



# The Center for Efficient School Operations

*"Partnering with School Districts to help keep educational dollars in the classroom."*

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February 3, 2010

Dr Debra Bowers, Superintendent  
St. Louis Park Public Schools  
6425 W 33<sup>rd</sup> Street  
St. Louis Park, MN 55426

Dear Debra,

## **ST. LOUIS PARK SCHOOL TIME OPTIONS:**

### **OPTION 1: (\$80,000 \* additional annual transportation cost)**

In option one, the district converts from a three-tier to a two-tier system. In this type of system, all of the secondary students (6-12) would be transported together, and all of the elementary schools (K-5) would be transported together. A negative aspect of this system is that there would need to be transfers to and from PSI (at the Elementary Schools). This would create a situation where the PSI school day would need to be 5 – 10 minutes shorter than the other Elementary Schools. In the example listed below, we are showing a 5 minute shorter day, and 5 minutes less time to get to class after the bus drops in the morning. This entire system could be run earlier or later, but the tiers could not be run any closer together in time. High school students in the PM would also transfer at the Middle School in this option.

<b>SCHOOL</b>	<b>DROP START</b>		<b>END</b>	<b>LEAVE</b>
<b>HIGH</b>	<b>7:55</b>	<b>8:10</b>	<b>3:00</b>	<b>3:10</b>
<b>MIDDLE</b>	<b>8:05</b>	<b>8:20</b>	<b>3:05</b>	<b>3:15</b>
<b>ELEM</b>	<b>8:55</b>	<b>9:10</b>	<b>3:40</b>	<b>3:50</b>
<b>PSI</b>	<b>9:00</b>	<b>9:10</b>	<b>3:35</b>	<b>3:45</b>

This system would require 5 additional buses, but there would be a limited cost increase to the district for regular ed. transportation because the added buses would be partially paid for out of the savings that would be realized by having shorter routes (Current rates for contracted buses would be reduced).

**OPTION 2: (\$45,000 \* annual transportation savings)**

In option two, the district would split the high school and middle school students who are currently transported together. We have shown the Middle School on the first tier in the example shown below. However, it does not matter which students come in on which tier in this option, with the exception of PSI, which must happen during the first or last tier.

<b>SCHOOL</b>	<b>DROP START</b>		<b>END</b>	<b>LEAVE</b>
<b>MIDDLE</b>	<b>7:25</b>	<b>7:40</b>	<b>2:25</b>	<b>2:35</b>
<b>HIGH</b>	<b>8:00</b>	<b>8:15</b>	<b>3:05</b>	<b>3:15</b>
<b>ELEM</b>	<b>8:55</b>	<b>9:10</b>	<b>3:40</b>	<b>3:50</b>
<b>PSI</b>	<b>9:30</b>	<b>9:40</b>	<b>4:10</b>	<b>4:20</b>

This system would require 2 less buses for a savings of approximately \$90,000, but there would be an added cost of transporting PSI on a 4<sup>th</sup> tier of approximately \$45,000, for an overall savings of \$45,000 less than the current cost of transporting regular ed. students.

**OPTION 3: (\$90,000 \* annual transportation savings)**

Option 3 is very similar to option 2, with the exception of PSI students being transferred at the High School. I have again shown this with Middle School being on the first tier, but any school could be placed on any tier in this option. Another variation of this option would be to have the PSI students transported with the Middle School, but this would likely require a transfer in addition to the students being transported together, and there would likely be more behavior issues on the buses between Middle School students and PSI than there would be between High School students and PSI students.

<b>SCHOOL</b>	<b>DROP START</b>		<b>END</b>	<b>LEAVE</b>
<b>MIDDLE</b>	<b>7:25</b>	<b>7:40</b>	<b>2:25</b>	<b>2:35</b>
<b>HIGH</b>	<b>8:05</b>	<b>8:20</b>	<b>3:10</b>	<b>3:20</b>
<b>PSI</b>	<b>8:10</b>	<b>8:25</b>	<b>2:55</b>	<b>3:05</b>
<b>ELEMENTARY</b>	<b>9:00</b>	<b>9:15</b>	<b>3:45</b>	<b>3:55</b>

In this option, the savings we would be cutting 2 buses as we did in option 2, but we would not be adding the additional needed time to run PSI on a 4<sup>th</sup> tier, and therefore would realize the entire savings of cutting the 2 routes.

In the options listed above, we did not look into the costs of transporting desegregation or Special Education students. This would take much more time to do, and these programs have a much smaller impact on the General Fund. There may be some need to reconsider how some of the Desegregation and Non-Public School students are transported under each option, but this will need to happen after the exact times are determined for each school.

We are very open to discussing other options, but after looking at the school time issue with our staff and Tom Burr from the St. Louis Park bus company, we believe that the options listed above are the most viable options for the school district to consider.

Sincerely,

Chuck Corliss

The Center For Efficient School Operations

(\* - All cost and savings amounts are estimations based on current assumptions as outlined above and are subject to revision upon completion of final routing processes.)