

NONPUBLIC SCHOOL TRANSPORTATION TASK FORCE

Maryland State Department of Education

Chair | Gabriel Rose

September 28, 2023

Presentation Outline

1. Welcome/Introductions
2. Meeting #2 Recap
3. Guiding Question #1
4. Survey Result - Breakdown
5. Guiding Question #2
6. Developing Recommendations
7. Future Meeting and Next Steps



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Welcome/Introductions

A welcome to members of the Task Force

How to use Google Meets

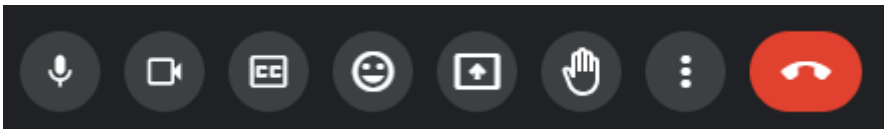
Mute and unmute

Video on and off

Hand raised and lowered

Comments on the bottom right

Comments and video will be saved for the public



Open Meeting Act Requirements

Maryland's Open Meetings Act is a statute that requires many State and local public bodies to hold their meetings in public, to give the public adequate notice of those meetings, and to allow the public to inspect meetings minutes. The Act permits public bodies to discuss some topics confidentially. The Act's goals are to increase the public's faith in government, ensure the accountability of government to the public, and enhance the public's ability to participate effectively in our democracy.

- A recording of this meeting will be stored and posted on the MSDE website for the public to view.
- Minutes will be taken and sent out to members no later than a week prior to the following meeting.
- <https://www.marylandpublicschools.org/programs/Pages/Operations/Pupil-Transportation/TaskForce/index.aspx>

Membership

Gabriel Rose – Director, Office of Pupil Transportation/
Emergency Management

Justin Dayhoff - Assistant State Superintendent of Financial Planning, Operations, and Strategy

Delegate Dalya Attar

Delegate Courtney Watson

Senator Shelly Hettleman

Senator Paul D Corderman

Darryl Clark - MTA's Director of Service Development

Sharicca Bolden – Baltimore City

Lynne Harris – Montgomery

Kenny West – Baltimore County

Steve Nelson – President, Maryland School Bus Contractors Association

Arielle Frankston - Morris, Executive Director, Teach MD

Jeremy Joseph, Principal - Archbishop Curley High School

Ann Wagner, EdD - Head of School, The Banner School

Rabbi Ariel Sadwin - President of Maryland CAPE,

Membership

Krishnanda Tallur - Deputy State Superintendent - Office of Operations

Akilah Alleyne, Ph.D. - Executive Director - Governmental Affairs, Education Policy, and External Relations

Laurel Cratsley - Education Policy Program Analyst - Government Affairs, Education Policy, and External Relations

Meeting Schedule

Nonpublic School
Transportation Task Force
Meeting #1

Thursday, August 24

2:00 – 4:00pm

Join with Google Meet

meet.google.com/vps-segd-ujc

Join by phone

(US) +1 386-401-8690

PIN: 234 449 613#

Nonpublic School
Transportation Task Force
Meeting #2

Thursday, September 14

1:00 – 3:00pm

Join with Google Meet

meet.google.com/qwk-rgxx-krv

Join by phone

(US) +1 414-909-5925

PIN: 308 484 001#

Nonpublic School
Transportation Task Force
Meeting #3

Thursday, September 28

1:00 – 3:00pm

Join with Google Meet

meet.google.com/dat-ipem-nzq

Join by phone

(US) +1 631-602-0364

PIN: 411 944 384#

Nonpublic School
Transportation Task Force
Meeting #4

Tuesday, October 17

2:00 – 4:00pm

Join with Google Meet

meet.google.com/cfi-kswt-oiq

Join by phone

(US) +1 904-300-0350

PIN: 811 529 220#

Task Force Deliverable

The task force will make recommendations regarding methods by which the State may support **the reduction** in use of passenger vehicles for the transportation of nonpublic school students and **policies** for busing programs for the transportation of nonpublic school students.

Task Force Timeline

On or before **December 15, 2023**, the Task Force shall report its findings and recommendations, in accordance with § 2-1257 of the State Government Article, to the Senate Budget and Taxation Committee, the Senate Committee on Education, Energy, and the Environment, the House Appropriations Committee, and the House Ways and Means Committee.



