Longitudinal Transportation Planning

Fleet Management

Presentation Goals

3 The Status of Transportation

At Geneva CUSD 304, the men and women of our Transportation Department provide service transporting 3,235 students, at 1,194 bus stops, driving over 2,170.5 miles daily to ensure students arrive ready for education and return safely to their homes. Driving students is not just an occupation, it is a career fostered with dedication and care.

4 Our team

Matt Johnson
Director of Transportation

Kendall Callaghan
Administrative Assistant

Jeremy Beckman
Mechanic

Fidel Delgado
Mechanic

Brandi Lanzarotta
Asst. Director of Transportation

Kelly Madden
Routing and Planning Supervisor

5 Geneva 304 Drivers

Curtis Tippen

30 Passenger

Sidney Dumas

30 Passenger

Jeanie Bean

30 Passenger

Stacie White

72 Passenger

Primary goals

7 Safety and Training

Safety Measures

Structured Training

Incident Management

Accident Mitigation

Proactive Maintenance

8 Plan for Proactive Transportation

Fleet Replacement	Maximizing value, maintaining safety, finding the “sweet spot”, available funds
Maintenance	Training, parts availability, proactive inspection and work
Planning	Route and bus stop efficiencies
Safety	Safety starts and ends with training
Training	Health and wellbeing, bus management, awareness, use of equipment

9 A Case for Propane

The Propane Education & Research Council (PERC) found propane-powered buses:

- Emit virtually zero particulate matter (also known as particle pollution)
- Reduce nitrogen oxide (NOx) emissions by 96%
- Have engines that run 90% cleaner than mandated EPA standards

Per Blue Bird's findings, propane also wins on cost per mile. Without factoring in grants or incentives, here's how the four fuel options compare:

Propane @ $1.20/gallon — $1.01 per mile

Diesel @ $3.50/gallon — $1.21 per mile

Gas @ $3.25/gallon — $1.26 per mile

Electric @12/kWh — $2.25 per mile

10 Bus Fleet Stability

July 2025 to December 2025

Fleet Breakdown by Type

	Total	Propane	Diesel	Gas
Batteries	0	0	0	0
Transmission	1	0	1	0
Electrical	13	4	4	5
Fuel	1	1	0	0
Tires	5	0	1	4
Engine	13	0	8	5
Brakes	6	0	5	1
Other	10	0	9	1

Less than 1 Year: 1 **1-5: 5** **6-10: 45** **Over 10 Years: 0**

***Other: DEF, accident damage, coolant, heater**

Unlike electrification, which typically requires a significant infrastructure investment, specialized technician training, and pristine maintenance conditions, using propane is very similar to using gasoline.

Whaley said propane buses can cost up to 10% more than a diesel bus, but when looking at the total cost of ownership, school districts will still spend less to operate propane buses versus diesel.

