

**House Ways and Means and Environment and
Transportation Committees
Delegates Anne R. Kaiser and Kumar P. Barve, Chairs**

Agenda

Wednesday, November 10, 2021

1:00 p.m.

Virtual Briefing

I. Call to Order and Opening Remarks

II. School Bus Driver Issues Briefing

Maryland School Bus Contractor Association

Ms. Erin Appel, Capitol Strategies, Representing MSBCA

Mr. Randall Jubb, Owner, Jubb's Bus Service, Inc. and RE Wilson Bus
Service, Anne Arundel

Ms. Sherri Reid Gustus, Owner-Contractor, Reid & Reid, Inc., Calvert

Ms. Gayle Kent Reid, Owner-Contractor, Reid & Reid, Inc., Calvert

Mr. Steve Nelson, President, MSBCA and Owner, Nelson Bus Co., Harford

Maryland State Department of Education

Mr. Gabriel Rose, Director of Pupil Transportation/Emergency Management

Ms. Krishna Tallur, Deputy Superintendent of Operations

Dr. Sylvia Lawson, Deputy Superintendent for School Effectiveness

Maryland Motor Vehicle Administration

Ms. Chrissy Nizer, MVA Administrator

Maryland Association of Boards of Education

Mr. John Woolums, Director of Governmental Relations

Public School Superintendents Association of Maryland

Dr. Rudolph R. Saunders, Director of Transportation, PGCPSS

Mr. Paul A. Lebo, COO, Frederick County Public Schools

III. Closing Remarks and Adjournment



Discussion on School Bus Operations

SCHOOL BUS
EMERGENCY DOOR

Ways and Means and Environment and Transportation Committees
November 10, 2021

Presented By

Gabriel Rose
State Director of Pupil Transportation

Topics

- School Bus Driver Shortage
 - School Bus Routes
- Electric School Bus Vehicles

School Transportation in Maryland

- Every year in Maryland, around **657,000** students are transported to and from school, 180 days out of the year.
- Our school buses typically travel over **99,000,000** miles every year. That is farther than the distance between the earth and the sun (**93,000,000** miles).
- To accomplish this, local school systems across the state use **7,339** school buses of different sizes and seating configurations to transport their students.
- Of these, **3,791** are school system owned and **3,608** are contractor owned.
- In the nation there are around **500,000** school buses. To transport the same number of student in cars and vans you would need around **17 million vehicles.**

Driver Shortage

The National Association for Pupil Transportation (NAPT), the National Association of State Directors of Pupil Transportation Services (NASDPTS), and the National School Transportation Association (NSTA) recently conducted a joint survey of America's shortage of school bus drivers.

The Driver Shortage Nationwide.

The recent survey of 1,500 school transportation staff from across the nation found:

- 51%** ➔ Described their driver shortage as “severe” or “desperate”
- 78%** ➔ Indicated that the school bus driver shortage is getting “much worse” or “a little worse”
- 65%** ➔ Indicated that bus driver shortage is their number one problem or concern
- 50%** ➔ Of respondents said the rate of pay is a major factor affecting their ability to recruit and retain drivers
- 45%** ➔ Cited the “length of time to secure a CDL”
- 38%** ➔ Cited the “availability of benefits”
- 38%** ➔ Cited the “hours available to work”

Driver Shortage

The Driver Shortage in Maryland

- In Maryland, the average starting salary for a school bus driver is **\$19.45** an hour.
- It takes new candidates a **month or longer** to obtain a CDL license with the “P” and “S” endorsements and to become certified as a school bus driver.
- At the start of the school year, only **3** (Kent, Garrett, and Worcester) out of 24 school system reported that they had a driver assigned for every route.
- In early October, school bus drivers that serve Anne Arundel County Public Schools went on strike for better pay and incentives.
- This was followed by school bus drivers in Charles, Calvert, and Howard Counties conducting “sickouts” for similar benefits.
- Currently, across the state, schools are experiencing anywhere between 1% - 20% of routes not covered each day due to the driver shortage.

Driver Shortage

Efforts Made to Recruit Drivers

- School systems have been encouraged to use American Rescue Plan Funds to provide incentives for recruitment and retainment of school bus drivers.
- The MVA has worked on streamlining drivers into knowledge tests for CDL permits and skills tests for CDL licensing.
- A letter was sent out by the MVA that encouraged those with a CDL to consider becoming a school bus driver and directed them to the MSDE transportation office.
- The MSDE has continually been in contact with transportation directors and has shared ideas and best practices learned throughout the industry.

School Bus Routing

Understanding Bus Routes



The issue of school bus routing is typically composed of four main sub-problems:

1. Stop assignment (i.e., choosing locations where students will walk from their homes to get picked up);
2. Bus routing (i.e., linking stops together into bus trips);
3. Bus scheduling/tiers (i.e., combining bus trips into a route that can be served by a single bus).
4. Bell times (i.e., the time that buses must be at schools to drop off or pick up students)

School Bus Routing

Assigning Students to a Route

- Transportation Departments begin in May with turning over the already enrolled students from one grade to the next (Elementary to Middle, etc...);
- Students moving in or out of the school district;
- Unsettled parents with children who wait just before the start of the school year to register their child;
- Families that are transient;
- Even when a route is established, family dynamics can cause scheduling issues. (Example, multiple address for mom, dad, and daycare); and
- Families that move during the school year.

