

RSU 3 PROPOSED SINGLE BUS RUN REPORT



Developed for Consideration of the RSU 3 Board of Directors

By Heather Perry, Superintendent of Schools

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Introduction:

RSU 3/ MSAD 3 has been in existence since 1958. RSU 3 is a geographically large district spread out over 440 square miles of rural terrain in Waldo County, Maine. RSU 3 consists of 11 towns contained within those 440 square miles who send approximately 1,450 students to our schools in grades PK-12. Although configurations of schools have varied in the past, RSU 3 currently operates four small elementary schools within the towns of Troy, Monroe, Brooks, and Liberty as well as one large Elementary School, Middle School, and High School located at the Mt. View Complex in Thorndike, Maine. Additionally, RSU 3 co-operates a regional PK program at Unity Elementary School. Current enrollments for these schools is as follows:

- Monroe Elementary School – 62 students Grades PK-5
- Morse Elementary School – 116 students Grades PK-5
- Troy Elementary School – 80 students Grades K-5
- Walker Elementary School – 101 students Grades PK-5
- Unity Elementary School – 54 Pre-School students
- Mt. View Elementary School – 261 students Grades K-5
- Mt. View Middle School – 348 students Grades 6-8
- Mt. View High School – 438 students Grades 9-12

During its history, RSU 3 has been required to transport its students across all 440 square miles. Our transportation system began using a single bus run format whereby K-12 students were picked up at the same time. Perceived positives and negatives of the single bus run were:

Positives	Negatives
<ul style="list-style-type: none">- Routes were developed that allowed buses to go over roads just once, saving mileage costs.- All schools were able to start at the same time allowing for more continuity and consistency.- Routes were developed that were shorter overall, so that costs in driver’s salaries and benefits were lower.	<ul style="list-style-type: none">- Often MS and HS students were dropped off at outlying elementary schools while waiting for runs.- Required more routes and hence more buses to transport all students in one run.- Bus rides for students were long, many were over 1 hour long.

In 1989 our transportation system changed into a two tiered system whereby students in grades 7-12 were picked up and dropped off at the Mt. View Complex and then went back out to pick up K-6 elementary students for school. This is the system we currently have. The move to the two-tiered system allowed the district to address the concerns listed above, with the largest selling point being that ride

times for elementary students would be shorter, none being more than an hour in length. Additionally, the district was able to reduce its fleet of buses, and stop the practice of having older students waiting at outlying elementary schools waiting for connecting routes. As with any system, however for all the positives it attempted to address, it created perceived and unintended negatives as well.

Over the past several years, RSU 3 has seen its student enrollment decline. In 1986 RSU 3 served 1,753 students in grades K-12. In 2006-07 RSU 3 enrolled 1,526 students. Our current enrollment of approximately 1,450 students in 2011-12 represents an approximate drop of 75 students in just five short years and over 300 students since 1986.

As a result, of declining enrollments and shrinking revenue streams, RSU 3 has had to consider significant changes to reduce costs and increase efficiencies. In 2009 Unity Elementary School was re-configured to house growing PK populations as well as our central office. In 2011 the RSU 3 School Board thoroughly studied the possibility of closing another elementary school within the district. Over the past three years, the RSU 3 Board of Directors has “held the line” producing overall budgets that were flat even as fixed costs such as health insurance and energy continued to soar.

As budgets continue to increase and revenue streams continue to decrease, the RSU 3 Board of Directors wishes to consider every possible cost cutting measure to assist in balancing the needs of operating our educational programs with the needs of the taxpayers who pay for these services.

The current two-tiered transportation system requires that buses go over most of the same roads twice in the morning and twice in the afternoon each day. This is not the most efficient means of transporting students to our schools if one is concerned solely about costs. However, the district chose to move to this system in 1989 with the promise of keeping ride times to an hour or less for our elementary students. Over time, that target has not been met for various reasons and today we have four runs that go over 1 hour and 18 minutes in length. As a result of increasing financial constraints and decreasing yield on educational benefits to students, the RSU 3 board is considering a possible change from our current two-tiered system to a modified single bus run.

