Paula Tibbitts

From: Gregory Diefenbach <gregg.diefenbach@neric.org>
Sent: Tuesday, June 11, 2019 9:33 AM
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Subject: PowerPoint for NYSASBO
Attachments: FINAL - NYSASBO Shared Transportation Presentation.pptx

I would like to share the presentation I and my team made at the ASBO NY conference last week. I believe you will find it of interest…Gregg

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Innovations in Shared Transportation

Including Foster Care Transportation

June 4, 2019 at 2:45pm

PRESENTED BY:

CAPITAL REGION BOCES

Gregg Diefenbach, *Deputy Director for Administrative and Management Services*

Rick Longhurst, *Special Projects Administrator*

NASSAU BOCES

Lisa Rice, *Transportation Director*

MADISON ONEIDA BOCES

Frank Slawiak, *Transportation Supervisor*

NYSED

Paul Overbaugh, *Director of Pupil Transportation*

CAPITAL REGION BOCES

Presented by: Rick Longhurst & Gregg Diefenbach

Capital Region BOCES

Shared Transportation Initiative

CAPITAL REGION BOCES

The Goal

To support district response to current and emerging pupil transportation challenges through regional collaboration

CAPITAL REGION BOCES

Multiple Directions

- Use of regional data to support out-of-district route sharing
- Shared maintenance potential
- Recruitment and development of staff

CAPITAL REGION BOCES

A Regional Student Database

- 21 districts
- 60,000 students
- 434 out of district locations
- 104 destinations involving four or more districts
- Over $2million in 2018-19 shared run savings

CAPITAL REGION BOCES

Who is transported out of district?

- BOCES Career and Tech
- BOCES Tech Valley High School
- BOCES New Visions
- BOCES Special Education
- McKinney-Vento homeless students
- Students in foster placements

CAPITAL REGION BOCES

What does a regional database analysis offer?

- Proactive sharing opportunities
- Makes information available to take advantage of recent "piggybacking" legislation
- Rapid response to new placement requirements
- Constructive response to special service needs
- Facilitate inter-district communication

CAPITAL REGION BOCES

Facility Sharing

Design and Construction

- Future renovations or upgrades
- Diagnostic and software support
- Power and cabling demands
- Parts management
- Specialized space/ equipment
- Regional specialization

CAPITAL REGION BOCES

Facility Sharing

Office Operations

- Potential for consolidation or specialization
- Shared routing and run planning
- Adaptation to new technology
- Improved function backup

CAPITAL REGION BOCES

Facility Sharing

Staff

- Training to move from mechanical to electronic
- Adaptation to alternate fuels
- Trend to diagnosis over repair
- Competition for talent
- Utilization of software support

CAPITAL REGION BOCES

Recruitment and Training

- Shared and focused recruitment
- Basic CDL and SED training
- Essential education training
- Creation of full time employment opportunities
- Career ladder opportunities
- Creative salary and benefit plans
- Shared substitute pools

CAPITAL REGION BOCES

Out of District Routing Components of a Successful Sharing Plan

A Fiscal Incentive- Senate 2404: Marcellino

What S2404 would do?

- Provide supplemental aid equal to 10% of revenue received
- Education Department would approve all new contracts between districts
- Education Department would establish accountability guidelines

S2404a Improvements:

- Alter approach from increased aid to removal of disincentive
- Regulations to approve sharing models and demonstration of accountability
- Wealth adjustment to aidable expense offsets

CAPITAL REGION BOCES

Senate 2404a : Proposed Modification *Part 1*

In addition to any other apportionment under this subdivision, for the 2018/2019 school year and thereafter, a public school district other than a city school district in a city having a population of one million or more inhabitants that receives revenue from another public school districts or BOCES for eligible shared transportation services, shall be eligible to offset a portion of such revenue received that reduces total expenses allowable for an apportionment under this subdivision.

CAPITAL REGION BOCES

Senate 2404a : Proposed Modification *Part 2*

The amount of such offset under this paragraph shall be equal to the product of (i) the amount of revenue received from another public school district or BOCES for providing eligible shared transportation services and (ii) the providing school district's transportation aid ratio under this subdivision.

