



# Long-Range Transportation Capacity & Infrastructure Fiscal Plan

## March 2026

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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

- 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  
Still in Service**

**Number of Buses**

**Average Miles**

<b>2019-2020</b>	<b>1</b>	<b>63,526</b>
<b>2020-2021</b>	<b>13</b>	<b>69,396</b>
<b>2021-2022</b>	<b>5</b>	<b>55,547</b>
<b>2022-2023</b>	<b>0</b>	<b>N.A.</b>
<b>2023-2024</b>	<b>3</b>	<b>24,125</b>
<b>2024-2025</b>	<b>4</b>	<b>18,280</b>
<b>2025-2026</b>	<b>3</b>	<b>4,732</b>
<b>Fleet Total/Average</b>	<b>29</b>	<b>48,383</b>

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, 2026.

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



# Small Buses & Specialty Vehicles



<b>Year Purchased</b>	<b>Number of Buses/Vehicles</b>	<b>Average Miles</b>
<b>2018-2019</b>	<b>Small Wheelchair Bus (1)</b>	<b>60,947</b>
<b>2018-2019</b>	<b>Van (1)</b>	<b>46,580</b>
<b>2021-2022</b>	<b>Small Buses (3)</b>	<b>59,988</b>
<b>2022-2023</b>	<b>Small Buses (4)</b>	<b>30,922</b>
<b>2023-2024</b>	<b>Small Buses (2)</b>	<b>24,591</b>
<b>2023-2024</b>	<b>Durangos (2)</b>	<b>19,079</b>
<b>2024-2025</b>	<b>Small Bus (1)</b>	<b>30,244</b>
<b>2025-2026</b>	<b>Small Bus (3)</b>	<b>3,535</b>
<b>Fleet Total/Average</b>	<b>17</b>	<b>31,728</b>



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)	5 (Small)	44
Parochial & Charter School (District Provided)	6 (Small)	43
Alternative Education / Special Education (Contractor Supported)	10 (Small)	45
Parochial & Charter School (Contractor Supported)	1 (Small)	36



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
- 2025-2026 pilot for district transportation beyond 1.75 miles.

### Student Eligibility at Mileage Radiuses

- 2.0 Miles = 433 students\*
- 1.75 Miles = 556 students (28.4% Increase in Ridership Eligibility from Policy)\*\*
- 1.67 Miles = 638 students (14.7% Increase in Ridership Eligibility from 2025-2026 Pilot)

### 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.

\*\* 2025-2026 Piloted Radius Figure

# January – March 2026 District Conducted Ridership Audit



<b>Bus Number</b>	<b>District Zone</b>	<b>Routed Students (1.75 Miles)</b>	<b>Actual Student Ridership (AM)</b>	<b>Actual Student Ridership (PM)</b>
123	Ohio	46	22	17
132	Spruce	50	25	25
133	Spruce	58	32	27
134	Ohio	52	20	20
136	Drake	51	30	24
137	Spruce	60	25	23
143	Drake	50	19	17
144	Spruce	55	38	30
145	Spruce	44	17	15
146	Spruce	70	41	37
<b>Average</b>	<b>N.A</b>	<b>53.6</b>	<b>26.9 (50.2% Ridership)</b>	<b>23.5 (43.8% Ridership)</b>

\*Figures presented are the result of the highest of five random rider samplings over three months for each bus.

# 2026-2027 Policy Considerations



## Projected Secondary Student Ridership Impact at 1.67 Miles\*

- Projected morning ridership = 35 to 39 students per bus
- Projected afternoon ridership = 27 to 31 students per bus

Consider adopting a one-year policy resolution piloting the transportation of secondary aged students at 1.67 miles to be reconsidered for permanent policy revision in March of 2027 and community consideration.

- Reduction of secondary walking radius may require:
  - Two added driver hours per morning to alleviate participation pressures from some routes
  - May require **slight** adjustments to the building bell times to ease afternoon drop off increased demands from the MS/HS run to NTI and K-3 schools



\*Current policy does not mandate a minimum or maximum distance between bus stops. This flexibility is critical to the 1.67 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 due to placement scarcity

## Bus Purchase Price Inflationary Trends

- 15.0% annual year over year cost increases over the past three years

## Electric Busing Mandate

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

