

**Becker Public Schools, Ind School District 726
School Board Progress Report**

January 30, 2015

DISCUSSION PAPER; STUDENT TRANSPORTATION CONSULTATION

1. Agenda

- ✓ Review Consultation Goal and Objectives
- ✓ Review District student transportation operations and finances
- ✓ Review and discuss critical factors and items for decisions
- ✓ Next Steps/actions

2. District Goal & Objectives

Goal: Provide quality student transportation services on a “best-cost” basis of services

Objectives for District Student Transportation

- 1. assess the system for transportation service qualities, such as ride times, bus loads, walking distances, and pickup and drop-off times, for changes and betterments that will strengthen the District “best-cost”, quality student transportation;**
- 2. assess bus/van utilization, route efficiencies, bell times, and operational changes and betterments that will strengthen the District “best-cost”, quality student transportation;**
- 3. assess the student transportation finances, including maximizing state and local transportation aids and revenues;**
- 4. analyze the District options for student transportation services (district service provider, contract service provider, or both) and the cost of service for each option;**
- 5. review the student transportation organization, operation structure and management and administration of student transportation services; and**
- 6. identify and assess the operational and financial factors, including capital budgeting and policies, for continuing to provide quality student transportation services.**

Source: Watson Consulting engagement letter October 2014

Ideas for Sustaining a Best-Cost Student Transportation Strategy

We know that the District can provide the required/desired bus services on a solid financial basis using a “best cost” service strategy, a strategy that emphasizes the most favorable economics for the quality and quantity of services provided.

Student transportation services can be provided, based on our experience, following these responsible principles:

- ✓ *sustain and strengthen service qualities;*
- ✓ *reconcile instruction and curricular values with transportation efficiencies;*
- ✓ *strengthen operating efficiencies and equipment utilization;*
- ✓ *contain or reduce operating and capital costs*

- ✓ *assess and modify bell times and attendance boundaries;*
- ✓ *consider and assess all service provider options, including their projected cost of service and the benefit–cost of contracted versus District-provided bus services;*
- ✓ *identify additional state aids and other operating revenues, if possible; and*
- ✓ *implement appropriate modifications in District policies and guidelines.*

4. Present Service Provider Situation

- a. **Service Provider:** District provided services for student transportation
 - o Long standing arrangement
 - o Labor agreement (SEIU Local 284) for school years 2013-14 & 2014-15; terminates June 30, 2015; covered by PELRA
- b. **Route services**
 - o **Regular route services**
 - 2014-15: 22 AM/PM routes
 - 2013-14 & 2012-13: 20.5 AM/PM routes
 - 2011-12 and prior: 20 AM/PM routes
 - o **SPED route services**
 - 2013-14: 3-4 AM/PM routes + varied midday services
- c. **Transportation Vehicle Inventory**
 - o Class C/D route buses – 27
 - Average age (27 buses) = 10.1 years as of Jan 2015
 - Newest buses – 4? 2015 International Class C, 77 pass
 - Oldest bus in fleet: 1990 International 77 pass capacity & ____ miles
 - o SPED buses – 1 average age = 11 years
 - o Type III vehicles – 10 average age = 5.6 years
 - Newest Type IIIs – 2014 Ford with lift
- d. **Transportation Administration and Staffing**
 - o Transportation Supervisor – full-time plus “sub” driver
 - o Mechanic services – in-house
 - o Routing – District
 - o Business Manager – effectively transportation director; no charge to transportation at present time

4. Student transportation services decision(s); Issues

- o **Objective: Provide efficient and effective student transportation services**
 - a. **Routing impacts academic day**
 - i. Route buses arrive and depart timely
 - i. **Present Transportation Services, 2014-15**

- o AM Regular routes – 22 regular routes
 - 49.0% of enrolled students riding
 - Ride times (estimates based on fall 2014 route survey data):
 - Ave 52 mins; longest 66 mins; range 33 to 66 mins
 - OE students – ave 60 students; ride time 66 mins
- o PM Regular routes – 22 regular routes
 - 50.6% of enrolled students riding
 - Ride times (estimates based on fall 2014 route survey data):
 - Ave 43 mins; longest 58 mins; range 23 to 58 mins
 - OE students - ave 60 students; ride time 53 mins
- o SPED & ECSE routes and services – in-district; out-of-district
- o Midday services – various

ii. **Regular Route Mileage**

	<u>2013-14</u>	<u>2012-13</u>	<u>2011-12</u>	<u>2010-11</u>
Mileage	188,986	200,551	214,568	173,907
Routes	21	21	21	20
Miles per Rte	9,144	9,662	10,439	8,867

o **Objective: Improved student transportation finances and economics**

- a. 2013-14 year-end cost accounting reviewed, modifications completed and refiled with MDE; est. additional SPED transportation aids = (est) for at least \$50,000 annually.

b. **Cost of Services and Service Options**[* rounded to nearest dollar amount]

- i. **Regular route service:** based on the actual cost of regular route service, based on annual District **operating costs only and without any capital expenditures:**

	<u>2013-14</u>		<u>2012-13</u>		<u>2011-12</u>	
Regular routes	<u>Ave Cost per Yr</u>	<u>Ave Cost per Day</u>	<u>Ave Cost per Yr</u>	<u>Ave Cost per Day</u>	<u>Ave Cost per Yr</u>	<u>Ave Cost per Day</u>
# of bus-days		<u>170</u>		<u>171</u>		<u>172</u>
Reg Rtes + OE	\$43,229	\$ 254.29	\$41,109	\$ 240.40	\$ 38,430	\$223.43

- ii. Capital costs – based on present District bus fleet (28 units); age (ave 10.1 years)
 - o Example: a new 77 passenger bus cost (est) = \$95,000
 - ADD: Depreciate over 12 years = est \$50 per bus route-day
- c. SPED (Special Education) Services
 - i. Wise use of lease financing for SPED vehicles based on state aids involved
 - ii. Cost allocation improvements identified for this category of services

5. **Conclusions and Discussion**