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100 West Randolph Street
Chicago, Illinois 60601*



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100 North First Street
Springfield, Illinois 62777*

MODES OF SCHOOL TRANSPORTATION TASK FORCE

November 20, 2017

CALL TO ORDER

The meeting was called to order at 9:03 am by Chair Tim Imler and roll was taken.

ROLL CALL

Present (Springfield and Chicago):

Derek Cantu, Policy Analyst Assistant, Illinois Lt. Governor Sanguinetti's Office;
Brenda Glahn, Legal Advisor, Illinois Secretary of State;
Tim Imler, Division Administrator, Funding and Disbursement Services ISBE;
Patrick Johnson, President, Illinois State Transportation Association;
John Meixner, Regional Superintendent of Schools, ROE #26;
Tom Tully, Secretary/Treasurer, Illinois Education Association;
Tom Wise, Acting Section Chief, Illinois Department of Transportation, Commercial Vehicle Safety Section;
Travis Wyatt, Assistant Superintendent, Jasper County School District.

Conference Call:

Melissa Burns, Administrator, Acacia Academy;
Dan Cox, Superintendent, Staunton Community Unit School District #6;
Jeff Dosier, Superintendent, Belleville Township High School District #201;
Diana Mikelski, Association of Suburban School Districts;
Sen Chris Nybo, General Assembly, Minority Leader of the Senate;
Rob Rodewald, Board President, Bourbonnais SD #53.

Absent:

Rep Dan Brady, Illinois State Representative, 105th District Rep Fred Crespo, Illinois State Representative, 44th District;
Vicki Giurlani, Director of Transportation, Round Lake Area School District 116;
Rich Hodson, Physics Instructor, Belleville East High School.

ISBE Staff:

Mark Morten
Mike Stier
Keri Shoemaker

Guests:

Cathy Allen (Springfield), Illinois Department of Transportation;
Kevin Duesterhaus (Springfield), Manager of CDL Division, Illinois Secretary of State;
Charlie Hood (Conference Call), Executive Director, NASDPTS;
Betty Lindquist (Conference Call), Day School Connections;
Chris Parr (Springfield), Jasper School District #1;
Mike Reinders (Conference Call), Winnebago SD #223;
Charlie Simple (Conference Call), Teutopolis SD #50;
Jay Shattuck (Springfield), Illinois School Transportation Association;
Mike Slife (Conference Call), Rockford SD #205.

Minutes

Chair Tim Imler asked for a motion to approve the minutes from the October 19, 2017 meeting. Tom Tully made the motion to approve the minutes; Brenda Glahn seconded the motion. The motion passed and the minutes were approved.

Discussion

Chair Tim Imler went over highlights from the October meeting and reviewed the 8 recommendations again. Final recommendations will be voted on at the December meeting and the report is due to the General Assembly on December 15th.

(8 Recommendations)**Modes of School Transportation Task Force DRAFT Recommendations – October 19 Meeting**

1. Add Multifunction School Activity Buses (MFSAB) to Department of Transportation rules at 92 Ill. Administrative Code Part 447 School Bus Brake Inspections Requirements.
2. Add MFSAB to 625 ILCS 5/13-115 & 625 ILCS 5/12-816 Pre-trip and Post Trip Inspection Requirements.
3. Add MFSAB to the list of vehicles owned or operated by or for a public or private school in grades K-12 at 625 ILCS 5/11-1202 (New paragraph 4) that must stop at all railroad grade crossings.
4. Require a new decal for MFSABs at 625 ILCS 5/11-1202 (New subparagraph 4a) on the rear of the vehicle stating "THIS VEHICLE STOPS AT ALL RXR GRADE CROSSINGS".
5. Align proposed changes at 625 ILCS 5/11-1202 with the Illinois Professional School Bus Driver Training Curriculum (i.e. regarding the hazard lamps being activated).
6. Require all drivers of a MFSAB owned or operated by or for a public or private school who transport children in grades K-12 to hold a valid Illinois School Bus Driver Permit (625 ILCS 5/6-106.1)
7. Allow a MFSAB to transport children on curricular, co-curricular or extra-curricular trips other than those between home and school for pupils in grades K-12 as long as they are not picked up or discharged in a location such as a public roadway that would require the use of traffic control devices. If special transportation is provided for students with an Individualized Education Plan (IEP), the staff to student ratio must be 1 to 5.
8. Retain the required equipment of the "Crossing Control Arm" and "First Aid Kit" that IDOT is considering removing from 92 Ill. Adm. Code Parts 435 and 436 (MFSAB) (Construction and Inspection Standards).