CAPITAL REGION BOCES

Senate 2404a : Proposed Modification *Part 3*

For the purpose of this paragraph, the commissioner of education shall be authorized to promulgate regulations including but not limited to the identification of transportation services eligible for sharing among participants, a methodology for calculating the cost of such shared transportation services among participants, and a reporting mechanism by which school districts will be required to demonstrate to the commissioner that such shared transportation services results in a cost savings to participants as well as to the State.

CAPITAL REGION BOCES

QUESTIONS?

THANK YOU!

CAPITAL REGION BOCES

Nassau BOCES
Transportation Services

Presented by: Lisa Rice

Integrity **Respect** **Excellence**

Our Mission

PROVIDE

Safe, efficient and dependable transportation to our 56 component districts

A caring and productive bus environment for students

Proactive responses to unique needs and circumstances

Competitive pricing

Larger capacity vans to transport more students & aides efficiently and comfortably

We Strive to:

- Hire skilled, professional staff
- Promote safety on the road & in the workplace
- Mentor automotive students
- Provide efficient, safe service with experienced teacher aides as bus drivers, monitors and attendants

HIRE SKILLED DRIVERS & STAFF

Stringent Hiring Process

- In-depth interview
- Experienced drivers only
- Strong interpersonal skills
- Project positive disposition
- Exceptional driving record

PROMOTE SAFETY AT ALL TIMES

Students Drivers Working Environment

- **Field review**
  - Following drivers throughout the year
  - On site assessment of student behavior situations
- **Counseling ~ Skills ~ Retraining**
  - Meet with drivers and monitors and discuss situations
  - Review & Retrain; offer assistance; work with school staff
  - Reinforce positive actions
- **Safety information available**
  - Offer industry related magazines, display posters and supply safety dvds in staff lunch rooms
  - Weekly & monthly workplace safety checks

Automotive Student Mentoring

We mentor our Joseph M. Barry Tech Automotive Students!

Every year automotive students are invited to work as interns alongside our mechanics to experience a **live** working environment on diesel, gas and small engine repair

This is BIG NEWS!

Teacher Aides as Bus Drivers and Attendants!

- Teacher Aides with CDL licenses are hired at our schools and work in the school as their full time job
- Those same Teacher Aides are offered School Bus Driver positions

OR

- Teacher Aides may work as School Bus Monitors or Attendants

"Staff working in either capacity are performing an Additional Assignment" before and after school"

Additional Assignment Staff

- Staff are usually assigned routes for the same population of students they work with each day
- Our employees are assigned routes for our most at risk students or the most complex situations
- Alternate route assignments are based on needs and dependent upon appropriate bell times
- School staff are trained in using appropriate methods of verbal and physical prompts when a student is in distress and have immediate support at their school
- Staff earn extra money in addition to their regular salary
- Our students benefit the most from this arrangement and exhibit less behavioral problems overall

QUESTIONS?

Lisa Rice
Department Supervisor

Lori Rowcroft
Supervisor

Louise Flynn
Safety Supervisor

Please contact
us for more information:
www.nassauboces.org

(516) 396-2020

74 Buses
67 Vehicles
57 Active Bus Drivers
235 Monitors and Attendants

MADISON-ONEIDA
BOARD OF COOPERATIVE EDUCATIONAL SERVICES

Enabling Learners to Excel

Madison-Oneida BOCES

Bus Maintenance Services

Presented by: Frank Slawiak

MADISON-ONEIDA
BOARD OF COOPERATIVE EDUCATIONAL SERVICES

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Madison – Oneida BOCES

Shared Bus Maintenance Program

Frank Slawiak, Transportation Supervisor

Work experience in Private Sector

Work for MO BOCES (34 years)

Mechanic, Team Leader

Transportation Supervisor

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Shared Maintenance Program

Client Base

Provide a cost effective maintenance program & repair service for 9 school districts, the BOCES and the local ARC.