12 Fuel Performance

July 1 to November 31, 2025, Fuel Average Cost to Mile Per Gallon

Unleaded - $2.03
Average MPG – 5-6

Diesel - $2.44
Average MPG – 6-7

Propane - $1.85
Average MPG – 4-7

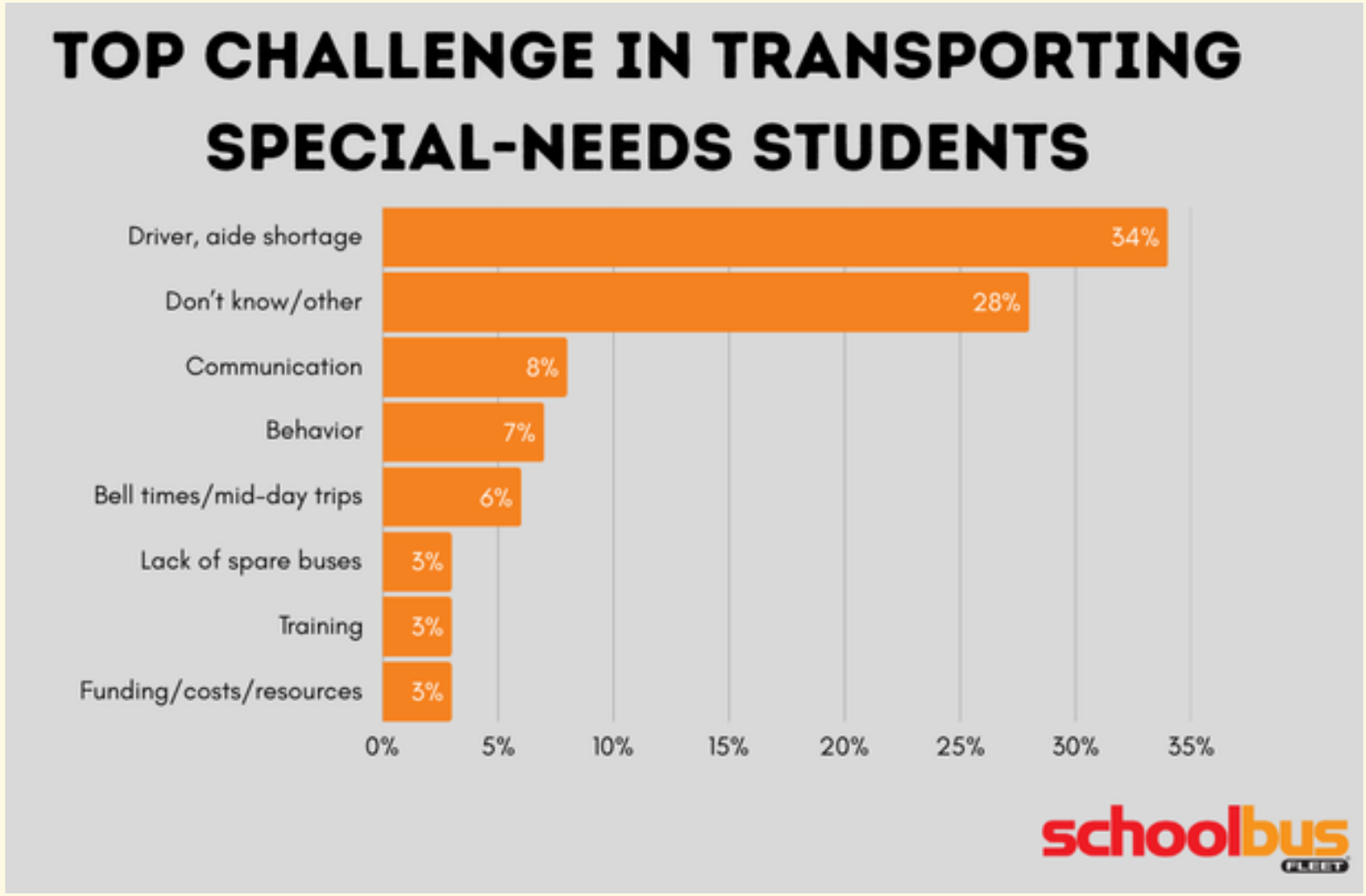
13 Bus Survey Findings

Maintenance Survey

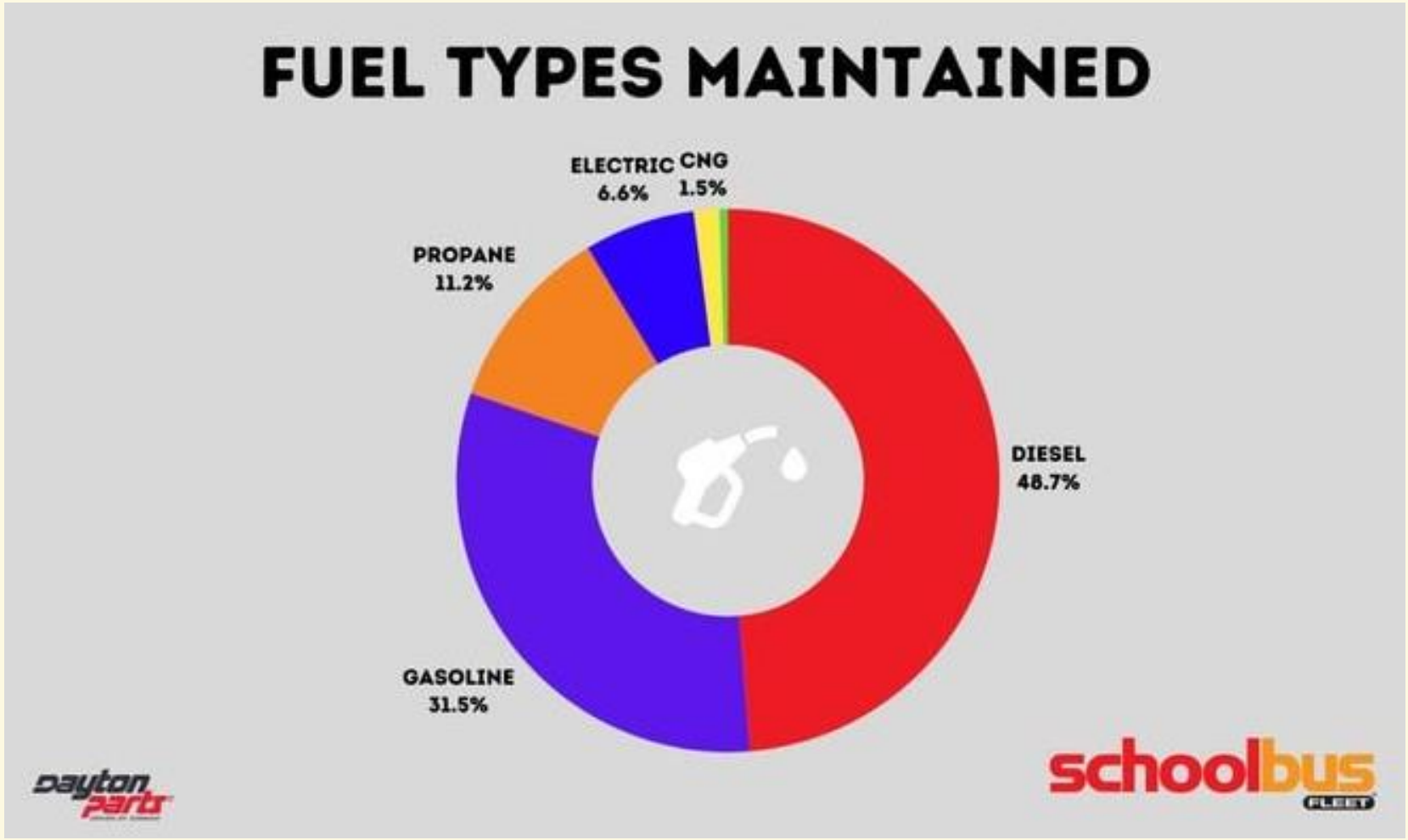
- Propane is gaining popularity, as it grew 46% in usage from previous years. This points to increased alt-fuel adoption.
- Fleet buses are getting younger, with 8.3 years old the average age reported this year (it hasn't been that low in 15 years!), and the average retirement age dropping by one year, too.
- Diversified fleets are on the rise: All bus types (A-D) and number of bus makes maintained increased this year. More school districts are maintaining a mix of fuel types and bus models.
- In line with other recent data, the driver shortage is lessening, at least in terms of maintenance techs having to step in and cover routes. This year, 32% of fleets said their techs said they never had to get behind the wheel, up from 25% last year.
- One completely unchanged data point from previous years are parts and equipment prices, with no respondents witnessing any relief in cost. Not surprisingly, parts prices and availability also made the top concern reported.