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Public Comment

Public Comment Period for members of the Public



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Review September 14th Meeting

An overview of the Task Forces' September 14th meeting. Minutes for adoption and resources from prior meetings.

Minutes for approval

- Minutes from the September 14th meeting were sent to members on September 22, 2023.
- Upon approval of the minutes from September 14, they will be posted on the Task Force webpage.
- If revisions are needed, email Gabriel Rose at Gabriel.rose1@maryland.gov

Resources from Prior Task Force Meetings

- Public School Pupil Transportation
 - St. Mary's County Public Schools
 - Frederick County Public Schools
 - Montgomery County Public Schools
- MSDE 2022 End of Year Transportation Report
- Survey Results from Nonpublic Schools
- Survey Results from Public Schools
- Results from State Surveys

Summery of Recommendations from Prior Task Force Meetings

Decrease the number of personal vehicles on the road for private school transportation.

- Increase nonpublic school transportation options for families.
- Expand MTA options for families in serviceable areas.

Avoid significant impact to public school systems with any implementation options.

- Increase communication between local public/non-public schools.

Expand the understanding of what Nonpublic Schools are using for transportation.

Expand the awareness of existing transportation programs for nonpublic schools.

Create policies for nonpublic school busing programs.

- Encourage communication between nonpublic school transportation offices



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Guiding Question #1

What does the data gathered from our survey tell us? How can this data assist the Task Force on making transportation recommendations for the State?

