

# Welcome Task Force Members & Guests

## A few notes prior to the meeting starting:

Task Force Members please have your camera on, audio muted, and relevant documents available at the beginning of the meeting.

- Welcome to the public who are watching the meeting via Live Streaming.
- If the public has any questions or comments regarding *transportation operations*, these can be sent via email to Susan Miller at [miller\\_s@cde.state.co.us](mailto:miller_s@cde.state.co.us)
- If the public has any questions or comments regarding *transportation funding*, these can be sent via email to Amy Carman at [carman\\_a@cde.state.co.us](mailto:carman_a@cde.state.co.us)

# SB 23-094 School Transportation Task Force



**July 9, 2024**

**Virtual Meeting**

# Overview of Today's Agenda

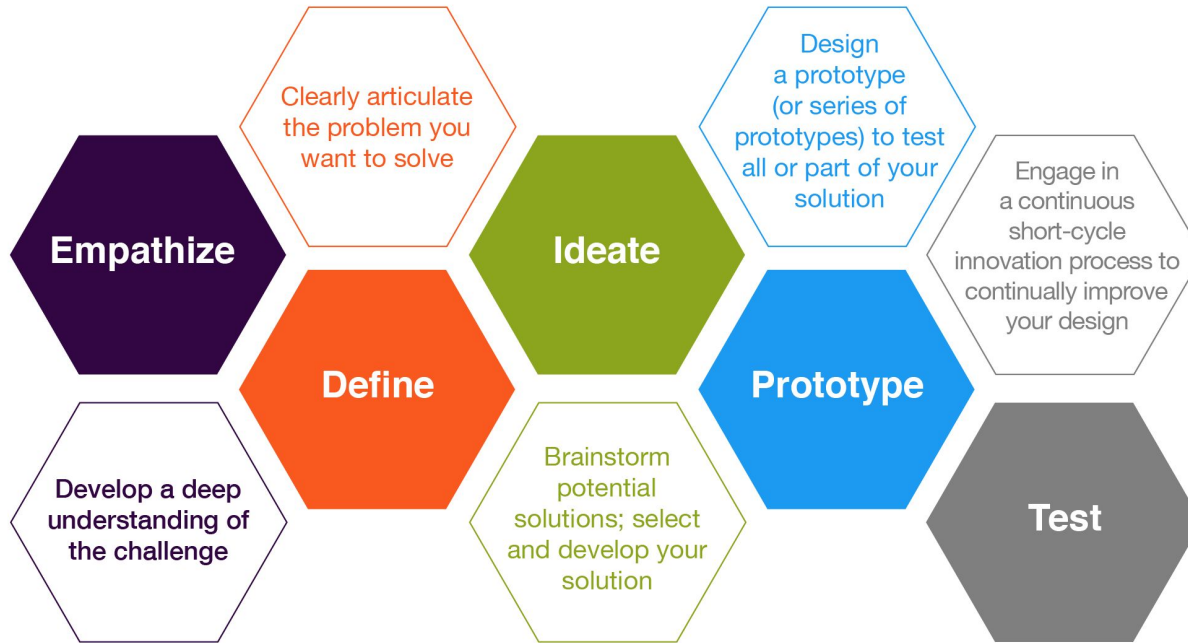
1. Agenda Item #1- Data Collection Update
2. Agenda Item #2- Review of Current Transportation Requirements
3. Agenda Item #3- Walk-Zones
4. Agenda Item #4- Access to School Choice
5. Agenda Item #5- Determining Eligibility
6. Agenda Item #6- Staffing and Funding
7. Agenda Item #7- Maximizing Utilization
8. Agenda Item #8- Finalize & Vote on Recommendation Components
9. Agenda Item #9- Next Steps

# Guidelines for Interaction, Deliberation and Collaboration

- Respect others
- Cameras on whenever possible
- High engagement from all members
- High level of trust with each other
- Assume positive intent
- Collaborate as a team to benefit our students
- Encourage open dialogue
- Respectful dialogue
- Enable every member to have a voice
- Consider other member's experience and knowledge
- Consider other member's viewpoints
- Avoid assumptions
- Avoid personal or professional motives
- Provide and review topics in advance
- Establish clear agendas and desired outcomes for each meeting
- Develop clear goals and objectives
- Keep the work task and outcome oriented
- Keep the interests of the task force and the needs of the students at the forefront of the work.
- Keep students at the center of the conversation

Key Norm Areas:  
*Decision Making Norm*  
*Equality of Process*  
*Conflict Resolution*

