



Long Range Planning Committee
Wednesday, December 6th, 2017
Meeting Minutes

Voting Members

X	Caryn Becker	X	Brad Geiger]	Kati Knisley		
X	Laura Jensen	X	Nicole Bolger	X	Bob Binder		
X	Cindy Barnard	X	Rudy Lukez				
X	Chris Williams	X	Joyce Mirezni				
X	Karen Zimmerman	X	Stephanie Stanley				
X	Steven Franger	X	Michelle Major				

Non-Voting Members

X	Richard Cosgrove	X	Shavon Caldwell]	Thomas Mc Millen	X	Gautam Sethi
X	Krista Holtzman]	Anthony Graziano				

X indicates attendance,] = notification, ⊗ = no notification

Call to Order

Long Range Planning Committee Chair Brad Geiger called the meeting to order at 6:00 pm.

Welcome and Introduction of Director Holtzman

Director Holtzman served on SACs at her children’s schools, was a former chairperson, DAC liaison, and has worked as an attorney in child advocacy for most of her career. She is currently a volunteer attorney at Rocky Mountain Children’s Law Center. Director Holtzman thanked the committee for their dedication and expressed her excitement to learn from and work with the LRPC.

Staff Announcement

Planning Manager Shavon Caldwell’s last LRPC meeting will be January 3rd, 2018. Her last day at the district will be February 2nd 2018.

November Minutes:

Rudy moves to accept. Caryn seconds. All ayes. Minutes approved.

Capacity Planning and Transportation Considerations:

Donna Grattino, Director of Transportation, attended the meeting to discuss transportation and answer questions from LRPC.

How complex is it to set up a transportation schedule?

- Transfinder routing program implemented last year and is in the second year of operation
- Maps provided by Planning are uploaded into Transfinder
- Plot maps to where students live and where they go to school
- Data uploaded from Infinite Campus and routes created accordingly
- Takes approximately 2-3 weeks to route just one school with no prior routes

What if there were boundary changes?

- Similar procedure; change structure based on maps and move students to new school area

How many students do we transport on average?

- Varies, average about 11,000 general education students and 1,000 SPED students per year

- 10,000 students transported on average on any given day

Do we have a sense of the age of those students?

- Not measured by age or grade level
- More elementary students transported due to preschoolers being transported

Can you say there are more elementary students than high school students being transported?

- We have more elementary students because of preschoolers

As you look at routes around district and how boundaries are drawn out, if we re-arranged could we be more efficient? As an example, overlap between Cougar Run and Acres Green, buses passing each other due to way boundaries were drawn years ago,

- Ms. Grattino provided 3 examples: Legend, Ponderosa, DCHS
- Do cross boundaries as we go into neighborhoods to pick up students for DCHS and then other buses for Ponderosa
- Crowfoot Valley crossing to get students; group of students in that area that split schools
- ThunderRidge and Castle View, Louviers subdivision students split between two schools pretty far apart

Discussion points:

- Apartments area goes to MVHA instead of TRHS, when all neighbors go to TRHS
- Trying to balance student turn over
- Some students have to walk
- TRHS according to MCP is under capacity
- Route from Sterling Ranch to Roxborough and other adjoining schools, would explain the legacy, how it starts, and along the way not changed back to what it could be due to many reasons
- Looking at MVHS being over capacity in next 2-3 year
- As new developments pop up, don't have new school
- MVHS will be built out
- 10-year potential for new school, TRHS peaking out, routes will change, stay same, add new routes to new school which will lead to similar situations

Do you keep track of how busy certain bus routes are and adjust during the year? How often?

- Absolutely. This year we looked at over-capacity and changed, added, taken away certain areas to consolidate. WE are always looking at routes. Drivers count students as they get on buses. We can make decisions based on average volume, size of bus.

My assumption is that the program you are speaking of (Transfinder) gives the most efficient routes?

- Correct.

Would it be difficult to run the program for the entire district to show us what the most efficient would be?

- Very time consuming; could run during summer time. Option to third-party question out; some universities are doing route evaluations for local districts.
- Doing it overall is very complex, easier if it was focused one planning area.

Would the north planning area be the best from the Transportation view?

- That would be best, but will still take a lot of time.

What about a couple of schools?

- We have to use the current data we have.
- We have students from Cherry Hills and Larkspur and almost to the border of Woodland Park. Transportation maps and geocodes each and brings it into the school, otherwise they would fall outside of the boundaries. Takes time to verify student population and capture all addresses.

How much planning does Transportation do using our projections? Do you use your routes planned on current or do you use projections provided?

- We use projections provided by Planning. Because we've been flat, that's not a huge impact for us. SPED continues to impact us and center based programs.

There are a lot for apartments in Northridge boundary. Do you have data on how many bus riders are coming from specific apartment complexes? Do you plan ahead and take into consideration?

- That is built into matrix. We take it into consideration but need the dynamics, age and school data. We plan for route, just don't know the capacity at the time we are looking at it. We work with Planning to accommodate for that piece of it, but until we have actual enrollment we cannot plan ahead.

Could you pull the number coming from apartments on a route?

- I could pull current data and let you know how many students at each stop or apartment complex.

In terms of cost savings, what types of changes could be made? Anything jump out that you would recommend? Regarding specifically the relationship between capacity and cost savings?