The purpose of this report will be to outline key information that will assist the board in making its final decision regarding either staying with the current two tiered system, or changing to a modified single bus run. This report will outline several key pieces of information such as:

- Summary of suggested runs and how they compare to current runs.
- Proposed school schedule changes to accommodate a single bus run.
- Proposed catchment area adjustments for a single bus run
- Projected cost savings

- Summary of possible contractual impacts
- Summary of possible impacts to athletics
- Summary of possible impacts to Waldo County Technical Center students
- Outline of concerns regarding K-12 students riding together

Information about Our Current Two-Tiered System:

In 2010-11 our buses travelled a total of 490,000 on home to school runs, using 16 regular bus runs and two special needs bus runs. Our bus runs average 144 miles per day with our longest MS/HS route being 167 miles and our longest elementary run being 118 miles. Our shortest MS/HS run is 106 miles and our shortest elementary run is 70 miles. Current run times include 10 MS/HS runs that are between 1 hour to 1 hour and 18 minutes in length (3 are 1 hour and 18 minutes long) and 6 runs between 42-57 minutes of actual seat time for students. For our elementary routes, there are 6 runs between 42-57 minutes and 10 routes that are between 36-56 minutes of actual seat time. Two elementary routes are currently 1 hour and 18 minutes in length.

Currently, our earliest MS/HS run starts at 5:54 a.m. with three runs that start before 6:00 a.m. Our latest MS/HS drop off time in the afternoon is 3:10 p.m. Our latest drop off time for Elementary Students is 4:45 p.m. which is just one run, although between 4:30 – 4:45 p.m. we still have 4 buses on the road dropping off elementary students.

Current school start and dismissal times are as follows:

- Monroe Elementary school – 8:35 arrival – 3:20 dismissal
- Morse Elementary school – 8:45 arrival – 3:15 – 3:25 dismissal
- Troy Elementary School – 8:35 arrival – 3:15 dismissal
- Walker Elementary School – 8:35 arrival – 3:15 dismissal
- MVES – 8:15 – 9:00 arrival – 3:15 – 3:25 dismissal
- MVMS/HS – 7:10-7:25 arrival – 2:00 dismissal

Summary of suggested runs and how they compare to current runs:

Under the original single bus run in RSU 3, total annual miles averaged approximately 384,000 miles. When routes were changed to the two-tiered system in 1989, total annual miles averaged approximately 535,000 miles. During the 2010-11 School year, we averaged approximately 515,000 miles. These figures represent total miles travelled to include athletic trips and field trips. If we were to subtract out the athletic trips, etc. and concentrate on miles travelled between home to school, our average miles for 2010-11 would be 490,000 total miles.

We are projecting that by moving to a single bus run, we would be able to cut our total travelling distance from the 490,000 miles travelled in 2010-11 to just 420,000 miles for a savings of approximately 70,000 miles annually. The proposed routes

would have a total of 18 routes that would include the 2 present special education routes as regular trips.

Under these proposed routes, 16 routes would have elementary students riding the bus between 40-60 minutes with two routes having elementary ride times maxed at 80 minutes. There would be four routes where the maximum ride time for MS/HS students would be approximately 60 minutes in length and there would be 14 routes whereby the max ride time for MS/HS students would be 80 minutes. The earliest pick up time for any student will be 7:00 a.m. with 16 of the 18 routes starting at this time. The latest drop off time for all students would be 4:10 p.m. Ride times could be reduced to a maximum of one hour if additional routes were added. This would not require us to purchase additional buses, but it would increase projected costs of a single bus run by adding part time drivers to accommodate these additional runs if the Board were to choose to move in this direction.