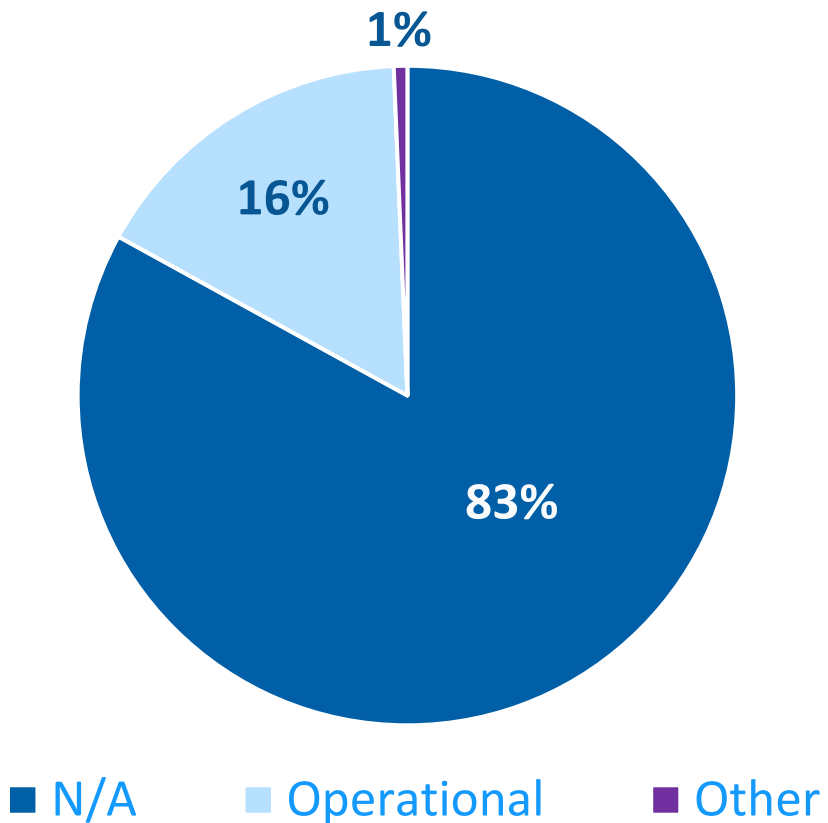


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Survey Results - Breakdown

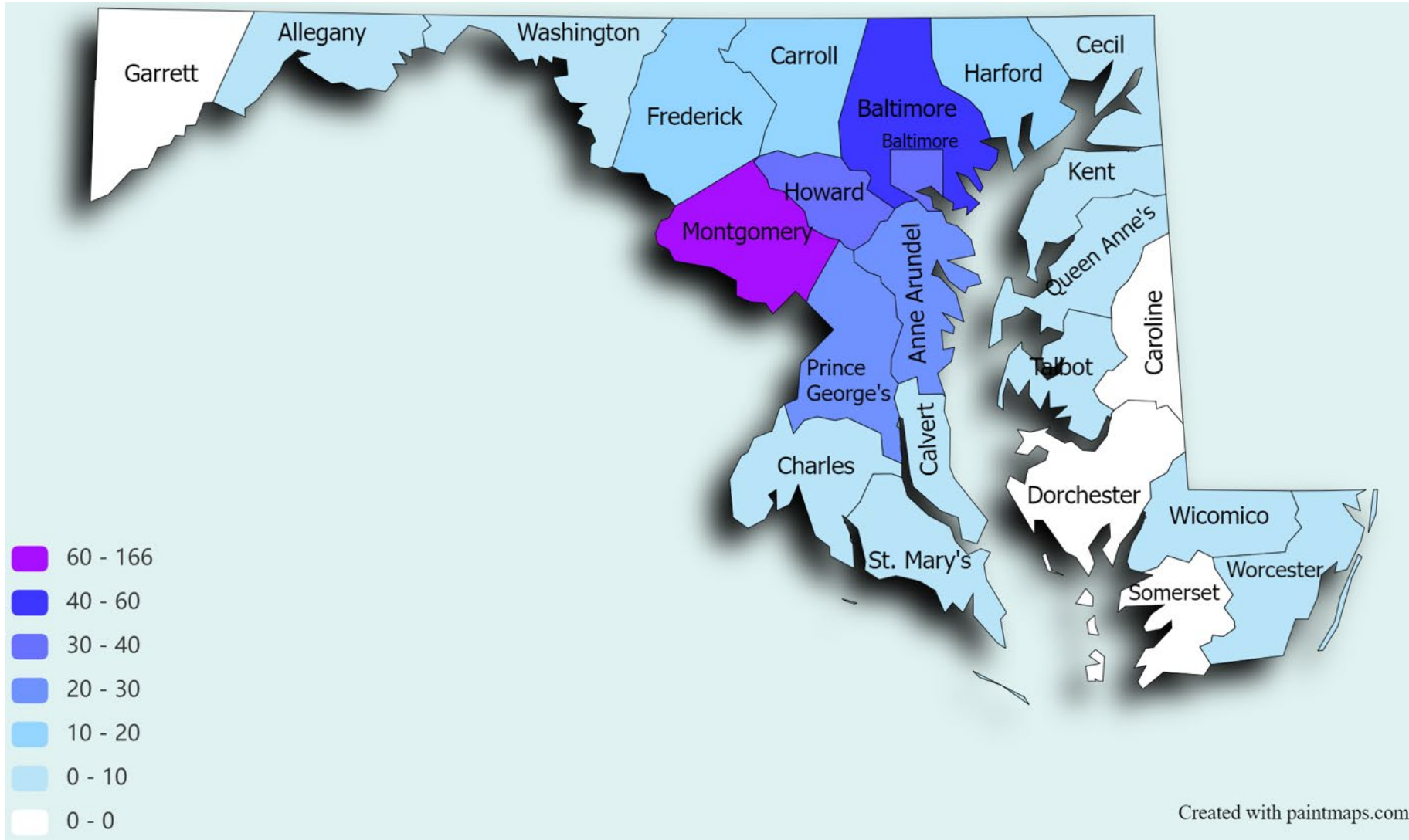
A further breakdown of data obtained through the MSDE survey of nonpublic school transportation programs.

