

# Transportation Considerations

May 17, 2010



# Transportation Considerations

- Current Practices
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- Referendum Considerations
  - Growth Buses
  - Replacement Buses
  - South Transportation

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# Current Practices

- Buses provide regular transportation service in almost all residential areas
- Most buses have two runs-
  - a HS or JH run combined with an Elem run; together, a route
- Average bus ridership district wide is 50%
  - Nearly 30,000 students ride the bus twice daily
  - Student ridership- HS 33%, JH 65%, Elem 50%
  - Target student load per seat
    - HS 2.25, JH 2.5, Elem 3
  - Bus runs per school (HS- 7-24, JH 8-18, Elem 4-12)
- Daily, over 12,000 regular ed bus stops in am, pm combined, another 2,400 for special needs
- Last year, over 3.7 million fleet miles driven
  - (and a quiz for the Task Force-this is to the moon and back approx how many times?)

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# Fleet Data

- Current fleet totals nearly 470 buses
  - Includes nearly 355 regular ed buses/115 special needs buses
  - Approx 375 bus runs necessary to cover the entire district at any one time
    - Includes 275 regular ed runs/100 special needs runs
  - Reserve fleet needs
    - Activity trips to date this year totaled nearly 5,400 trips and involved over 7,300 buses
      - Though March of the current school year, there were
        - » 18 days in which 50-59 reserve buses were used during route times for coach needs or route bus replacement
        - » 9 days in which 60+ reserve buses were used during route times for coach needs or route bus replacement

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# Fleet Data

- Bus details
  - Types - conventional, transit, special needs
  - Replacement cost, current
    - Conventional- \$77k, transit- \$96k, special needs-\$90k
    - Costs for all buses exclude seat belts
  - Seat belts
    - Recent legislation
      - Required for buses purchased after Sep 1, 2010
      - Subject to state study , state funding and grant application process
    - Cost is approx \$500/per bench seat or \$12-14k/bus

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# Referendum Considerations

- Growth Buses
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# Growth Buses

- Over the 2-year bond planning period
  - To accommodate student growth, expect to add 11 regular ed and 13 special needs routes annually, regardless if new schools built
    - Equates to 48 buses
    - However, 17 of the special needs buses are expected to be purchased with previously approved grant stimulus funds
    - Leaves 31 buses to be purchased (to meet student growth needs)

# Growth Buses

- In addition
  - For special needs routes- new schools generally require the addition of more special needs routes (1/Elem or 2/JH)
    - Estimated at 4 buses
  - New schools alone typically do not result in increased regular ed bus routes; however, expect to add regular ed buses for increased activity trip needs related to 2 new JH schools
    - Estimated at 6 buses
- Requires a total of 58 buses to accommodate student growth and new schools using current practices (minimal distance standards for bus service eligibility, activity trip practices, two-bell schedule)
- Of these 58 buses, 41 expected to be funded from bond funds at a cost of \$4.15M

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# Replacement Buses

- Targeted replacement cycle
  - Began with 2002 bond authorization, continued with 2006 authorization
  - Intent, over time, that no bus be older than 16 years
  - Actual replacement number reduced for
    - Greater than anticipated bus cost, largely due to engine cost increase related to more stringent emissions standards
    - Increased bus route needs, especially special needs
    - Delayed bond authorization

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# Replacement Buses

- Of the fleet of nearly 470 buses
  - 34 buses are currently 20 years or older (27 regular ed and 7 special needs)
  - 35 are 16-19 years old (all regular ed)
  - 57 are 12-14 years old (48 regular ed and 9 special needs)
- Given large number of buses 12-14 years old, recommendation is to replace all buses 16 years or more old
  - Represents a total of 69 buses at a cost of \$6.68M

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# South Transportation

- In 2006, two transportation centers served the District
  - East center (north of Mayde Creek High School and west center (west of Katy Junior High)
  - Approaching capacity
  - Time and distance concerns of serving the southwest sector
- South Transportation facility withdrawn from 2006 Bond Planning Committee recommendation at the 11th hour
- From savings in other construction projects , construction approved in 2010 for a satellite facility at the South Transportation site
  - To house approx 65 buses
  - Establishes a presence
  - Provides some route efficiencies for the southwest sector
  - Creates more time for coach/teachers (less time spent traveling to pick up/return an activity trip bus)
  - Targeted for beginning use in 2010/11 school year

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# South Transportation

- Need continues to exist for South Transportation Center build-out
  - For capacity needs and efficiency purposes
- If funding not available for site build-out, will need some monies for additional bus parking

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