The proposed changes will:

- Create consistency with the requirements of a school bus;
- Eliminate confusion for MFSAB drivers regardless of type of pupil transportation provided;
- Alert motorists of the MFSAB's intentions when approaching railroad crossings; and,
- Increase student safety

A few additions reviewed and discussed were aligning MFSAB requirements with yellow/regular school bus requirements. Pre and post trip inspections align with regular school bus rules. Adding MFSABs to School Code 11.2 regarding stopping at all railroad crossings. Charlie Hood mentioned a decal for placement on the back of the bus.

Cathy Allen stated that to add #4 to the Illinois Vehicle Code C Sec. 11-1202 contain MFSABs owned by schools K-12 and any other private facility that owns MFSABs could be the number 1 reason schools purchased these vehicles is for extracurricular activities and for coaches to drive

Charlie Hood mentioned the decal on the back of the MFSAB like the regular school bus; reiterating that it is not unusual in states for school buses and I can't say specifically for MFSABs, but a specification requirement is to have large lettering on the back of the bus that says vehicle stops at all railroad crossings to help mitigate the concern that people might not be aware they are going to stop.

Aligning proposed changes to Illinois Vehicle Code, Section 11-1203 with Illinois School Bus Driver curriculum. Cathy Allen referenced a phone conversation with Mike Slife, former ISBE employee, and his suggestion of putting vehicle in neutral, parking brake, and hazard lamp for consistency.

Cathy Allen stated that only vehicles manufactured on or after July 1, 2012 need the equipment listed and that there is no retrofit needed. Cathy Allen stated that she would like to recommend a change to the rules about MFSABs at railroad crossings. Any bus that meets all of the special requirements for school buses in Sections 12-801, 12-803 and 12-805, the driver of the bus must turn off all noise, heater blowers, defroster fans, auxiliary fans and radios and open the service door and driver's window before crossing a railroad track. In the ISBE bus driver's training manual, it states that the driver must also put on the yellow hazard lights but not law. Cathy Allen stated that if it is in the bus driver's training manual then it should also be in the law. Mike Stier and Patrick Johnson both agreed with Cathy about the hazard lights being included in the law if it is part of the driver's getting their school bus driving permit. Charlie Hood also agreed and said it would be much more consistent with whatever national level of training recommendations exists since operation life saver and procedures in other states almost universally require drivers to activate their 4-way warning/hazard lights when approaching a railroad crossing. Chair Tim Imler stated that this was going to be a recommendation for this committee that hazard lights on a multifunction school activity bus will need to be on at the time they approach a railroad crossing

Chair Tim Imler also stated that in regards to non-curricular activities that no matter what you are using the vehicle for, would it be advisable that any time you approach a railroad crossing for any trip that the driver would have to follow the same procedures when approaching the railroad crossing. This raises another issue. If you only have drivers with a driver's license, they will need to be told to follow the same procedures when approaching a railroad crossing as though it was like a curricular trip. Cathy Allen stated that the law really doesn't tell an MFSAB that it has to stop because the law clearly states that is only for a school bus 12-801, 12-803 and 12-805 because a MFSAB cannot be either of these.

Recommendation #7 -Require all drivers owned by public or private facility – drivers must hold proper driver requirements. Student to staff ratio 1:5 for Special Education pupils.

Rep Fred Crespo asked for clarification on #8. Cathy Allen responded that it was being discussed to remove the stop arm and first aid kit statement from Administrative Rules, but now it is being reconsidered due to this task force.

John Meixner commented that rural districts would like more flexibility in regards to regulations on the use of MFSAB's. He cannot argue the recommendations and how they relate to safety of the students, but they may take away some of the flexibility in use. Jeff Dosier replied that he is hearing the same type of comments in his area.

Kevin Duesterhaus said that # 6 would be a game changer for everybody. Everyone would have to have a school bus permit.

Tom Tulley discussed the flexibility of use as well as that many of districts in his area bought these MFSABs to use in place of the yellow school bus and recommendation # 6 would limit their use. He as well can not dispute the added safety aspect. Tom also stated that if you have to send more people to training, they are going to say they are not flexible and not doing it, so you would lose people.

Dan Cox stated that to send coaches to training may be hard because bus drivers have a hard time finding training places.