14 Areas of Challenge

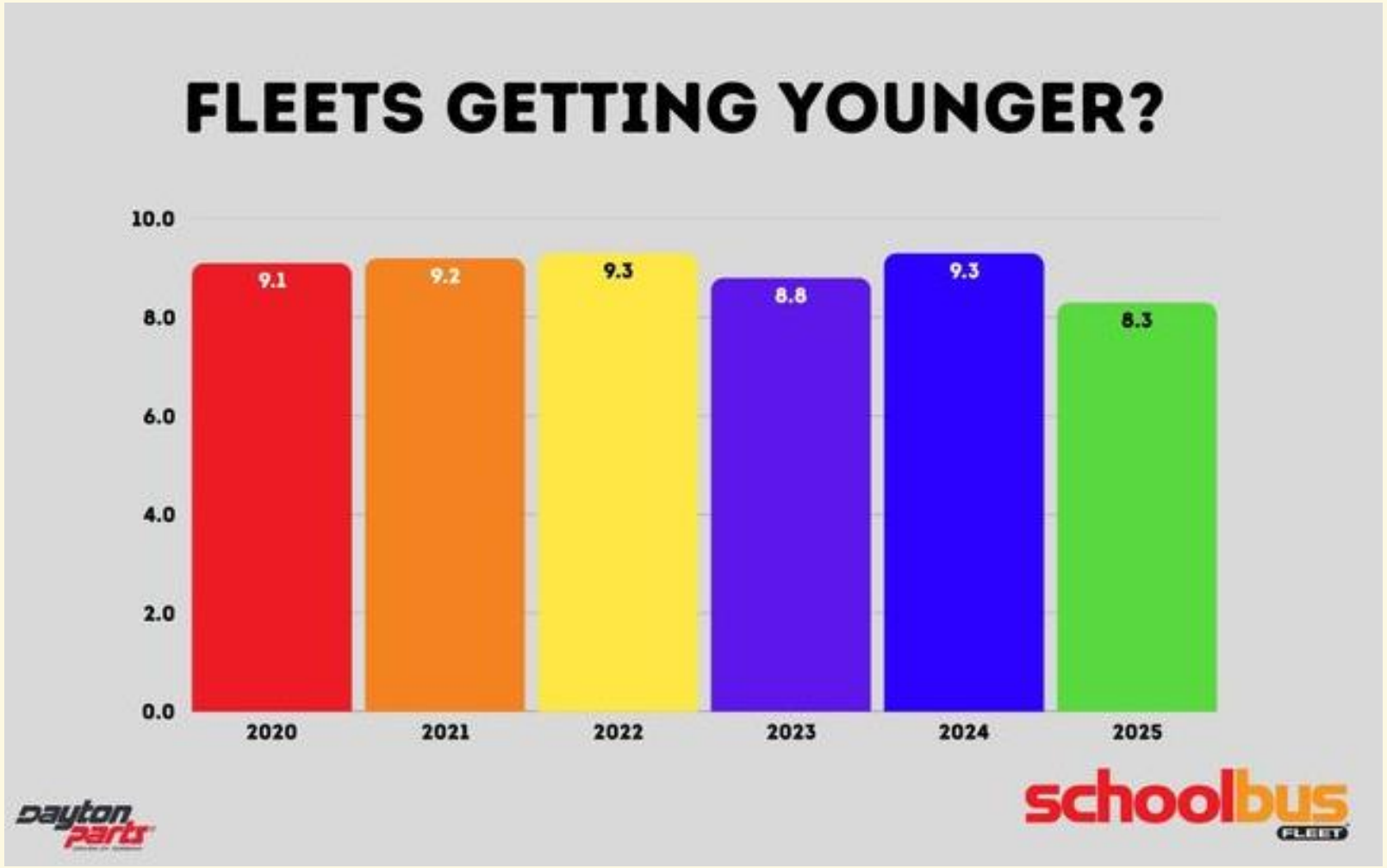
15 Special Needs Areas of Concern



16 Fuel Source Survey Results



17 Fleet Age


FLEETS GETTING YOUNGER?
10.0
8.0
6.0
4.0
2.0
0.0
9.1
9.2
9.3
8.8
9.3
8.3
2020
2021
2022
2023
2024
2025
dayton parts
schoolbus FLEET

