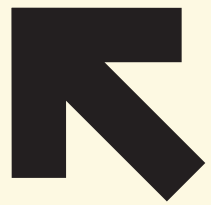


A decorative graphic featuring a green line with a black dot in the top left, a large yellow circle in the top right, and two horizontal red lines with black dots in the bottom right. Blue lines also curve around the yellow circle and extend downwards.

Longitudinal Transportation Planning



Fleet Management

Presentation Goals

Status of Transportation 3

Fuel Type and Performance 8

Industry Comparisons 13

Proposed Fleet Schedule 27

Summary 28



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.





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Our team

Matt Johnson
Director of Transportation

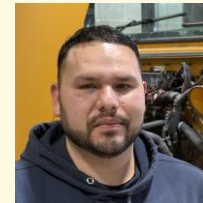


Kendall Callaghan
Administrative Assistant



Jeremy Beckman
Mechanic

Fidel Delgado
Mechanic



Brandi Lanzarotta
Asst. Director of Transportation



Kelly Madden
Routing and Planning Supervisor





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Geneva 304 Drivers



Curtis Tippen



Sidney Dumas



Jeanie Bean



Stacie White

30 Passenger

30 Passenger

30 Passenger

72 Passenger

An abstract graphic on a light cream background. A thick green line enters from the left, curves 90 degrees down, and then continues horizontally to the right. A thick blue line enters from the bottom, curves 90 degrees up, and then continues horizontally to the left, overlapping the green line. A thick red line enters from the top right, curves 90 degrees left, and continues horizontally to the left. A solid orange circle is positioned to the left of the green line's first curve. Two small black dots are located on the green line: one on the vertical segment and one on the horizontal segment where it overlaps the blue line.

Primary goals



Safety and Training

Safety Measures

Structured Training

Incident Management

Accident Mitigation

Proactive Maintenance



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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



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

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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.





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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



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Bus Survey Findings

Maintenance Survey

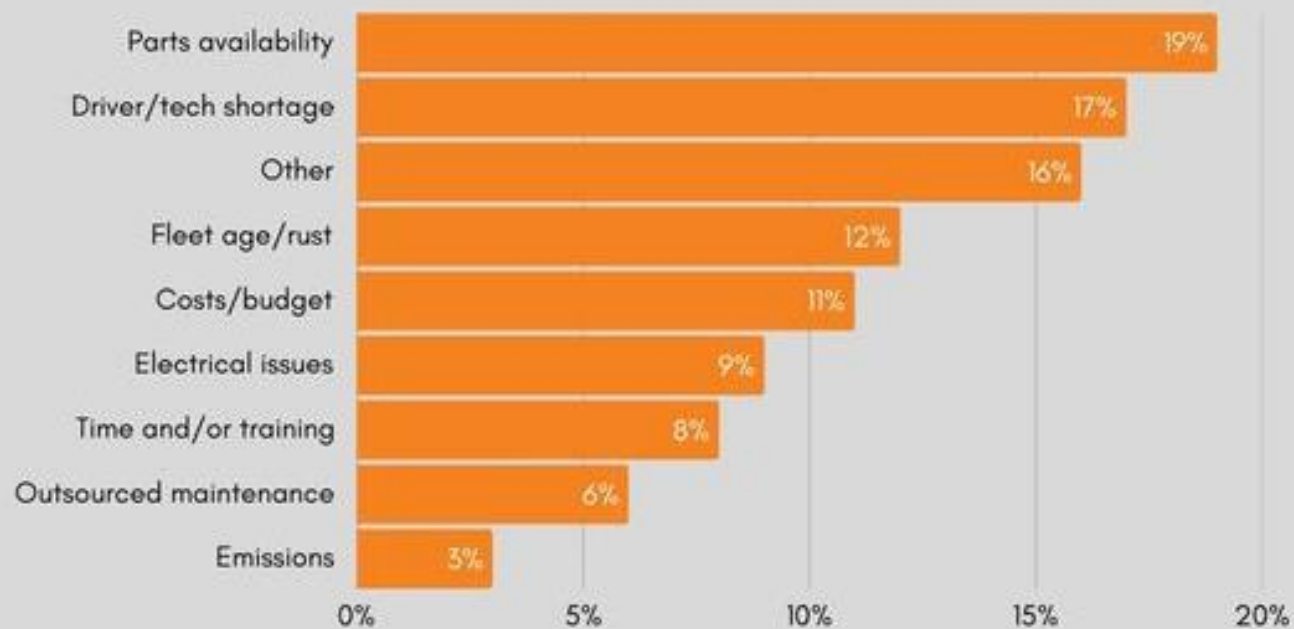
- Propane is gaining popularity, as it grew 46% in usage from previous years. This points to increased alt-fuel adoption.
- Fleet buses are getting younger, with 8.3 years old the average age reported this year (it hasn't been that low in 15 years!), and the average retirement age dropping by one year, 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.