Melissa Burns asked for clarification on recommendation #6 and Tim Imler reviewed what is currently in law.

Melissa Burns commented that her schools would be happy with #7 but has concerns about the extracurricular trips. She asked if it is possibly to separate extracurricular between inside a school day and outside a school day?

Jeff Dosier commented that the issue is the driver flexibility not the vehicle.

Kevin Duesterhaus discussed the Illinois Secretary of State (ISOS) power point presentation on School Bus Driver Permits. He gave a history of the MFSAB and ISOS. It defined what type of trips require a school bus permit. The MFSAB replaced the 15 passenger van which was outlawed. The original intent was to ONLY be used for non-curricular trips NOT for curricular trips. ISOS stance has always been that is should not be used for curricular trips, but over the years there has been legislation changed to deviate from the original intent of the use of the MFSAB through compromise. These compromises have deviated from the original purpose of the use.

Diana Mikelski asked what the obstacles are that others are experiencing when it comes to getting drivers permitted.

Kevin Duesterhaus stated that the two roadblocks are driving history and physical examination are the two big ISOS issues.

Tim Imler commented that the time factor of training; 8 hour Initial Class, as well as the two-hour refresher annually are issues as well.

Kevin Duesterhaus reiterated that the use of the MFSAB has been chipped away from the original intended purpose each year or so, until we are where we are today on the use issue, He went on to further explain that all along, the ISOS still stands with the original intent of the MFSAB use which is non-curricular. He stated that ISOS is not asking for recommendation # 6 , they are fine with drivers who only transport for extra-curricular trips not having a school bus driver permit as long as they are properly licensed for the vehicle they are driving... He went on to state that they are not saying they that they are not in favor of # 6 but more of a clarification.

First Division School Bus Permit: anything 10 passengers or less including the driver (taxi cab, mini vans, cars...)

The Process to obtain First Division School Bus Permit:

- Eligibility Receipt-Dept. of Motor Vehicles (DMV)
- Fingerprints from IL State Police and FBI
- Medical/Physical-tuberculosis test and drug testing
- Initial 8hr training via ISBE-Certified Instructor
- Letter of Intent to DMV facility and take 1st Division School Bus written test
- Take 1st Division road test at DMV to receive appropriate license.

The driver may NOT take the driving test at ISOS in the MFSAB. The driver must test in a Yellow School Bus of the same size not an MFSAB in order to obtain the permit (CDL or not).

Melisa Burns stated that it is impossible to find a 15 passenger yellow school bus to take the ISOS test. Kevin stated that you can test up and still drive the smaller bus. He went on to say that there are places particularly up north that will rent you a yellow 15 passenger bus and take it and drop it off for you to test in. Melissa argued that that is not the case as she has called everywhere in the state and there are literally no places that has this size of yellow bus anymore and that the manufacturers does not make them anymore. Patrick Johnson stated that he has several of these buses and they are out there as well are very common in the Chicago area.

Cathy Allen asked the question about a school bus with 15 or less students, you wouldn't have to have a cdl license but I think you do. Kevin Duesterhaus stated that this type of vehicle would be a class D school bus permit, second division and therefore would not need a cdl license. You need a cdl license for 16 or more students.

John Meixner stated that there are very limited facilities downstate to take skills test are giving and that this is adding to the difficulty of obtaining a license. Kevin continued to clarify the reasoning of the limited facilities to keep a better control on the testing.

Second Division School Bus Permit: Any vehicle 16 passengers or more including the driver, CDL required (larger school bus / MFSAB)

The Process to obtain Second Division School Bus Permit:

- Eligibility Receipt-Dept. of Motor Vehicles (DMV)
- Fingerprints from IL State Police and FBI
- Medical/Physical-tuberculosis test and drug testing
- Initial 8hr training via ISBE-Certified Instructor
- Letter of Intent to DMV facility and take 2nd Division written and passenger tests
- Take 2nd Division pre-trip, skills and road test at DMV to receive appropriate license

Once the driver has taken the CDL written test, they would receive a Commercial Learners Permit (CLP) and hold it for a minimum of 14 days before they are eligible to take the skills/road test at the DMV. The Federal Government regulates the CDL.