Vehicle Types

Perform maintenance work on buses, school vehicles and equipment

Commercial Shop

Operates much like a "Commercial Shop"

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The History of Madison Oneida BOCES
Bus Maintenance Services

1979 & 1980
Legislation introduced by Senator Donovan enabling BOCES to do contract maintenance. Madison Oneida BOCES commences shared service in 1980.

Scope of Service
4 districts participate with a total of 80 buses

First Facility
VVS bus garage which included 4 bays and 1 lift. Enlarged in 1982 to include 3 additional bays and 1 additional lift.

Original Staff
6 mechanics from the 4 participating districts.

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Program Growth

Growth in Districts Served

By 1996 the program served 8 districts

Growth in Facilities

Two sites: Verona and Camden

Growth in Vehicles Serviced

Maintained approximately 240 buses and 60 support vehicles.

Current Bus Maintenance Services

Current Service:
10 districts and in 2005 - New legislation to service ARC (Magee/Meier).

Current Facilities:
Moved to the Costello Transportation Center in 2004, a leased facility with Oneida City School district and a satellite in Camden.

Current Staffing:
13 mechanics and 1 mechanics helper, and 1 supervisor.

Current Scope:
Maintain 295 buses & 130 other district vehicles

Current Staffing

Costello Center:

11 mechanics including 1team leader and 1 supervisor for approximately 340 vehicles

Camden Satellite:

2 mechanics including one team leader and one mechanics helper for 75 vehicles

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Included Services

Repairs: All major & minor

Inspections: All DOT required inspections & maintenance

Diagnostics: Complete

Bodywork & Painting

Fabricating

Transmission & Engine Rebuilding

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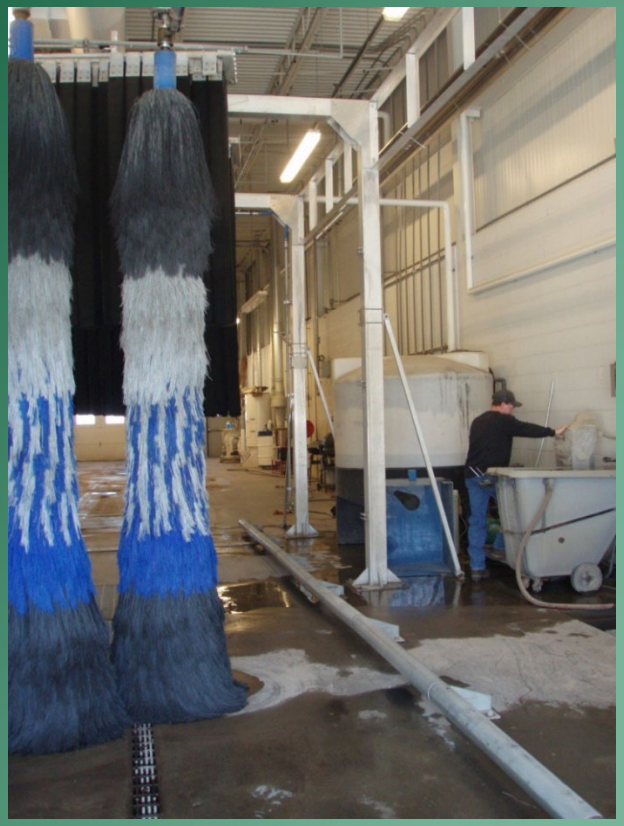
Additional Services

- ✓ Bus Washing
- ✓ 2 way radio system
- ✓ Bus driver training
- ✓ Driver Education
- ✓ NYS inspections



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O&M Services

Maintain & Repair all types of equipment:

- ✓ Lawn mowers
- ✓ Tractors
- ✓ Loaders
- ✓ Chainsaws
- ✓ Weed Eaters

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Role of the District

District Contact

Appoint a contact with the BOCES Bus Maintenance service to schedule needed maintenance service and repairs. Coordinate pick up and delivery of vehicles.

District Access To Software

District Transportation heads can identify buses needed for service and submit work requests.

District Staff

District staff may also complete minor repairs such as replacing light bulbs, wiper blades, etc.

