

Transportation Overview

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Did you know ?

- Our District encompasses 31.365 sq. miles.
- 59 students per square mile (2009 enrollment year).
- We provide transportation for 1,824 students and drive 944 miles each day just for our three schools.
- 15 other learning centers that students are transported to:
 - BOCES: Northern Westchester and Southern Westchester Centers
 - Assumption
 - Hudson Valley Christian Academy
 - John F. Kennedy HS
 - Our Montessori, Yorktown Methodist
 - Our Montessori, St. Andrews
 - Rippowam/Cisqua
 - Seton, Route 1
 - Seton, Route 2
 - Seton, Route 3
 - Seton, Route 4
 - St. Augustine
 - St. Columbanus, Route S-1
 - St. Patricks
- 315 additional miles driven each day to transport 93 students to these learning centers.
- We transport 21 students to 15 Special Ed. and “work study” programs for an additional 540 miles each day.
- Additional transportation is provided for late bus runs, after school activities, and athletic programs which vary during the school year.

Did you know ? (cont.)

- Combined PV and HV buses= 23 large, 20 mini
- High School uses 15 large and 2 mini
- Middle School uses 15 large and 4 mini
- Elementary School uses 15 large and 5 mini
- Other buses are used for runs to BOCES, private and parochial schools, and for special ed. and work study programs.
- We share services with Lakeland, Mahopac, Ossining, Peekskill, Hendrick Hudson, and Croton-Harmon school districts.
- Spares: PV has 2 large, HV has 2 large
PV has 5 mini (2 are wheelchair vans)
- Spare buses are used to cover for DOT inspections, breakdowns/repairs, scheduled maintenance, and emergencies.

How bus routes are developed

- Start times for our three schools.
- Coordination with other learning centers, work study programs, athletic activities, after school programs.
- Geographic locations of students; rural verses urban communities, central pick up locations, overall distances for each run, number of stops per run.
- Number of students per school.
- Capacity of buses: HV= 40 adults/60 children, PV= 44 Adults/66 children.
- Road factors: one way streets, cul-de-sacs, ability to turn around.
- Safety: sight distance issues, side of road for pick up and drop off.
- Versatran Bus Routing Software:
 - Parameters: desired and maximum capacities, route and delay times, boundaries. Grades (physical size of students) for bus capacity.
 - Map routes are developed.
 - Route Set Report is generated.
 - Routes are “dry run” and adjusted for anticipated traffic and weather conditions.

Our transportation costs vs. our neighbors

- We currently pay \$996,588./yr. for a fleet of 18 large buses and drivers with Hudson Valley Bus Co.
- Ossining School District would pay \$1,617,840./yr. for the same amount of buses at their current rate with their bus company.
- Yorktown School District would pay \$1,570,032./yr.
- We are saving \$573,444./yr. or spending 37% less than our Yorktown neighbor because we have locked into a contract that only calls for yearly increases no higher than the current CPI.

Controlling Costs

- Warm up times have been shortened during winter months.
- Preventative maintenance (tire pressure, tune-ups, oil changes, etc.)
- No idling during pick-ups at school.
- Combining bus runs for private, parochial, and special ed. needs when applicable.
- Looking at after school runs for athletic programs for impact if reduced or eliminated.
 - 1 to 10 buses utilized for athletics based on time of year.
- Possible elimination of 1 bus and driver on our regular school routes.

Repercussions:

- Buses will be close to capacity not allowing for ridership variances (going to friends home after school).
- Bus route numbers will have to change so there will not be consistent route numbers per bus (i.e. E11, M11, H11).
- Increase in time will bring buses to the Elementary school in the PM very close to dismissal. Any traffic delay will force the hold up of the E.S. dismissal.

FAQ's

- Would it be less expensive to use all Hudson Valley buses?
 - Yes, but adding more buses to the HV contract opens up for re-bidding contracts and releases us from our “locked in” current pricing. Overall impact is no savings.
- Some buses appear to be less full to capacity.
 - Morning drop offs have less students due to parental drop offs. Rainy days- parents drive students.
 - Afternoon departures: friends go home with friends overloading some buses and under loading others.
 - Afterschool activities---late bus runs.
 - Unpredictability and inconsistencies of ridership.

FAQ's (cont.)

- Does the new law allowing transportation to be based on patterns of actual ridership allow us to pursue any cost savings?
 - Must be based on documented history that yields a consistent pattern of eligible students not using district transportation.
 - Still requires additional 10% in seating capacity available in case of unanticipated riders.
 - Requires a back up plan as part of emergency management practice for pupil transportation in event that a bus is filled beyond capacity. (Emergency evacuation, early dismissals---weather related).

FAQ's (cont.)

- Why are 3 buses used for the Lake Peekskill bus run?
 - Buses #10, 11, 12, and part of 13 are used due to the number of students on that bus run.
- Why are so many mini buses used by PV?
 - Greater flexibility with mini's to address the numerous changes in special runs. Some changes in destinations occur day to day with the same student.
 - Special needs students added and deleted numerous times within the school year.