School Bus Routing

Issues that affect bus routes

- The General Public (Traffic)
- Accidents
- Weather
- Issues at bus stops/ school grounds
- Mechanical issues
- Construction
- Additional bus stops added/removed
- Substitute driver/ inexperience
- Road design or safety concerns



School Bus Routing

School Bus Capacity

When routing a school bus the following is taken into consideration:

- Size of the vehicle
- Seat/ bench size
- Experience of the bus driver
- Age of the students
- Items that are carried on the bus (backpacks, band equipment, etc.)
- Expected influx of unassigned students during the start of school.

School Bus Routing

Routing Software

- School systems have implemented mapping and routing solutions that monitor and manage students, drivers and vehicles to meet on-time arrival goals by using the safest most efficient routes to school.
- These systems still require a human element as programs may not be aware of one-way streets, inaccessible areas, or other issues that affect routes.
- Routes may be updated daily with changes based on ridership or reassigned drivers.
- Contractors may use student's addresses to form their own routes if allowed.

Electric School Buses

Nationwide trend

- Electric school buses have been in existence since **2014** when they were introduced in California.
- In Feb. 2021, Nationwide there were about **300** electric school buses in operation.
- Montgomery County Public Schools (MCPS) will introduce over **300** new electric vehicles to its fleet of school buses in the next 5 years with the goal to go completely electric by the year **2035**.
- Additionally, Frederick, Howard and Prince Georges County public schools have received electric school buses.

Electric School Buses

Features

- Electric school buses differ only in the Motor and Battery Modules.
- The safety aspects of the school bus externally and internally remain unchanged.
- The expected range, or service distance, of these vehicles varies based upon the manufacture, number of batteries, and driving conditions of the vehicle.
- Currently, the expected range of an electric school bus falls between 100-120 miles depending on multiple factors such as acceleration, heating/ cooling of the bus, and regenerative braking.

Electric School Buses

Charging

Charging for electric school buses varies based upon the charging type selected



- Level one - Provides charging through a 120V AC plug and does not require charging equipment (2-5 miles per hour of charge)
- Level two – Provides charging through a 240V AC plug and requires additional charging equipment (10-20 miles per hour charged)
- DC Fast Charge – Provides charging through up to 600V AC input and requires specialized equipment to be installed (full charge in under an hour)

Electric School Buses

Cost

- A full-sized 40-foot electric school bus can cost **\$230,000** to **\$400,000** per vehicle, two to almost four times the cost of a **\$110,000** diesel-powered school bus.
- Cost of maintenance is expected to go down as there are almost no moving parts within an electric school bus.
- Regenerative braking will be used to continually put power back into the batteries to extend their range.
- Vehicle to Grid (VTG) technology will allow school buses to put power into the grid during peak times when buses are not in use (summer heat, natural disaster, etc.)

**Maryland Association of Boards of Education
Comments to the
House Environment & Transportation Committee and
Ways and Means Committee on
Student Transportation Issues
November 10, 2021**

The Maryland Association of Boards of Education (MABE), on behalf of all 24 local boards of education, appreciates the opportunity to provide comments on priority student transportation issues regarding the availability and compensation of school bus drivers, supply chain issues threatening the availability of new school buses and bus fuel, federal funding for electric school buses, and other school bus and student transportation safety issues.

School Bus and Student Safety

MABE represents 24 local boards of education with a unified commitment to ensuring student safety in all school-related activities, and especially school bus safety. School bus safety involves a wide array of activities: bus driver training, providing safe bus stops, maximizing student safety through the use of security cameras on buses, enforcing traffic laws for reckless drivers who illegally pass buses, and the design and construction standards of the buses themselves. In these ways local school systems, bus contractors, and local law enforcement agencies work to ensure the safest possible transport of students to and from school.

Section 5-205(f) of the Education Article authorizes the State Board to “adopt rules and regulations that provide for the safe operation of the student transportation system of each county board of education.” Pursuant to Section 5-205, the State Board has adopted regulations under COMAR 13A.06.07. The State Board’s regulations incorporate by reference several federal regulations regarding bus driver qualifications, as well as cross-referencing numerous provisions of Maryland transportation laws and regulations regarding school vehicles and drivers. The Transportation Article also includes provisions regarding school buses, including definitions, operating standards, and driver qualifications (e.g. Md. Code Ann., Transp. Art. § 11-173, school vehicle definitions; § 16-816, bus driver qualifications; and § 21-1118, bus driver responsibilities).

With regard to transportation safety, state regulations provide that the local school system is responsible for the safe operation of the student transportation system, must comply with all state procedures and guidelines, and may adopt policies and procedures which exceed the state’s minimum requirements (COMAR 13A.06.07.03). With regard to local administration and operation of the student transportation system, state regulations require that each local system employ a local supervisor of student transportation, and prescribe numerous operational and reporting requirements for the hiring of school vehicle driving instructors, employment qualifications for bus drivers, bus inspections, and routing and scheduling.

MABE believes that Maryland’s regimen of student transportation standards reflects the State’s strong interest in ensuring student safety and the federal government’s corresponding regulation of commercial transportation including school vehicles. On the local level, school systems must not only comply with all state and federal safety requirements, but also adopt bus routes, stops, loading zones, and schedules. In this way student transportation presents local school systems with myriad, daily operational challenges.