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Value to Districts

Pooled Labor Force

- ✓ Steadies workflow, prevents service interruptions
- ✓ Offers wide range of mechanic skills and specialties
- ✓ Increases bus-to-mechanic ratio

Pooled Purchasing

- ✓ Volume purchasing results lower costs for parts.

Shared Resources

- ✓ Regional sharing of tools, software, diagnostic equipment and knowledge.

District Building Repurposing

- ✓ Districts can repurpose local bus garages for other use.

Value to Districts

District Impact

- ✓ With a central location for DOT inspections, smaller districts are only required to provide one or two buses for inspections at any one time.

Bus Sharing

- ✓ Sharing of buses among clients is coordinated as needed. (Ex. Emergencies).

Collaboration with Business Leaders

- ✓ Transportation Supervisor attends monthly business official meetings.

Individualized Reports

- ✓ Transportation Supervisor provides business officials with district specific reports as requested.

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Service Cost to Districts

Parts & Labor

Client districts are billed for labor time and parts on that specific vehicle.

Labor Rate

$50.05

Transportation Aid

All services provided are transportation aidable.

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Savings to the District

Time & Materials

Clients only pay for specific time and materials spent on buses/vehicles.

Surplus

Any CoSer surplus is returned to districts based on their participation.

Cost Per Mile

The current average operating cost per mile for parts and labor for the fleets served is 45 cents.

Record Keeping

- ✓ **Software**
  Maintenance work is tracked through custom vehicle maintenance software.
- ✓ **DOT Records**
  All state-required DOT records are maintained.
- ✓ **Monthly Reports**
  Hours and parts costs are recorded by vehicle and reported to districts on a monthly basis
- ✓ **Maintenance Tracking**
  Vehicle Records are used to track equipment reliability, high cost vehicles, and tire wear.
- ✓ **Fleet Planning**
  Data analysis helps districts identify expensive vehicles and establish replacement schedules.

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BOARD OF COOPERATIVE EDUCATIONAL SERVICES

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QUESTIONS??

Contact: Madison Oneida BOCES

- ✓315-361-5899
- ✓ Frank Slawiak
- ✓ Lisa Decker
- ✓ Scott Budelmann

The Facts and Figures of Foster Care Transportation

Paul Overbaugh
State Director
Pupil Transportation Services
New York State Education Department