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Areas of Challenge

TOP CHALLENGE IN SCHOOL BUS MAINTENANCE

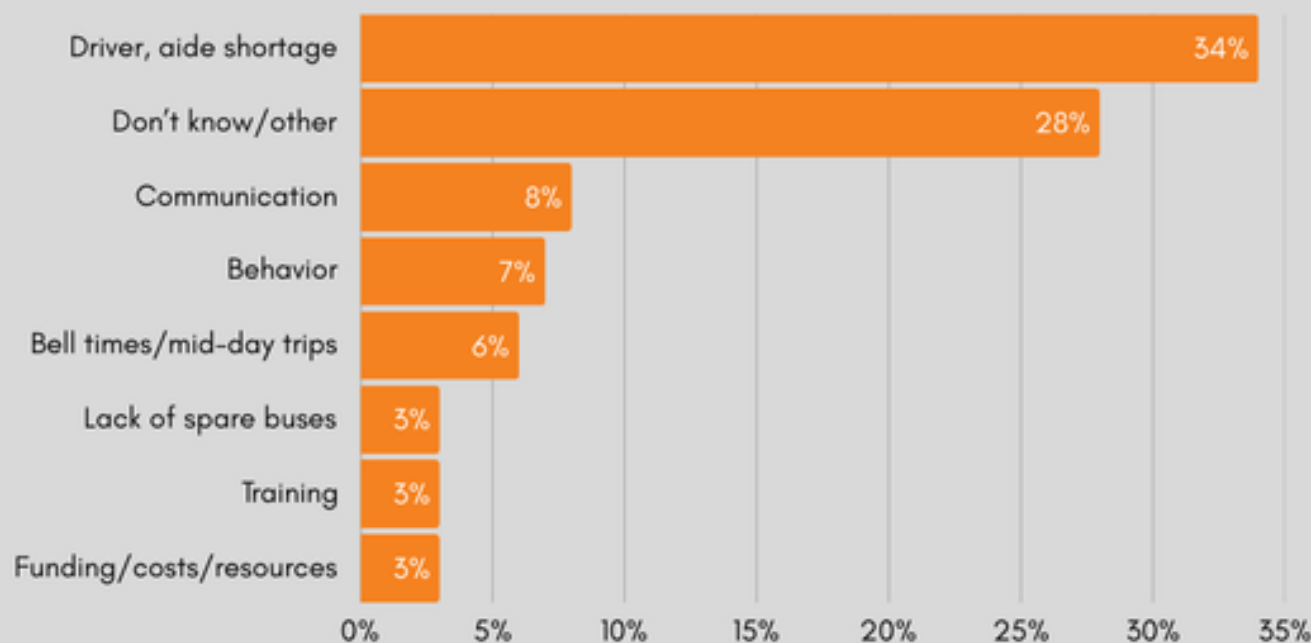




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Special Needs Areas of Concern