Patrick Johnson gave an overview of the *Illinois Professional School Bus Driver Training Curriculum*:

- SECTION I - THE PROFESSIONAL DRIVER
- SECTION II - LIABILITY AND THE BUS DRIVER
- SECTION III - PRE-TRIPPING YOUR BUS
- SECTION IV - SCHOOL BUS OPERATIONS
- SECTION V - STUDENT MANAGEMENT
- SECTION VI - ACCIDENTS
- SECTION VII - SCHOOL BUS EVACUATION
- SECTION VIII - UNIVERSAL PRECAUTIONS FOR PREVENTION OF THE SPREAD OF INFECTIOUS DISEASES BY BODY FLUIDS
- SECTION IX - SPECIAL EDUCATION AND THE PROFESSIONAL DRIVER

Patrick continued and reviewed that in addition to the 8 hour initial class the drivers will attend a 2 hour annual continuing education refresher class. Also that instructors are the only ones required to have a valid first aid card, not drivers under the current law.

More discussions / clarification on the permit / the driver / the vehicle confusion...Tim Imler said that this confusion is out there and that he hopes that, as part of the outcome of this task force, will help clear up this confusion. Many schools are not doing the correct thing and may not even know it or understand it.

Kevin Dueterhaus stated that he sees that a majority of the issues with permits is within the non-public schools. Mainly because all the non-public schools have are the MFSABs, and not the yellow buses, whereas the public school have permitted drivers that drive the yellow buses on other events.

Chris Parr commented that he has gone through the training and found it VERY helpful and useful. He also went on to state that he does not have the MFSAB in his district (the largest land mass district in the State of Illinois). They have only yellow buses with permitted drivers because they are looking out for the safety of the students that they transport, in addition to the flexibility of the "yellow bus" being able to be used it for all types of trips. Even though there are not any statistics out there on MFSAB accidents (they are all lumped into "school bus accidents") it would only take one bad accident and the drivers were not trained and licensed / permitted, and it would not be good. These small buses have many more blind spots than larger buses and if the driver is not trained / prepared bad things could / will happen. The driver must be really aware of what is going on to prevent injury. He understands that we are all short on drivers and need flexibility but these things need to be thrown out in the discussion. Student Safety is number one!

Dina Mikelski asked about the minimum age of the driver. School Bus Permit holders must be at least 21. Any restriction on the age of the driver to operate an MFSAB? Kevin Duestherhaus stated that there is no minimum age to drive the MFSAB right now as long as they have a valid / appropriated license.

Patrick Johnson – if we are not permitting, the drivers are not being checked on medical conditions. There have been really bad accidents in the nation that have been linked to medical issues of the driver. This adds another aspect beyond the testing and training issues. If the driver is not physically unable to handle the vehicle, safety is majorly jeopardized. On the school bus physical there are items that preclude a driver from transporting students. He stated that God forbid that there is a bad accident and it is looked back upon that the task force looked beyond the necessity of this process.

Mike Stier stated that coaches / teachers might be physically fit for the classroom per their employment physical, but not fit per the school bus driver physical to drive students and that school bus permitted drivers go through an annual physical not just at the time of employment. (Heart conditions, insulin dependent diabetic, seizures, etc...)

Charlie Semple commented that he does training within his district before any driver is allowed to driver the MFSAB.

Charlie Hood stated there has been an increase focus regarding medical testing of bus drivers, 30 or so states require the Federal DOT level of physicals while it is not federally mandated. The other majority of states have some form of physical requirements for all drivers that transport students. He does not know if other states require it for the MFSAB or not, but they do understand the importance of the physical requirements.

Mike Reinders commented that there needs to be the same level of testing / licensing regardless of driver. All his drivers are tested / permitted regardless of what they are driving.

John Meixner questioned backgrounds checks showing something from 30 years ago that does not allow them to drive a school bus. Brenda Glahn replied there hasn't been any discussion on updated statute on criminal offenses; it would have to be a legislative change to update the disqualifying offenses. She stated that you wouldn't want to take out sexual offenses since being around children. Patrick Johnson said he would have to look at the list and address the one of issue legislatively. Brenda and Kevin agreed.

Tim asked if Rep. Crespo or Sen. Nybo if they had any comments / questions / or thoughts up to this point? Sen Nybo stated none at this time and Rep. Crespo stated he is learning a lot.

Tim Imler asked for comments from the public.

Chair Tim Imler read the requirement of the Task Force; and opened input to guests. Tim said he had heard from at least 4 non-members of the task force.