June 4, 2019

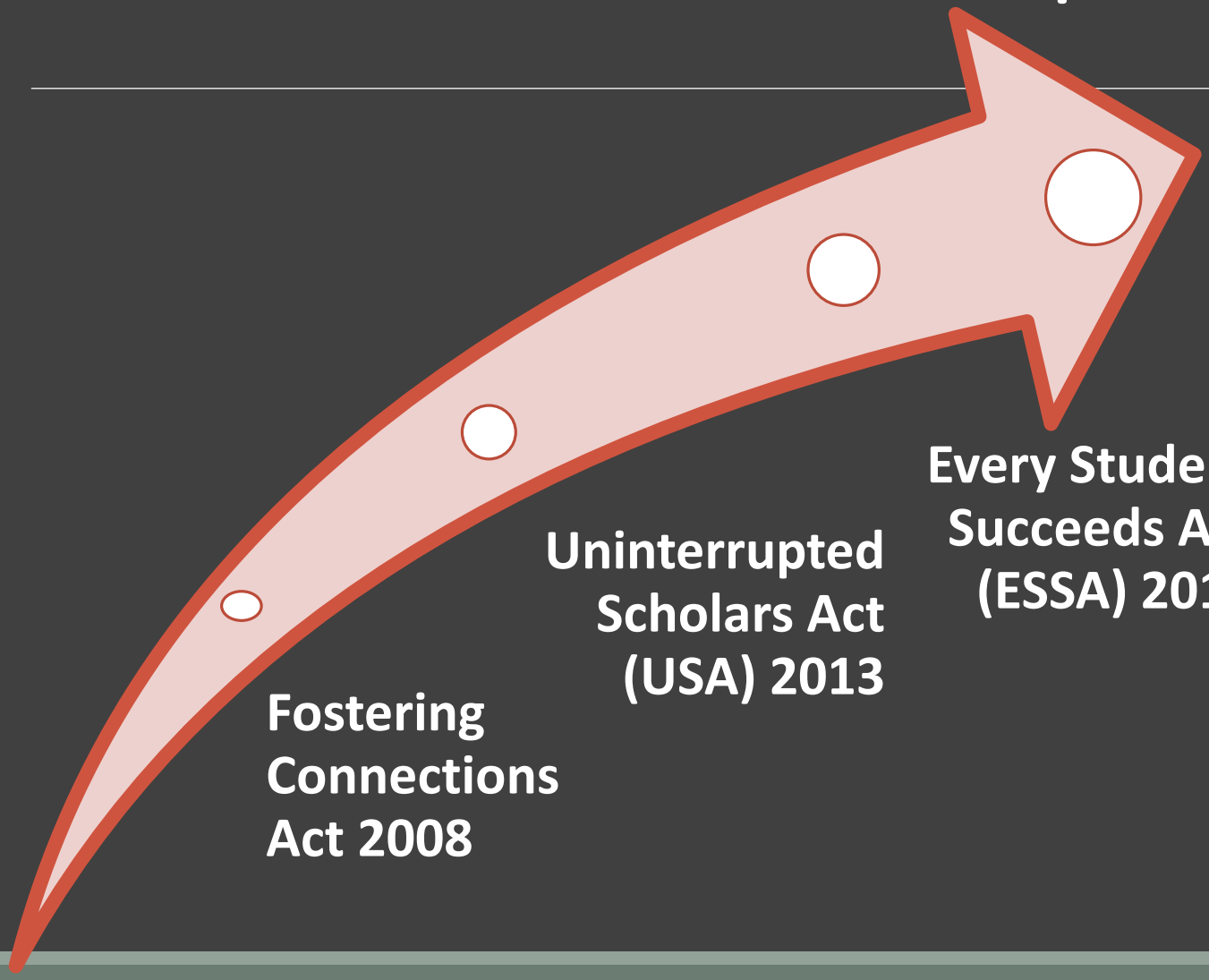
Facts and Figures of Foster Care Transportation

Topics

- **F**ederal and State Laws
- **A**greement
- **C**ommon Terms
- **T**oolkit
- **S**haring the Figures

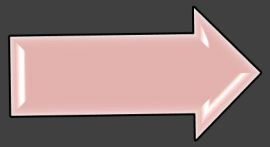
Federal and State Laws

A Decade of Federal Law Improvements



Fostering Connections Act 2008

Every Student Succeeds Act 2015



Shared Responsibility to Support Educational Stability for Youth in Foster Care 2016

Every Student Succeeds Act (ESSA)

In 2017, OCFS worked closely with SED as they developed NYS' ESSA plan.

Implications for youth in care:

- ✓ ***making a best interest determination***
- ✓ ***educational liaisons;***
- ✓ ***data sharing; and***
- ✓ ***transportation plans.***

2018 State Law –Part CC of Chapter 56

New Education Law §3244

Amends: Education Law §3202(4)

Social Services Law §153-k

Establishes rights of students placed, or moved, in foster care to:

- ✓ attend a school determined to be in their best interests
- ✓ immediate enrollment
- ✓ expedited transportation

Codifies ESSA requirement of LEA Point of Contact

Foster Care Agreement

Local Transportation Agreement Between School Districts and Local Districts Social Services

Renewed every 2 years

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- Renewed every 2 years
- Outlines local transportation procedures

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- Outlines information to be provided by the school district for the Best Interest Determination to be made by the LDSS.