# Design Thinking

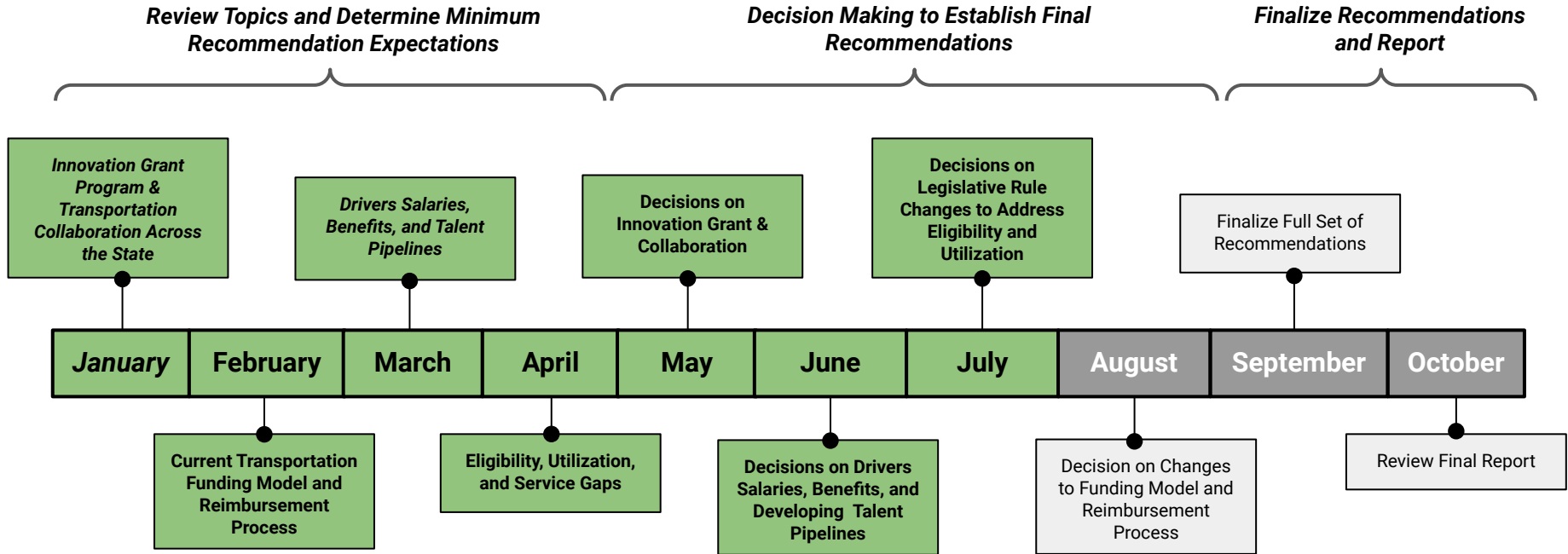


# Data Collection Update

## Additional District Data

- How is rich doing with the updated analysis  
NEED TO UPDATE AHEAD OF THE MEETING

# Project Plan



22-107-101 (2) THEREFORE, THE GENERAL ASSEMBLY DECLARES THAT IT IS IN THE BEST INTERESTS OF THE STATE TO DIRECT THE COMMISSIONER OF EDUCATION TO CONVENE THE COLORADO SCHOOL TRANSPORTATION MODERNIZATION TASK FORCE TO STUDY THE ISSUES FACING SCHOOL TRANSPORTATION SYSTEMS AND USE THE STUDY'S FINDINGS TO ***DEVELOP AND RECOMMEND POLICIES, LAWS, AND RULES TO IMPROVE PUBLIC SCHOOL TRANSPORTATION ACROSS THE STATE IN ORDER TO BETTER MEET STUDENT NEEDS AND ALLEVIATE BURDENS ON SCHOOL DISTRICTS.***