TOP CHALLENGE IN TRANSPORTING SPECIAL-NEEDS STUDENTS

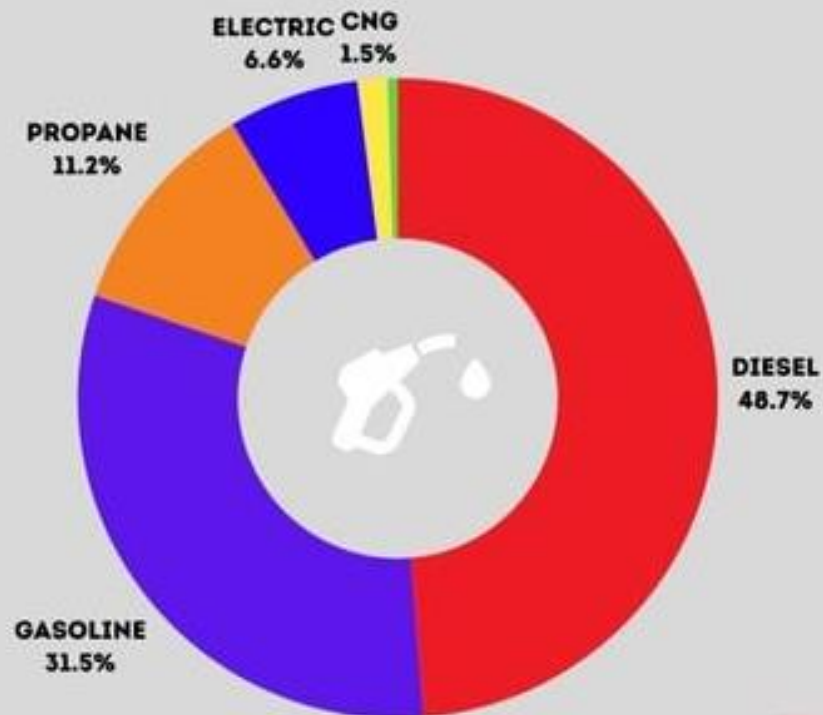




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Fuel Source Survey Results

FUEL TYPES MAINTAINED

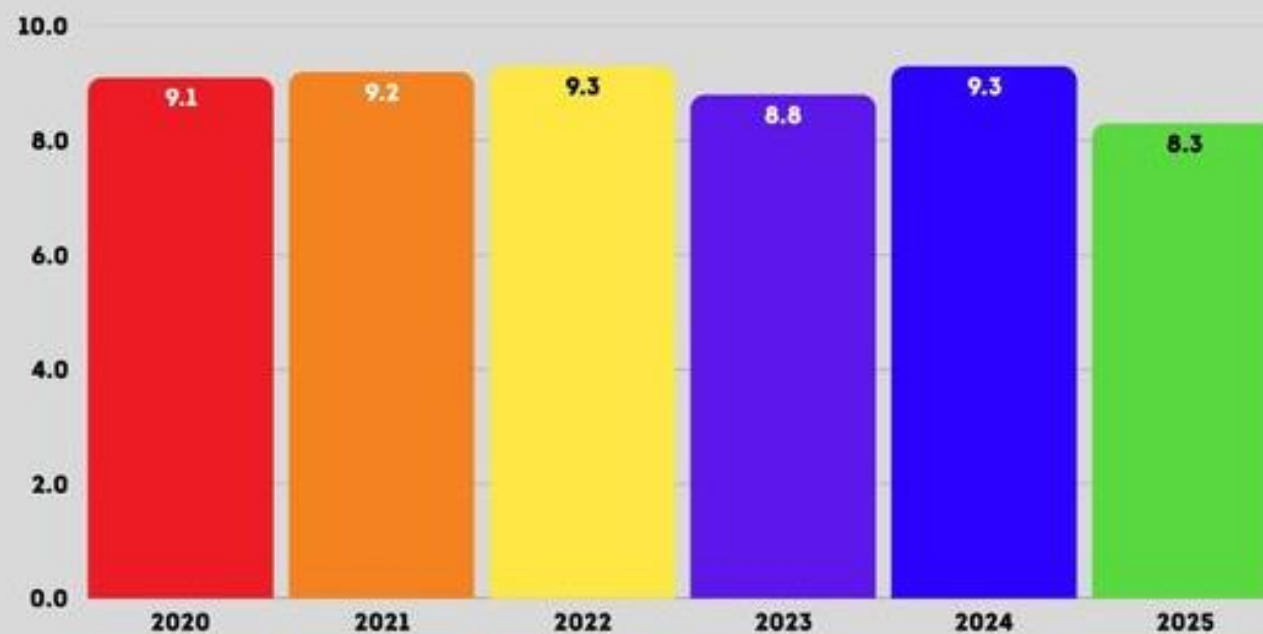




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Fleet Age

FLEETS GETTING YOUNGER?





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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%



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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

