are described below:

Transport Options – Folger McKinsey Elementary School to Chesapeake Bay Middle School

Option 1

This option would require the adjustment of Folger McKinsey school times from the current 8:45 a.m. to 3:10 p.m. to 9:45 a.m. to 4:10 p.m. By changing the school times, we would move Folger McKinsey to the last tier in the route group structure. This would allow the Transportation Division to utilize the current thirteen buses assigned to the route structure, plus two additional buses to pick up students currently residing within the non-transported area of Folger, for a total of fifteen buses. This option would impact Folger McKinsey with very little affect to other schools within this tier of the route structure. Most routes currently take approximately 20 to 25 minutes, one way. These routes would increase in time by approximately 25 minutes, because of distance and traffic issues, and due to additional mileage from Folger McKinsey to Chesapeake Bay Middle School. The additional cost for Option 1 would be approximately \$200,000.00 per year.

Option 2

This option would require the addition of 15 contracts and buses so that we could substitute these buses for the current 13 buses servicing Folger McKinsey at this time. This would allow the Transportation Division to keep Folger McKinsey on their current school time schedule of 8:45 am to 3:10 pm. School bus routes would still increase by 25 minutes one way, due to traffic and distance conditions in traveling to Chesapeake Bay Middle School. In essence, Folger McKinsey at Chesapeake Bay Middle School would have a fleet of 15 buses serving their school only.

Mr. Thurman Reynolds, Chairman

July 26, 2010

Page Three

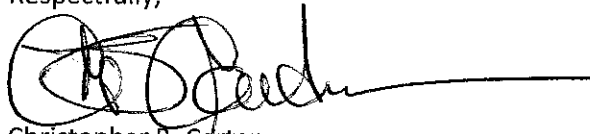
Information regarding costs related to Option 2 include the following considerations. Our review suggests that, busing contracts average approximately \$56,000.00 per year, per contract. These contracts run for three years, and would cost the Division approximately \$840,000.00 on a yearly basis. Option 2 would thus cost AACPS approximately \$640,000.00 per year more than Option 1, considering the information presented above.

Option 3

This option would affect five other schools within the current route structure, or tier ladder serving Folger McKinsey. The following schools; Severna Park Elementary School, Jones Elementary School, Pasadena Elementary School, Benfield Elementary School, and Mary Moss Academy would be affected in that the school times related to each individual school are currently after the times for Folger McKinsey, and buses that serve Folger McKinsey also serve these schools. It would be necessary to move these schools to a later time schedule so that Folger McKinsey could stay in its current time schedule. This Option would affect approximately 1,521 students and their parents outside of the Folger community. Costs associated with this change would be difficult to determine at this time. It is our opinion that the cost and impact of disrupting this many students and families in the area that this option addresses would not be feasible or readily accepted.

We appreciate your efforts and the efforts of the affected families in the cooperative spirit required to bring the temporary relocation, and the ultimate completion of the revitalization of Folger McKinsey, to fruition. If you have any additional questions or concerns regarding student transportation, please contact me at 410-222-2925. Again, thank you in advance for your concern and anticipated cooperation.

Respectfully,



Christopher B. Carter
Supervisor, Transportation Division

CBC/BAB/bb

cc: Alex L. Szachnowicz, P.E.
Dr. George Arlotto
Ms. Susan Bachmann