

MPS Study Follow-up

I. Cost to Meet MPS Guidelines

Transportation was asked to provide information regarding the MPS study; in particular as it pertained to enhancing transportation resources to reach an acceptable level of service. The parameters used to guide the supervisors in their assessment were:

- No bell schedule changes would be made
- Pickups within a school boundary should not be earlier than 6:15 unless there were unusual circumstances.
- Runs, AM or PM, should not be more than 60 minutes in length except for GT and administrative placements, ALC and Summit programs; or for distances from which travel with one student would be > 60 minutes.
- No buses would drop off at school more than 10 minutes early unless it is a short run into a school with insufficient unloading or loading space for all buses at one time.
For example, a school with 40 buses that has space to unload only 20 at a time would have the closer runs coming in perhaps 15 or 20 minutes early so the distant buses could wait as long as possible prior to beginning their longer runs, and then arrive 10 minutes prior to the bell.
- Assess bus loads to eliminate overcrowding (i.e. half of some students' posteriors hanging in the aisle):
 - For elementary students, maximum load would be no more 2.5 students per seat rather than 3 students.
 - For secondary level students, maximum load would be 80% of capacity to allow space for large students or occasional riders.
- Do not consider late runs. Taking stress off earlier bells will make buses available at earlier times for late runs.
- Remember that, by law, guidelines apply to special education as well as regular education students.

Supervisors took the following approach to determine the number of additional runs necessary into each school:

- If one or more runs were too long, or began prior to 6:15 a.m., the supervisors added the necessary numbers of runs to reduce the run lengths to acceptable times. This was not a one to one correlation. Buses were used as efficiently as possible by cutting and reassembling stops. **One additional run into a school did not necessarily translate into an additional bus for the pyramid.**
- If runs were too heavily loaded, similar adjustments were made to maintain efficiency.
- If runs were late to schools in the AM, runs were added for that school to shorten the longest runs, even if they were not at the 60+ minute level.
- If runs were late to schools in the PM, runs were added to earlier schools to shorten the longest to a time that made it possible to meet the buses' time requirements for the school in question.

Baseline Results	Area 1*		Area 2		Area 3		Special Education		Total		Total Cost
	Cur	Add	Cur	Add	Cur	Add	Cur	Add	Cur	Add	
Drivers	258	71	286	79	308	37	286	**64	1138	251	\$7,635,861
Total		329		365		345		350		1389	
Attendants								64		64	\$1,375,727
Bus Driver Supv	16	2	16	2	16	1	18	3	66	8	\$390,176
Trans Supervisor	8	2	8	2	8	1	9	3	33	8	\$567,392
Asst Coordinator	2	1	2	1	2	1	3	0	9	3	\$263,628
Mileage Cost Based on Average Cost; Includes 8 BDS Buses, 7 Cars										259	\$3,343,415
										7	\$21,132
Capital Cost 5 Year Bus Lease Purchases / Year & Car Purchase										298	\$6,654,690
										7	\$113,826
Total First Year Cost											\$20,365,847

* Does not include 5 additional buses needed for SCSS grandfathering

** This includes continuing coverage for county wide programs. Some savings in additional SE buses would occur if two sites were provided for each program.

County wide programs are:

- Hearing – the HS and MS incorporate each of three different hearing programs. The ESs have one kind of program in each. All are, therefore, single county wide sites.
 - Woodson HS
 - Frost MS
 - Camelot ES
 - Mantua ES
 - Canterbury Woods ES
- Vision – Robinson SS
- MS ED – Burke Center
- HS PD – Falls Church HS
- MS PD – Holmes MS
- Magnet – each is county wide
 - Hunters Woods ES
 - Baileys ES
 - Jefferson HSST
- Falls Church medical programs

II. School Board Policy Change Options

Transportation was also asked to estimate the savings of possible resource demand reductions as addressed in the January board meeting.