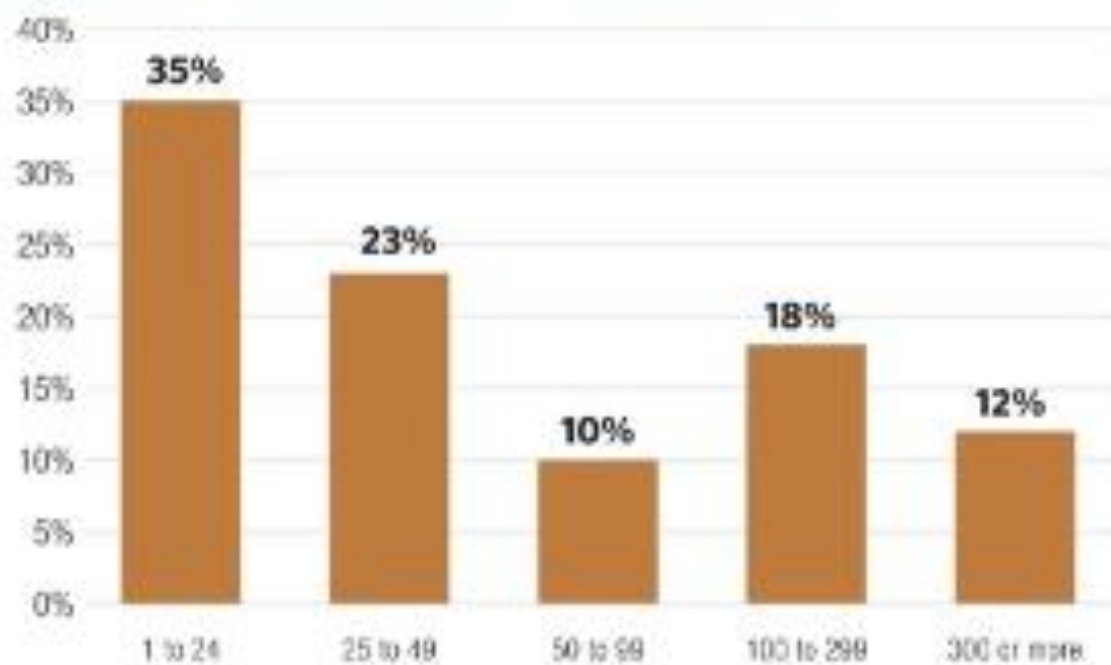
Number of female tech: 0%



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Fleet Size

Number of school buses maintained

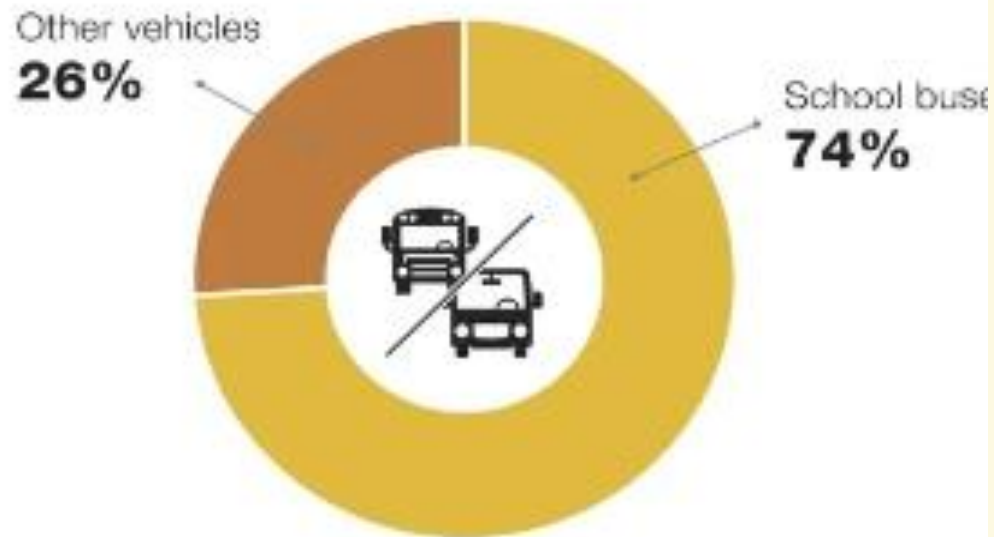


Small fleets lead the way again; more than half of respondents maintain under 50 buses, including spares. The average number of buses per fleet across all survey participants was 25.1.

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Fleet Composition

Average fleet composition



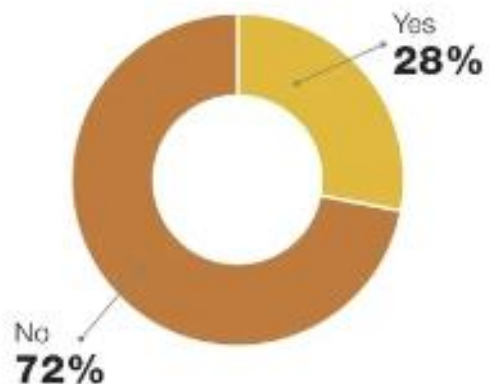
Nearly unchanged from last year's results, school buses still make up almost three-quarters of the average fleet. Other vehicles include maintenance trucks, vans, and cars.