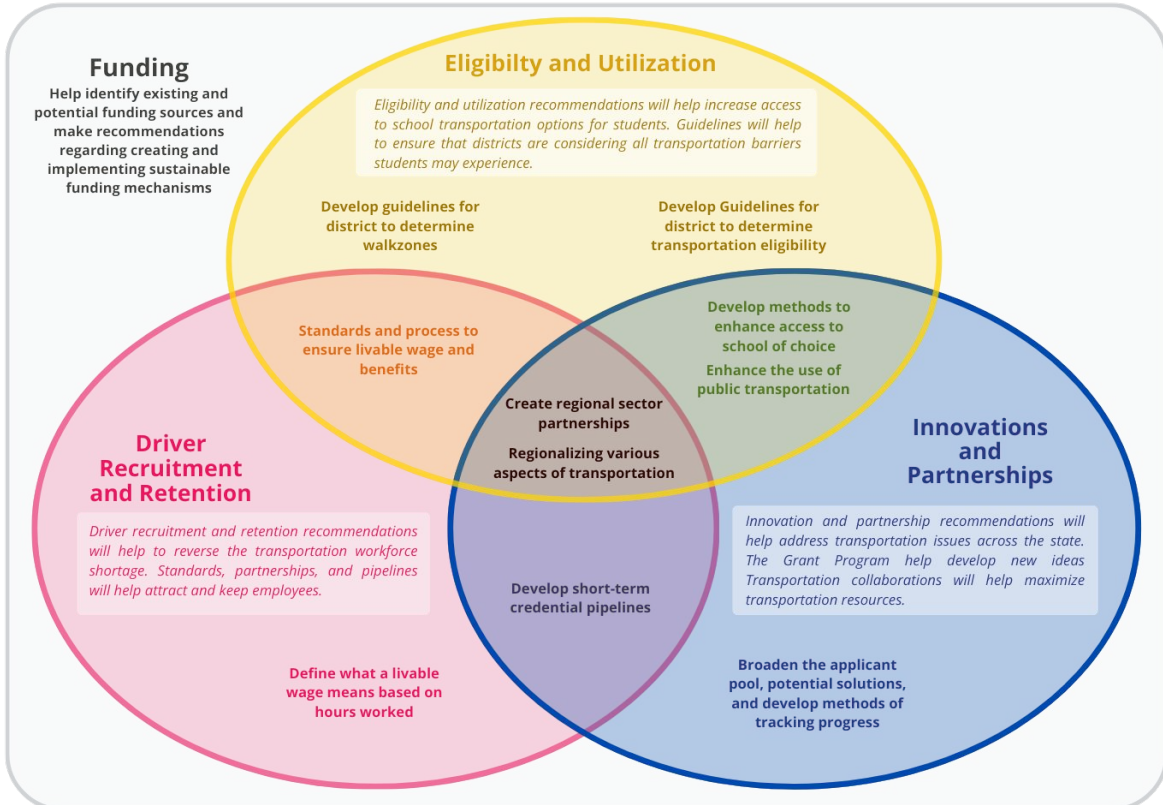


# Minimum Requirements Model

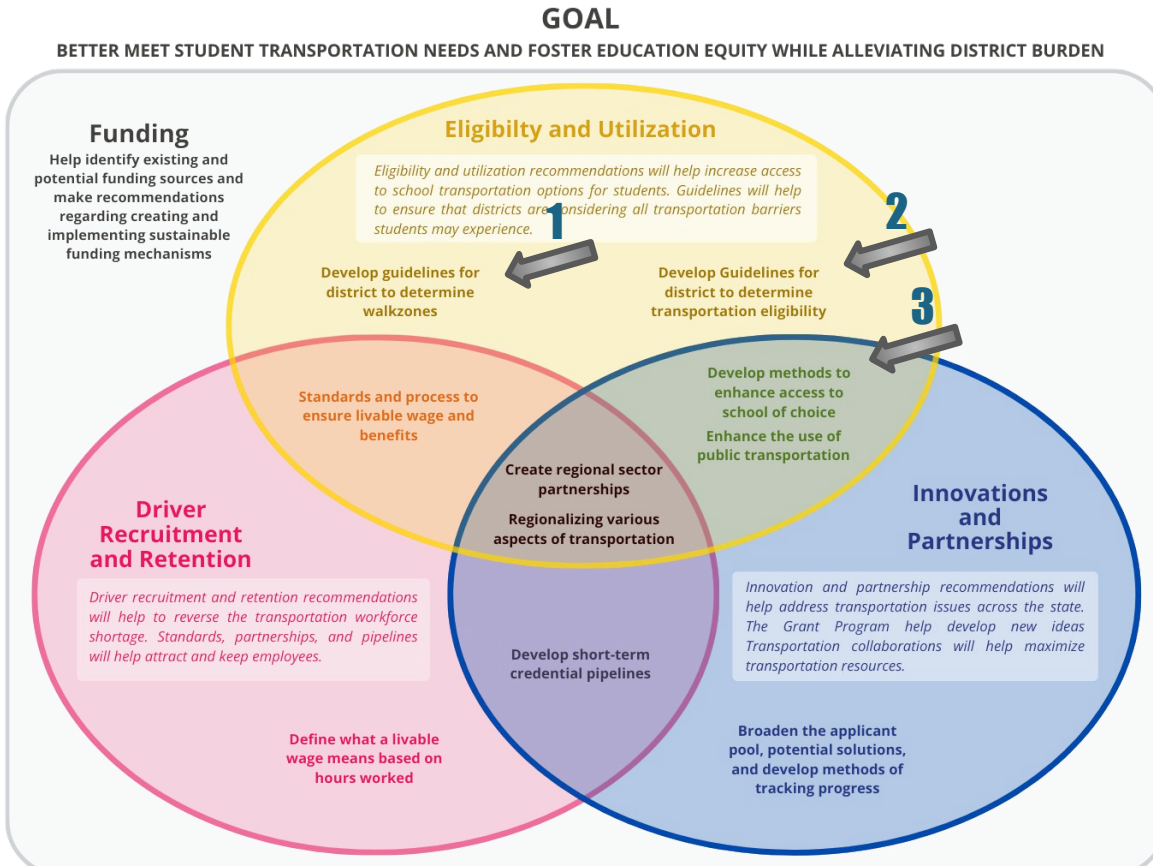


## GOAL

BETTER MEET STUDENT TRANSPORTATION NEEDS AND FOSTER EDUCATION EQUITY WHILE ALLEVIATING DISTRICT BURDEN



# Minimum Requirements Model



# Transportation Eligibility & Utilization

Define

22-107-104 (2)(k) RECOMMENDATIONS FOR LEGISLATION OR RULES THAT MAY IMPROVE SCHOOL TRANSPORTATION, INCLUDING RECOMMENDATIONS FOR LEGISLATION OR RULES THAT DO NOT EXACERBATE THE MARGINALIZATION OF COMMUNITIES THROUGH SEPARATION WHILE PROTECTING PUBLIC FUNDS

During the April Task Force Meeting, the Task Force came to consensus around the following

- ***Eligibility & Utilization***

- *Create guidelines to assist districts in considering identified barriers to transportation including*
  - *walk-zones,*
  - *access to school choice, and*
  - *how districts make determinations regarding transportation eligibility,*
  - *transportation staffing*
  - *transportation funding.*



# Current Transportation Requirements

Empathize

## 2023 Colorado Code

### Title 22 - Education

### Article 32 - School District Boards - Powers and Duties

### § 22-32-113. Transportation of Pupils - When

**SECTION 22-32-113(1) (C) AND (D) - TRANSPORTATION OF PUPILS – WHEN 22-32-113.** Transportation of pupils - when (1) The board of education of a school district **MAY FURNISH TRANSPORTATION:** (a) To and from public schools of the district for any reasonable classification of resident pupils enrolled in the schools of the district; (b) To and from public schools located in an adjacent state for any reasonable classification of resident pupils who have not completed the twelfth grade, but only if the district of attendance is one to which the district of residence of such pupils is authorized to pay tuition for the attendance of such pupils; (c) To and from public schools for any reasonable classification of pupils enrolled in the schools of the district who are residents of any other school district, **IF THE DISTRICT OF RESIDENCE IS ADJACENT TO THE DISTRICT OF ATTENDANCE, AND IF THE BOARD OR OTHER GOVERNING BODY OF THE DISTRICT OF RESIDENCE CONSENTS TO SUCH TRANSPORTATION;** (d) To and from any school-sponsored activity, or for any emergency, for any reasonable classification of resident pupils enrolled in the schools of the district, whether said activity or emergency be within or without the territorial limits of the 66 district, and whether or not occurring during school hours.