18 Transportation Averages

Average fleet composition

- School buses 74%
- Other vehicles 26%

Average school bus retirement age

- Small (Type A/B): 13 years
- Large (Type C/D): 14 years

Average annual miles per bus: 15,811

Average number of maintenance bays: 9

Average buses per technician: 19

Percentage of fleets employing at least one female tech: 1%

School Bus Fleet Maintenance Survey March 2025

19 Geneva 304 Specific

Average fleet composition in Geneva 304

- School buses 94%
- Other vehicles 6%

Average school bus retirement age

- Small (Type A/B): 7 years
- Large (Type C/D): 7 years

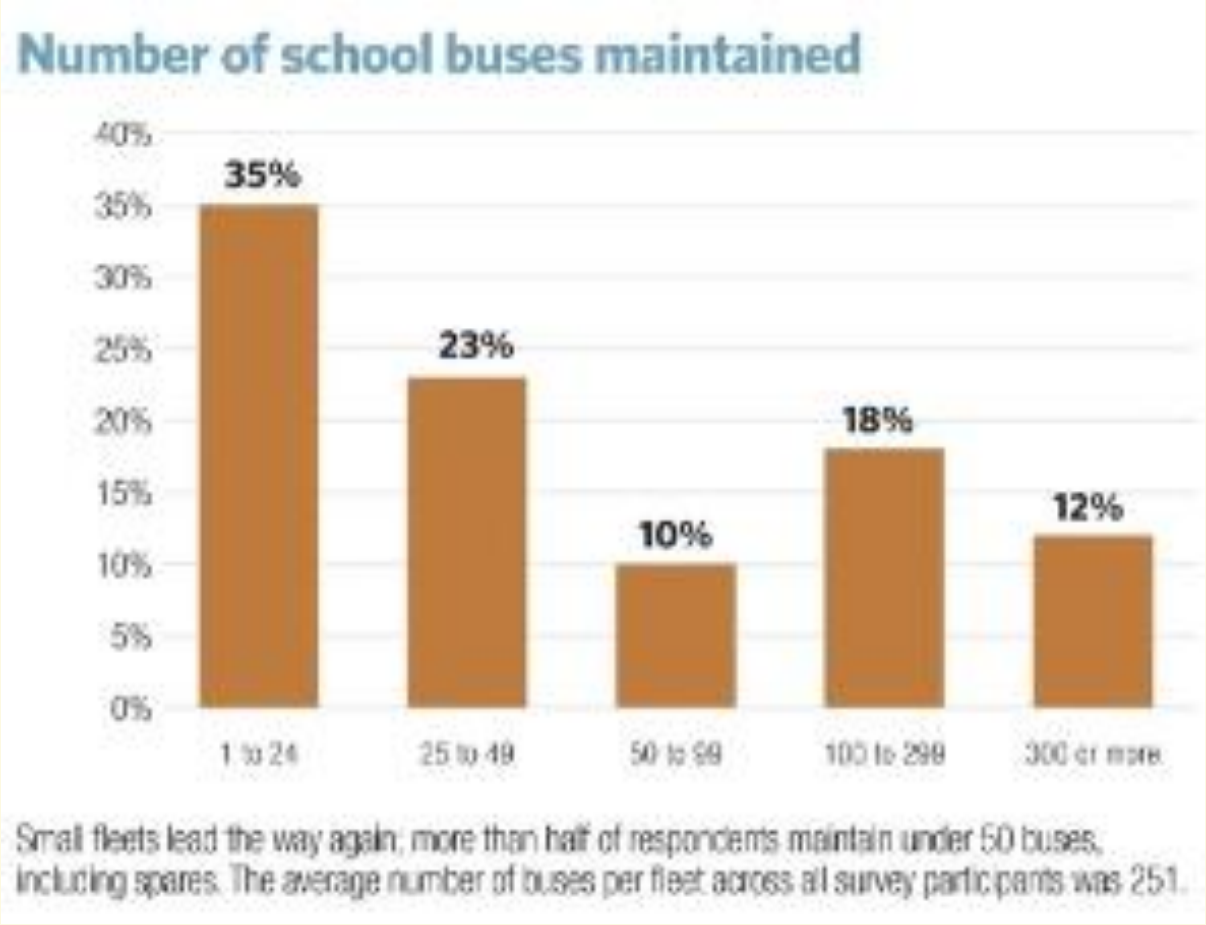
Average CUSD 304 annual miles per bus: 8,629