The federal Infrastructure Investment and Jobs Act (H.R. 3684) includes an array of new safety standards, assessments, and requirements across all modes of transportation, including school buses. The legislation requires comprehensive review of state laws, safety measures, and technologies relating to school buses. In addition, the federal law also funds the safe routes to school program, which is intended to promote bicycling and walking as safe alternatives and facilitate projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. MABE anticipates that Maryland's school bus safety standards will make us highly competitive for federal funding for ongoing and enhanced school bus safety measures.

The Pandemic, School Reopenings, and School Bus Drivers

The COVID-19 pandemic continues to have serious consequences for public school systems across the nation and in Maryland. A priority among the many challenges facing school systems is the critical need to recruit and retain qualified school bus drivers. To be clear, local school systems in accordance with state law and regulations place a high priority on assuring the qualifications of school bus drivers. These go beyond the commercial driver's license (CDL) requirements to include pre-service and in-service training, criminal history standards, and alcohol and controlled substances testing (COMAR 13A.06.07). However, such standards unavoidably create additional barriers to otherwise qualified CDL drivers. More importantly, qualified CDL drivers and certified bus drivers are generally benefitting from the highly competitive compensation offered by other employers. Again, MABE supports a multifaceted approach to addressing these school bus driver issues while maintaining high driver qualification standards which we firmly believe are in the best interests of students and drivers.

In Maryland, school systems typically have a blend of owned buses driven by school system employees and contracted buses driven by the employees of those contractors. For contractors and school systems alike, qualified bus drivers are in limited supply, and many drivers are raising concerns about health, safety, student behavior, and compensation issues. Local school systems, in partnership with local governments, are taking steps to address these concerns. MABE greatly appreciates the efforts of local governments to provide additional funding and the Governor's initiative through the Maryland Department of Transportation Motor Vehicle Administration (MVA) to recruit CDL drivers to apply for bus driver jobs.

School Bus Procurement

The widely reported supply chain issues limiting the availability of many commodities and goods are also negatively impacting the availability of new school buses and replacement parts and supplies to maintain buses. Bus fuel shortages are also being reported. State law and regulations establish maximum allowable ages of school buses; standards intended to ensure continuous safety inspections and the retirement of buses beyond their optimal useful life. Unless it fails to meet safety standards, a conventional school bus may be operated for up to 12 years. A conventional school bus may be operated for more than 12 years if: (1) the State Superintendent of Schools grants approval; (2) the bus is maintained under a preventive maintenance plan that is approved by MVA and the Department of State Police and includes semiannual inspections; (3) any structural repairs to the bus meet or exceed the manufacturer's original manufacturing standards, as certified by an independent expert approved by the MVA; and (4) the bus is properly equipped with specified safety features. However, legislation has been enacted to allow buses to remain in operation for up to 15 years in many counties, including the Eastern Shore and Southern Maryland. In light of the supply chain challenges to timely procurement of new buses, MABE believes it may be necessary to provide a limited extension of these age limits in order to allow the continued use of buses deemed safe for continued operation.

School Bus Energy Efficiency

MABE appreciates the environmental and public health rationales for improving the energy efficiency and reducing the emissions of school buses. MABE's legislative positions raising concerns about proposed mandates for the procurement of zero-emission school buses have historically hinged on the scope of the mandate exceeding the availability of funding to secure the alternative modes of student transportation. In this context, Maryland programs and policies to expand the use of zero- or near-zero emission school buses should benefit mightily from the recently passed federal Infrastructure and Jobs Act. The new law establishes and provides \$5 billion for the Clean School Bus Program, and defines clean school bus as a school bus that the Environmental Protection Agency (EPA) Administrator certifies as reducing emissions and operated entirely or in part using an alternative fuel; or is a zero-emission school bus. Local boards, recognizing the need to factor in cost, availability, and the life-cycle of the thousands of internal combustion engine buses serving students today, look forward to the investments of these federal dollars to procure clean school buses.

Flexibility for Modes of Student Transportation

MABE supported legislation passed in 2021 to provide much needed flexibility for local school systems to more efficiently and cost-effectively transport students using vehicles other than school buses (HB 72/SB 448). The new law provides the options to utilize smaller vehicles than traditional school buses in order to benefit the educational needs of students, including: (1) preschool-age students; (2) students with disabilities; (3) homeless youth; (4) children in foster care; (5) students without access to school buses; (6) students in a nonpublic special education school placement; or (7) students in dual enrollment programs or work programs or other educational programs based off the school campus.

Importantly, the law ensures the continued focus on student safety by requiring that the Maryland State Department of Education (MSDE), in consultation Motor Vehicle Administration (MVA), adopt regulations establishing minimum vehicle and driver safety standards for the other modes of transportation provided for under this legislation. In August, the State Board approved proposed regulations to implement the new law.

Conclusion

MABE appreciates the shared commitment and attention of these committees to the priority issues confronting local school systems in meeting the transportation needs of our students and families. While the challenges are now daunting, the opportunities for innovation and continuous improvements are real, and should remain a focus for future policy and funding initiatives.

Please direct any questions or concerns regarding these comments to MABE's Director of Governmental Relations, John R. Woolums, Esq., at jwoolums@mabe.org or 410-841-5414.

FY 2020 End-of-Year Pupil Transportation Report



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Message from the State Director of Pupil Transportation

As a result of the 2020 COVID-19 pandemic and the state of emergency declared by Governor Larry Hogan, Maryland schools were closed on March 16, 2020, and remained closed through the end of the 2019-2020 school year. Since school districts across Maryland effectively stopped the transportation of all students, the data for the 2019-2020 End of Year (EOY) Report has been drastically altered from previous years.