Under the proposed single run schedule, school start and dismissal times would be suggested as follows:

- Monroe Elementary School – 8:00 a.m. arrival – 3:20 dismissal
- Morse Elementary School – 8:00 a.m. arrival – 3:15 dismissal
- Troy Elementary School – 8:00 a.m. arrival – 3:15 dismissal
- Walker Elementary School – 8:00 a.m. arrival – 3:15 dismissal
- MVES – 8:00 – 8:20 arrival times – 2:50 – 3:00 dismissal
- MVMS – 8:00 – 8:20 arrival times – 2:50 – 3:00 dismissal
- MVHS – 8:00 – 8:20 arrival times – 2:50 – 3:00 dismissal
 - WCTC morning bus would leave at 8:40 a.m. to arrive at WCTC at 9:00 a.m. WCTC morning bus would then leave at 11:10 a.m. to arrive back at MVHS at 11:30 a.m.
 - WCTC afternoon run would leave MVHS at 12:00 p.m. to arrive at 12:30 p.m. and leave WCTC at 2:30 p.m. to arrive back at MVHS by 2:50 p.m. to catch p.m. buses.

Proposed catchment area adjustments for a single bus run

1. **Walker route** South of Beans Corner and Whites Corner on route 220 would go to Walker Elementary School. Anything North of that on Halldale Road and North Mountain Valley Highway would all go to MVES.
2. **Morse/Monroe** – Route 139 students from South Center, Weaver Road, West Main Street Intersection east would go to Monroe, west of the intersection would go to Morse.
3. **Troy/MVES** – Currently we run a transfer from one bus to another between MVES and Troy that impact 16 students. It is suggested that we take all students on School Street and in part of Unity to go to Troy. All students on

route 202/9 Albion roads go to MVES. This could be transitioned for the 12 students on School Street to continue to go to MVES while this change occurs. However, the 4 students who live on Albion road would need to transfer to MVES, as there would be no way to transition for them to continue to attend Troy without adding an entire separate run to do so.

Projected Cost Savings

Although the exact savings is impossible to calculate, it is possible to calculate a projected potential savings based upon the reduced number of miles that would be used in a single run vs. the current two-tiered system. If we were able to reduce the total miles travelled in a given year by 70,000 miles, which is the miles projected to be saved with the single run, we would save on average about 2 hours per day on each driver – **approximately \$94,500.00** (2 hours per day X 18 X 175 = 6300 hours times avg. salary of \$15.00 per hour).

In another year, there could be potential savings of benefits on drivers' hours as well, but this will be up to interpretation of contract language and current negotiations. It would not be recommended to calculate a savings based upon this at this time.

There would also be mileage savings in terms of fuel costs. This can be estimated by dividing 70,000 (miles saved) by the average gas consumption of 8 miles per gallon times the estimated cost per gallon of diesel fuel at \$4.00/gallon. These are rough numbers, but one would safely estimate a savings of **approximately \$35,000.00** in reduced mileage and fuel consumption.

There would be additional savings in parts and supplies for maintenance of buses due to fewer miles. This savings would be approximately \$10,000.00 per year. This would bring the **total projected savings to approximately \$140,000.00.**

Please consider that at this time we employ two monitors on our buses. If the Board were to consider adding monitors to buses, this would reduce the projected cost savings listed above by approximately \$12,000.00 for each monitor.

Proposed Educational Benefits

Under our current system, Middle School and High School students are asked to get up and start catching the bus as early as 5:45 a.m. We are then asking them to be awake and actively learning by 7:30 a.m. in the morning. Research is very clear on the fact that adolescents actually require more sleep than any other age group. Most experts agree that if we were to actually build our schools and our school schedules around the needs of adolescents, we wouldn't start school until 10:00 a.m. at the earliest. Granted, that just isn't possible when considering the K-12 spectrum of our districts' responsibilities to educate students (at least not at this time). However,

one possible positive outgrowth of the proposed single bus run would be to delay the start times for our Middle School and High School and hence more closely align with current brain research for adolescents.