Average number of maintenance bays: 2

Average buses per technician: 41

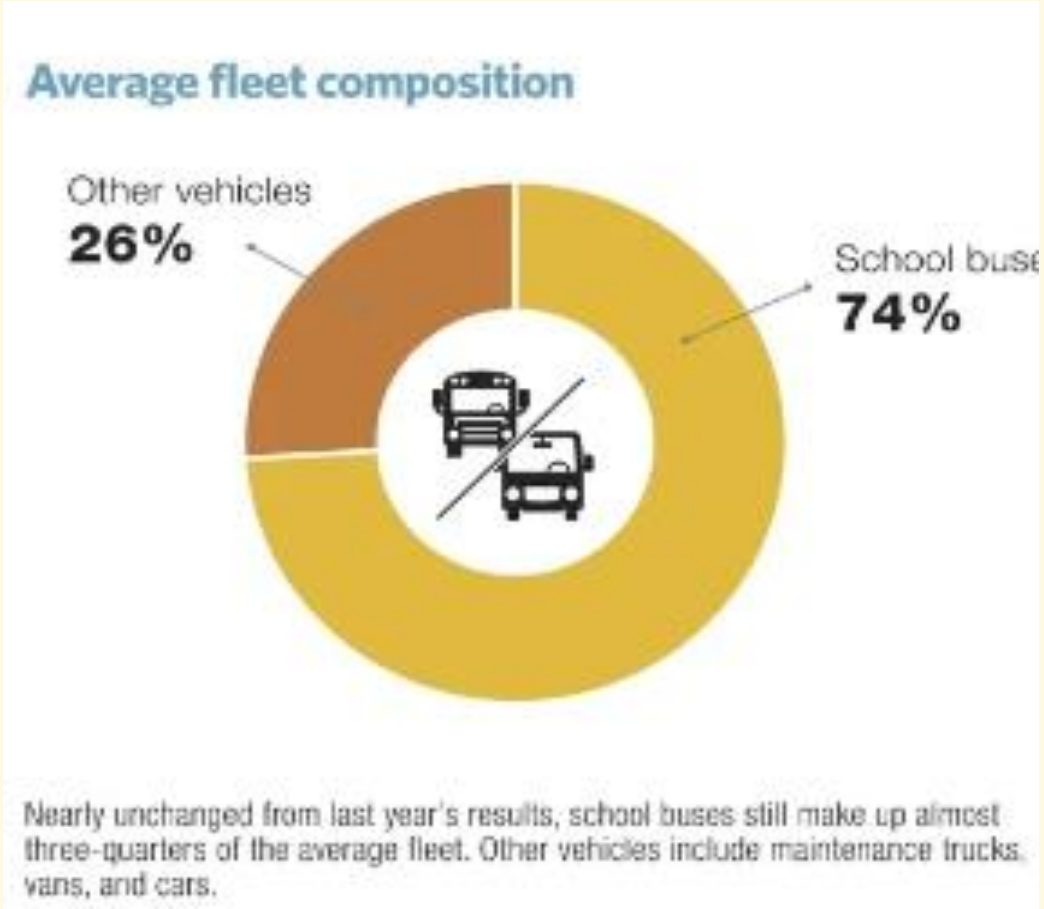
Number of female tech: 0%

20 Fleet Size

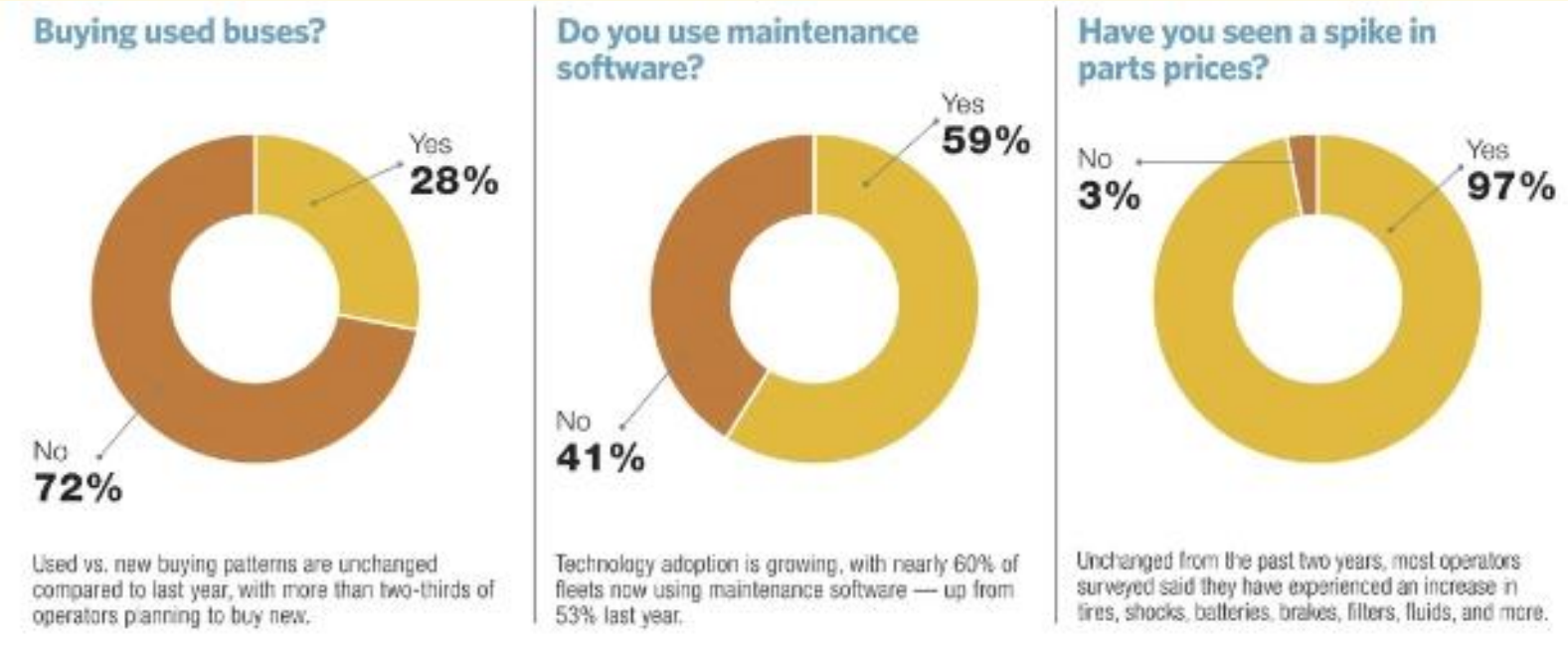


Small fleets lead the way again; more than half of respondents maintain under 50 buses, including spares. The average number of buses per fleet across all survey participants was 251.