Fortunately, Maryland school systems were able to quickly adapt to the needs in their community and many began transporting food and supplies to locations across their districts. As the pandemic continued through the end of the 2020 school year, some school systems began to transport small groups of students to and from school including students with special needs and those that may have internet connection issues at home.

Since school buses were being used across the state during the pandemic for other transportation purposes, local school systems were directed to report data for the EOY report up until student transportation operations ceased on March 16th. This was recommended to ensure that the data gathered for the EOY Report was only reflective of student transportation and not for food, computers, or other supply distribution.

The MSDE office of Pupil Transportation would like to commend all of the local pupil transportation offices for not only their hard work in gathering this data during school closures, but also for their resilience throughout this pandemic.

Sincerely,

A handwritten signature in black ink, appearing to read "Gabriel Rose", written in a cursive style.

Gabriel D. Rose
State Director of Pupil Transportation

Chart 1: Non-Disabled and Disabled Student Transportation Grants - FY 2020

School System	Disabled Transportation Grant		Non-Disabled Transportation Grant		
	October 2018 Number of Students Transported	FY 2020 Disabled Student Grant Times* \$1,000	FY 2019 Regular Grant (FY 2018 Plus CPI 1.0110)	FY 2020 Regular Grant (FY 2019 Plus CPI 1.0703)	FY 2020 Total Grant
Allegany	245	245,000	4,504,478	4,821,143	5,066,143
Anne Arundel	1,952	1,952,000	22,789,595	24,543,494	26,495,494
Baltimore City	2,980	2,980,000	16,957,301	18,149,399	21,129,399
Baltimore Co.	3,980	3,980,000	28,468,664	30,567,207	34,547,207
Calvert	346	346,000	5,547,997	5,949,640	6,295,640
Caroline	100	100,000	2,659,328	2,860,058	2,960,058
Carroll	487	487,000	9,517,909	10,187,018	10,674,018
Cecil	263	263,000	5,053,850	5,409,136	5,672,136
Charles	845	845,000	10,328,556	11,123,026	11,968,026
Dorchester	113	113,000	2,443,569	2,616,544	2,729,544
Frederick	1073	1,073,000	11,988,551	13,003,246	14,076,246
Garrett	44	44,000	2,990,805	3,204,709	3,248,709
Harford	901	901,000	11,984,451	12,826,958	13,727,958
Howard	1,709	1,709,000	16,558,949	18,030,794	19,739,794
Kent	27	27,000	1,562,029	1,671,840	1,698,840
Montgomery	5,930	5,930,000	37,592,528	40,519,499	46,449,499
Prince George's	4,733	4,733,000	36,931,037	39,635,583	44,368,583
Queen Anne's	107	107,000	3,334,477	3,568,891	3,675,891
St. Mary's	467	467,000	6,652,525	7,120,198	7,587,198
Somerset	85	85,000	1,850,529	1,988,963	2,073,963
Talbot	74	74,000	1,652,439	1,768,605	1,842,605
Washington	545	545,000	6,904,669	7,390,067	7,935,067
Wicomico	194	194,000	5,168,459	5,539,697	5,733,697
Worcester	107	107,000	3,009,516	3,241,939	3,348,939
TOTAL STATE	27,307	\$ 27,307,000	256,452,211	275,737,654	\$ 303,044,654

*Number of Students Transported times \$1,000 for Disabled Grant

Chart 2: Number of Students Transported - FY 2020

School System	Non-Disabled Pupils Transported				Disabled Pupils Transported					Total Transported at Public Expense	Nonpublic Non-Disabled Transported at Local Expense	Grand Total of Pupils Transported
	Elementary Public	Middle Public	Secondary Public	Total Non-Disabled Public	Public	Nonpublic	Blind	Deaf	Total Disabled Oct 2019* Counts			
Allegany	2,583	1,341	1,412	5,336	213	34	-	-	247	5,583	-	5,583
Anne Arundel	24,343	17,399	18,179	59,921	1,636	439	14	27	2,116	62,037	-	62,037
Baltimore City	693	9,290	20,730	30,713	2,548	322	39	30	2,939	33,652	-	33,652
Baltimore Co.	37,348	20,644	25,079	83,071	3,557	555	73	41	4,226	87,297	-	87,297
Calvert	6,573	3,657	5,006	15,236	347	16	2	5	370	15,606	-	15,606
Caroline	2,329	1,206	1,118	4,653	107	4	1	-	112	4,765	-	4,765
Carroll	11,076	5,223	7,788	24,087	436	71	4	13	524	24,611	13	24,624
Cecil	6,267	0	7,534	13,801	228	66	5	2	301	14,102	-	14,102
Charles	10,414	5,951	8,490	24,855	833	46	3	4	886	25,741	-	25,741
Dorchester	2,065	945	1,140	4,150	89	7	-	3	99	4,249	-	4,249
Frederick	12,909	7,105	9,497	29,511	911	91	5	138	1,145	30,656	-	30,656
Garrett	1,729	854	1,126	3,709	41	1	-	-	42	3,751	-	3,751
Harford	14,288	2,185	15,820	32,293	763	159	21	12	955	33,248	-	33,248
Howard	17,626	11,522	13,353	42,501	1,583	228	6	21	1,838	44,339	343	44,682
Kent	830	389	513	1,732	23	4	-	1	28	1,760	-	1,760
Montgomery	39,144	25,567	33,339	98,050	5,267	611	9	36	5,923	103,973	-	103,973
Prince George's	42,529	14,917	27,267	84,713	3,678	885	18	18	4,599	89,312	-	89,312
Queen Anne's	3,432	1,827	2,385	7,644	123	6	0	-	129	7,773	-	7,773
St. Mary's	8,357	4,031	5,087	17,475	432	12	3	1	448	17,923	-	17,923
Somerset	1,403	391	926	2,720	85	-	1	-	86	2,806	-	2,806
Talbot	1,772	296	1,879	3,947	68	4	0	-	72	4,019	-	4,019
Washington	8,372	4,834	5,978	19,184	461	77	5	19	562	19,746	-	19,746
Wicomico	7,534	711	4,838	13,083	222	-	5	5	232	13,315	227	13,542
Worcester	2,388	2,081	1,802	6,271	105	6	1	3	115	6,386	-	6,386
TOTAL STATE	266,004	142,366	220,286	628,656	23,756	3,644	215	379	27,994	656,650	583	657,233