Local Transportation Agreement Between School Districts and Local Districts Social Services

- Renewed every 2 years
- Outlines local transportation procedures
- Lists key contacts for foster care issues
- Outlines information to be provided by the school district for the Best Interest Determination to be made by the LDSS.
- *Transportation agreements must be agreed to between an LEA and its county LDSS(s), as well as with any other LDSS that has children in its care and custody attending school within the LEA

Responsibilities of Local Departments of Social Services (LDSS)

Inform, either orally or in writing, the school district's POC as soon as possible and no later than two business days of a child entering foster care or changing foster care placement

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Collaborate with LEAs to make a Best Interest Determination

Responsibilities of Local Departments of Social Services (LDSS)

Inform, either orally or in writing, the school district's POC as soon as possible and no later than two business days of a child entering foster care or changing foster care placement

Collaborate with LEAs to make a Best Interest Determination

Forward the Best Interest Determination (BID) form to inform the school district(s) of the determination

Responsibilities of Local Departments of Social Services (LDSS)

Inform, either orally or in writing, the school district's POC as soon as possible and no later than two business days of a child entering foster care or changing foster care placement

Collaborate with LEAs to make a Best Interest Determination

Forward the Best Interest Determination (BID) form to inform the school district(s) of the determination

Forward the completed LDSS 2999 Form to inform the School District of Origin and the School District of Attendance (if different)

Responsibilities of Local Education Agencies (LEAs)

School districts must be prepared to demonstrate written protocols for their:

- Procedures
- Completed Local Transportation Agreement(s)
- Individual Transportation Plans for a Student in Foster Care
- Provide proof of compliance with the transportation plan upon audit/records review by the NYSED

School Stability and Transportation Policy for Students in Foster Care

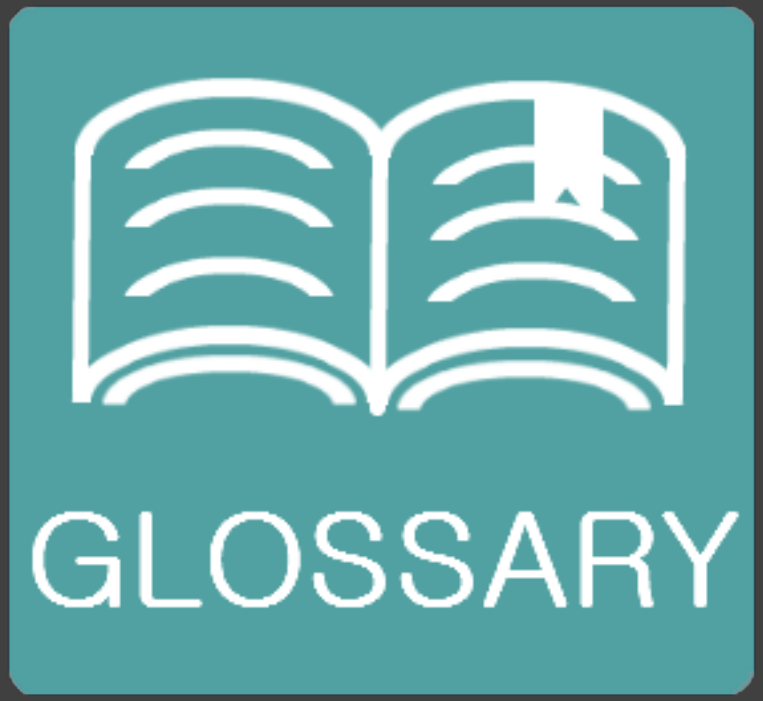
School districts must ensure the transportation office and other pertinent school personnel are informed immediately when:

The District is notified that a child has been placed in foster care.

OR

A child has changed foster care placement and new transportation will need to be arranged.

Common Terms



Common Terms

Student in Foster Care

A child who is in the care or custody and guardianship of a local commissioner of social services or commissioner of the office of children and family services.

Common Terms

Local Education Agency (LEA)

A public board of education or other public authority legally constituted within a State for either administrative control or direction of . . . public elementary schools or secondary schools . . . that [are] recognized in a State as an administrative agency for its public elementary schools or secondary schools.

Common Terms

Local Department of Social Services (LDSS)

Local child welfare governmental entity whose local commissioner of social services (or the commissioner of OCFS) has care and custody or custody and guardianship of a child.

