



Long-Range Transportation Capacity & Infrastructure Fiscal Plan

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Objective



To provide safe and reliable student transportation in the most cost-efficient manner consistent with Board of Education policy and state law.



Budget Presentation Goals



Fleet Age and Mileage

- Large Buses
- Small Buses & Specialty Vehicles

Overview of Student Runs

- In-District
- Out-of-District

Secondary Mileage Opportunity

- *Transportation Advisory Services* Efficiency Study Results
- Routed vs Current Ridership Levels
- Potential Future Resolution to Reduce Secondary Walking Radius

Upcoming Industry Challenges

- Staffing
- Routing
- Inflationary Trends
- Electric Busing Mandates





Fleet Age and Mileage



Large Buses



Year Purchased	Number of Buses	Average Miles
2019-2020	1	50,704
2020-2021	17*	66,606
2021-2022	5	45,034
2022-2023	0	N.A.
2023-2024	3	13,461
2024-2025	4	5,322
Fleet Total/Average	30	49,006

The average 3-tier (Secondary, NTI, K-3 Elementary) big bus run is approximately 50 to 60 miles daily; or 10,800 miles a year.

Athletic and field trips average 25,000 miles per year.

Vehicle mileage figures are as of February 1st, 2025.

*2020-2021 bus purchases were previously used lease buses.



Small Buses & Specialty Vehicles



Year Purchased	Number of Buses/Vehicles	Average Miles
2018-2019	Small Wheelchair Bus (1)	48,108
2018-2019	Van (1)	41,115
2021-2022	Small Buses (3)	44,026
2022-2023	Small Buses (4)	21,132
2023-2024	Small Buses (2)	12,576
2023-2024	Durangos (2)	5,322
2024-2025	Small Bus (1)	14,185
Fleet Total/Average	14	18,825



Small buses and specialty vehicles primarily support special education, McKinney Vento, alternative education, parochial school, and charter school runs.

Durangos have been utilized to greatly reduce IRS mileage reimbursement for staff conferences.



Overview of Student Runs



In-District Transportation



Type of Run	Number of Buses	Average Daily Mileage
Home to School School to Home	10 (Large)	50
School to BOCES CTE BOCES CTE to School	3 (Large)	45
Special Education	7 (Small)	50
Field Trips & After School Sports	Up to 5 Trips Daily (Large)	Variable
Mid-Day Special Education	3 (Small)	Variable



All in-district transportation requirements can be supported with our current transportation staffing levels.

Out-of-District Transportation



Type of Run	Number of Buses/Runs	Average Daily Mileage
Alternative Education / Special Education (District Provided)	3 (Small)	50
Parochial & Charter School (District Provided)	1 (Small)	25
Alternative Education / Special Education (Contractor Supported)	11 (Small)	22
Parochial & Charter School (Contractor Supported)	5 (Small)	26



The number of contractor supported runs are dependent on in-district staffing levels and yearly student needs.



Secondary Mileage Opportunity



Current Secondary Routing

(Grades 7-12)



Board of Education Policy – 5710 (Transportation Program; Mileage Eligibility)

- Students are eligible for district transportation beyond 2.0 miles

Student Eligibility at Mileage Radiuses

- 2.0 Miles = 365 students*
- 1.75 Miles = 524 students (43% Increase)
- 1.5 Miles = 686 students (88% Increase)

Large Bus Capacity

- Up to 44 individuals (secondary aged students and non-driver adults)



*Actual students routed daily at 2.0 miles is greater due to student with disabilities and McKinney Vento programmatic requirements as well as designated school safety zones.

Transportation Advisory Services

(Consultant Conducted Ridership Audit; Spring 2024)



Efficiency Study

- The district engaged in a generalized transportation study in the spring of 2024
- Generalized recommendation that bus ridership should be at 85% vehicle capacity
- Daily factors impacting secondary ridership
 - Family drop off, pick up, or students transporting themselves
 - Extracurricular activities
 - After-school employment obligations
 - Extended academic opportunities (BOCES CTE)
 - Weather

Ridership Audit Results – Secondary Schools

- On average, ridership participation in relation to bus capacity was:
 - 30.6% in the morning
 - 25.1% in the afternoon



February 2025 Ridership Audit

(District-Conducted)



Bus Number	District Zone	Routed Students (2 Miles)	Actual Student Ridership (AM)	Actual Student Ridership (PM)
1	Drake	30	11	13
2	Ohio	40	20	21
3	Ohio	25	20	15
4	Spruce	54	23	29
5	Spruce	56	31	27
6	Spruce	59	29	28
7	Spruce	45	27	22
8	Spruce	62	30	28
9	Spruce	32	18	12
10	Spruce	57	29	25
Average		46.0	23.8 (51.7%)	20.6 (44.7%)

*Figures presented are the result of the highest of three random rider samplings over the month of February for each bus.

2025-2026 Policy Pilot Consideration



Projected Secondary Student Ridership Impact at 1.75 Miles*

- Projected morning ridership = 34 to 38 students per bus
- Projected afternoon ridership = 26 to 30 students per bus

Consider adopting a one year policy resolution piloting the transportation of secondary aged students at 1.75 miles to be reconsidered for permanent policy revision in March of 2026.



*Current policy does not mandate a minimum or maximum distance between bus stops. This flexibility remains critical to the 1.75 secondary mileage pilot to ensure buses can meet their NTI bus run demands on time.



Anticipated Industry Challenges



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Staffing

- Significant state-wide staffing competition among contractors and districts
- Transient workforce patterns
- Ongoing need for both drivers and attendants

Routing

- Regional increase in students meeting McKinney Vento safeguards
- Increased levels of special education programming

Bus Purchase Price Inflationary Trends

- 12% annual year over year cost increases over the past three years

Electric Busing Mandate

- Traditional buses purchase phaseout (2027)
- Electric bus conversion (2035)