Nonpublic School Transportation Program Results

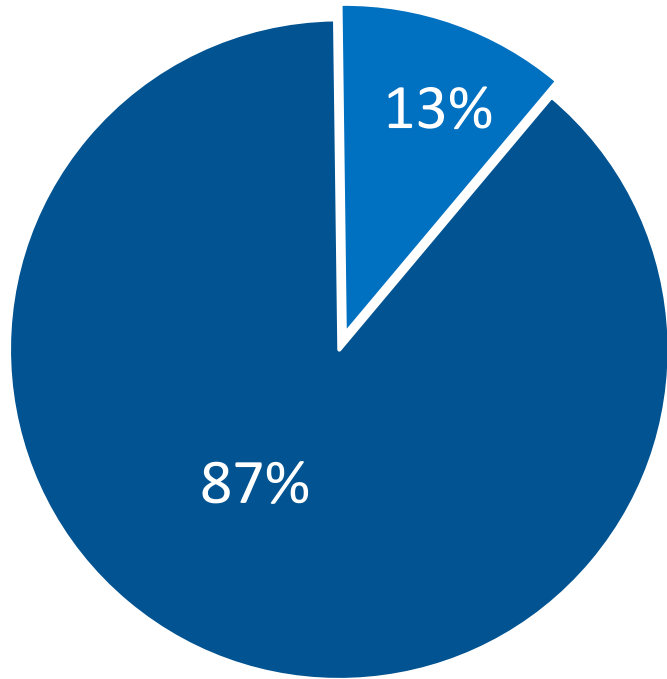


- The MSDE Received **376** responses from those nonpublic schools that received the survey.
- A total of **91,509** Nonpublic students were identified in this survey.
- Of the **376** responses the results to the question “What is the status of the student busing program(s) at your school?” are:
 - **299** report that that question “Does not apply”
 - **74** report it being “Operational”
 - **3** report it being “Out-of-service”
- Addresses for these schools were reviewed and have been organized by County/City

Number of Private Schools By County



Survey Results – Operational

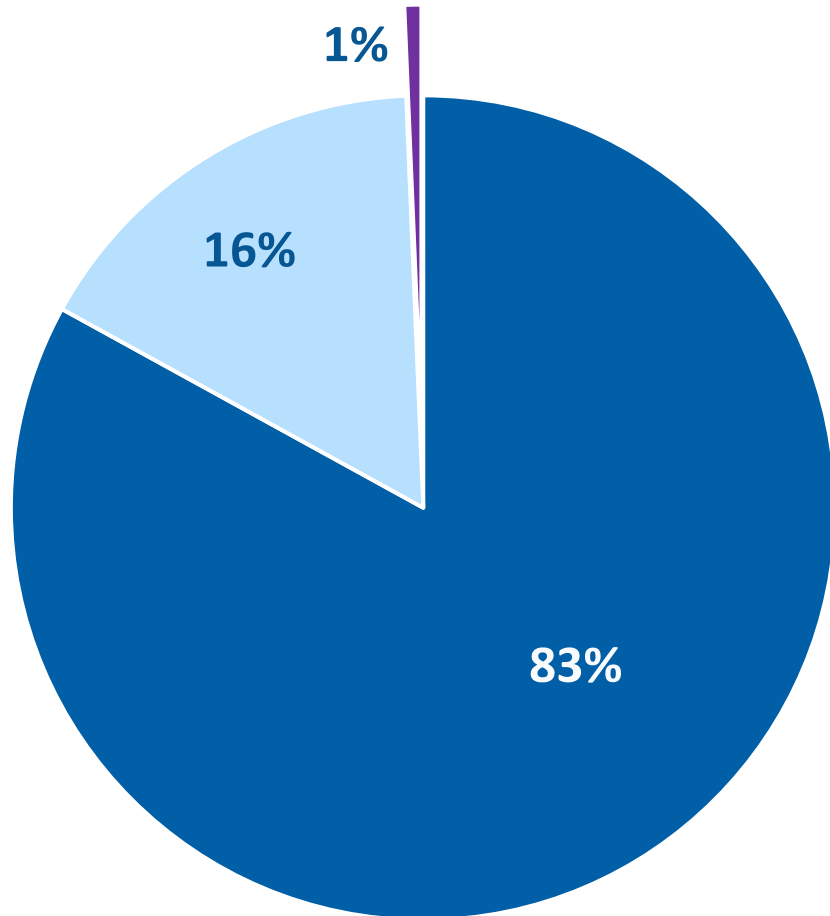


■ Total Enrollment 34,280 ■ Transported 4,375

Of the **74** that reported “Operational”:

