

# SY 2021-2022 Transportation

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In 2007 the district contracted with an outside consultant to study the district transportation operation. As part of that study, a survey was conducted of Ellensburg School District Transportation “users”. The survey identified four areas of greatest concern to those users:

- Walking distance to school
- Bus ride times (desire less than 45 minutes each way)
- Bus transfers (desire no elementary student transfers)
- Combining grades on buses

Beginning in 2011 the district developed and implemented a routing scheme that addressed the following priorities:

- Route buses in a way to keep ride times to a minimum
- Minimize the number of students who are required to transfer buses as part of their commute to and from school
- Establish reasonable walk boundaries
- Avoid, as much as possible, mixing grade levels on buses

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## Single Tier System w/Transfer of Students

### **Benefits:**

Allows for all school bell times to be within 20min of each other.

Allows siblings to travel to/from school at approximately same time.

Buses make one run and transport all students K-12; fewer cumulative miles driven daily.

Student ride time on the bus does not exceed 60min in most cases.

Buses assigned to service specific schools and transfer system eliminates need for all buses to stop at all schools.

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## Single Tier System w/Transfer of Students

### Challenges:

Requires a 25% larger fleet of buses & 5-7 additional drivers to provide service for existing 5 schools.

Adding 4<sup>th</sup> elementary school will require an additional 20%-25% increase in fleet size and an additional 5-7 drivers.

Combining K-12 students drastically increases student discipline and misconduct issues.

Transfer system confusing for K-5 students and undesirable to community members.

Since 2012, annual OSPI efficiency reviews show larger fleet requirement greatly reduces fiscal efficiency of the transportation system when compared to cohort school districts.

The district covers a large and diverse geographic area with road circuitry challenges.

Lack of enrollment boundaries reduces ability to streamline system and reduce fleet size.

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## Bus Driver Wage Scale Comparison

Bus Driver Hourly Wage Comparison		
School District	Permanent	Substitute
Ellensburg	\$19.48	\$21.00
Thorp	\$19.62	\$19.62
Cle Elum	\$18.40	\$18.40
Selah	\$22.70	\$21.57
East Valley	\$20.57	\$20.57
Yakima	\$22.56	\$21.00
Sunnyside	\$22.86	\$22.75
Toppenish	\$20.84	\$20.84

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Annual cost of 5 additional school bus drivers @ 5hrs/day for SY21-22 would be \$173,390.00.

Adding 5 more drivers for SY 22-23 would double this amount to \$346,780.00.

Bus Driver Annual Cost to District				
	Hourly Rate	Salary	Benefits	Total Cost
Step 1	\$19.48	\$18,506	\$16,172	\$34,678
Step 2	\$20.62	\$19,589	\$16,416	\$36,005
Step 3	\$21.76	\$20,672	\$16,660	\$37,332

State of Washington  
 Superintendent of Public Instruction  
 School Year 2020-2021  
 Operations Allocation Detail Report 1026A

ELLENSBURG SCHOOL DISTRICT

SECTION A - CALCULATION OF EXPECTED ALLOCATION

Allocation Items	Values	Coefficient Rate	Calculated Value
Land Area (Ln)	544.4	0.05900	0.37168
Average Distance	3.82900	0.05100	0.19528
Destinations	6.00000	0.01200	0.07200
Basic Program (Ln)	881.13	0.69600	4.72050
Special Program (Ln)	80.63	0.09200	0.40500
Non-High Yes	No	0.00000	0.00000
Non-High No	No	-0.27200	0.00000

<b>A.1. Sum of Calculated Values</b>			<b>5.76446</b>
A.2. Expected Allocation Constant Value			7.79800
A.3. Expected Allocation Value			13.56246
A.4. Initial Allocation			\$776,429.60
A.5. Local Characteristics Factor	1.00000		
<b>A.6. CALCULATED EXPECTED ALLOCATION</b>			<b>\$776,429.60</b>

SECTION B - ALTERNATE FUNDING SYSTEM ADJUSTMENTS

B.1. Non-High	\$0.00		
B.2. Low Ridership	\$0.00		
B.3. Transportation Co-op	\$225,869.17		
B.4. ESD	\$0.00		
B.5. Other	\$0.00		
<b>B.6. Alternate System Total</b>	<b>\$225,869.17</b>		<b>\$1,002,298.76</b>

SECTION C - OTHER ADJUSTMENTS

C.1. Alt Calendar Modifier	1.000		\$1,002,298.76
C.2. Car Mileage Reimbursement	\$0.00		
<b>C.3. Other Adjustments Total</b>	<b>\$0.00</b>		<b>\$1,002,298.76</b>