Common Terms

Best Interest Determination (BID)

A collaborative decision-making process between local education agencies (LEAs) and local department of social services (LDSSs) to determine whether it is in a child's best interest to remain in the school of origin once a child has been placed in foster care or changes foster care placement.

Common Terms

Point of Contact (POC)

Representatives from both the Local Education Agency (LEA) and the Local Department of Social Services (LDSS) who will work collaboratively to ensure students in foster care attend the school that is in their best interest and have transportation to that school.

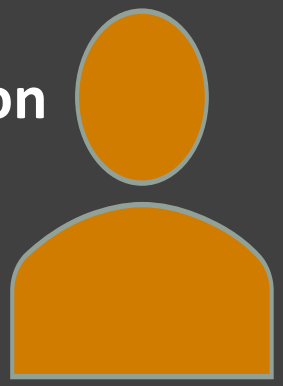
State and Local POCs

- ✓ **NYSED has posted the State Level POCs, LDSS Points of Contact and LEA Points of Contact information on the NYSED foster care page:**

http://www.p12.nysed.gov/sss/pps/fostercare.html

- ✓ **OCFS has posted the LDSS Point of Contact information on the OCFS website:**

https://ocfs.ny.gov/main/fostercare/education.asp



Common Terms

State Level POC

The State Education Department and Office of Children and Family Services have appointed state level points of contact to assist local agencies.

Common Terms

Building Designee

The point person in each school building to provide information as necessary to the LEA POC.

Common Terms

District of Origin

The school district in which the student was attending a public school or preschool on a tuition-free basis or was entitled to attend at the time of placement into foster care.

Common Terms

District of Residence
(Formerly referred to as the district of location)

The school district in which the child is residing due to foster care placement.

Common Terms

District of Attendance

The school district where the student placed in foster care is enrolled after a Best Interest Determination is made.

Common Terms

School of Origin

The public school or charter school the child is currently attending when first placed in foster care or at the time of a change in foster care placement.

Although the District of Origin will never change for the duration the child is in foster care, the School of Origin may change based upon a best interest determination.

Foster Care Toolkit

Toolkit Overview

School Stability	**Ensure students in foster care attend school that is determined to be in their best interest.** ***Cost of school transportation IS NOT to be a factor***
Related Services	**Ensure transportation to that school is provided and, if school changes, immediate enrollment and transfer of school records.**
Standard Processes	**Create a standard process which will assist LEA and LDSS to meet students' needs quickly, effectively, and sensitively.**

Purpose for the Toolkit

Clarify the requirements of local school districts including charter schools (LEA) and local departments of social services (LDSS).

Provides guidance and resources which will assist the LEA and LDSS to meet these requirements while <u>ensuring the educational stability of students in foster care</u>.

Background for the Toolkit

When children are faced with imminent danger to life or health or in an abusive environment LDSS places the child in foster care.

Children in foster care face a disruption of relationships and the data shows a decrease in their educational success.

To limit these impacts the toolkit seeks to use the <u>Best Interest Determination</u>.

Sharing the Figures

Sharing Knowledge

Foster Care Transportation Workgroup

Consists of: SED, OCFS, Transportation Professions, Business Officials and Social Service Professionals

Purpose is to understand the law and propose suggestions for LEAs and LDSSs to consider with their agreements.

The group is very active and working through the nuances of the law, which means all the financial components are subject to change.

Sharing the Figures

Districts will need to tabulate and track the transportation cost of each child in foster care

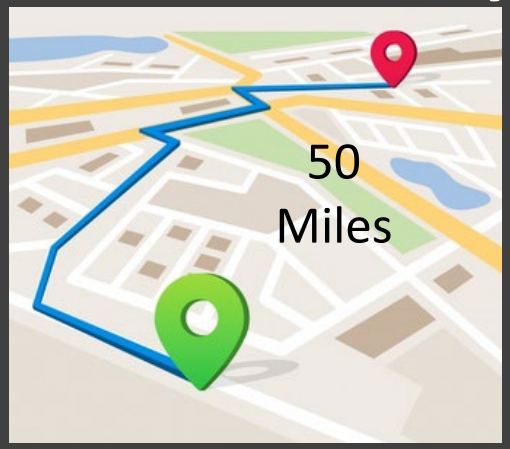
District will provide the LDSS with an itemized accounting of the cost

The accounting will show LDSS portion of the cost to be reimbursed to the district

Education Law 3244 4a.