Charlie Sample (Teutopolis) Has concerns in changing licensure, shortage of drivers. Also mentioned the funding shortage for transportation reflects on the transportation of students as well as the driver shortages, thus causing students to drive themselves. Does not agree with students driving themselves for safety issues, but districts are being forced to do so for lack of funds or cancel the sporting event or other extracurricular activity. Also where will/does money for lap, shoulder belts for buses come from? He has a sticker on the

dash to remind the driver that the MFSAB must stop at RxR crossings. Agrees with the RxR decal on the back of the MFSAB

Mike Reinders (Boone/Winnebago) if we are paying a driver to transport students no matter what bus/vehicle, they drive, they should have all the requirements of a school bus driver permit. Thinks teachers should also get FBI check on background not just drivers as well as the "now and forever" background checks. He wants all drivers trained to the fullest extent for the safety of the students.

Chris Parr commented that he does not have the MFSAB, but has coaches who drive for him do so in the yellow buses. He agrees that physicals are important and that along with that physical is a drug testing program. It would insure the safety of the student in the vehicle that the drivers are fit to drive. He reminds everyone that "SAFETY IS THE NUMBER ONE GOAL AS A SCHOOL BUS DRIVER TRANSPORTING STUDENTS"! This is regardless of one or more students no matter where we are going; home to school, school to home; sporting event or field trips. Whoever is behind the wheel is safe to transport students. There is a lot of support within of staff stepping up and willing to obtain a school bus driver permit. He does not believe that all district would go over and above like Charlie Semple does to train drivers of the MFSAB unless required to do so.

Jay Shattuck will give Tim his comments later through email. Jay Shattuck stated the carve out of the law allowing expanded use of MFSAB for certain schools stems from confusion of the driver/ vehicle / usage. The recommendations should take in the "SAFE TRANSPORTATION" should be at the forefront. We need to look into the way that we can attack more drivers to elevate the problems to find qualifying drivers.

Mike Slife understands the shortage of drivers and that needs to be addressed. They (Rockford SD) do not allow anyone (coaches / teachers) to drive but their school bus drivers. It takes away from their income. Illinois has a great safety record when it comes to school buses and by diminishing the quality of drivers will take away from the safety in Illinois. He hears stories of other districts that allow coaches / teachers driving 80+ miles per hour with students onboard is horrifying. By having these requirements, it will help limit some of that by holding the drivers more accountable. The Task Force recommendations are great recommendations.

Betty Lindquist (Therapeutic Day School) appreciates the Task Force, agrees with the 8 Recommendations. She feels it is important in keeping the SAFETY of Student Transportation in Illinois to the highest standards. She does have concerns with finding a vehicle for the behind the wheel testing. Patrick Johnson can provide her with contact information/locations.

Chair Tim Imler asked for any other comments.

Cathy Allen said regarding #8 recommendation that for clarification it's for buses manufactured after 7-1-12.

Patrick Johnson asked about accident records for MFSABs, is it funneled with school bus or tracked separately? Cathy Allen will get contact information for him on that.

Monty Epley of Nokomis SD #22 sent in a comment regarding MFSAB driver requirements Tim read his comment.

Chair Tim Imler outlined current recommendations and asked for thoughts, suggestions, and reactions. He stated that the report will be available prior to the next meeting so that it can be studied before the meeting.

At the December meeting, we will take a vote on the final report and recommendations. This task force may be a precursor of future legislation, possibly this spring.

Tom Tully stated committee should iron-out #6-#7 and the safety requirements. These will be the troublesome spots with varying thoughts and reasons.

Brenda Glahn stated that Secretary Jesse White has been against MFSAB use beyond intended; not sure what the Secretary will accept with the expansion of use. Further discussions will be needed with the Secretary on his views.

Patrick Johnson asked about a 5 year moratorium on the expansion of the uses of the MFSAB? Jay Shattuck stated that when the resolution was drafted with the legislators that that was the case. An agreement between legislators and Senate President John J. Cullerton was made about this 5 year moratorium.

Kevin Deusterhaus stated if they allow #6 & #7 the yellow school bus will barely be used.

Charlie Hood stated that the MFSAB is clearly not designed for home to school and school to home use. A manufacturer cannot sell an MFSAB if they know that you are going to use it for home to school and school to home use. It is prohibited, as stop arms and lights are required.

Tom Wise stated that the bells and whistles are very important to student safety. A lot of these recommendations are designed to bring the law back in line. He feels that # 6 is VERY important as there is a reason behind why drivers are trained. The ongoing testing / training is important in keeping the safety in check. As a former school board member, with regards to #7 he understands the need for coaches being able to drive but still questions the expansion of the use of the MFSAB.

