

Bids—School Buses

After consulting with our attorneys, we have been told that we can no longer legally declare another 90-day emergency due to the school bus bid results and the availability of drivers that have been hired and trained. Midwest Transit Equipment submitted a bid that included the option to purchase, purchase/lease or lease buses immediately.

We have reviewed the options to replacing the current First Student routes and the necessity of having spare buses available for necessary maintenance. We require ten buses to replace the contracted routes and four for spares. The purchase of buses will update the current fleet and allow for a reduction in the FY09 fleet if the three-tier plan is adopted.

The administration’s recommendation is based on low bid vendor meeting bid specifications:

Lease/purchase 14 buses:		Annual/Bus	Total Annual Cost
7 to 10	65-passenger		
4 to 7	35-passenger		
Five-year lease purchase with annual payments of:			
5 (available)	65-passenger	\$14,074	\$70,370
2 (available)	65-passenger	14,295	28,590
7	35-passenger	13,756	96,292
		Total	\$195,252

If the three-tier system is approved for 2008-09, the lease/purchase of 14 buses will update the fleet and allow for the sale of 20-22 buses in June 2008.

The state reimbursement of leased buses is based on an annual rate of 20 percent of the total purchased price, for each year or length of year the bus(es) are in service.

5 – 65-passenger	64,863 x 20% x .5 yr. x 5 buses	32,431.50
2 – 65-passenger	65,882 x 20% x .5 yr. x 2 buses	13,176.40
7 – 35-passenger	63,397 x 20% x .5 yr. x 7 buses	44,377.90
	Eligible Reimbursement for 2007-08	\$89,985.80
	FY09 Reimbursement based on state funding of 60 percent	\$53,991.48

The sale of 20 buses could net approximately \$2,500 to \$3,000 each.

## Transportation Options for FY 2009

In review of the options from the TransPar report, the administration recommends the three-tier structure. The three-tier structure is designed to allow for balance and a significant reduction in demand resulting in a cost saving to the district.

The recommendation is based on a time difference of 40-45 minutes between routes and 125 routes in Tier 1, 114 routes in Tier II, and 122 routes in Tier III. This allows for flexibility for longer routes and bus availability for special pick-ups in Tier II.

The TransPar report provided additional options under the three-tier plan. One of the options included putting parochials on a separate tier. This plan would require additional buses to stay within the 40 minutes between starting times and is not recommended.

### Proposed Three-tier System

<u>Tier</u>	<u>Starting Time</u>	<u>Dismissal Time</u>
Tier I	7:30 a.m.	2:00 p.m.
Tier II	8:15 a.m.	2:45 p.m.
Tier III	8:55 a.m.	3:25 p.m.

Starting times are estimates only. Times and schools within each tier should be set based on the district's instructional programs. Transportation requirements will be for 40-45 minutes between routes and location of schools in each tier. The 2008-09 routing plan will be designed to reduce the length of time students are on buses and the number of students assigned to individual routes. The proposed starting times are based on current run times. We will run the three-tier routing on VersaTrans prior to final approval.

### Budget for FY 2009

Revenue:	\$9,006,287
Expenditures: (137 total drivers, 2-wheelchair buses \$227,100)	7,617,740

Routes—125 (estimate)

Drivers—125 plus + 12 substitutes

Routes are based on:

Tier I: Junior High Schools and Parochials

Tier II: Elementary: Willow Bend, Thomas Jefferson, S.R. Paddock, Virginia Lake, Marion Jordan, Jane Addams, Pleasant Hill, and Kimball Hill

Tier III: Elementary: Central Road, Frank C. Whiteley, G.M. Sanborn, Lincoln, Hunting Ridge, Lake Louise, Learning Academy (including EcDec)

The tiers are based on the following number of routes:

Tier I 7:30-2:00 p.m.			Tier II 8:15-2:45 p.m.			Tier III 8:55-3:25 p.m.		
School	Routes	Students	School	Routes	Students	School	Routes	Students
PG	25	780	WB	16	464	CR	16	505
CS	16	417	TJ	13	389	FCW	13	387
WRS	26	660	SRP	18	538	GMS	15	424
WC	24	702	VL	15	446	LS	18	541
			MJ	22	572	HR	18	583
ST T/IMM	25	492	JA	12	389	LL	16	612
ST C	5	122	PH	8	267	CLA/EC	26	370
ST Th	4	80	KH	10	189			
	125			114			122	

Tiers could be adjusted based on need for special routes. We continue to require wheelchair buses for special needs students on regular routes.

The fleet may be reduced from the current 148 buses.

#### Proposed Two-tier System (2008-09)

<u>Tier</u>	<u>Starting Times</u>	<u>Dismissal Times</u>
Tier I	7:50 a.m.	2:20 p.m.
Tier II	8:50 a.m.	3:20 p.m.

Budget for FY 2009	
Revenue:	\$9,006,287
Expenditures:	9,070,825
Two-tier system impact:	
Routes (145 minimum—15 additional drivers)	322,380
Additional mechanic (1)	40,315
Increased benefit cost	156,550
Additional buses (162 total, includes purchase of 2-wheelchair)	1,077,110
Increased Insurance cost	10,695
Increased indirect cost—bus storage	75,000
IMRF	35,255
Social Security/Medicare	27,750

**2007-08 Two-tier**

Tier I		Tier II	
School	Routes	School	Routes
CS	10	CR	11
JA	10	CLA/EC	27
PG	18	FCW	12
ST C	5	GMS	12
ST THER	12	HR	16
ST T/IMM	10	KH	07
ST T	4	LL	15
SRP	13	LS	12
TJ	11	MJ	17
WRS	18	PH	5
WC	20	VL	9
WB	11		0
HF	1		0
	143		143
		<b>Total</b>	<b>286</b>