# Current Transportation Requirements

Empathize

## 2023 Colorado Code

### Title 22 - Education

### Article 32 - School District Boards - Powers and Duties

### § 22-32-113. Transportation of Pupils - When

**SECTION 22-32-113(2) - TRANSPORTATION OF PUPILS** - WHEN A board **MAY determine the points at which pupils shall be received and delivered and the routes of transportation** pursuant to subsection (1) of this section.

**SECTION 22-32-113(3) - TRANSPORTATION OF PUPILS** - WHEN If it is impractical, as determined by the board, to furnish transportation to and from school for any resident pupil enrolled or eligible to be enrolled in the schools of the district pursuant to subsection (1) (a), (1) (b), or (1) (c) of this section, the board **MAY pay the cost, or any portion thereof, of room and board for the pupil to reside at a point near a school** of the district of residence or a school of a district to which the district of residence is authorized to pay tuition.

# Current Transportation Requirements

Empathize

## 2023 Colorado Code

### Title 22 - Education

### Article 32 - School District Boards - Powers and Duties

### § 22-32-113. Transportation of Pupils - When

**SECTION 22-32-113(4) - TRANSPORTATION OF PUPILS** - WHEN A board ***MAY reimburse a parent or guardian for the expenses incurred by such parent or guardian in furnishing transportation to and from a public school or designated school vehicle stop*** for his or her child or children and for other pupils enrolled in the schools of the district, BUT THE BOARD SHALL NOT REIMBURSE ANY PERSON FOR TRANSPORTATION FURNISHED TO A PUPIL RESIDENT IN ANOTHER SCHOOL DISTRICT WITHOUT THE CONSENT OF THE BOARD OR OTHER GOVERNING BODY OF THE DISTRICT OF RESIDENCE. The amount and payment of transportation expenses are determined by the board paying the expenses.

**SECTION 22-32-114 – TRANSPORTATION BY PARENTS OF OWN CHILDREN** Notwithstanding the provisions of section 42-4-1904, C.R.S. the board of a **school district shall not require a parent or guardian to comply with said statutes and school bus regulations when such parent or guardian shall transport only his or her own child or children**, even though the board **may** reimburse such parent or guardian for expenses incurred in furnishing such transportation.





## Clarifying Questions

- Transportation to and from school for students with special needs and students in foster care or students who are homeless is a **MUST**
- All other forms of school transportation are a **MAY**

***What guidelines would assist districts in considering the barrier of walk-zones with regards to district transportation eligibility?***

**SECTION 22-32-113(2) - TRANSPORTATION OF PUPILS** - WHEN A board ***MAY determine the points at which pupils shall be received and delivered and the routes of transportation*** pursuant to subsection (1) of this section.



## Is there a walk zone policy?

	< = .5 mi	0.6 to 1 mi	1.1 to 1.5 mi	1.6 to 2 mi	> 2 mi	City limits	NA	Not Specified	Grand Total
<b>1- Denver Metro</b>	0	8	10	11	10	0	0	0	<b>39</b>
<b>2- Urban-Suburban</b>	0	5	9	4	3	0	0	15	<b>36</b>
<b>3- Outlying City</b>	0	8	5	2	2	0	0	0	<b>17</b>
<b>4- Outlying Town</b>	10	25	14	2	0	9	6	30	<b>96</b>
<b>5- Remote</b>	9	24	3	0	0	9	21	123	<b>189</b>
<b>CSI</b>	0	0	0	0	0	0	3	0	<b>3</b>
<b>Grand Total</b>	<b>19</b>	<b>70</b>	<b>41</b>	<b>19</b>	<b>15</b>	<b>18</b>	<b>30</b>	<b>168</b>	<b>380</b>

Numbers represent total districts that indicated they had a walk zone policy within that range for grades K-5, 6-8, or 9-12.



## Q17 Have you ever requested a different form of transportation?

	1- Denver Metro	2- Urban-Suburban	3- Outlying City	4- Outlying Town	5- Remote	Grand Total
No	128	332	57	318	394	1248
Yes	37	24	2	11	12	90
Grand Total	165	356	59	329	406	1340

87% of requests were denied. Most common reasons for denial were

- Within walk zone
- Not enough drivers and/or busses
- No bussing available in the district
- Not enough funding

# Existing Colorado Program

Empathize



**COLORADO**  
Department of Transportation

CDOT 2020 report indicated that the Safe Routes to School program has been utilized by schools in Denver and Boulder however rural communities have not taken advantage of the program.

Colorado Safe Routes to School (SRTS) uses a comprehensive approach to make school routes safe for children when walking and bicycling to school. CDOT administers Colorado's SRTS program. ***Safe Routes to School program presents schools, school districts, or communities with an opportunity to make walking and bicycling to school safer and more accessible for children, including those with disabilities.*** Each community or individual school may choose to emphasize different components to make its program work.

**Next cycle opens Fall 2024 and has \$7M dollars available for applicants.**



## Planning Safer School Bus Stops and Routes Toolkit

The toolkit includes an interactive tool for planning safer school bus stops and routes. ***This guide highlights best practices in selecting safer school bus stops.*** It was created in 2022 to not only update previous considerations for developing safer school bus stops, but also to incorporate policy considerations for school bus routes and pedestrian paths.