*October 2019 disabled counts used to calculate FY 2021 State Aid.

Chart 3: Route Miles Traveled - FY 2020

School System	Non-Disabled Route Miles			Disabled Route Miles			Total Route Miles		
	Public Owned Vehicles	Contract Vehicles	Total Non-Disabled Miles	Public Owned Vehicles	Contract Vehicles	Total Disabled Miles	Public Owned Vehicles	Contract Vehicles	Grand Total All Route Miles
Allegany	5,875	875,625	881,500	266,738	-	266,738	272,613	875,625	1,148,238
Anne Arundel	-	5,922,590	5,922,590	875,171	1,405,724	2,280,895	875,171	7,328,314	8,203,485
Baltimore City	-	17,570	17,570	100,698	1,452,416	1,553,114	100,698	1,469,986	1,570,684
Baltimore Co.	4,905,119	2,104,900	7,010,019	3,450,249	-	3,450,249	8,355,368	2,104,900	10,460,268
Calvert	-	1,586,698	1,586,698	-	696,121	696,121	-	2,282,819	2,282,819
Caroline	299,798	537,491	837,289	149,848	26,640	176,488	449,646	564,131	1,013,777
Carroll	-	2,309,636	2,309,636	-	1,277,111	1,277,111	-	3,586,747	3,586,747
Cecil	-	1,431,309	1,431,309	115,671	204,829	320,500	115,671	1,636,138	1,751,809
Charles	50,661	4,747,363	4,798,024	324,436	2,051,680	2,376,116	375,097	6,799,044	7,174,141
Dorchester	-	530,897	530,897	141,800	-	141,800	141,800	530,897	672,697
Frederick	3,129,826	-	3,129,826	1,147,339	-	1,147,339	4,277,165	-	4,277,165
Garrett	-	570,474	570,474	-	121,401	121,401	-	691,875	691,875
Harford	-	5,220,771	5,220,771	1,216,767	91,248	1,308,015	1,216,767	5,312,019	6,528,786
Howard	-	2,188,680	2,188,680	-	1,532,564	1,532,564	-	3,721,244	3,721,244
Kent	162,876	138,571	301,447	99,994	-	99,994	262,870	138,571	401,441
Montgomery	8,714,859	-	8,714,859	8,650,795	-	8,650,795	17,365,654	-	17,365,654
Prince George's	13,630,263	89,912	13,720,175	5,376,073	-	5,376,073	19,006,336	89,912	19,096,248
Queen Anne's	-	1,058,207	1,058,207	314,372	-	314,372	314,372	1,058,207	1,372,579
St. Mary's	-	2,037,361	2,037,361	193,081	622,180	815,261	193,081	2,659,541	2,852,622
Somerset	-	443,785	443,785	-	72,420	72,420	-	516,205	516,205
Talbot	254,122	-	254,122	113,078	-	113,078	367,200	-	367,200
Washington	943,554	654,142	1,597,696	570,389	-	570,389	1,513,943	654,142	2,168,085
Wicomico	256,167	948,822	1,204,989	61,362	141,450	202,812	317,529	1,090,272	1,407,801
Worcester	-	1,037,305	1,037,305	-	101,841	101,841	-	1,139,146	1,139,146
TOTAL STATE	32,353,120	34,452,109	66,805,230	23,167,861	9,797,625	32,965,486	55,520,981	44,249,734	99,770,716