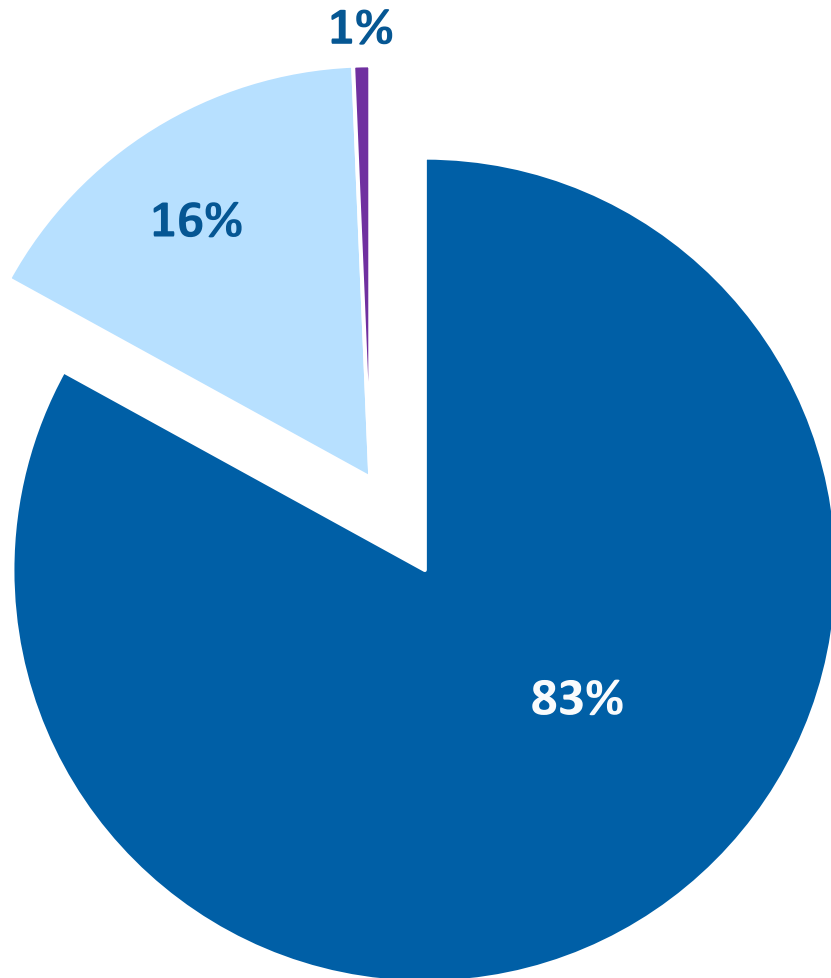
- Transportation type ranged from ford transit's, 14 passenger vehicles, mini-buses, full sized school buses.
- Total that was provided and rode transportation last school year was **4,375** out of the **34,280** that attended schools that offered transportation.
- **13 %** of the private student population across Maryland (that have transportation services offered) ride transportation to and from school by the school or contracted service.

Survey Results – Out of Service



- Of the 3 that reported “Out-of-Service”:
 - **One responded:** There were 3 buses that picked up our students from bus stops in the county and transported them to our school and then home again. The buses were dedicated to our school and not mixed with public school students. This was done for decades, and it was great!
 - **One responded:** Howard County Private Schools would love to have bus service resumed, if possible, to best serve our students and their families, but they stopped running the bus service to our school.
 - **One responded:** The school previously ran a school-owned bus to pick up students from a few select locations.

Survey Results – Does Not Apply



- Of the **299** that reported “Does Not Apply” information provided was overwhelmingly “N/A” for most fields.
- There was limited ability to follow up on all N/A responses and thus clarification does not exist.



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Guiding Question #2

What recommendation(s) would be the most uncomplicated and straightforward to implement with the most impact?



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Developing Recommendations

A discussion on how the Task Force will start to develop recommendations.

Mentimeter.com

Recommendation Grading Matrix

Cost

The expected impact of funding the recommendation.

State – Money or Grants from the State or Tax Credit

Districts – Local counties and/or government office

Families – Money that is paid out of family's pockets.

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

The higher number of individuals involved in a recommendation or the amount of work that would go in, would increase the difficulty to implement.

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

The greater the impact the lower number of personal vehicles on the road.

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

The easier the consensus. the less opposition the recommendation would encounter from different groups or offices.

Increase Awareness of MTA Public Transportation Option

Cost

The expected impact of funding the recommendation.

State – **Minimal**

Districts – None

Families – None

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Easy

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

Low

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

Easy

A Tax Credit for Qualified Bus Transportation Expenses

Cost

The expected impact of funding the recommendation.

State – **Medium**

Districts – None

Families – **Minimal**

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Easy

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

Medium

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

Easy

Carpool Stipends Where Parents and Schools Certify Their Participation.

Cost

The expected impact of funding the recommendation.

State – **Medium**

Districts – None

Families – **Minimal**

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Medium

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

Low

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

Easy

Using Public School Buses During Off Peak Hours

Cost

The expected impact of funding the recommendation.

State – None

Districts – **High**

Families – None

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Hard

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

Medium

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

Hard

Transport Nonpublic School Students in Buses Along with Public School Students.

Cost

The expected impact of funding the recommendation.

State – **Medium**

Districts – **High**

Families – None

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Hard

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

Medium

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

Hard

Transport Nonpublic School Students in Separate Public School Buses.