SECTION D - DETERMINATION OF FINAL STARS ALLOCATION

D.1. Adjusted Allocation			\$1,002,298.76
D.2. Prior Year Expenditures			\$1,603,831.12
D.3. Federal Restricted Rate Indirects			\$68,804.36
D.4. Adjusted Prior Year Expenditures			\$1,672,635.48
D.5. Lesser of Adjusted Allocation or Adjusted Prior Year Expenditures			\$1,002,298.76

LEGISLATIVE ADJUSTMENTS

D.6. Legislative Salary			\$28,771.47
D.7. Legislative Benefit			\$24,074.59
D.8. <b>ACTUAL ALLOCATION AMOUNT</b>			<b>\$1,055,144.83</b>

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## 2-Tier System

### **Benefits:**

25% fewer buses provide same level of service.

Will adapt to 4<sup>th</sup> elementary school location without significantly increasing fleet size.

Students separated in age appropriate groups significantly reduces student discipline issues, reduces distractions for drivers, increases safety on the roadway, and reduces stress.

Student ride time does not exceed 60min in most cases.

Longer hours for employees = more income; makes bus driving more attractive to new applicants.

Human resource cost to the district reduced by \$173,390.00 annually.

Increased mileage/maintenance costs negated by increasing fiscal efficiency of overall system.



# SY 2021-2022 Transportation

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## 2-Tier System

### Challenges:

School bell times offset by >60min.

Siblings do not travel to school at similar times.

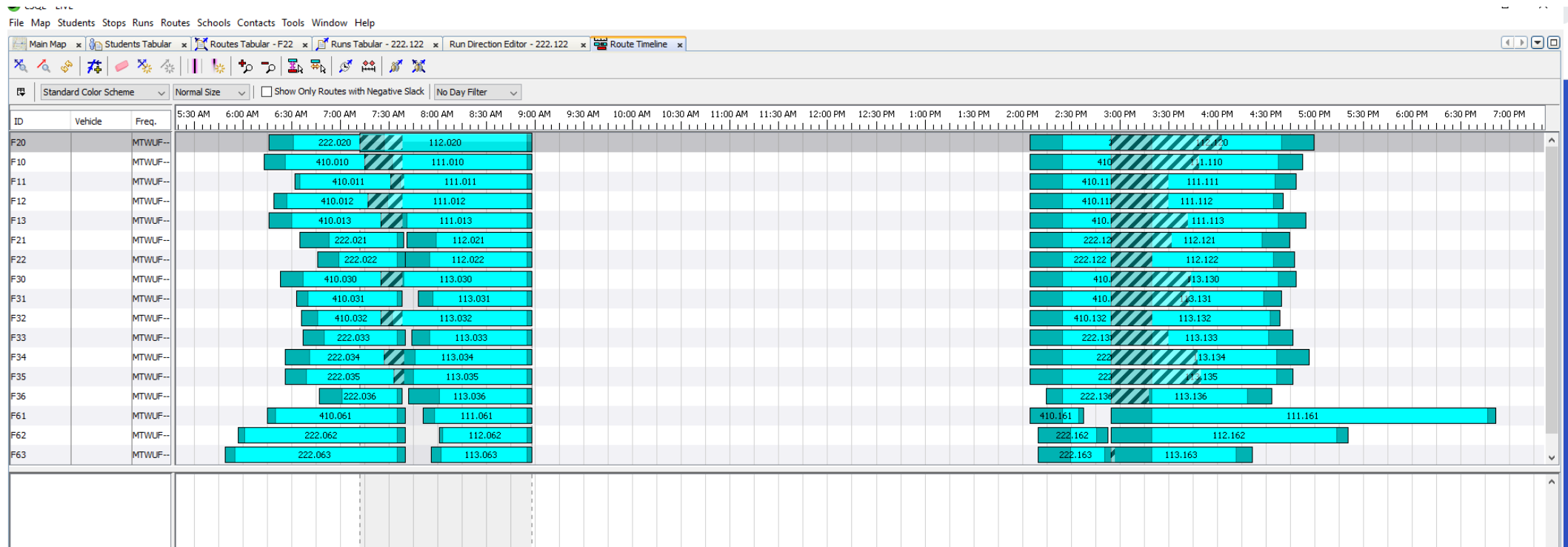
Buses make two runs transporting students in age appropriate groups; more cumulative miles driven daily.

