



2026-2027 SCHOOL BUDGET

TRANSPORTATION DEPARTMENT : 2026-27 FLEET REPORT

March 5, 2026

CURRENT FLEET SIZE



Type of Bus	# of Buses	# of Spare Buses
65 Passenger	59	10
20-30 Passenger	9	3
Wheelchair Equipped Bus	6	3
9 Passenger Suburban	3	3
1 5 Passenger Suburban	1	0
TOTAL	78	19

Types of Fuel Used

- Diesel: 23 buses (29%)
- Gasoline: 29 buses (37%)
- Propane: 26 buses (33%)



FLEET AGE



Fleet Years	Count	Percentage
15 years or older	11	14%
11-14 years old	7	9%
1-10 years old	60	77%

- 23% of our fleet is over 10 years old.
- Generally a bus between 10-12 years old will begin to experience engine difficulties and present body rust.



FLEET MILEAGE

Mileage	Count	Percent
Over 150,000	16	20%
100,000 – 149,999	16	20%
50,001 - 99,999	28	37%
Under 50,000	18	23%
Total	78	100%

- 20% of our fleet has over 150,000 miles
- 20% of our fleet has over 100,000 miles



FLEET MAINTENANCE



Vehicle Age	Average Miles/Year	Avg. Cost Per Mile	Total Yearly Cost
10 years or over	12,000	\$3.40	\$40,800
Under 10 years	12,000	\$2.90	\$34,800
Difference		.50 cents	\$6,000
Total Cost	# of Buses	Avg. Yearly Cost	Total Costs
10 years or older	18	\$40,800	\$734,400
Under 10 Years	60	\$34,800	\$2,088.000
	78		\$2,822.400



BUS ROUTES



Bus Type	2025-26 # of Routes
65/60 passenger	47
20-30 passenger	6
15/21 WC Bus	2
Total bus routes	55

- 55 assigned bus drivers
- 5 per diem substitute bus drivers
- 19 assigned bus monitors
- 0 per diem substitute bus monitor



SPARE BUSES

Vehicle Type	# of Spare Buses
65 passenger	10
20-30 passenger	3
15/21 passenger WC bus	3
9 passenger Suburban	3
TOTAL	19

- Spare buses are utilized daily when a bus is being serviced/repaired, DOT inspected, recalled or used for athletic or curriculum trips.



WHY PURCHASE BUSES YEARLY?



The safety of the students is our first priority. An aging bus is at a higher risk of engine failure and breakdown.



We currently have a fleet of 78 buses. Buses that are 13-15 yrs. old, and have high mileage, need to be replaced to ensure safe and reliable transportation. At present, we are utilizing buses that are 20 years old.



BUS REPLACEMENT CRITERIA



Three factors that determine bus replacement:

AGE

Starting at 10 yrs. old, a bus may start to encounter engine failure. Older buses become expensive to repair, resulting in cost inefficiency.

MILEAGE

A bus with high mileage (125K plus) will start to suffer internal engine wear, (e.g., transmission, head gasket, pistons and bearings).

CONDITION

An older bus may start to experience overall chassis rust. That would include body panel, roof sheets and frame bolts. Chassis rust compromises the entire integrity and safety of the vehicle. A bus with excessive amount of rust will not pass DOT inspection.



BUS FLEET DOWNTIME & POTENTIAL REPAIR COSTS



A bus at 125-200 thousand miles may encounter:

- Fuel tank and protective cage rust/rot: cost to replace is \$6,000, time in garage is 1-2 days.
- EGR Cooler (exhaust gas recirculation) may fail causing other parts to collapse. The cost to replace is \$4,000, time in garage is 3-4 days.
- Turbo Charger (booster that gives power to vehicle) may fail: cost to replace is \$5,000-\$6,000, time in garage is 1-2 weeks.
- Fuel Injector failure: cost to replace is \$5,000-\$6,000, time in garage is 3-4 days.
- Transmission failure: cost to replace is \$8,000, time in garage is 2-3 weeks, and may need to send elsewhere.
- If an entire engine needs to be replaced, the cost can reach \$60,000. If the bus needs to be towed elsewhere for repairs, the cost will exceed \$2,000. Time in the garage will be up to 6 months.
- If a problem occurs with the computer system, the bus will need to go back to the dealership to be fixed and reprogrammed. Time at the dealership is 2-4 months.
- Industry wide there is a severe shortage of bus technicians.