Cost

The expected impact of funding the recommendation.

State – High

Districts – High

Families – None

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Hard

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

Medium

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

Hard

Transport Nonpublic School Students in Buses Along with Public School Students If Room Allows.

Cost

The expected impact of funding the recommendation.

State – None

Districts – Minimal

Families – None

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Easy

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

Low

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

Medium

Transport Nonpublic School Students in Nonpublic Purchased or Contracted School Buses.

Cost

The expected impact of funding the recommendation.

State – None

Districts – None

Families – High

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Hard

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

Medium

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

Hard

Require LEAs to Develop Their Own Teams to Decide the Best Way to Transport Nonpublic School Students.

Cost

The expected impact of funding the recommendation.

State – None

Districts – Minimal

Families – Minimal

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Easy

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

Low

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

Hard

Have the State Provide Funding for Nonpublic Schools to Buy or Contract Transportation Options.

Cost

The expected impact of funding the recommendation.

State – **High**

Districts – None

Families – None

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Hard

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

Medium

Consensus Building

The easy of getting support or agreement on a recommendation by members of different groups or offices.

Hard

Have the Local County Fund Transportation for Nonpublic School Transportation.

Cost

The expected impact of funding the recommendation.

State – None

Districts – **High**

Families – None

Feasibility

How easy or uncomplicated it would be to implement the recommendation.

Hard

Impact

The direct change in the number of cars/ automobiles on the road in the morning and afternoon due to the recommendation.