Under our current system, our Elementary Schools begin their day at approximately 9:00 a.m. with dismissal typically being somewhere around 3:15 p.m. If you were to remove 30 minutes for lunch and 15 minutes for recess, that makes our current instructional day 5.5 hours, which just meets the statutory requirements for minimum length of time for an instructional day.

Under our proposed system, our Elementary Schools would begin their day at approximately 8:00 a.m. with dismissal typically being somewhere around 3:15 p.m. If you were to remove 30 minute for lunch and 15 minutes for recess, that would make our new instructional day 6.5 hours for most Elementary Schools, an increase of an entire hour each day. The complex would be slightly less due to required dismissal times, however – their instructional day would still run 6 hours and 15 minutes which is still an increase of 45 minutes each day.

Summary of possible contractual impacts

At this time, there would be no large contractual impacts to teachers due to earlier start times, later dismissals, or increased before/after school duties. There could be some potential issues within the transportation contract regarding salary and benefits due to the significant changes this would necessitate. That being said, there would be few impacts that are outside of our ability to negotiate in good faith to resolve any potential issues that may arise.

Summary of possible impacts to Athletics

At this time, the vast majority of our athletic trips do not leave the Complex until 2:30 p.m or after. That being said, with a later dismissal time, student athletes would most likely have the opportunity to attend at least part of any class they may miss by being dismissed early due to athletic travel. This would give student athletes a chance to go to their last period class, turn in homework, and make sure they get homework assignments that they miss by leaving early. Overall, this would not create a large burden on student athletes or teaching staff to ensure that grades of our student athletes do not suffer.

Summary of possible impacts to Waldo County Technical Center students

At this time, we have worked closely with WCTC to implement plans to account for this potential large change in their scheduled day and will continue to do so if the Board decides to move forward with a single bus run.

In essence, what would happen is that our students would show up approximately 50 minutes after RSU 20 students. This would allow WCTC instructors to plan

instruction time so that individual instruction occurs for students when schools are not present together, and that whole group instruction times occur while schools are together. Therefore RSU 20 students would receive individualized instruction while RSU 3 students aren't present, then they would work together in whole group instruction for 50 minutes and then RSU 3 students would receive individual instruction while RSU 20 students have left. The same would occur in the afternoon portions of the day. This type of schedule is often used by CTE's whose sending school schedules do not match.

Outline of concerns regarding K-12 students riding together

One of the major concerns for parents regarding the possible move to a single bus run is the mixing of students ranging in ages between 5 years old to 18+ years old as elementary school students would be riding buses with Middle School and High School aged students.

Many school systems in the state of Maine currently provide transportation to their community's students using a single bus run format. Therefore, many school systems in the State of Maine essentially "mix" students of various ages on their buses. Although our neighboring RSU 20 still operates a two-tier system, other neighboring systems such as RSU 18 (Messalonskee), RSU 19 (Newport), MSAD 53 (Pittsfield), MSAD 59 (Madison) and MSAD 54 (Skowhegan) all operate single bus runs.

Of course, those are neighboring school units, and our school system, with its 11 Towns and 440 square miles is unique. However, our own school system prior to 1989 operated a single bus run effectively mixing children of varying ages onto single bus runs for many years prior to the change to the two-tiered system in the late 80's.

This is not to say, however, that parents have no cause for concern. Of course, a parent of a 5-year-old student should be concerned about the language and behavior their child may be exposed to when riding a bus with 15-19 year olds. However, there are ways to mitigate these issues such as (note – this does not represent an exhaustive list of possibilities):

- Having a seating structure on each bus whereby younger students sit up front and older students in the back. This prevents younger students from being unduly exposed to many of the language and behavior concerns parents may have.
- Provide training to Middle School and High School students to create a mentoring or "buddy" system – whereby younger students are assigned older role models who ride the same buses. These older role models jobs would be to mentor these youth to ensure that not only are the younger riders learning the proper "rules of the road" but that older riders are seen as "partners" in

the process – not just older kids on the bus whose job is to intimidate and undermine.