22

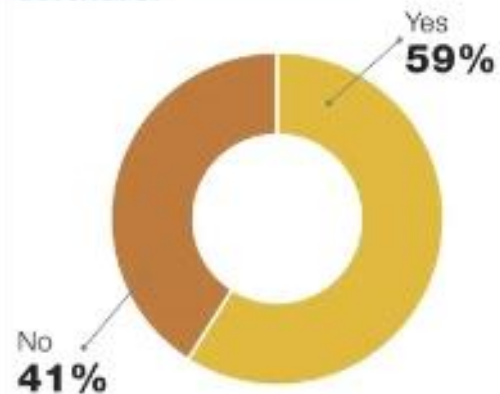
Survey Responses

Buying used buses?



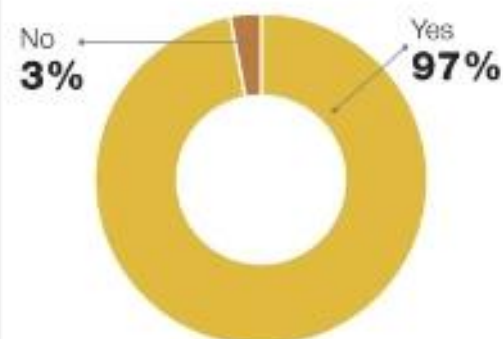
Used vs. new buying patterns are unchanged compared to last year, with more than two-thirds of operators planning to buy new.

Do you use maintenance software?



Technology adoption is growing, with nearly 60% of fleets now using maintenance software — up from 53% last year.

Have you seen a spike in parts prices?



Unchanged from the past two years, most operators surveyed said they have experienced an increase in tires, shocks, batteries, brakes, filters, fluids, and more.