- Better define boundaries at major roads so students do not have to cross
 - Biggest would be making sure we can provide busing in to areas for school and boundaries. Wildcat students would have to cross over street and due to safety we don't want the kids to walk across Wildcat. We provide transportation for those students. We run two shuttles with four stops with two buses for that. In Parker stop is at library so students don't have to cross main streets. We have to take those into consideration when creating routes.
- Consider boundaries in developments that are not linear or continuous
 - Could be in another boundary
- Riding time for students
 - What is reasonable riding time? Try to keep to under one hour
 - How many kids on bus more than 45 minutes? Probably a couple hundred
 - Long rides mostly due to students not in high density areas
 - Physical limitations on routes
 - Roxborough kids can ride 1 hr, 20 minutes to school and more than 45 minutes home; longest group; others are Roxborough, Cherry Valley, Sedalia
 - Work to limit the long ride times but varies going into mountains with weather conditions; traveling almost to Woodland Park; boundaries on maps do not take that into consideration
- Eliminate little pockets where students are going to different schools
- Consider location of three existing Transportation terminals and possible development of two replacement terminals
 - Flexibility to move buses as boundaries grow or change
 - Reboundary would have effect on terminal capacity to have that many buses
 - If buses added at terminal we would have to consider what that looks like at each terminal
 - All terminals are at capacity and have parking and other issues
 - Three terminals spread out because of logistics
 - Two replacement terminals would be larger bus terminal in Parker for growth in 1-5 years; current terminal shared with Joint Facility and South Metro Fire; and terminal in northwest area to handle Sterling Ranch in 6-10 years
 - Sell existing terminal land; could sell by statute or repurpose it; must consider growth of O&M and other departments as terminals are shared; existing terminals would be backfilled with other uses
- The distance required for transporting students: elementary, middle school, high school
 - Driving into mountains
 - Kids at Decker or Perry Park
 - Have students that do ride Durham Transport bus to Woodland Park; students we pick up and drive to DC off Rampart Range
 - Transportation sponsors half the transport cost for those students into Woodland Park
 - We have obligation to get students to DCSD
 - District radius we are required to transport compared to other districts; districts pretty much the same; DCSD 1 mile elementary 1.5-2 miles middle and high, some exceptions due to major roads, other; state does not say we have to transport general ed students
 - Busing not provided for charter students; had been done in past but stopped due to shortage of assets
- Cost of ZPass program and charging for bus ridership
 - Transport roughly 1/7 of student population
 - Cost recovery from fees do not compare to operating expenses
 - Increased cost 20% with mandate for SPED students
 - 5 new SPED buses \$100,000 cost
 - Other districts charge similar amount; is common practice, about half and half
 - Free and reduce lunch fee waiver
- Increase in ridership each year
 - Additional drivers, buses, terminals with increased ridership
- Ridership
 - Lower afternoon riders during football season
 - Open-enrolled to another school-no busing option
- SPED student transportation to out of district facilities, or out of neighborhood areas due to programming
- Advertising on buses
 - Funds support district overall, not targeted to Transportation

- Cost of buses
 - Sustainability of buses; ex: 3 CNG buses last year
 - \$110,000 for new general ed bus; lasts probably 20 years
 - CDE does not have rules based on age of bus; just whether buses meet CDE requirements for safety, brakes, other

Capacity Analysis Subcommittee Brief:

Laura stepped down as Chair. Nicole is new Chair.

- Subcommittee not ready for formal presentation
- Transportation is just one issue, looking at the top line of how many seats, how many chairs
- Looking at state of district today, problems we see going forward, pull data from MCP to support most efficient changes
- Lots of moving parts, trying to get it to be as analytical as strictly numbers and what makes sense
- What are known unknowns and start to limit the known unknowns.

Discussions included:

- Size of project and whether professional should be hired
- Marketing by SACs and schools for enrollment v. teaching kids
- Boundary, policy and open enrollment issue
- Importance of considering open enrollment if boundaries are restructured
- District's policy of choice has had results that were not predicted

LRPC's job is to shine a light on issues and present information to the BoE. Subcommittee will provide options in January for LRPC to present to the BoE in January; including preferred option and reasoning.

Preliminary Enrollment Projections:

Planning Manager Shavon Caldwell discussed 2016 v. 2017 count gains and declines, preliminary 2018 projection numbers, and what informs projections.

Joint Subcommittee:

DAC

- DAC survey this fall to identify priorities and for future reference and guidance to the BoE
- 85% response from SACs
- Most said teacher salaries priority; mental health; capital needs was important with a discussion that there has been no funding in a long time
- DAC excitement about doing outreach
- DAC now has SAC contact list

Outreach

- Role of JSC, some confusion if district is going for a levy and bond and if members could serve on a subcommittee. Waiting to hear what the BoE has to say.

LRPC Representative for JSC

- Need one more LRPC rep to JSC

Next JSC Meeting to be determined; awaiting further direction from the BoE

Other:

- January 3, 2018 meeting will be held at Wilcox.
- Three current applications. Need to determine area of representation as Highlands Ranch representation is full. Membership from all areas is valued. Work to determine if applicants could fill charter representation.
 - Karen Zimmerman will work to schedule interviews. Two pending members are still interested and Shavon will work to get item on the next available BoE agenda.
- LRPC members are interested in touring school sites at Sterling Ranch. Will work to schedule a spring tour on a weekend to accommodate members.

Adjourn:

Motion to adjourn. Seconded. All in favor. Meeting adjourned at 8:00 pm