

**Minutes of Sub-Committee on Transportation Dept Efficiencies
October 16, 2007**

Committee Members Attending: Rona Ackerman, Roger Cryan, Mark Emery, Chris Worley, Brenda (BZ) Zikowitz

Meeting called to order at 6:30 p.m.

Rona discussed the MapNet meeting she attended on 10/11.

MapNet is primarily a graphical/clerical and does not optimize. While 50- 75% of routes generated by MapNet for general education are correct, all must be reviewed. Bus stops must be entered manually.

It combines 4 databases together: map, SASI (student database), Driver database, and Vehicle database

Transportation will pilot changing over from maps to a GPS system in November. If it works correctly, it will be instituted as soon as possible..

MapNet can assume that a bus travels only one speed on a given road. It cannot account for different a.m. and p.m. speeds.

Roger noted that increasing the availability of SACC would reduce bus loads. The committee noted that SACC is a county, not FCPS program and that space and staffing would be issues.

Roger noted that replacing elementary school half-day Mondays and longer Tuesday-Thursday schedules with a consistent number of hours each day of the week would be more efficient for transportation. The committee agreed.

The committee discussed GT center transportation and agreed that out-of-boundary runs need to be handled differently. Suggestions included having parents responsible for transporting students to either centralized transportation points, or the closest in-boundary bus stop. It was agreed that from a transportation standpoint, all middle schools and elementary schools should have a school based GT center, but it was unclear whether this was instructionally viable.

The committee discussed the academy transportation system. From a transportation standpoint, there should be one academy per "area," each offering similar programs, rather than transporting students across the county to programs offered at only one academy.

The committee reviewed the three transportation areas and discussed the effects of their boundaries and administrative locations. The committee concurred that an increase in convenience to drivers would be helpful in recruiting more drivers, therefore decentralized parking is desirable as long as vandalism can be controlled; a centralized administration or increased communication abilities among supervisors would allow better routing and scheduling; reworking the transportation areas might create more efficiencies.

Adjourned 8:30 p.m.