

Levittown Public Schools

Bus Purchases for 2014-2015 Contract and In-District Service Test Drilling Concerns



Presentation to the Board of Education
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August 13, 2014

Overview

Transportation Staff



- 1 Supervisor
- 3 Transportation Office Staff
- 2 Dispatchers
- 1 Bus Driver/Safety Trainer
- 63 Part Time Drivers
- 32 Bus Attendants
- 1 Motor Repair Supervisor
- 4 Mechanics
- 2 Part Time Gas Attendants



District Routes

School	Routes
Abbey Lane	8
Summit Lane	9
Lee	4
Gardiners	5
East Broadway	12
Northside	4
Salk	17
Wisdom	17
Division	7
MacArthur	11
Private & Parochial (30 + 10 Trans Pts)	40
Special Schools	24

Summary of District Routes

	Levittown	Contracted	Total Routes
Regular School	88	6	94
Private & Parochial	32	8	40
Special Schools	18	6	24
Total	138	20	158

Athletic Buses are not included because they vary from season to season.

Transportation Equipment



- 48 Large Buses
 - Max Capacity 66 students
 - Oldest: 1999
 - Newest: 2014
 - Average age of Buses: 10 Years
- 34 Small Buses
 - Max Capacity 15 Students
 - Oldest: 2002
 - Newest: 2013
 - Average age of vans: 6 Years

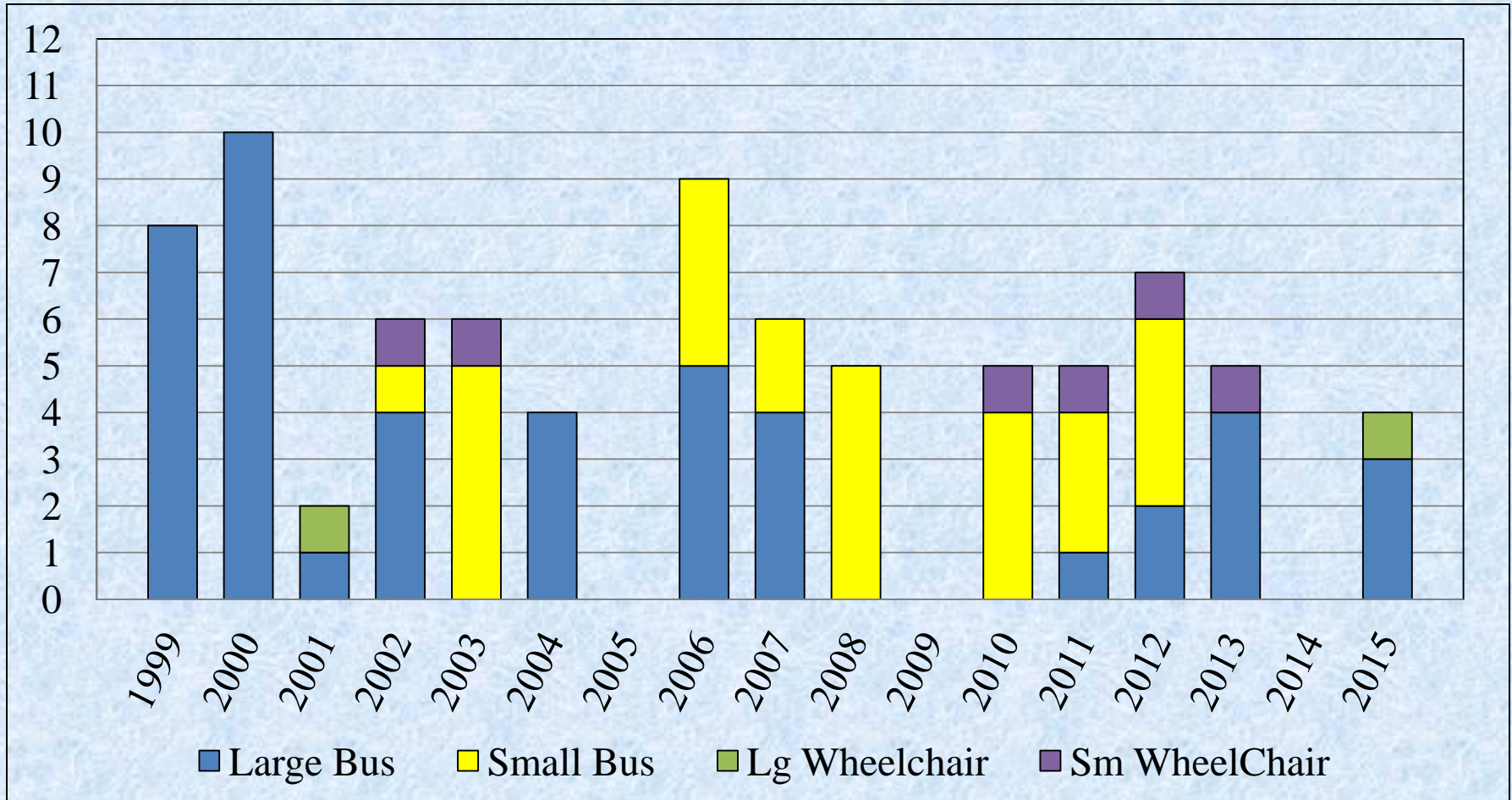
Levittown Fleet Profile Summary

Year of Purchase	Large Buses	Small Buses	Total Buses
1999	8	0	8
2000	10	0	10
2001	2	0	2
2002	4	2	6
2003	0	6	6
2004	4	0	4
2005	0	0	0
2006	5	4	9
2007	4	2	6
2008	0	5	5
2009	0	0	0
2010	0	5	5
2011	1	4	5
2012	2	5	7
2013	4	1	5
2014	0	0	0
2015 (budgeted)	4	0	4
Totals	48	34	82