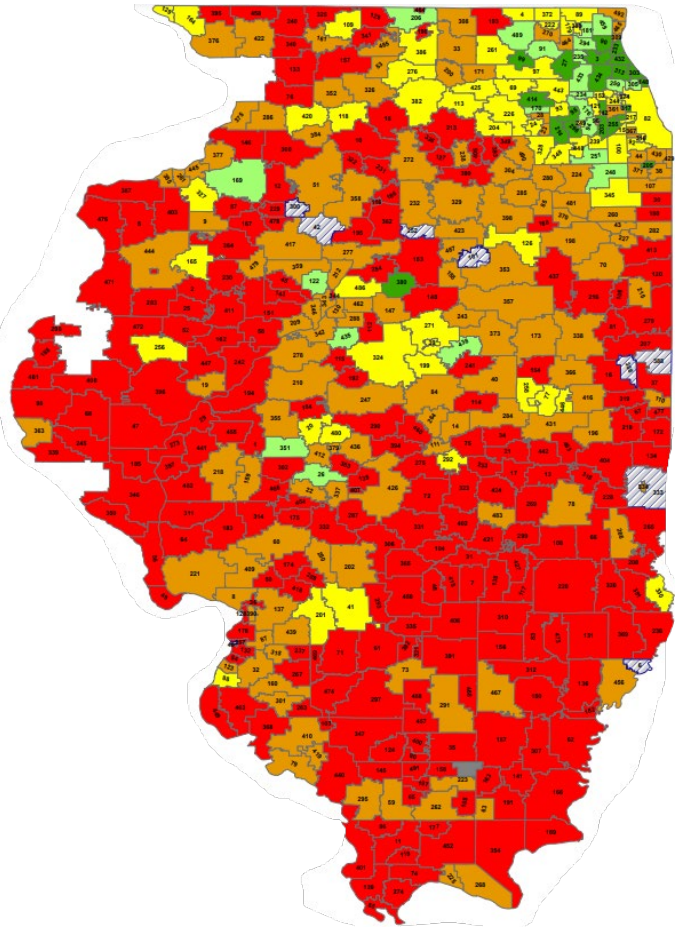
Medium

Consensus Building

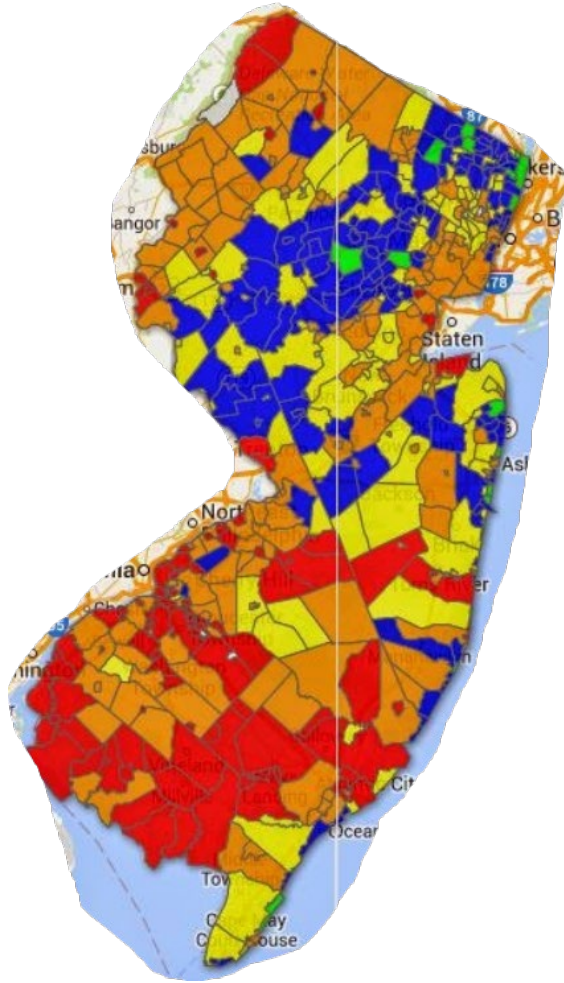
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Hard