Chart 4: Number of Route Vehicles By Type FY-2020

School System	Public Owned Vehicles by Type				Contract Route Vehicles By Type				Total Route Vehicles by Type				Total Route Vehicles
	A	B	C	D	A	B	C	D	A	B	C	D	
Allegany	-	-	20	-	-	-	84	-	-	-	104	-	104
Anne Arundel	-	-	51	3	-	-	437	139	-	-	488	142	630
Baltimore City	-	-	10	26	22	-	374	-	22	-	384	26	432
Baltimore Co.	-	-	641	-	-	-	157	-	-	-	798	-	798
Calvert	-	-	-	-	15	3	119	1	15	3	119	1	138
Caroline	-	-	25	-	-	-	33	-	-	-	58	-	58
Carroll	-	-	-	-	-	-	249	9	-	-	249	9	258
Cecil	-	-	8	2	-	1	140	1	-	1	148	3	152
Charles	4	-	9	-	-	8	360	-	4	8	369	-	381
Dorchester	-	-	8	-	-	-	44	4	-	-	52	4	56
Frederick	19	-	342	-	-	-	-	-	19	-	342	-	361
Garrett	-	-	-	-	-	-	63	-	-	-	63	-	63
Harford	-	-	96	-	-	-	331	2	-	-	427	2	429
Howard	-	-	-	-	-	-	463	11	-	-	463	11	474
Kent	-	-	17	1	-	-	11	-	-	-	28	1	29
Montgomery	-	-	499	744	-	-	-	-	-	-	499	744	1,243
Prince George's	-	-	1,030	-	-	-	3	5	-	-	1,033	5	1,038
Queen Anne's	-	-	15	-	-	-	73	-	-	-	88	-	88
St. Mary's	8	-	5	-	-	-	188	3	8	-	193	3	204
Somerset	-	-	-	-	-	-	31	1	-	-	31	1	32
Talbot	-	-	3	38	-	-	-	-	-	-	3	38	41
Washington	-	-	142	-	-	-	51	-	-	-	193	-	193
Wicomico	-	1	24	-	-	-	101	2	-	1	125	2	128
Worcester	-	-	-	-	-	-	66	3	-	-	66	3	69
TOTAL STATE	31	1	2,945	814	37	12	3,378	181	68	13	6,323	995	7,399

Chart 4 (continued)

Vehicle Types (as defined in the 2010 National School Transportation Specifications and Procedures Manual):

Conventional School Buses:

Type A: A conversion or body constructed and installed upon a van-type compact truck or front section vehicle, with a GVWR of 14,500 pounds or less, designed for carrying more than 10 persons.

Type B: A conversion or body constructed and installed upon a van or front-section chassis, or stripped chassis, with a GVWR of more than 10,000 pounds, designed for carrying more than 10 persons. Part of the engine is beneath and/or behind the windshield and beside the driver's seat. The entrance door is behind the front wheels.

Type C: A body installed upon a flat back cowl chasis with a GVWR greater than 21,500 pounds, designed for carrying more than 10 persons. The entire engine is in front of the windshield and the entrance door is behind the front wheels.

Transit / Transit-Style Bus:

Type D: A body installed upon a chassis, with the engine mounted in the front midship, or rear, with a GVWR great than 21,500 pounds, designed for carrying more than 10 persons. The engine may be behind the windshield and beside the driver's seat; it may be at the rear of the bus behind the rear wheels, or mid-ship between the front and rear axles. The entrance door is ahead of the front wheels.

Chart 5: Number of Route Vehicles By Size - FY 2020

School System	More Than 11 Rows		11 Rows		10 Rows		9 Rows		8 Rows		7 Rows		6 Rows		5 Rows		4 Rows		Less Than 4 Rows		Totals		Grand Total
	*P.O.	**CONT	P.O.	CONT	P.O.	CONT	P.O.	CONT	P.O.	CONT	P.O.	CONT	P.O.	CONT	P.O.	CONT	P.O.	CONT	P.O.	CONT	P.O.	CONT	
Allegany	-	-	4	84	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	20	84	104
Anne Arundel	-	521	13	49	-	6	-	-	37	-	4	-	-	-	-	-	-	-	-	-	54	576	630
Baltimore City	-	28	-	55	3	106	-	-	-	121	-	10	-	17	30	37	3	16	-	6	36	396	432
Baltimore Co.	25	-	376	157	-	-	-	-	240	-	-	-	-	-	-	-	-	-	-	-	641	157	798
Calvert	-	65	-	60	-	4	-	-	-	5	-	4	-	-	-	-	-	-	-	-	-	138	138
Caroline	15	32	4	-	6	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	33	58
Carroll	-	7	-	192	-	-	-	-	-	21	-	4	-	18	-	16	-	-	-	-	-	258	258
Cecil	-	79	-	50	-	1	1	2	8	5	1	5	-	-	-	-	-	-	-	-	10	142	152
Charles	1	27	6	261	-	4	-	12	1	28	-	9	2	15	2	10	1	1	-	1	13	368	381
Dorchester	-	48	-	-	-	-	7	-	-	-	-	-	-	-	1	-	-	-	-	-	8	48	56
Frederick	-	-	283	-	-	-	-	-	59	-	-	-	-	-	3	-	16	-	-	-	361	-	361
Garrett	-	-	-	62	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	63
Harford	-	-	2	333	-	-	94	-	-	-	-	-	-	-	-	-	-	-	-	-	96	333	429
Howard	-	66	-	275	-	2	-	5	-	11	-	52	-	6	-	35	-	21	-	1	-	474	474
Kent	8	9	8	1	-	-	2	-	1	-	-	-	-	-	-	-	-	-	-	-	19	10	29
Montgomery	-	-	744	-	-	-	-	-	498	-	-	-	-	-	1	-	-	-	-	-	1,243	-	1,243
Prince George's	-	5	612	3	-	-	-	-	241	-	-	-	177	-	-	-	-	-	-	-	1,030	8	1,038
Queen Anne's	-	-	5	73	-	-	-	-	-	-	-	-	10	-	-	-	-	-	-	-	15	73	88
St. Mary's	-	163	-	-	-	-	5	28	-	-	-	-	-	-	3	-	5	-	-	-	13	191	204
Somerset	-	30	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	32	32
Talbot	39	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	41	-	41
Washington	140	34	2	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142	51	193
Wicomico	22	79	-	24	-	-	2	-	-	-	-	-	-	-	1	-	-	-	-	-	25	103	128
Worcester	-	47	-	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	69
TOTAL STATE	250	1,240	2,059	1,719	9	125	128	47	1,085	191	5	84	189	56	41	98	26	39	-	8	3,792	3,607	7,399
*Public Owned																							
**Contract Owned Vehicles																							