The designated school district of attendance shall provide transportation to and from the child's foster care placement location and the school of origin. <u>Any cost incurred for such transportation that is allowable up to fifty miles each way</u> pursuant to the applicable provision of parts two and three of article seventy-three of this chapter or herein…

Transportation is aidable up to 50 miles each way.



Education Law 3244 4b.

Notwithstanding any other provision of law, where any child or youth in foster care attends the school district of residence and such child does not attend the school of origin, <u>such school district shall provide transportation to such child on the same basis as a resident student.</u>

Education Law 3244 4c.

Excess allowable transportation costs… shall be shared between the social services district responsible for the foster care costs of the child or youth and the designated school district of attendance equally. Excess transportation costs shall mean the difference between what a school district otherwise would spend to transport a student to his or her assigned school and the cost of transporting a child in foster care to his or her school of origin;

Workgroup Discussion

Mileage Within Route	State Aidable	District Cost	50% Split LDSS/ District
0-15	Yes	Yes	No
15 – 50	Yes	Yes	Yes
Over 50	No	Yes	Yes

Total mileage reduction is 60 miles per day.

15 X 4 = 60

Total aided mileage is up to 200 miles per day.

50 x 4 = 200

District B-
Foster Care
Placement
25 Miles
District A-
District of
Attendance
15 Mile
Line

Transportation Cost-Contracted

DISTRICTS SHOULD CONSIDER THE FOLLOWING ITEMS TO INCLUDE IN THEIR ACCOUNTING:

- Foster care student
- Pick up location & time
- School location
- Miles bus traveled per day
- Fuel cost per day
- Operational cost per day
- Cost per day
- Cost per mile
- Mileage for foster child -60
- Number of days transported
- State aid ratio
- Total amount
- State aid amount to subtract
- Other revenue to subtract
- Total amount to split 50/50

District Contracted Transportation Cost Per Mile

DISTRICTS MAY NEED TO CALCULATE THEIR COST PER MILE AND SHOULD CONSIDER THE FOLLOWING ITEMS IN THEIR ACCOUNTING:

- **Contracted bus cost per day**
- **Operational cost per day- is ¼ of hour of combined salary with fringe for transportation supervisor and assistant/clerk**
- **Fuel cost per day if applicable**
- **Cost per mile is the daily cost is divided by the miles the bus travels that day**
- **350 + 19.18 + 48.54 = 417.72 /260 = 1.61**

Transportation Cost-District Operated

DISTRICTS SHOULD CONSIDER THE FOLLOWING ITEMS TO INCLUDE IN THEIR ACCOUNTING IF USING DISTRICT OWNED BUSES:

- Foster care student
- Pick up location & time
- School location
- Miles traveled per day
- Mileage for foster child -60
- Number of days
- Cost per mile
- Driver cost
- Attendant cost (if applicable)
- State aid ratio
- Total amount
- State aid amount to subtract
- Other revenue to subtract
- Total amount to split 50/50

District Operated Transportation Cost Per Mile

DISTRICTS MAY NEED TO CALCULATE THEIR COST PER MILE AND SHOULD CONSIDER THE FOLLOWING ITEMS IN THEIR ACCOUNTING:

- **Vehicle Depreciation cost per mile**
- **Insurance cost per mile**
- **Fuel cost per mile**
- **Maintenance and repair cost per mile**
- **Administrative cost per mile**
- **Training cost per mile**

Sharing the Figures

Districts may want to reconcile foster care transportation expenses on a quarterly or semi-annual basis.

In the agreement the District and LDSS should decide when the accounting is due.

Facts and Figures of Foster Care Transportation

ANY
QUESTIONS

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Thank You

Visit our website –
http://www.p12.nysed.gov/schoolbus/

Contact our office –

Phone: 518-474-6541

email: transportation@nysed.gov