- No longer provide transportation to GT centers for those elementary students whose base school includes a GT program.
 - The Board excluded this from consideration.
- Shorten the time that we provide transportation for students who are grandfathered when school or program boundary changes are made.
 - This could not be calculated as the costs of grandfathering depend on the school, the boundary impacted, and the grades included for consideration.
- Reconsider the current program of providing transportation for administratively-placed students. Two choices include not providing transportation or only placing students in schools very proximate to their base schools. Currently we have students going great distances, often by taxi, as there is no bus available to transport them.
 - *Attachment A*
 - Savings \$914,707.
- Eliminate the Exception to Ride Program. Transportation receives over 1200 requests a year. Each request requires that transportation evaluate each for space on the bus, availability of an existing bus stop, the safety of the walking route from an existing bus stop to the requesting student's home. This time-consuming process is overwhelming transportation supervisors and transportation staff at a time of the year when they already face great challenges.
 - This is a labor issue. With 1200 requests, the total management/supervisory time required is extremely high, particularly at a time when they are burdened with many hundreds of calls and critical stop, route, and bus changes. Eliminating exceptions would provide overtime savings but would be difficult to calculate.
- Provide academy shuttles only if there are a minimum of five students who ride the bus on a regular basis.
 - *Attachment B*
 - Savings \$346,108.
- Eliminate magnet transportation to Bailey's and Hunters Woods elementary schools.
 - *Attachment C*
 - Savings \$104,007.
- Modify the middle school GT program either by redrawing current boundaries or by expanding the number of schools with their own GT programs. Both options could reduce transportation demands.
 - The savings could only be determined after program site additions and boundary changes are established.

III. Remaining Issues

While two of four transportation offices are housed in an appropriate facility at Stonecroft, a second facility similar to Stonecroft, with space for the other half of operations management, supervision, and clerical staff, and with sufficient parking and meeting space for the large organization (like the Lorton multi-purpose), is necessary.

We must continue to explore possibilities for additional secure parking, particularly in parts of the county where centralized parking is limited in the north and mid- to northeast county areas.

We must address the demands of the large number of students requiring individually tailored special education transportation. The one office now working with the most severely needy students is too large to be manageable, while providing the high level of service required. Two options are being considered:

- Integrate SE supervisors and coordinators with areas and restructure pyramid responsibilities, with a result of four area offices, all of which have a SE component of supervisors and a SE assistant coordinator.
- Divide one SE office into two, and three area offices into four, and house one SE office with each two area offices. Each SE office to have one coordinator and two assistant coordinators.

There is a critical need to add a second dispatch position to each transportation office to address 12+ hour per day requirements and the volume of radio and phone calls.

- The annual cost of four dispatchers is \$195,544.

Add a second T& A clerk to SE office to handle half of the 600+ weekly time sheets.

- The annual cost of one T&A clerk is \$48,886.

Transportation Costs for Administratively Placed Students

Area 1 Admin Placement **Sample**

89 transported

	Base School	Placement School	Total additional TIME AM+PM	Total additional MILES AM + PM
1	Lake Braddock	Hayfield	10	1.32
2	Lee	Hayfield	22	4.83
3	Edison	Hayfield	21	6.07
4	Lee	Hayfield	44	11.73
5	Lee	Hayfield	22	4.83
6	Hayfield	Mt. Vernon	25	5.60
7	Hayfield	Mt. Vernon	12	3.96
8	Edison	Mt. Vernon	44	11.37
9	West Potomac	Mt. Vernon	35	11.93
10	Edison	Mt. Vernon	44	11.37
			279	73.0
Estimated Total / Day			2483.1	650

Area 2 Admin Placement **Sample**

115 requests; 61 established; 33 transported

	Base School	Placement School	Total additional TIME AM+PM	Total additional MILES AM + PM
1	Chantilly	Fairfax	70	21.00
2	Robinson	Fairfax	60	15.00
3	Chantilly	Centreville	35	10.00
4	Annandale	Stuart	18	5.00
5	SLHS	Westfield	16	7.00
6	Fairfax	Chantilly	10	6.00
7	Stuart	Annandale	60	16.00
8	LBSS	Robinson	14	4.00
9	Lanier	Rocky Run	8	2.00
10	Poe	Glasgow	12	3.00
			303	89.00
Estimated Total / Day			1848.3	543