20% of our fleet has over 100,000 miles; 20% has over 150,000 miles.



The cost of bus parts has also increased significantly, and we have to wait longer to receive them.

BUSES BEING REPLACED



Bus Number	Capacity	Year	Mileage
290	65 passengers	2006	194,000
296	65 passenger	2007	185,000
302	65 passengers	2008	196,000
308	65 passenger	2009	228,000
324	65 passenger	2012	187,000
326	65 passenger	2012	132,000

- These buses all have universal frame rust on body panels, floor boards and stepwell.
- All have roof and engine leakage.



PROPOSED BUS PURCHASES ('26-'27)



Count	Type of Bus	Cost per bus	Total
2	30 Passenger Collins Gasoline Powered Bus	\$120,878.47	\$241,756.94
1	46 Passenger International Diesel Powered Bus	\$189,620.13	\$189,620.13
2	International Electric Type C-EV	\$252,395.18	\$504,790.36

5 BUSES:
\$936,167.43



TRANSPORTATION BUS FINANCING



		Financing
Total Cost of Vehicles	5 Vehicles	\$936,167.43
Bus Reserve		\$364,000.00
Net Cost (Financed)		\$572,167.43
Transportation Aid	61.2%	\$572,934.47
Additional Cost to Taxpayers		\$0

- Standard manufacturer's warranty is 5 years or 100,000 miles.
- Extended engine warranties are available at a cost of \$3,000-\$5,000 per bus. These warranties cover 10 year or 100,000 miles.



FLEET ELECTRIFICATION

NYS MANDATE: REVIEW

- Full transition of school bus fleet from combustion engine vehicles to zero-emission vehicles
- **2027:** All new bus purchases required to be zero-emission
- **2035:** All buses on the road required to be zero-emission
- Currently we have three level two chargers installed with two to be commissioned shortly.



FLEET ELECTRIFICATION



- ELECTRIFICATION STUDY: CORNICE TECHNOLOGY (Complete)
- Lu Engineering - Working on a layout diagram for the charging infrastructure.
- Working with Orange & Rockland in regards to transformer size, placement and timeline.
- Two electric buses purchased last year expected to arrive this summer.
- District installed 3 level 2 chargers without any electrical modifications





FLEET ELECTRIFICATION

BUS PURCHASE

Count	Make/Model	Fuel	Cost	Total
2	30 Passenger Collins Buses	Gasoline	\$120,878.47	\$241,756.94
1	International	Diesel	\$189,620.13	\$189,620.13
2	IC Bus	Electric	\$252,395.18	\$504,790.36
			5 Buses	\$936,167.43

FINANCING

Total Costs		\$936,167.43
Reserve		\$364,000.00
Net Cost (Financed)		\$572,167.43
Transportation Aid	61.2%	\$572,934.47
Additional Tax		\$0

Description	Amount
Electric Bus	\$472,895.18
Type C Rebate	(\$147,000)
Scrappage Bonus	(\$61,250)
V2G	(\$12,250)
Total	\$252,395.18
Net Cost	\$252,395.18

Purchasing Electric busing opens up infrastructure Funding.

\$110,000 in grants will be available.

FLEET FUN FACTS



Our fleet's overall safety rating is 97!!



In 2025, our fleet traveled more than 877,900 miles, equivalent to 34.5 times around the globe!



Our fleet spent a total of 39,000 hours on the road.



The average distance traveled per vehicle was 7,900 miles.



The longest trip traveled by a single bus was 235 miles.





IMPORTANT DATES

- ★ **March 5: Presentation 4 & 5**
 - Transportation
 - Budget Update

- ★ **March 19: Presentation 6**
 - Revenue Update & Expenditures

- ★ **April 21: Presentation 7**
 - Overview, Adoption of Budget & Property Tax Report Card

- ★ **May 7: Presentation 9**
 - Public Hearing on Proposed Budget