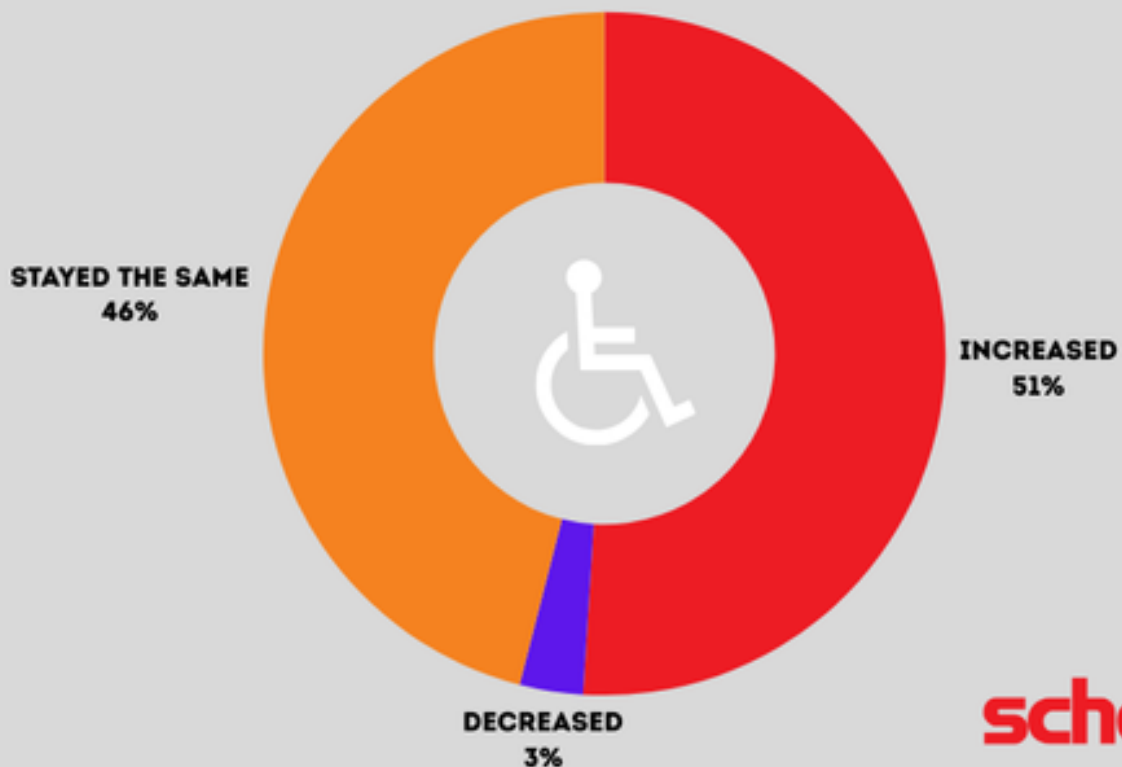


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Special Needs Growth

SPECIAL NEEDS RIDERSHIP

this year vs. last year



schoolbus
FLEET

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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%.



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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%

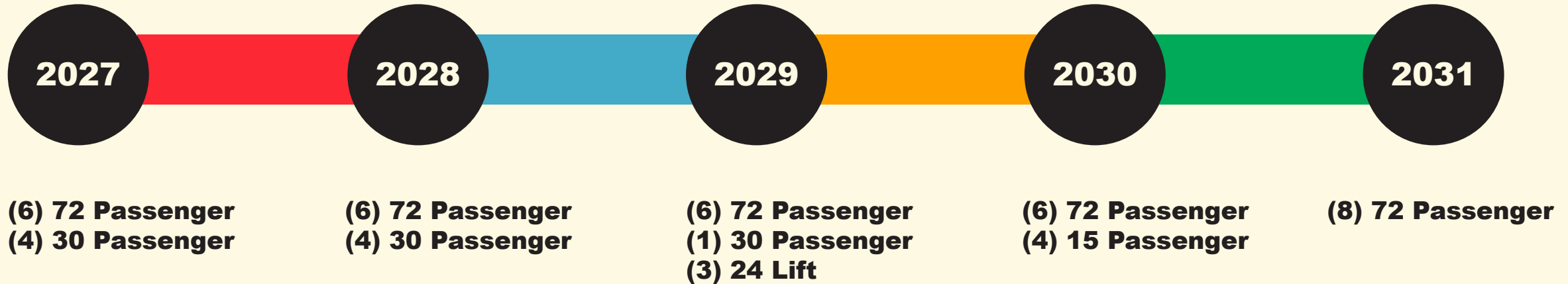
Special-needs drivers make \$1/hour more than general-education drivers.