- Limiting the amount of time students ride on the same buses together. With the proposed single bus run, K-12 students will be picked up in satellites from their elementary schools and once there, elementary students will be dropped off while middle school and high school students will remain on their buses to head to the Complex. This limits the amount of time students are on the same buses.
- Providing additional training to bus drivers to ensure they are comfortable handling disciplinary situations that may arise from any age level.

Additionally, technology has changed and improved since our last use of the single bus run in RSU 3. Currently all buses within our entire fleet are equipped with cameras most are mounted at both the front and rear. This allows us to review suspected disciplinary issues and address them more quickly and succinctly than ever before.

Finally, when collecting data from RSU 18, MSAD 59, and MSAD 54 – they saw no increase in the number of disciplinary issues on their buses as a result of mixing older students and younger students. All three districts provided training to their drivers and education to the children and their parents that helped to make the transition a smooth one. When interviewing all superintendents and transportation directors from these units – each stated that the single bus run had no impact on student discipline and that they actually had seen decreases in the number of discipline issues on the buses. Anecdotally, most felt this was due to shorter ride times and older students looking out for younger students who were often members of the same family.

Overall, although we cannot say assuredly that these concerns are not founded and will not occur, we can say that measures can and will be put into place that will limit the possibility of them occurring and will surely allow us to more readily deal with these potential issues as they occur.

Public Feedback From Informational Meeting held Feb. 8, 2012

1. What would a perfect trip to and from school look like? Feel like? Sound like for your child or any child?

- Safe
 - Being able to keep control of children safely.
 - Ideal bus run = safe
 - Safe - drivers eyes on the road
 - Violence free
 - If other districts like Skowhegan are doing a single run what is the safety report?

- Appropriate
- Separation of students on bus K-5 in front, 9-12 in middle, 6-9 in back.
- Safe environment, all sitting
- Friendly bus driver more consequences/harder for the bullying. Tapes being viewed without notice to drivers and students.
- Alert monitors
- Competent and attentive drivers
- Accountability for behaviors and/or language
- Sit with same age group
- Controlled and well monitored
- Time short as possible
 - Quick
 - Later pick up time
 - Students READY for the bus
 - Shortest route possible
 - Consistent pick up and drop off times
 - Small comfortable bus with straight drive to school with kids of same age
 - Less time on the bus
 - Short, fun and with approximately the same age group
 - Within 1 hour
- Atmosphere/Tone
 - Quiet, Happy, Fun
 - Not crowded/space
 - Pleasant
 - Free from negative influences
 - Orderly
 - Friendly and pleasant drivers
 - No bullying or harassing of any age group
 - Non-intimidating language and behavior
 - 20 minutes, friendly kids, attentive competent driver who enjoys job
 - Quietly talking amongst friends
 - Controlled and monitored environment
 - A ride not a zoo
 - Not to be intimidated by older children or treated like a younger child.
 - With music or other
 - Driver/monitor training. Set a good tone for day.
 - Positive interaction with all ages even though in today's world you may have some children that do not get along with everyone.

2. What do you like most about the idea of a single bus run?

- Schedule/Start Time
 - Some Elementary students time of arrival at home would be much earlier
 - Win/win for me. Later start time, an extra hour or 45 minutes of sleep.
 - Starting later
 - Similar schedule
 - Length of school day
 - The start time of schools
 - Greater length of school day
 - Get home earlier (for some)
 - MS/HS students would not have to wait for the bus in the dark!
 - Later pickup time and return to home time
 - Later pick up so students can sleep and be rested and ready for their school day
 - Picking up children at same time for all ages
 - Older kids getting more rest in the morning
 - No babysitting issues
 - No babysitter needed for younger children as our older children can sit
 - Starting time the same in all schools or about the same
 - More Elementary Instruction Time
- Cost Savings
 - Cost effective
 - Saving the taxpayer/school district money
 - Savings but do not think it saves enough
 - A way to save money without sacrificing education
 - Saving money - most important
 - Budget savings
 - Possible savings
- Efficiency
 - “Green”er
 - More efficient use of resources
 - Less road wear
 - Less fuel
- Sense of Community K-12
 - Not all big kids are bad, many look out for younger kids and maybe others should learn
 - Older children watching out for younger children