***The toolkit is designed to reflect safety considerations that are inclusive of all users of school transportation systems by recognizing the characteristics, risks, and behaviors of children of all ages.***

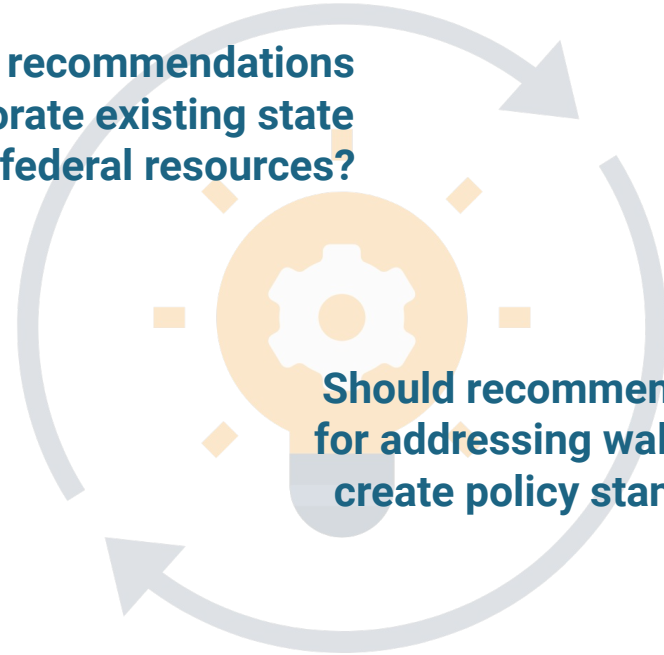
The toolkit takes a Safe System approach, considering the impacts of and interaction among various aspects (e.g., child pedestrians, the school bus, other vehicles, environmental factors) of a child's journey to and from school.



## Clarifying Questions

Should recommendations incorporate existing state and/or federal resources?

Should recommendations for addressing walk-zones create policy standards?





***What guidelines would assist districts in considering the barrier of access to school choice with regards to district transportation eligibility?***

# Current Transportation Requirements

**SECTION 22-32-113(1) (C)** To and from public schools for any reasonable classification of pupils enrolled in the schools of the district who are residents of any other school district, ***IF THE DISTRICT OF RESIDENCE IS ADJACENT TO THE DISTRICT OF ATTENDANCE, AND IF THE BOARD OR OTHER GOVERNING BODY OF THE DISTRICT OF RESIDENCE CONSENTS TO SUCH TRANSPORTATION;***



## Q6 Does your student attend their neighborhood school?

	1- Denver Metro	2- Urban-Suburban	3- Outlying City	4- Outlying Town	5- Remote	Grand Total
My student attends a different school	100	69	10	45	80	304
My student attends their neighborhood school based on their home address	67	283	48	281	326	1005
Not Sure	2	4	2	16	5	29
Grand Total	169	356	60	342	411	1338



## Q7 Would you have your student attend a different school if transportation was available?

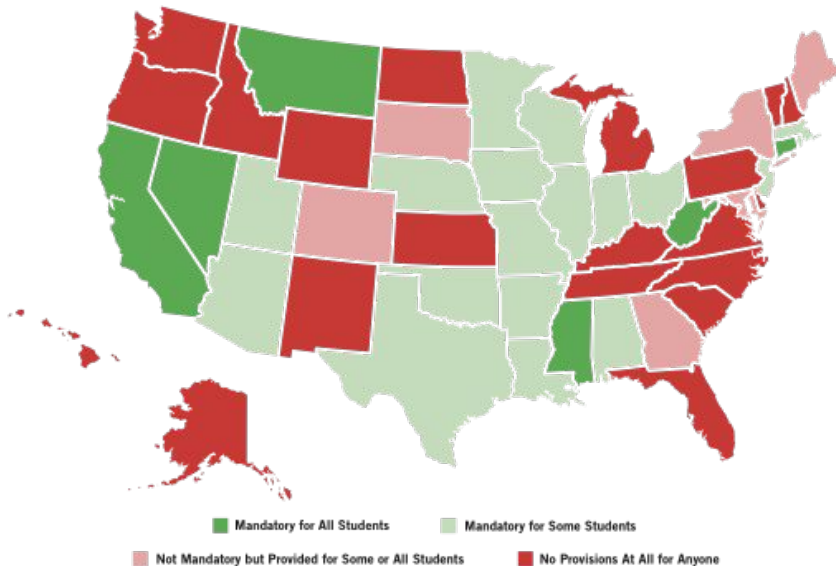
	1- Denver Metro	2- Urban-Suburban	3- Outlying City	4- Outlying Town	5- Remote	Grand Total
No	31	179	31	174	213	628
Not Sure	19	64	5	54	69	211
Yes	16	40	11	40	39	146
Grand Total	66	283	47	268	321	985

# School Choice Transportation Legislation

Empathize

## ed CHOICE Transporting School Choice Students March 2020

FIGURE 1 Inter-District Pupil Transportation Map



### Transportation Legislation

- **Alabama**- Transportation is only provided if the student is leaving a failing traditional public school.
- **California**- Receiving district is responsible for transportation.
- **Minnesota**- Receiving district is responsible, but only up to the district's boundaries.
- **Iowa**- Transportation is only provided for students with special needs.
- **West Virginia**- County boards are in charge of determining transportation agreements for students wishing to utilize interdistrict transfers.
- **Rhode Island**- Support is provided, but only within state-determined transportation zones.



## Clarifying Questions

Should the group recommend a thorough review of existing and proposed inter-district legislation be considered?

Should the recommendations make any specific requirements regarding inter-district transport expectations?