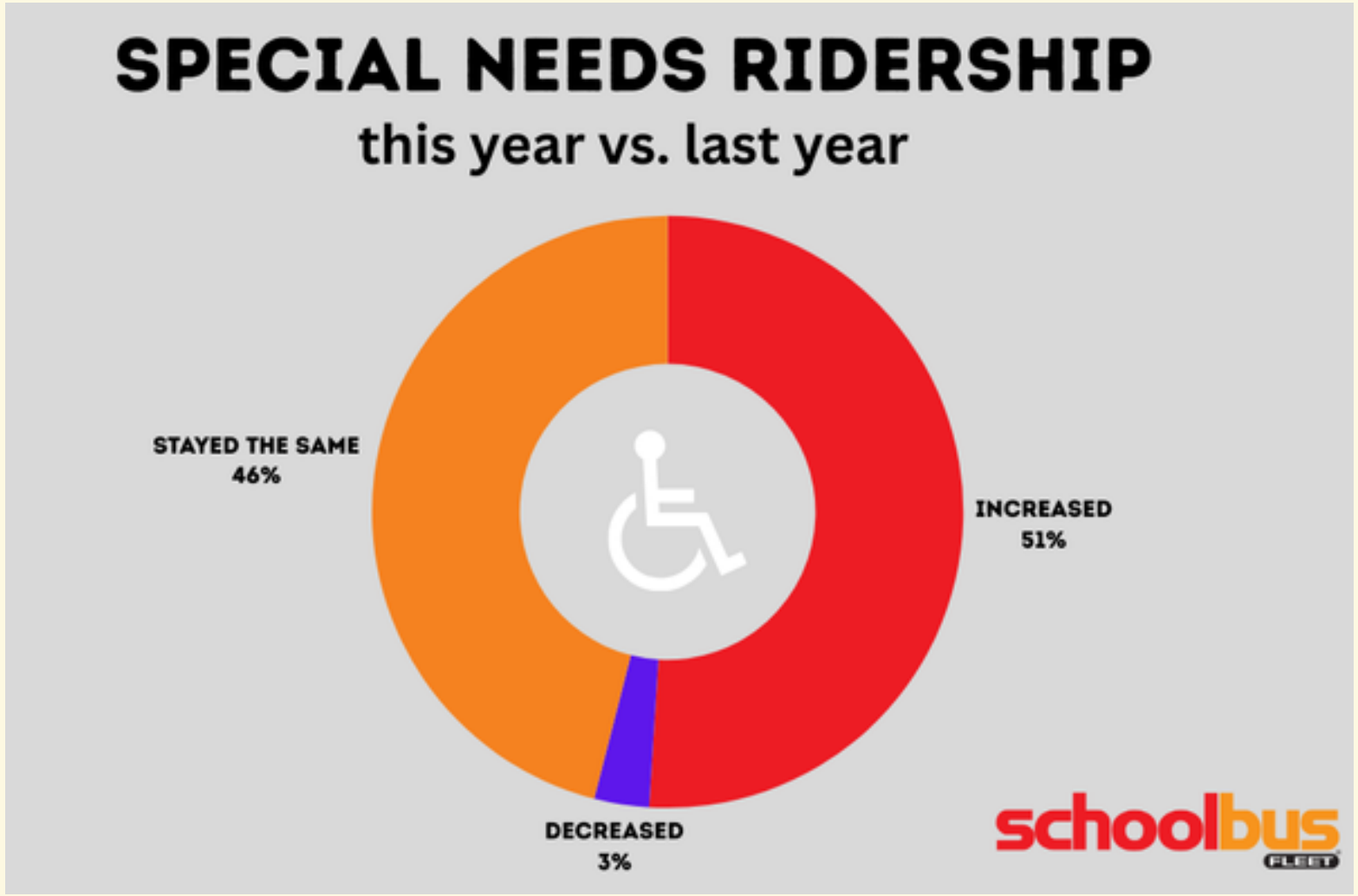
21 Fleet Composition



22 Survey Responses



23 Special Needs Growth



24 Special Needs: Areas of Growth

- Average percentage of buses in fleet primarily transporting special-needs students:15%
- Average percentage of riders with special needs: 21%
- Average percentage of special-needs riders who use a wheelchair: 8%
- Average percentage of school-to-home special-needs bus stops: 90%

Special-needs drivers generally (93%) have the same pay rate as general-education drivers. This year, pay was the most equitable since 2021, with a jump from last year's 88%!

Over half of operators (57.8%) reported having aides/attendants on board all their special-needs buses — up from last year's results of 49%. Fewer special-needs buses are left with no aides this year (11.9%), compared to last year's 16%.

25 CUSD 304 Special Needs

- Average percentage of buses in fleet primarily transporting special-needs students: 41%
- Average percentage of riders with special needs: 3.5%
- Average percentage of special-needs riders who use a wheelchair: 2.5%
- Average percentage of school-to-home special-needs bus stops: 96%

Special-needs drivers make $1/hour more than general-education drivers.

17% of our special-needs buses have monitors on board.
Percentage of special-needs buses without aides this year is 83%.

26 Replacement Timeline

2027	2028	2029	2030	2031
(6) 72 Passenger (4) 30 Passenger	(6) 72 Passenger (4) 30 Passenger	(6) 72 Passenger (1) 30 Passenger (3) 24 Lift	(6) 72 Passenger (4) 15 Passenger	(8) 72 Passenger

27 Areas of focus

School Bus Market

- Rising cost of school buses regardless of passenger size
- Fuel, tires, batteries, and electronics
- Building a core of dedicated drivers committed to the profession

Bumps in the Road

- Seat belt law-the new unfunded mandate
- The competitive market public and private
- Weather – an uncontrollable

28 How we get there

Training the Trainers

- Matt
- Brandi
- Kelly
- Kendall
- Our Driver Trainer - Dave
- Jeremy and Fidel

Balancing the Fleet

- Ability to buy the fleet needed for the right period of time
- Having a mixed fuel source fleet to weather the market
- Parts and Service

Competitive and Fair

- Driver training and compensation
- Fitting the right driver to the right route
- Routes for am, pm, special events, curricular, athletics, academics

29 Summary

“Our safety starts with hiring the best drivers, detailed training on equipment and operations, dependence that other drivers on the road will be safe and alert, and a support team that maintains, plans, prepares and monitors our vehicles, drivers and routes.”

Matt Johnson, Director of Transportation

Thank you

We welcome any questions!