- Older kids home to watch younger kids
- Good opportunity for older kids to learn good social skills. We must start somewhere
- Older children available to watch younger children
- Siblings riding together
- Big Brother/Big Sister
- Older students rising to meet the expectation of being a role model.
- K-12 Community
- Nothing
 - I see nothing positive
 - Double bus run would be better. Little kids wouldn't be with the older kids. I don't feel like it will be good at all.
 - Not one thing
 - Undecided (can't think of a positive)

3. What do you fear most about the idea of a single bus run?

- Inappropriate Behavior
 - Bully
 - Vulgar Language/Things they will see and hear
 - Pre-K on bus with high school - monitoring
 - Kids physical and emotional safety
 - Older children bad influence on younger children
 - Pre-K exposed to older kids non-sense! Unsupervised.
 - Intimidation
 - Drugs
 - Fighting
 - Throwing things
 - Emotional damage
 - Safety
 - Unsafe for kids
 - Influences
 - Discipline
 - Lack of safety for students and drivers
 - Older/younger children interaction
 - Child getting a hold of drugs, someone hurting him, brain damage.
 - Difficulty controlling behaviors. Young children might get more excitable from watching older kids.
 - Younger kids witnessing "older" behavior

- Special Ed students should not be combined
- Not proper supervision - None
- Cameras don't pick up verbal comments!
- Older children harassing younger students
- Creating emotional discomfort for students
- Fear/unpleasant loud environment
- Fear of riding the bus
- Cameras only address after the incident - too late
- Lack of the possibility of immediate consequence for inappropriate behaviors
- Increased distractions for drivers
- Bus drivers are not referees
- Drivers don't have effective tools for discipline
- Unedited Sex Ed
- More "adult" situations seen by youngers
- Age mix
- Too much of an age difference
- Bus drivers don't really know what goes on the bus for age difference
- Exposure of little kids
- Mixing HS, MS, MVE students
- Bullying from older kids
- The unintended education from high school to elementary
- Drivers/monitors
 - Pay/work load
 - Drivers losing benefits
 - There are many buses to check - how are all the monitors being checked?
Does anyone really check these tools?
 - Bus driver quality
 - Stress on drivers
 - Bus drivers losing money and good drivers
 - Discipline issues - what to do?
 - Workforce decreased hours, pay
 - Hard on bus driver to deal with different age group discipline
 - Lower quality work force?
 - Not enough savings for level of disruption
 - Bus drivers being overwhelmed
 - Driver turn over

- The bus drivers losing their benefits and therefore having to find other jobs
- Job loss of drivers?
- Pay a helper for the bus or 2
- That cost savings will not be passed to taxpayers
- \$ for additional monitors = less savings
- Asking drivers to do more for less money, not practical
- Older drivers driving
- Bus driver taking the biggest hit \$
- Losing benefits
- Length of Time
 - Fear - seat time on the bus
 - Length of time on bus. Longest 2 hours 40 minutes
 - Long rides
 - Changes to runs that include pick-up and drop off points! (For “off the beaten path” students)
 - Longer rides home and getting up earlier
 - Still have to take kids from point A to point B to C
 - Some kids could have longer routes
 - Longer days, kids already worn out
 - Still too long of a time together
 - Impacts home life
 - Outlying schools - Elementary having much longer day
- Tech Center Students
 - Voc kids missing sports
 - Voc kids cleanup crew
 - Tech changes = negative impact
 - Voc students will not arrive at the same time as Searsport/Belfast. Their start up time should be the same.
 - WCTC discouragement
 - WCTC challenges
 - Negative impact on WCTC
- Educational
 - Differing education times across elementary schools
 - My child said she wouldn't go to school
 - Impact on teachers
 - MVE getting less elementary teaching than other elementary schools will they get behind once in middle school?