***What guidelines would assist districts in determining transportation eligibility to help better meet student need?***

**SECTION 22-32-113(1) (C) AND (D) - TRANSPORTATION OF PUPILS – WHEN 22-32-113.** Transportation of pupils - when (1) The board of education of a school district ***MAY FURNISH TRANSPORTATION:***





## Who is eligible for district transportation?

	All students	Outside walk zone, within transportation boundary*	One or more of following groups: special needs, homeless, foster care	No district transportation	Not Specified	Grand Total
<b>1- Denver Metro</b>	1	12	0	0	0	<b>13</b>
<b>2- Urban-Suburban</b>	3	8	1	0	0	<b>12</b>
<b>3- Outlying City</b>	4	2	0	0	0	<b>6</b>
<b>4- Outlying Town</b>	9	20	0	0	3	<b>32</b>
<b>5- Remote</b>	21	19	0	3	5	<b>48</b>
<b>CSI</b>	0	1	0	0	0	<b>1</b>
<b>Grand Total</b>	<b>38</b>	<b>60</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>112</b>



**Q36- On average, how long is your route? (Time estimate include full round trip from leaving bus depot until returning to bus depot)**

	1- Denver Metro	2- Urban-Suburban	3- Outlying City	4- Outlying Town	5- Remote	Grand Total
<b>15-29 minutes</b>	1	1	0	0	5	<b>7</b>
<b>30-44 minutes</b>	9	2	4	7	12	<b>34</b>
<b>45-59 minutes</b>	13	14	8	8	27	<b>70</b>
<b>60-90 minutes</b>	45	65	11	28	34	<b>183</b>
<b>91-120 minutes</b>	52	64	9	29	17	<b>171</b>
<b>More than 2 hours</b>	123	151	11	20	4	<b>309</b>
<b>Grand Total</b>	<b>243</b>	<b>297</b>	<b>43</b>	<b>92</b>	<b>99</b>	<b>774</b>

Numbers represent total districts that indicated they had a route at a given length during morning, midday, or afternoon..



## Q38- On average, how full is your route?

	1- Denver Metro	2- Urban-Suburban	3- Outlying City	4- Outlying Town	5- Remote	Grand Total
Basically empty	21	22	2	2	4	51
Less than half full	114	158	7	17	18	314
More than half full	81	85	11	35	43	255
Basically full	85	198	25	39	34	381
Grand Total	301	463	45	93	99	1001

Numbers represent total districts that indicated they had route at varying capacities during morning, midday, or afternoon.



## Q11- Which forms of transportation are available to your student?

	District Transportation	Public Transportation	Alternative	Reimbursements	None	Grand Total
1- Denver Metro	28	17	6	0	42	93
2- Urban-Suburban	156	1	2	0	12	171
3- Outlying City	31	1	1	0	1	34
4- Outlying Town	222	4	0	1	15	242
5- Remote	260	1	3	1	23	288
Grand Total	697	24	12	2	93	818

The distance that students live from the school they attend varies widely across all district settings, however, **students in more rural areas tend to live further away** from their school. **62% of respondents said their school or district had contacted them about transportation options that were available to them**, while only 11% of respondents said their school or district had made them aware of alternative transportation options for students with special needs.



## What is your public transit access policy?

	All students have public transit access	Unique criteria to determine eligibility* (e.g., student transit route is < certain time or distance)	No free public transit	Other	Not specified	Grand Total
1- Denver Metro	1	3	7	2	0	13
2- Urban-Suburban	1	2	7	0	2	12
3- Outlying City	1	1	1	1	2	6
4- Outlying Town	2	2	24	1	3	32
5- Remote	7	2	27	2	10	48
CSI	0	0	1	0	0	1
<b>Grand Total</b>	<b>12</b>	<b>10</b>	<b>67</b>	<b>6</b>	<b>17</b>	<b>112</b>



## What factors are hampering your ability to provide transportation?

Over 60% of respondents that provided feedback indicated that ***insufficient driving staff hampered their ability to provide transportation.***



Other common responses included:

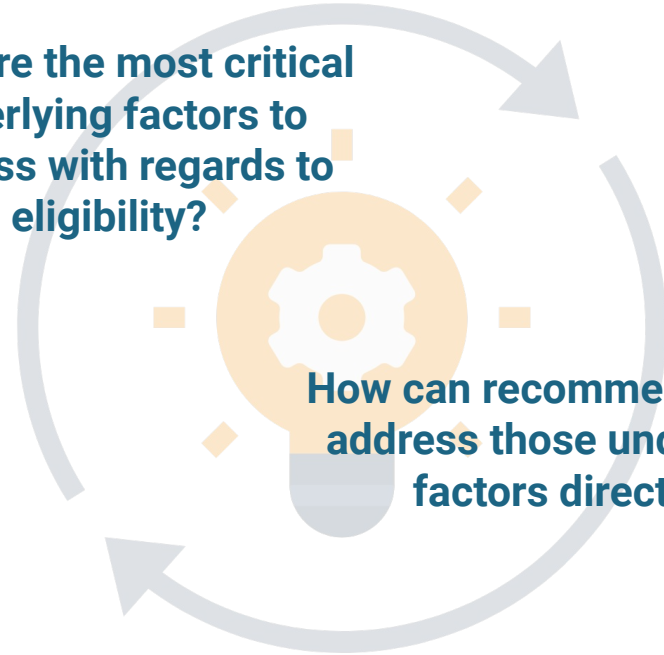
- Parents not registering or providing inaccurate information when registering
- Small number of students living far apart from each other and the school
- Short turnaround times for making and changing routes.



## Clarifying Questions

What are the most critical underlying factors to address with regards to eligibility?

How can recommendations address those underlying factors directly?



Break





*What guidelines would assist districts in determining how transportation staffing and funding is addressed?*



## Factors that hamper district transportation

- Not enough drivers
- Inaccurate or untimely information
- Small number of students
- Short turnaround times for routing



**All lead to inefficient routing for school districts and an inability to meet the transportation needs of students**





## Factors that helped district transportation

Several districts indicated that the use of routing software had eliminated transportation issues and allowed them to optimize services.

