



# Transportation Program: Late Bus & Child Care Drop-off Requests

Presentation to the Board of Education

August 13, 2025

## Agenda:

- Background
- Historical Late Bus Ridership
- Current Late Bus Ridership
- Associated Costs
- Additional Considerations
- Child Care Drop-off



## Background:

- Late bus service is governed by Board Policy 5720
- Currently, service is offered only to middle schools or to a building that shares a building with a middle school
- Ridership data is evaluated quarterly
- To maintain service, Board Policy requires a minimum average daily ridership of five students
- High school late bus service ended in 2020



# Relevant Sections of Policy 5720:

- Late School Buses: Under a voter approved budget, the Superintendent of Schools, or designee, will grant timely requests for late bus transportation from public and nonpublic middle schools (grades 6-8) attended by resident pupils entitled to School District transportation subject to the conditions and requirements hereinafter set forth.
- For the purposes of the middle school late bus policy, the minimum number of pupils to be transported from a school (whether public or private) at any time from school to home is established at five (5).



# Relevant Sections of Policy 5720 (Cont'd)

- The number of pupils transported by each vehicle provided for middle schools receiving late bus service will be recorded by School District personnel in a manner to be prescribed by the Director of Transportation. This record is to be verified at least once in each quarter of the school year and be reviewed with the appropriate school administrator of the school receiving late bus service. If such quarterly review shows a daily average of less than five (5) pupils referred to in paragraph “B” hereof, the School District reserves the right to cancel late bus service to the school where such minimum is not met, on three (3) days’ notice to its Building Principal.



### Average Daily Ridership by Year for High School Late Buses

School:	2016-17	2017-18	2018-19	2019-20
MacArthur	4.0	3.2	1.3	3.7
Division	0.2	0.6	0.1	0.1
Chaminade	6.0	2.3	0.9	1.0
Kellenberg	4.0	4.7	1.7	2.4
St. Anthony's	2.0	2.2	0.5	0.2
St. John the Baptist	1.1	0.8	0.4	0.4
Long Island Lutheran	1.0	0.8	0.0	0.0
Our Lady of Mercy	0.4	1.2	1.0	1.3
Holy Trinity	0.3	0.8	0.1	0.8
St. Dominic's	0.1	0.1	0.2	0.5
Sacred Heart	0.0	0.0	0.0	0.0
St. Mary	0.0	0.0	0.0	0.0
<b>Total for All Buses</b>	<b>19.1</b>	<b>16.7</b>	<b>6.2</b>	<b>10.4</b>

# Middle School Daily Ridership Average 24-25

School	24-25 Average Daily Ridership
Salk	5.22
Wisdom	6.01
The Latin School (Kellenberg)	1.76

*Note: 2024-25 was the first full year of restored middle school late bus service*



# Estimated cost for restoring HS late bus routes

Projected HS Routes*	Estimated Annual Cost
7 additional late bus routes	\$162,000 - \$622,000

Note: In 2025-26 only High Schools with at least 5 enrolled Levittown students can be considered for late bus service, as per Policy 5720





# Calculations:

	<b>Cost <u>per student</u></b>	<b># of <u>Students</u></b>	<b>Monthly <u>Cost</u></b>	<b>Annual <u>Cost</u></b>	<b>Cost of <u>Van</u></b>	<b>Cost of <u>Bus</u></b>
MacArthur				9,720		
Division				9,720		
Chaminade	366	22	8,052	80,520		
Holy Trinity	610	10	6,100	61,000		
Kellenberg	610	49	29,890	298,900		
St. Anthony		29	-	-	33,100	116,000
St. Dominic	610	6	3,660	36,600		



# Calculations:

		Range	Range
	<u>Notes</u>	<u>Low</u>	<u>High</u>
MacArthur	Use of District drivers will effect Athletic availability	9,720	14,580
Division	Use of District drivers will effect Athletic availability	9,720	14,580
Chaminade	Number of students enrolled exceed the capacity of a van	18,300	80,520
Holy Trinity		30,500	61,000
Kellenberg	Number of students enrolled exceed the capacity of a van	30,500	298,900
St. Anthony	Number of students enrolled exceed the capacity of a van	33,100	116,000
St. Dominic		30,500	36,600
		<b>162,340</b>	<b>622,180</b>



# Other Considerations:

- Mid-year cancellations after routes have started can cause significant frustration for families.
- Average ridership fluctuates significantly by season, making consistent planning challenging.
- It is often difficult to establish a single pick-up time that accommodates large and varied groups of students.
- Over the past two years, contracted transportation expenses have risen by more than 30%.



# BOE questions from 7/2/25 Meeting:

- What was the late bus ridership at the High School level 2016-17 through 2024-25? *Included in this presentation*
- What was the cost of providing services? *Late bus costs have not been in separate budget codes to be able to accurately provide this information from 2016-2020. Current costs are provided in this presentation.*
- How many routes would be needed under the current BOE policy of minimum ridership criteria? *Included in this presentation*



# BOE questions from 7/2/25 Meeting:

- Are there “Shared Services” opportunities by partnering with other neighboring Districts? *Nothing at this time, however we continue to explore all possibilities. Since the following Districts only contract their routes they are not in a position to partner with us: Wantagh, Seaford, Island Trees, Hicksville, East Meadow and Plainview-Old Bethpage*
- Does BOCES offer late bus service? *No*
- What would be the cost today? *Included in this presentation*
- How much is Budgeted? *Only the late bus service for middle schools was budgeted.*



# Child-Care Transportation Request:

A request was made by a resident to allow for students to be dropped off at a authorized child care provider (ex: family member) that is inside the transportation zone even if the student's primary residence doesn't qualify for transportation.

As with other transportation related matters, this option is strictly regulated by state education law.

*<https://stateaid.nysed.gov/trans/daycare.htm>*



# Child-Care Transportation Request:

Section 3635(1)(e) of Education Law authorizes a board of education, at its discretion, to provide transportation between school and a child care location, for children in grades K-8.

A child care location shall mean a place situated within the school district, other than the child's home, where care for less than 24 hours a day is provided on a regular basis. This definition includes...day care centers and in-home care by relatives and non-relatives. Children are eligible for such transportation when the distance between the child care location and school exceeds the district's eligibility distance for transportation between home and school. Consequently, a child may be eligible for transportation to or from a child care location even though not eligible for transportation to or from a school.

The district may restrict such transportation to child care locations within the attendance zone of the school the child attends, except where the child care program is licensed or registered...Transportation to such licensed or registered programs may not be limited to a school attendance zone, but must be provided anywhere within the school district. Written requests for transportation to or from a child care location must be submitted by the parent or legal guardian not later than April 1.



## For Board Consideration:

- 1- Should the district return to providing high school late buses for the 2025-2026 school year? The last year this was provided was in 2019-2020.
- 2- Should the district provide an option for families to select a child care provider for transportation purposes?