Cathy Allen stated the IDOT's role was to get the kids out of the 15 passenger vans into a safer vehicle (MFSAB) and they were very happy at that time when that happened. Now it is a use issue rather than an unsafe vehicle issue.

Tim Imler expressed his personal opinion. Opposition was given in the past for the expansion of the use of the MFSAB from the original intent of extracurricular only from the very beginning. Expansion is already there and it can't be reversed. Safety has always been the issue. He is very open to find a bridge / compromise that the task force can come to an agreement. He has learned a lot. He feels the school bus driver permit is very essential. Just with the physical issue discussed today was an eye opener. Understands the driver shortage is there but feels the properly permitted driver is important for student safety. Tim asked Dan Cox for comment... no reply. Tim stressed the permit is very important.

(Diana Mikelski) stated the #1 priority should be the SAFETY OF THE CHILDREN, period! There should be NO compromise on safety. Anyone that transports students should have a permit.

Tom Tully asked the representatives of the 5 exclusive k-12 schools about the issue of requiring the additional permitting for the drivers. Are they opposed to the additional training? Is there a hybrid that could be developed to separate the coaching vs. curricular trip?

Tim Imler explained a case when he had to testify about a first division vehicle can be used on a curricular based trip but the MFSAB cannot and that is the case. There is a gap between the first division and the second

division school bus. It is hard to argue the case when the MFSAB is safer than the first division vehicle and it cannot be used. What is the answer?

Jeff Dosier with going with #6 after schools have purchased the MFSAB so the coaches can drive will now cause a lot of issues. # 7 is not as big of a problem.

Tim Imler asked how do we answer the question of not having safe drivers (physicals and training) if we do not require a permit?

Kevin Duesterhaus thinks that the MFSAB will be phased out at the districts and only be at the nonpublic school with # 6. Districts will feel that there is no need for the MFSAB when a yellow bus will work. John Meixner agrees with Kevin.

Mike Stier commented about the comments of coaches and teachers not going to go through the permitting process. He stated that all you have to do is make it a requirement of the employment that the will drive and obtain a permit if they want to coach. That is all there is to it. Someone voiced in that if you add one more requirement, they will not be able to find good coaches... followed by Diana Mikelski adding that, that compromises the safety of the students. She continued as how can you have anyone behind the wheel with students and not being trained or what their record is? How do you answer that to a parent who has entrusted their child with you? Someone voiced that this is a very difficult time to add more requirements. Adding more requirements will make it very difficult for schools. Mike Stier commented that you are saying that we should jeopardize a kid's life, how do you put a price on one student's life/safety? They continued to say that we need to put this upon the local schools to make sure that drivers are safe, and that at their district they do the check and don't just put anyone behind the wheel in the MFSAB.

Melissa Burns stated that even though the comments have been that the smaller MFSABs will go away is not necessarily the case that there are cost benefits to having the smaller MFSAB vs the larger yellow school bus.

Mike Reinders stated that staff is stepping forward to obtain permits knowing that the need for drivers is there. He knows of companies that have MFSAB drivers who cannot get out of their own vehicle and they are driving these MFSABs. The permitting (physicals) are important.

Tim Imler asked for comment about the expansion? Melissa Burns is for the expansion beyond what is out there now. She is also in favor of the requiring of the permit for all drivers. She brought up the question as to why we are distinguishing the between curricular and noncurricular.

John Meixner asked to add another recommendation to ask for increased funding for school transportation and it be fully funded. Tim Imler explained about the little bit of funding increase this year because of the EBF. John expressed the end effect is attracting drivers and retaining.

Tim Imler asked Derek Cantu for comment. He said it is difficult to come to a conclusion and that it is premature for him to comment.

Next Steps:

Tim Imler reviewed with the group that the task force will need to focus on the recommendations for the final report and the upcoming meetings and prepare to vote. There was discussion on the different recommendations that these past meetings have sparked (usage of the MFSAB / costs / driver licensure /

student safety) as well as if any further information is needed. Individual votes on each recommendation may be taken rather than one vote. The report will be available and will be edited live at the next meeting, before the final vote of the report.

Public Comment:

None.

Adjournment:

The meeting was adjourned at 11:45 am by Chair Tim Imler. The next MSTTF meeting is Wednesday, December 6, 2017 at 9:00 am.