“No issues, with *routing software* and adjustments made annually. We see buses running around 75%-100% full on our routes, And service around 95% of our district.”

“With *software* we are able to adjust routes to run as optimized as possible.”

“Our *routing software* has helped greatly with this and eliminated issues for our district.”

“With the use of *routing software*, we have solved most of those issues.”

# Rural districts route manually while urban use software



## What method do you use to route students?

	1- Denver Metro	2- Urban-Suburban	3- Outlying City	4- Outlying Town	5- Remote	CSI	Grand Total	% Total
Manually	1	1	1	12	22	1	38	34%
Not Specified	2	4	1	15	24	0	46	41%
Software	10	7	4	5	2	0	28	25%
Grand Total	13	12	6	32	48	1	112	100%

# Most districts track daily ridership manually



## What method do you use to track daily ridership?

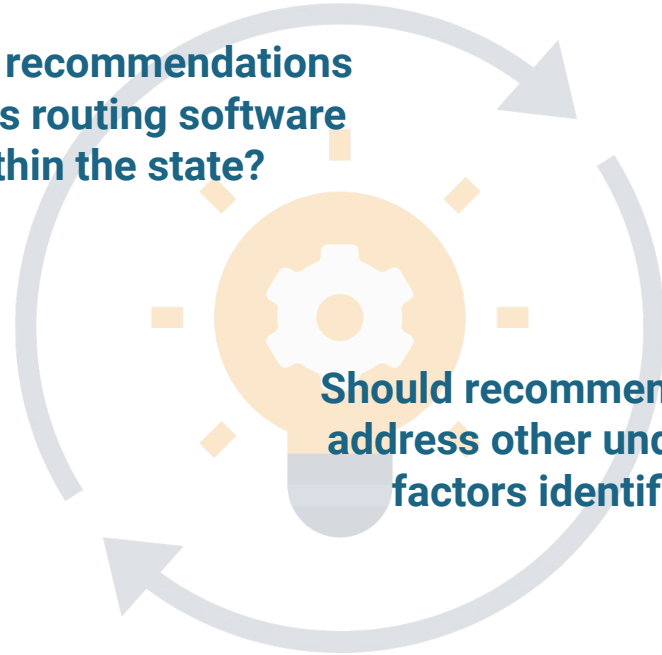
	1- Denver Metro	2- Urban-Suburban	3- Outlying City	4- Outlying Town	5- Remote	CSI	Grand Total	% Total
Attendance sheets	1	1	1	3	6	0	12	11%
Manually	4	5	3	8	11	0	24	28%
None	0	0	0	3	4	0	7	6%
Not specified	2	4	2	15	26	0	49	44%
Software	6	2	0	3	1	1	13	12%
Grand Total	13	12	6	32	48	1	112	100%



## Clarifying Questions

Should recommendations address routing software within the state?

Should recommendations address other underlying factors identified?



***What guidelines would assist districts in maximizing utilization of available transportation?***



## Q24- What form of transportation does your student currently use?

	District	Public	Alternative	Reimbursement	Family Chooses to Drive	Not Eligible	Grand Total
1- Denver Metro	31	15	2	0	96	65	209
2- Urban-Suburban	237	3	7	1	166	23	437
3- Outlying City	24	1	0	0	38	5	68
4- Outlying Town	203	6	1	1	171	32	414
5- Remote	226	0	6	0	225	41	498
NA	5	4	1	0	12	5	27
<b>Grand Total</b>	<b>726</b>	<b>29</b>	<b>17</b>	<b>2</b>	<b>708</b>	<b>171</b>	<b>1653</b>





## Q27 If district transportation was available would you use it?

	1- Denver Metro	2- Urban-Suburban	3- Outlying City	4- Outlying Town	5- Remote	Grand Total
No	5	0	0	4	8	17
Not Sure	9	0	1	6	11	27
Yes	51	22	4	22	19	118
Grand Total	65	22	5	32	38	167

Most common reasons that transportation is not available

- Within walk zone- 25%
- Attend school out of district- 32%
- No transportation in district- 17%
- Other reason or don't know- 26%



## Families not eligible for district transportation

Of the 171 families that indicated they were not eligible for transportation **118 indicated they would use it if they were eligible** for district transportation.

### Reasons not eligible

- Within walk zone- 25%
- Attend school out of district- 32%
- No transportation in district- 17%
- Other reason or don't know- 26%

# Parent/Guardian Data

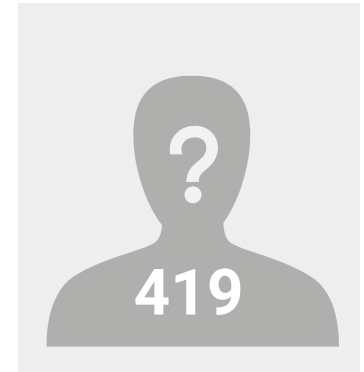
Empathize



## Families that choose to drive

Of the 708 families that choose to drive, only **66** *also indicated that they **were not eligible*** for district transportation.

Of the 708 families that choose to drive, **223** *also indicated that they **were eligible*** for district transportation.