- Other
 - Can't use other school to compare
 - Line changes, more kids to have at Mt View
 - That's why we have Burnham kids at our school
 - Day cares adjusting number of kids allowed throughout the day
 - Parents will drive kids, there goes energy savings!
 - Older children getting made responsible for younger ones
 - Value of savings worth it? Doubtful.
 - Relatively minor savings. Kids asked to make sacrifice.
 - Athletics leaving early
 - Athletics will miss class with later schedule
 - Negative impact not worth the savings
 - Older students having to wait in elementary schools for pick up
 - Change in location as to where your child is being picked up or let off now
 - Later nights home and later mornings impact work schedules
- Nothing
 - Should have happened a long time ago.
- Everything

4. Do you have any other thoughts or suggestions?

- Give Ray a chance. 1 more year using the 2 year.
- Have older students sign up to sit with younger kids to help them feel safe and offer community service hours for this.
- We'd like to see incident reports from other schools - STATS.
- What if fuel keeps going up? The plan is based on \$4 but fuel is already .20-25 higher
- Monitors - Volunteer students
- Board members take a ride on the bus.
- Inform tax payers support budget to keep DBR. Even if it costs more.
- Will we need fewer buses
- Consult with other school district using single run
- For the trouble makers, after 2 times being reported for breaking rules make it mandatory for parents to transport for certain amount of time at their own cost.
- Ride time got longer with change of Unity School/Still paying for it why not use it.
- Segregated Single Run K-6/7-12
- Student monitors - older students who could monitor behavior

- Less room so and so hit me
- I trust Ray
- What happens if more elementary parents start dropping off and picking up?
- Keep some of the projected consolidation, but not all
- We have to start saving money now
- Come up with unique and original other ideas to save tax dollars
- We need to not have these changes effect families negative financially or structurally
- Monitor video cameras regularly
- Is having a joint pick-up and drop-off location possible for certain areas?
- Kids education (Both schooling and social) should not be put over costs
- We need to know how much the overall budget must be cut before we can evaluate this issue
- Can camera fee be put up on internet available to parents so they can monitor behavior.
- Firm bus behavior policy and consistent consequences
- Make sure each bus has a monitor
- Make sure savings is worth it
- Difficult without knowing the whole budget what difference this savings will make
- Can parents view videos
- We need to look at saving money
- Changes shouldn't impact families
- Firm bus policies and consequences
- Hours cut back on drivers may result in loss of good drivers
- Leave things the way they are! It was changed once for a reason!
- Bus drivers have enough issues with ages separated
- Mixed age groups could be a positive experience for all - accountability for actions
- It's PreK to high school what % of budget is being saved
- What about special needs?
- Mixed age groups could be a positive experience for all - accountability for actions
- Eliminate the PreK programs from the district.
- Don't believe there will be savings because it will cause more buses and monitors
- Will taxes really not go up?

- Seems we could focus on other aspects
- Have a student involvement or questionnaire
- Worry about special needs students
- Why does RSU 3 pay for PreK?
- Look at the big picture. What effect for this small part?
- Look at other cost savings
 - Close Monroe school
 - Consolidate Monroe to Brooks! Do it.
 - Idea! 4-day work week increase hours. Close outlying schools - electric turn down heat. One day no bus run.
 - Combine Morse and Monroe Schools or Morse, Monroe, and Troy.

Other Feedback (e-mails and letters):

Hello,

I will be unable to attend the [Feb 8](#) meeting. But I wanted to let you know I support the idea of a single bus run. I think it makes environmental and economic sense. My son is a junior at MTVH and has been going to the Mount View complex since kindergarten. I had concerns back then about him being in a K - 12 campus but my experience with the older kids actually being helpful and mentoring to the younger kids put an end to those concerns. I am sure there will be isolated problems but overall I have confidence in our community of kids to behave well with each other.

Letters attached separately as “pdfs”