Transportation Costs for Administratively Placed Students

Area 3 Admin Placement **Sample** 70 total transported

	Base School	Placement School	Total additional TIME AM+PM	Total additional MILES AM + PM
1	South Lakes	Herndon	12	3.06
2	Madison	McLean	14	7.28
3	Westfield	South Lakes	11	3.47
4	Herndon MS	Carson MS	20	5.88
5	Herndon HS	South Lakes	54	15.28
6	Carson MS	Hughes MS	44	8.07
7	Marshall	Langley	18	4.4
8	Marshall	McLean	11	2.94
9	Longfellow	Carson MS	24	28.8
10	Fairfax	Oakton	27	8.44
			235	87.62
Estimated Total / Day			1645	613

SE Admin Placement **Sample** 64 total transported

Route	Base School	Placement School	Total Additional TIME AM + PM	Total Additional MILES AM + PM
AH-99	Stuart	Annandale	22	4.86
RS-93	Cent'ville	Robinson	26	6.76
WZ-93	Stuart	Woodson	10	1.7
CG-97	Oakton	Chantilly	17	2.82
AH-98	Fairfax / Woodson	Annandale	36	8.69
RS-97	Lake Braddock	Robinson	17	3.14
WZ-79	Lake Braddock	Woodson	13	3.04
WZ-77	Fairfax	Woodson	60	16
WZ-87	Hayfield	Woodson	52	17.36
			253	64
Estimated Totals / Day			1799 minutes	458 miles

Total Minutes / Day	7,776	Total Hours / Year	23,327
Total Miles / Day	2,264	Total Miles / Year	407,479

Driver Pay / Year	\$411,554
Mileage Cost / Year	\$503,153
Total	\$914,707

	STUDENT	STUDENT	TIME	
	COUNT	COUNT	in	
<u>SHUTTLE NO.</u>	<u>9/28/2006</u>	<u>12/11/2006</u>	<u>MINUTES</u>	<u>MILES</u>
ISH1011	1	1	30	12
ISH-1125	1	1	30	12
ISH-1131	2	1	55	19
ISH-1174	1	1	75	23
ISH-1231	1	1	30	9
			220	75
ISH-1025	2	2	30	9
ISH-1031	2	2	30	10
ISH-1038	2	2	25	3
ISH-1057	2	2	30	10
ISH-1118	2	2	85	16
ISH-1157	2	2	35	10
ISH-1167	2	2	35	10
			270	68
ISH-1067	2	3	30	4
ISH-1116	1	3	15	7
ISH-1117	3	3	25	8
ISH-1165	3	3	30	8
ISH-1170	4	3	70	16
ISH-1218	3	3	30	10
ISH-1265	3	3	40	8
			240	62
ISH-1001	4	4	20	7
ISH-1109	4	4	35	11
ISH-1166	4	4	30	5
ISH-1169	4	4	30	7
ISH-1172	4	4	40	9
ISH-1209	4	4	35	11
ISH-1271	4	4	20	5
			210	55
ISH-1032	5	5	30	9
ISH-1111	5	5	45	12
ISH-1156	6	5	50	17
ISH-1211	5	5	40	12
ISH-1256	5	5	45	13
ISH-1268	5	5	10	2
			220	64
ISH-1012	7	7	40	13
ISH-1112	7	7	50	13
ISH-1175	7	7	85	24

ISH-1004	8	8	15	3
ISH-1018	8	8	30	8
ISH-1033	8	8	20	5
ISH-1127	8	8	25	7
ISH-1214	10	8	45	12
ISH-1223	8	8	45	13
ISH-1119	9	9	25	9
ISH-1019	10	10	30	11
ISH-1034	12	10	20	5
ISH-1114	10	10	40	10
ISH-1123	10	10	55	20
ISH-1168	10	10	45	6
ISH-1266	10	10	30	7
ISH-1017	12	12	30	8
ISH-1023	12	12	30	10
ISH-1008	15	15	30	13
ISH-1014	16	16	15	14
ISH-1022	16	16	30	9
ISH-1000	17	17	20	8
ISH-1040	39	17	30	6
ISH-1007	18	18	20	5
ISH-1010	18	19	30	9
ISH-1020	20	20	15	2
ISH-1026	20	20	120	15
ISH-1108	20	20	40	13
ISH-1272	20	20	40	7
ISH-1016	23	23	35	11
ISH-1029	26	23	20	5
ISH-1002	24	24	15	2
ISH-1021	24	24	30	9
ISH-1003	30	30	15	2
ISH-1134	31	31	45	11
ISH-1122	38	38	25	11
ISH-1013	40	40	25	6
			2420	664