Chart 6: Driver and Attendant Hours - FY 2020

School System	Non-Disabled Route Drivers			Disabled Route Drivers			Total Driver Hours	Attendants		
	Public	Contract	Total	Public	Contract	Total		Public	Contract	Total
Allegany	765	64,170	64,935	19,710	-	19,710	84,645	18,720	-	18,720
Anne Arundel	-	428,479	428,479	52,038	113,899	165,937	594,416	50,350	217,627	267,977
Baltimore City		864	864	10,300	135,190	145,490	146,354	10,300	136,054	146,354
Baltimore Co.	330,495	123,988	454,483	206,387	-	206,387	660,870	206,387	-	206,387
Calvert	-	93,905	93,905	-	35,755	35,755	129,660	-	34,610	34,610
Caroline	23,997	39,676	63,673	8,133	1,709	9,842	73,515	7,992	983	8,975
Carroll	-	137,138	137,138	-	63,632	63,632	200,770	-	58,529	58,529
Cecil	-	86,898	86,898	8,812	9,607	18,419	105,317	8,812	12,812	21,624
Charles	4,160	269,342	273,502	7,831	101,892	109,723	383,225	8,605	100,666	109,271
Dorchester	-	29,713	29,713	7,812	-	7,812	37,525	7,812	-	7,812
Frederick	187,068	-	187,068	95,710	-	95,710	282,778	91,976	-	91,976
Garrett	-	27,552	27,552	-	6,027	6,027	33,579	-	5,658	5,658
Harford	-	359,859	359,859	75,351	5,126	80,477	440,336	74,436	-	74,436
Howard	-	193,010	193,010	-	93,639	93,639	286,649	-	100,941	100,941
Kent	7,872	6,150	14,022	4,882	-	4,882	18,904	5,651	-	5,651
Montgomery	1,009,389	-	1,009,389	767,583	-	767,583	1,776,972	662,412	-	662,412
Prince George's	385,605	-	385,605	206,649	-	206,649	592,254	206,649	-	206,649
Queen Anne's	-	54,457	54,457	13,895	-	13,895	68,352	13,285	-	13,285
St. Mary's	-	182,424	182,424	13,683	40,803	54,486	236,910	9,604	39,963	49,567
Somerset	-	22,201	22,201	-	2,910	2,910	25,111	-	2,820	2,820
Talbot	25,050	-	25,050	6,933	-	6,933	31,983	7,746	-	7,746
Washington	66,421	34,390	100,811	30,096	-	30,096	130,907	30,650	-	30,650
Wicomico	14,776	56,703	71,479	3,444	7,503	10,947	82,426	1,630	10,510	12,140
Worcester	-	49,524	49,524	-	4,306	4,306	53,830	-	8,143	8,143
TOTAL STATE	2,055,598	2,260,443	4,316,041	1,539,249	621,998	2,161,247	6,477,288	1,423,016	729,316	2,152,332

Chart 7: School Bus Drivers By Classification - FY 2020

School System	Classification		Total Drivers
	Full-Time	Substitute	
Allegany	113	58	171
Anne Arundel	821	64	885
Baltimore City	413	0	413
Baltimore Co.	597	57	654
Calvert	153	63	216
Caroline	68	32	100
Carroll	242	150	392
Cecil	160	52	212
Charles	309	110	419
Dorchester	53	39	92
Frederick	353	98	451
Garrett	63	50	113
Harford	385	109	494
Howard	471	123	594
Kent	23	13	36
Montgomery	1,227	47	1,274
Prince George's	1,263	58	1,321
Queen Anne's	78	82	160
St. Mary's	247	80	327
Somerset	28	30	58
Talbot	42	5	47
Washington	182	74	256
Wicomico	141	51	192
Worcester	69	54	123
TOTAL STATE	7,501	1,499	9,000