The district covers a large and diverse geographic area with road circuitry challenges.

Lack of enrollment boundaries reduces ability to streamline system.

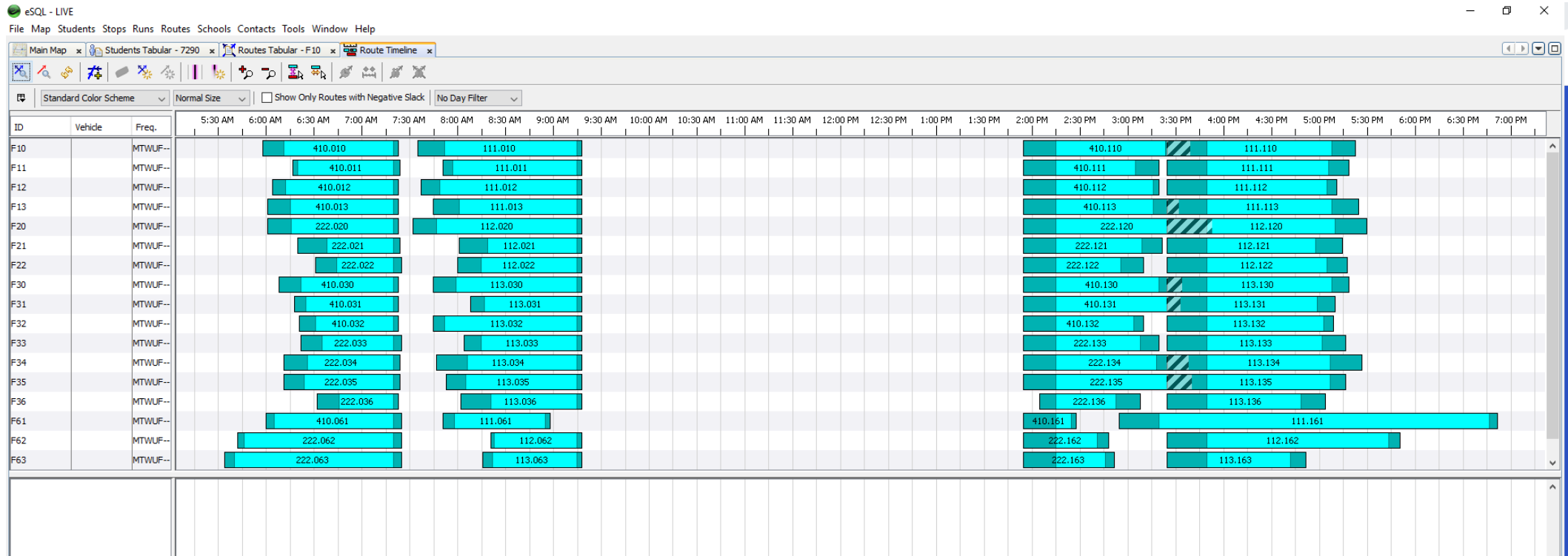
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## Tiered System w/ 1 hour bell time gap



# SY 2021-2022 Transportation

## 2 Tier System w/ 1hr 25min gap in bell times



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Sample bell times for 2-Tier system

<i><b>Bell Times</b></i>			
<i><b>Tier 1</b></i>		<i><b>Tier 2</b></i>	
MMS	0735/1405	LIN (IDA)	0900/1530
EHS	0730/1410	MSE	0915/1545
		VVE	0930/1600

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Transportation Policy 6600 states the following:

*“The purpose of bus scheduling and routing is to achieve maximum service with a minimum fleet of buses insofar as this is consistent with rendering safe and reasonably equal service to all students entitled to such service.”*

*“School schedules shall be adjusted to allow maximum utilization of each bus in the system by alternating elementary and secondary trips.”*

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## Single Tier System w/Transfer Findings

- 16 buses do not provide sufficient seating capacity to transport all K-12 students simultaneously.
- Between June – October 2020, a 33% reduction in bus driver staff significantly restricted ability to broaden scope of operational capability.
- The single tier system requires, at a minimum, 21 bus routes to execute the system successfully in the current configuration of elementary school attendance and geography.
- In SY 22-23, servicing 4 elementary schools will require an additional 5 school bus routes/drivers to accommodate the additional pickup/drop off location.
- Lack of elementary school enrollment boundaries greatly inhibits the efficiency of this model.
- Re-implementing the single tier system without adequate staffing will result in loss of transportation service for some students due to insufficient seating capacity.

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Questions?