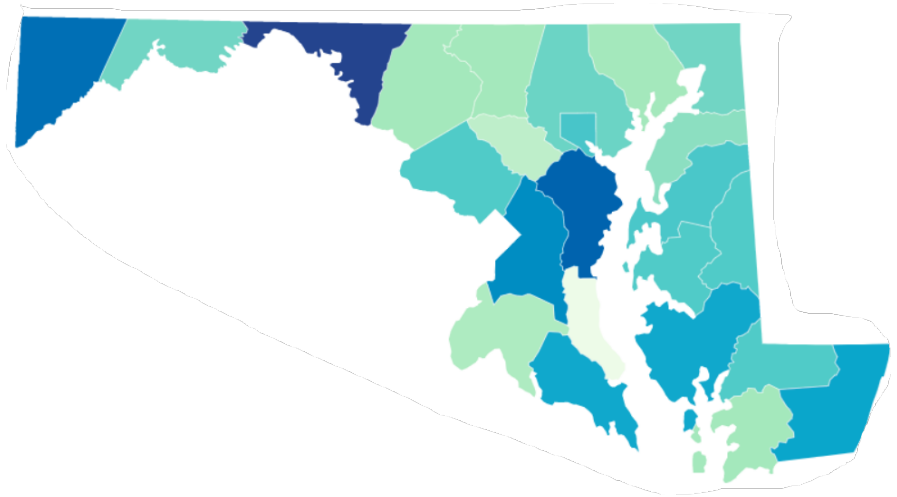
Illinois
853 school districts



New Jersey
546 school districts



Maryland
24 school districts

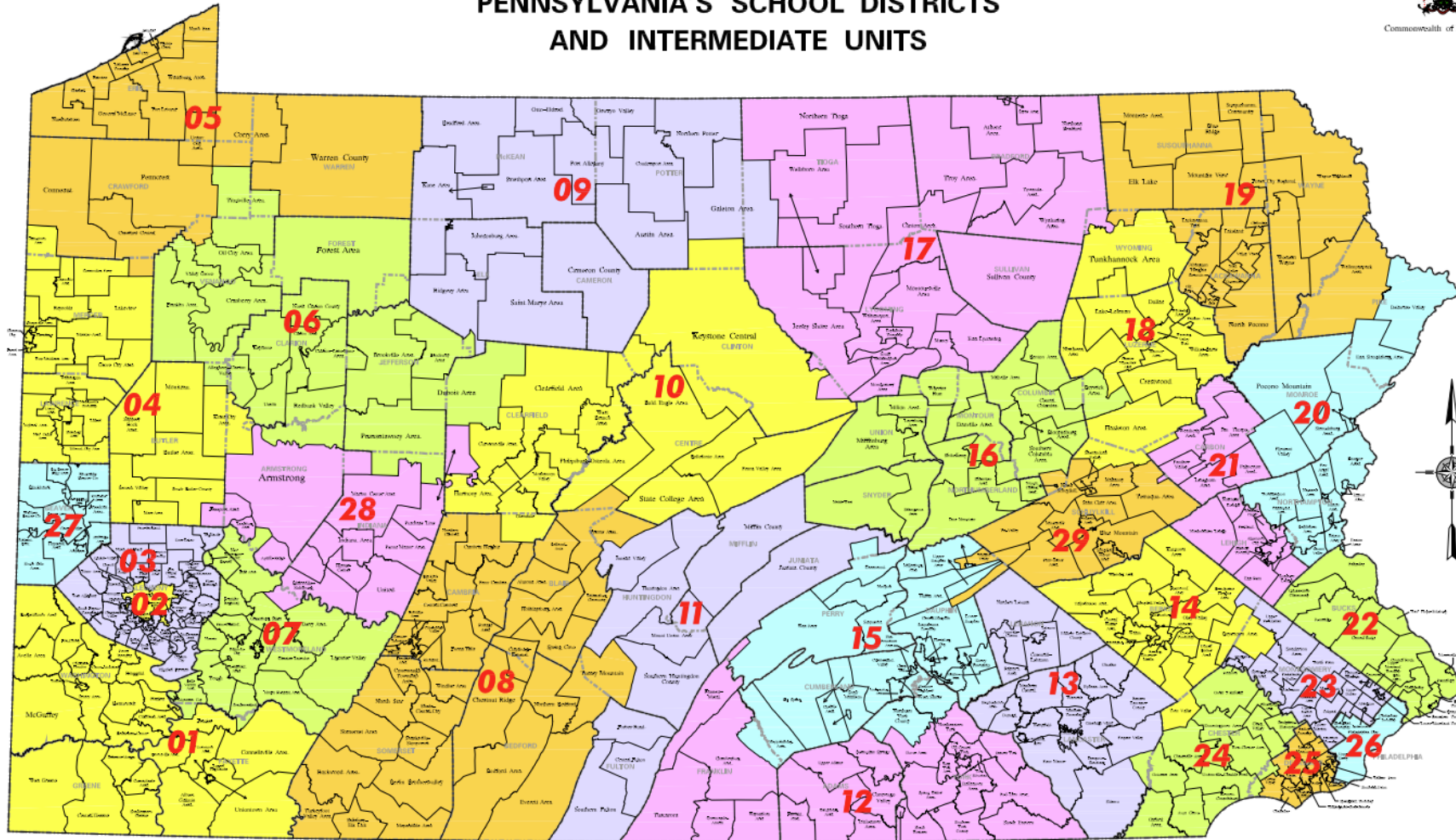


Pennsylvania 500 school districts

PENNSYLVANIA'S SCHOOL DISTRICTS AND INTERMEDIATE UNITS



Commonwealth of Pennsylvania



Options for Consideration

- Increase awareness of MTA public Transportation Option.
- Tax Credit for parents that obtain transportation other than personal vehicles.
- Using Public School Buses during off peak hours.
- Transport nonpublic school students in buses along with public school students.
- Transport nonpublic school students in buses along with public school students if room allows.
- Transport nonpublic school students in separate public-school buses.
- Transport nonpublic school students in nonpublic purchased or contracted school buses.
- Require LEAs to develop their own teams to decide the best way to transport Nonpublic school students.
- Have the state provide funding for nonpublic schools to buy or contract transportation options.
- Have the local county fund transportation for nonpublic school transportation.
- Carpool Stipends where parents and schools certify their participation.

Consensus Decision Making

1. A Recommendation is stated. The Chair states that a recommendation is before the group for consideration. The recommendation may be asked to be repeated to ensure that all members have heard the recommendation.
2. Time is provided for members to ask clarifying questions. The individual that proposed the recommendation may answer if asked by another member.
3. An Open Discussion is called for. All members engage in discussion to amend, refine or restructure the recommendation as needed. There is no time limit, and all members will respect the time needed to discuss the recommendation. If concerns are resolved, the recommendation is reiterated and moves to the 4th step. If there is not consensus, the recommendation begins again at step 1 or is tabled.
4. After the Open Discussion, the Chair will ask if there are any unresolved concerns. If none the recommendation is decided.



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Future Meeting and Next Steps

When is the next scheduled meeting and next steps for the Task Force?

Next Steps

- Next Meeting:
 - October 17, 2023, from 2pm to 4pm on Google Meets.
 - Presenters or comments from the public?
 - What will the Task Force like ahead of the October 17 meeting?
 - Any future meeting topics?
- Nonpublic School Transportation Task Force Webpage:
<https://www.marylandpublicschools.org/programs/Pages/Operations/Pupil-Transportation/TaskForce/index.aspx>

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2:00 – 3:00pm

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Join by phone

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