shuttle	start time	days	stops	program	rider count	pupil miles	pupil time
s2114	9:00	M-F	Robinson(#1) - Chantilly(#5)	CA	1	10	30
s2119	11:45	M-F	Edison - Stuart	EA	1	10	30
s2129	9:05	M-F	Fairfax - Edison	EA	1	14	30
s2141	9:00	M-F	Centreville - Falls Church(4) - Marshall(#1)	MA	1	16	35
s2159	11:00	M-F	Edison - Fairfax	EA	1	18	30
s2164	10:50	M-F	Woodson(#8)- Chantilly (#5)	MA	1	12	30
s2210	13:15	M-F	Falls Church(#4) - Chantilly(#5)	FC	1	14	25
s2228	1:20	M-F	Edison(#11) - Woodson	EA	1	13	20
s2247	1:20	M-F	Marshall(#1) - Falls Church(#4) - Fairfax	MA	1	7	30
s2252	11:00	M-F	Robinson(#1) - Marshall (#1-red days only)	FC	1	12	25
s2253	1:20	M-F	Marshall (#1-red days only) - Robinson(#1)	FC	1	12	25
					11	138	310
s2209	11:00	M-F	Chantilly(#6) - Cedar Lane Center - FallsChurch(#4) 12:00 -- 101 Cedar Lane (Cedar Lane Ctr) - Chantilly	FC	2	35	75
s2219	11:00	M-F	Westfield - Falls Church(#4)	FC	2	20	35
s2225	11:00	M-F	West Potomac - Woodson	WP	2	20	30

s2229	1:15	M-F	Falls Church(#4) - Westfield	FC	2	20	35
s2230	11:25	M-F	Centreville Fairfax(#4) 11:30--- Fair Oaks Mall (B days) - Centreville	FA	2	8	40
s2246	1:20	M-F	Falls Church(#4) - Annandale T -F	FC	2	20	30
					6	123	245
s2124	10:40	M-F	Edison(#11) - Woodson(#8) 11:10- Woodson(#8) - Edison(#11)	EA	3	20	20
s2130	9:00	M-F	Annandale(gym) - Fairfax(#4)	FA	3	9	40
s2146	10:50	M-F	Marshall(#1) - Annandale(gym)	MA	3	7	20
s2220	11:00	M-F	Annandale(gym) - Edison(#11, drop-off) - West Potomac	EA	3	36	45
s2234	11:10	M-F	Westfield - Fairfax(#4)	FA	3	20	40
					5	92	165
s2121	9:05	M-F	Woodson(#8) - Edison(#11) - West Potomac -	EA	4	40	60
s2133	11:00	M-F	Fairfax(#4) - Woodson (#8) - Annandale(gym)	FA	4	15	50
s2154	9:00	M-F	Annandale - Edison	EA	4	15	45
s2223	1:15	M-F	West Potomac - Edison(#11, pick-up) - Annandale	EA	4	36	45
s2244	1:20	M-F	Marshall(#1 T-F; M-flagpole) - Falls Church(1:30 @ #4) - Stuart	MA	4	20	30