Levittown Fleet Profile Detail

Year	66 Passenger	Large WheelChair	Total Large Buses	Small Buses	Small WheelChair	Total Small Buses	Total Buses
1999	8		8			0	8
2000	10		10			0	10
2001	1	1	2			0	2
2002	4		4	1	1	2	6
2003			0	5	1	6	6
2004	4		4			0	4
2005			0			0	0
2006	5		5	4		4	9
2007	4		4	2		2	6
2008			0	5		5	5
2009			0			0	0
2010			0	4	1	5	5
2011	1		1	3	1	4	5
2012	2		2	4	1	5	7
2013	4		4		1	1	5
2014			0			0	0
2015 (budgeted)	3	1	4			0	4
Totals	46	2	48	28	6	34	82

Summary of Purchase History



Proposed Bus Purchases for 2014-2015

Levittown Fleet Spare Bus Analysis – Large Buses

Year	66 Passenger Inventory	In-Service	66 Passenger Spare Buses	Large WheelChair	In-Service	Large Wheelchair Spare Buses	Total Large Buses
1999	8	3	5			0	8
2000	10	4	6			0	10
2001	1	1	0	1		1	2
2002	4	2	2			0	4
2003			0			0	0
2004	4	3	1			0	4
2005			0			0	0
2006	5	4	1			0	5
2007	4	4	0			0	4
2008			0			0	0
2009			0			0	0
2010			0			0	0
2011	1	1	0			0	1
2012	2	2	0			0	2
2013	4	4	0			0	4
2014			0			0	0
2015 (budgeted)	3	3	0	1	1	0	4
Totals	46	31	15	2	1	1	48

Levittown Fleet Spare Bus Analysis – Small Buses

Year	Small Buses Inventory	In-Service	Small Spare Buses	Small WheelChair Buses	In-Service	Small Wheelchair Spare Buses	Total Small Buses
1999			0			0	0
2000			0			0	0
2001			0			0	0
2002	1		1	1		1	2
2003	5	2	3	1	1	0	6
2004			0			0	0
2005			0			0	0
2006	4	3	1			0	4
2007	2	1	1			0	2
2008	5	3	2			0	5
2009			0			0	0
2010	4	4	0	1	1	0	5
2011	3	3	0	1	1	0	4
2012	4	4	0	1		1	5
2013			0	1	1	0	1
2014			0			0	0
2015 (budgeted)			0			0	0
Totals	28	20	8	6	4	2	34

Proposed Bus Purchase Breakdown

Description	Quantity	Unit Cost	Extended Cost	Justification
Large Bus	3	108,821	326,463	To replace vehicles for which it has been difficult to find parts and which require a lot of maintenance. They are no longer supported by the manufacturer.
Large Wheelchair Bus	1	115,587	115,587	Needed as substitute for current large wheelchair bus
Total	4		442,050	

Contracted In-District Routes

Students Transported Daily 2013-14 In-District Routes

School	Transported by Levittown	Transported by Contractor	Total
Abbey Lane	218	53	271
Summit Lane	143	0	143
Lee Road	218	0	218
Gardiners Avenue	137	51	188
East Broadway	366	112	478
Northside	50	49	99
Total Elementary Students	1132	265	1397
Salk Middle School	606	89	695
Wisdom Lane Middle School	402	199	601
Division Avenue High School	136	0	136
Gen. MacArthur High School	425	0	425
Total Secondary Students	1569	288	1857
Total In-District Students	2701	553	3254

Cost Comparison

In 2011 the District commissioned a Student Transportation Efficiency Study to be done by the Transportation Advisory Services (TAS). During that study, TAS developed cost estimates, the following items were considered:

- ✓ Amortized fleet acquisition costs
- ✓ Vehicle insurance
- ✓ Driver costs
- ✓ Parts costs
- ✓ Fuel costs

Cost Comparison

	# of Routes	Estimated Costs*	Total Cost
If In-District	6	\$ 56,300	\$ 337,800
If Contractual	6	\$ 86,756	\$ 520,536
Difference Increase (Decrease)			\$ 182,736

* Note - Source is Transportation Advisory Service (TAS) report dated January 2012.

According to the TAS report, by bringing the routes in district, for the 2014-2015 school year, the district will SAVE \$182,736.