# Parent/Guardian Data

Empathize



## Q31 Why does your family choose to transport your student?

	Too much time	Safety pass	Safety driver	Safety vehicle	Stop location	Safety walking	Timing	Unreliable	Personal preferred	Too crowded	Special needs	Insufficient reimburse	Other
<b>1- Denver Metro</b>	15	14	2	1	8	8	14	8	8	1	1	0	9
<b>2- Urban-Suburban</b>	32	15	7	2	33	27	47	20	32	13	1	0	18
<b>3- Outlying City</b>	8	7	2	3	6	4	9	2	10	4	0	0	5
<b>4- Outlying Town</b>	43	10	7	0	15	14	51	10	41	6	0	2	40
<b>5- Remote</b>	34	13	4	0	22	12	43	12	66	8	3	0	58
<b>NA</b>	1	0	0	0	1	0	2	0	0	0	0	0	2
<b>Grand Total</b>	<b>134</b>	<b>60</b>	<b>23</b>	<b>7</b>	<b>86</b>	<b>66</b>	<b>167</b>	<b>53</b>	<b>158</b>	<b>33</b>	<b>6</b>	<b>3</b>	<b>133</b>

Most common “Other” reasons was that the parent worked at the student’s school



## Q33 Would anything change your mind?

	1- Denver Metro	2- Urban-Suburban	3- Outlying City	4- Outlying Town	5- Remote	Grand Total
No	14	65	16	89	121	305
Yes	23	39	10	42	37	151
Grand Total	37	104	26	131	158	456

- Yes- electric buses, different school start times, first off bus and last on bus, time and location more convenient for me, more supervision on the bus
- No- personal preference, too much time on the bus, inconvenient pick up or drop off time, concerns about other passengers

# District Utilization Data



## Utilization Survey Respondents (out of 178 possible districts)

Urban setting	# Districts Who Responded	# Districts Who Did Not Respond	% Districts Who Responded
1- Denver Metro	10	5	67%
2- Urban-Suburban	11	4	73%
3- Outlying City	7	6	54%
4- Outlying Town	33	16	67%
5- Remote	46	40	53%
<b>Grand Total</b>	<b>107</b>	<b>71</b>	

# K-5th Grade Utilization



## Estimated utilization of district-funded transport (SY 2022-2023)

Urban setting	0 to 25%	26 to 50%	51 to 75%	76 to 100%	No district-funded transportation	Grand Total
1- Denver Metro	3	2	3	2	0	10
2- Urban-Suburban	1	5	2	3	0	11
3- Outlying City	1	3	2	1	0	7
4- Outlying Town	9	8	8	8	0	33
5- Remote	3	8	11	21	3	46
<b>Grand Total</b>	<b>17</b>	<b>26</b>	<b>26</b>	<b>35</b>	<b>3</b>	<b>107</b>

# 6-8th Grade Utilization



## Estimated utilization of district-funded transport (SY 2022-2023)

Urban setting	0 to 25%	26 to 50%	51 to 75%	76 to 100%	No district-funded transportation	Grand Total
1- Denver Metro	2	2	4	2	0	10
2- Urban-Suburban	0	5	4	2	0	11
3- Outlying City	1	4	1	1	0	7
4- Outlying Town	10	10	7	6	0	33
5- Remote	4	8	12	19	3	46
<b>Grand Total</b>	<b>17</b>	<b>29</b>	<b>28</b>	<b>30</b>	<b>3</b>	<b>107</b>



# 9-12th Grade Utilization

Empathize



## Estimated utilization of district-funded transport (SY 2022-2023)

Urban setting	0 to 25%	26 to 50%	51 to 75%	76 to 100%	No district-funded transportation	Grand Total
1- Denver Metro	2	7	0	1	0	10
2- Urban-Suburban	3	5	2	1	0	11
3- Outlying City	4	2	1	0	0	7
4- Outlying Town	15	13	2	3	0	33
5- Remote	13	9	6	15	3	46
<b>Grand Total</b>	<b>37</b>	<b>36</b>	<b>11</b>	<b>20</b>	<b>3</b>	<b>107</b>

# Utilization Opt-In



Does the district have an Opt-In process to specify utilization?

	No	Yes	NA	Grand Total
1- Denver Metro	3	7	0	10
2- Urban-Suburban	3	8	0	11
3- Outlying City	1	6	0	7
4- Outlying Town	18	15	0	33
5- Remote	25	18	3	46
<b>Grand Total</b>	<b>50</b>	<b>54</b>	<b>3</b>	<b>107</b>



## How does the Opt-In process work?

**Districts that shared information about opt-in processes typically fell into one of three categories:**

- Registration Yes/No
- Notify only if Yes
- Contact families directly

*Many districts indicated that the first two methods can and often do lead to inaccurate information being provided.*

*Additionally, several districts mentioned that even with the opt-in process sometimes families sign students up for transportation but don't use it, or don't sign up but use transportation anyways.*



## Clarifying Questions

**Are there recommendations that can be made that will help increase utilization?**

A conceptual graphic featuring a lightbulb with a gear inside it, set against a circular arrow and several small squares, representing a cycle of ideas or a process.

**Should recommendations focus on methods for making ridership tracking more accurate?**

# Proposed Language for Recommendation

- **Eligibility**
  - **Walk-zones-**
  - **Access to school choice-**
  - **Determining eligibility-**
  - **Determining staffing/funding-**
- **Utilization**
  - **Focus-**

Should the Transportation Task Force put forth a recommendation for Eligibility and Utilization as stated above?

## Decision Needed

1. Recommendation Stated
2. Fist to Five Vote
3. Articulate Concerns\*
4. Discussion of Concerns\*
5. Restate Decision & Record Vote



No way. I don't support this decision and I am vetoing.

I have strong reservations but will support the decision and will not veto.

I am uncomfortable with the decision but can live with it.

This decision is okay with me.

I support this decision.

I strongly support this decision.

# Next Steps

## Next Meeting:

Tuesday August 13th @ 10AM

## Next Topic:

Something

- *Agenda and Pre-reads will be sent out the week before*
- *If you have suggested readings for the group please send to Kate or Susan*

**Thank You!!**

*See you on August 13th*