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



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Replacement Timeline





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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**



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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**

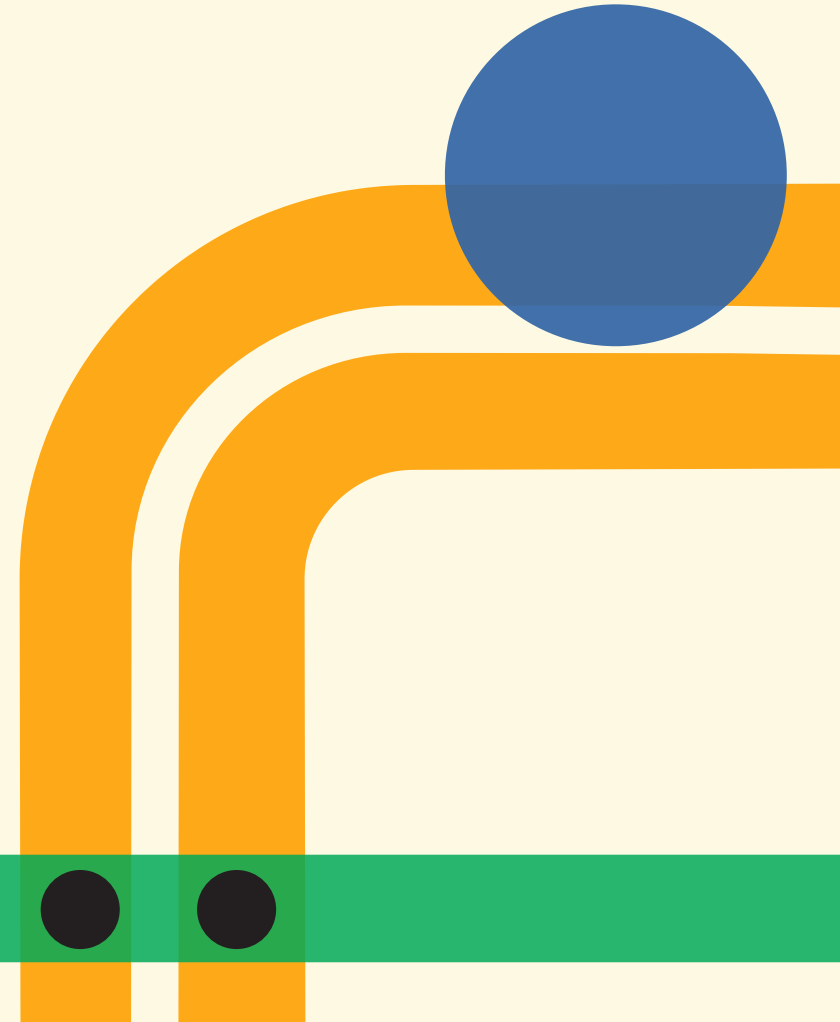
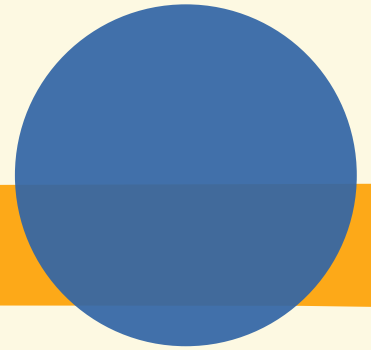


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Summary

“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



The background features abstract, thick, rounded lines in red and orange. On the left, a red line forms a horizontal bar with a black dot, and an orange line forms a vertical bar with a black dot. On the right, a red line forms a vertical bar with a black dot, and a green circle is positioned near the bottom. The text is centered in the middle of the image.

Thank you

**We welcome
any questions!**