Chart 8: Full Time Bus Drivers By Gender, Experience, and Age - FY 2020

School System	Total Full-Time Drivers	Gender		Experience (Years)							Age (Years)								
		Male	Female	Less Than 1.0	1.0 to 1.9	2.0 to 2.9	3.0 to 3.9	4.0 to 4.9	5.0 to 9.9	10.0 and Over	20 and Under	21 to 24	25 to 29	30 to 39	40 to 49	50 to 59	60 to 64	65 to 69	70 and Over
Allegany	113	74	39	7	9	-	10	1	24	62		2	2	8	10	27	17	11	36
Anne Arundel	821	327	494	116	92	61	61	43	153	295		4	43	123	127	225	121	87	91
Baltimore City	413	176	237	72	74	63	31	38	76	59		11	31	129	85	86	22	19	30
Baltimore Co.	597	220	377	42	43	42	51	27	135	257		2	17	68	90	168	108	70	74
Calvert	153	47	106	7	6	6	8	4	26	96		-	2	4	37	59	23	13	15
Caroline	68	35	33	-	4	3	5	2	2	52		-	-	3	10	20	12	9	14
Carroll	242	88	154	13	22	16	19	23	51	98		1	2	13	37	70	50	36	33
Cecil	160	61	99	10	15	11	10	11	35	68		2	5	20	22	42	29	17	23
Charles	309	104	205	17	30	36	18	15	61	132		3	15	46	52	72	43	43	35
Dorchester	53	27	26	2	1	4	8	3	10	25		1	3	6	8	13	7	9	6
Frederick	353	133	220	39	31	26	25	28	64	140		1	6	23	56	101	80	51	35
Garrett	63	39	24	-	-	3	2	6	4	48		-	2	4	10	22	9	9	7
Harford	385	150	235	-	28	30	21	26	91	189		1	9	26	40	109	63	58	79
Howard	471	181	290	61	49	36	45	22	110	148		6	25	72	75	118	60	65	50
Kent	23	12	11	2	1	1	4	-	3	12		-	2	5	-	7	2	4	3
Montgomery	1,227	674	553	-	200	113	36	86	245	547		14	38	157	285	420	179	102	32
Prince George's	1,263	502	761	48	109	96	94	63	197	656		3	34	160	192	396	246	115	117
Queen Anne's	78	35	43	-	5	3	7	6	9	48		-	-	4	11	28	18	6	11
St. Mary's	247	73	174	16	17	22	11	8	55	118		2	7	31	49	83	37	21	17
Somerset	28	23	5	-	1	2	-	3	4	18		-	-	2	2	15	2	2	5
Talbot	42	23	19	1	4	4	2	2	10	19		-	-	3	6	13	11	5	4
Washington	182	66	116	7	20	13	10	14	43	75		1	2	16	38	63	24	21	17
Wicomico	141	62	79	-	-	9	7	11	22	92		1	3	13	18	48	20	21	17
Worcester	69	39	30	-	1	3	4	1	8	52		-	-	4	7	29	14	7	8
TOTAL STATE	7,501	3,171	4,330	460	762	603	489	443	1,438	3,306		55	248	940	1,267	2,234	1,197	801	759

Chart 9: Substitute Bus Drivers By Gender, Experience, and Age - FY 2020

School System	Total Substitute Drivers	Gender		Experience (Years)							Age (Years)								
		Male	Female	Less Than 1.0	1.0 to 1.9	2.0 to 2.9	3.0 to 3.9	4.0 to 4.9	5.0 to 9.9	10.0 and Over	20 and Under	21 to 24	25 to 29	30 to 39	40 to 49	50 to 59	60 to 64	65 to 69	70 and Over
Allegany	58	45	13	-	4	-	3	3	9	39		-	2	4	8	20	12	4	8
Anne Arundel	64	35	29	-	1	-	-	-	13	50		-	2	4	6	25	11	9	7
Baltimore City	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-
Baltimore Co.	57	29	28	6	4	6	4	7	11	19		-	2	3	8	7	7	14	16
Calvert	63	48	15	-	6	6	2	1	11	37		-	2	4	9	18	8	8	14
Caroline	32	21	11	6	2	5	3	3	2	11		1	-	2	3	7	5	5	9
Carroll	150	85	65	6	16	11	7	9	23	78		1	3	11	18	49	17	27	24
Cecil	52	19	33	3	5	4	3	4	11	22		1	2	7	7	14	9	5	7
Charles	110	63	47	19	9	5	6	2	18	51		2	7	6	14	26	10	17	28
Dorchester	39	23	16	1	1	2	-	1	2	32		-	-	3	6	8	11	2	9
Frederick	98	68	30	13	7	7	7	4	22	38		3	3	7	13	27	15	13	17
Garrett	50	40	10	5	4	5	2	3	4	27		1	4	7	7	17	4	8	2
Harford	109	55	54	-	10	4	8	8	17	62		1	5	6	13	47	12	12	13
Howard	123	81	42	10	4	5	3	5	28	68		1	6	13	20	28	21	9	25
Kent	13	12	1	1	-	3	-	-	2	7		-	1	-	2	3	1	3	3
Montgomery	47	39	8	-	20	3	3	4	2	15		1	4	7	7	12	6	3	7
Prince George's	58	26	32	-	2	-	5	4	7	40		-	1	1	1	13	9	13	20
Queen Anne's	82	47	35	3	21	10	5	6	12	25		1	1	3	12	18	17	16	14
St. Mary's	80	57	23	7	5	4	7	3	13	41		-	-	8	12	25	15	11	9
Somerset	30	20	10	-	-	1	6	4	12	7		-	2	5	8	7	1	3	4
Talbot	5	5	-	1	-	-	-	-	2	2		-	-	-	-	2	2	-	1
Washington	74	43	31	3	6	9	7	2	10	37		-	3	4	11	14	9	13	20
Wicomico	51	32	19	-	-	-	4	1	10	36		-	2	5	5	17	7	4	11
Worcester	54	39	15	2	1	4	3	3	9	32		1	1	4	3	19	8	8	10
TOTAL STATE	1,499	932	567	86	128	94	88	77	250	776		14	53	114	193	423	217	207	278

Chart 10: School Bus Driver Instructors - FY 2020

School System	Total Instructors
Allegany	7
Anne Arundel	16
Baltimore City	10
Baltimore Co.	4
Calvert	7
Caroline	5
Carroll	3
Cecil	2
Charles	4
Dorchester	1
Frederick	10
Garrett	1
Harford	6
Howard	2
Kent	2
Montgomery	18
Prince George's	11
Queen Anne's	4
St. Mary's	5
Somerset	2
Talbot	3
Washington	5
Wicomico	4
Worcester	1
TOTAL STATE	133