CSEA Contractual Considerations

Article XXXI: Transportation – Item 7

“The District may contract out work in the Transportation Department provided that no employee who is employed as of the ratification date of this agreement shall be laid off as a result of said contracting out.”

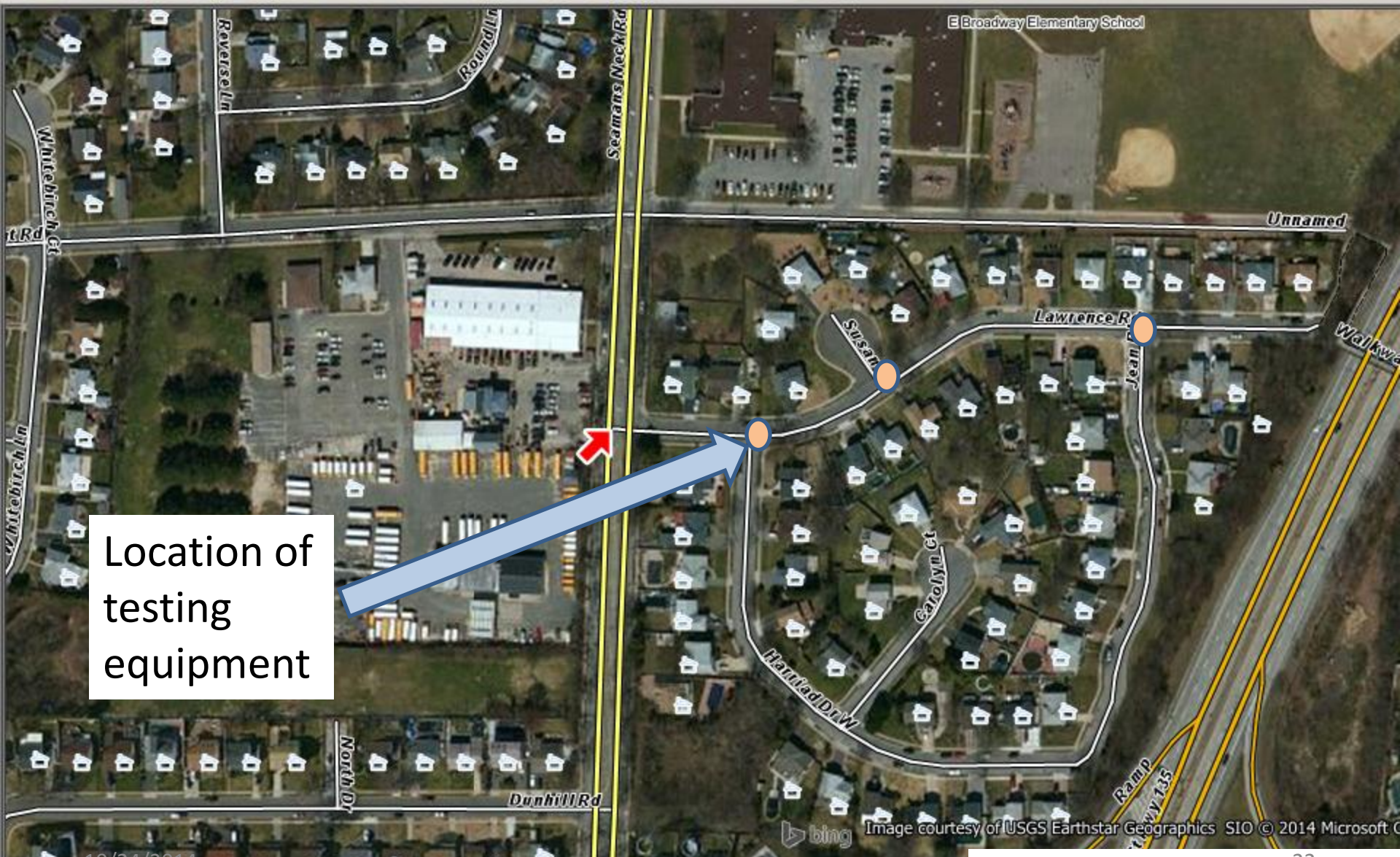
Other Considerations

- The District has a DOT inspection failure rate of 5.5% (94.5% pass inspection on the first try).
- Even though it is not a state requirement, our in-district drivers are trained to use Epi-pens if needed. Our contractors do not train their drivers to use Epi-pens.
- Our own drivers are more committed to our students; most of them are residents of Levittown.
- We have more flexibility with our own drivers.

Route Changes Because of Test Drilling

Route Changes Because of Test Drilling

The following is from the “Drilling Notice” sent to the District. “The U. S. Navy, in conjunction with the New York State Department of Environmental Conservation, will be conducting Drilling activities at West Harriad Drive and Lawrence Road. This work is being conducted to test groundwater quality at depths of 50 to 1,000 feet below ground surface.”



Location of testing equipment

Represents current bus stops

Route Changes because of Test Drilling

There are about ten (10) students affected as a result of the test drilling. Due to the location of the equipment, it is not possible to make the right turn at West Harriad Drive. We will either have to contract out the route for one day, or find a way to cover it in-house. The likely choice will be to contract out the route for one day.



Questions?