					5	126	230
s2143	9:05	M-F	Stuart - Falls Church(#4 drop off & pick up) - Marshall	FC	5	12	60
s2147	9:00	M-F	Woodson(#8) - Falls Church(#4) - Marshall(#1)	FC	5	4	11
s2148	10:50	M-F	Marshall(#1) - Falls Church(#4) - Woodson(#8)	FC	5	12	35
s2231	1:15	M-F	11 Oaks - Fairfax (1:30 @ #4) - 1:40-- Fair Oaks Mall[(B days) - Centreville	FA	5	5	15
					4	33	121
s2024	9:00	M-F	Chantilly(#6) - Westfield	CA	6	5	20
s2144	10:50	M-F	Marshall (#) - Falls Church (#4-pick up) - Stuart 11:25 - Stuart - Falls Church(#4) - Marshall	MA	6	20	60
s2150	9:00	M-F	Fairfax(#4) - Falls Church(#4) - Marshall(#1)	FA	7	9	25
s2153	10:50	M-F	Chantilly(#6) - Woodson(#1) - Annandale - Chantilly (#6)	CA	7	18	35
s2211	11:30	M-F	Woodson(#8) - Chantilly(#5)	CA	7	12	30
s2218	1:30	M-F	Chantilly(#6) - Mountain View - Centreville	CA	7	6	20
s2017	7:15	M-F	Woodson - Chantilly(#5)	CA	8	8	28
s2135	11:00	M-F	Fairfax - Woodson(#8-drop off)	FA	8	7	30
s2138	9:05	M-F	Westfield - Fairfax(#4)	FA	8	13	30

s2139	11:00	M-F	Fairfax(#4) - Westfield	FA	8	13	30
s2152	9:00	M-F	Annandale - Chantilly(#5)	CA	8	15	45
s2212	10:50	M-F	10:50Chantilly(#6)Centreville 11:00--Centreville - Mountain View- Chantilly (#5) - Fair Oaks Mall[(B days) 11:25--Centreville - Chantilly(#5)	CA	8	5	30
s2110	9:00	M-F	Centreville - Chantilly(#5)	CA	9	5	20
s2111	9:00	M-F	Chantilly(#6) - Fair Oaks Mall(B days) - Fairfax(#4)	CA	9	10	40
s2131	9:00	M-F	Centreville - Fairfax(#4) - Eleven Oaks OTP	FA	10	12	45
s2113	9:00	M-F	Woodson(#8) - Chantilly(#5)	CW	11	11	35
s2115	10:40	M-F	Fairfax(#4) -Chantilly(#5) 11:45 W-F(A days)- Chantilly(#6)--Hyatt Fair Lakes 11:45 W-F(B days) - Chantilly(#6)--Marriott Fair Oaks	CA	11	9	30
s2134	11:00	M-F	Fairfax(#4) - Eleven Oaks OTP - Centreville	FA	11	15	50
s2216	1:30	M-F	W-F-1:10- (A - Days)-Hyatt Fair Lakes -Chantilly (#5) W-F-1:10 -(B - Days) - Marriott Fair Oaks -Chantilly (#5) 1:30--Chantilly(#6) - Fairfax	CA	11	9	20
s2032	7:15	M-F	Woodson(#1) - Fairfax(#4)	FA	13	8	20
s2116	10:50	M-F	Chantilly(#5) - Woodson(#8) - 101 Cedar Lane (Cedar Lane Center)	CA	14	10	40
s2145	11:00	M-F	Falls Church (#4) - Annandale(gym) 11:20--Annandale(gym) - Falls Church (#4)	FC	14	5	20
s2140	9:05	M-F	Annandale (gym) - Falls Church - Marshall (#1)	MA/FC	15	10	30
s2221	11:00	M-F	Stuart - Edison(#11, drop-off) - West Potomac	EA	16	17	40
s2224	1:15	M-F	1:15-- West Potomac - Edison(#11, pick-up) - Stuart	EA	17	12	40
s2123	10:40	M-F	Edison(#11) - Springfield Mall (white days) Annandale(gym)	EA	18	17	60

s2160	10:50	M-F	Marshall(#1) - (11:00)Fallschurch(#4) - Fairfax(#4)	FA	18	25	25
s2027	9:00	M-F	Chantilly(#6) - Woodson	CA	19	8	40
s2031	7:15	M-F	Robinson(#1) - Fairfax(#4)	FA	19	7	20
s2112	9:00	M-F	Fairfax - Oakton HS(#1) - Lanier - Fair Oaks Mall(B days) - Chantilly(#5) 10:30--Fairfax - Eleven Oaks	CA	20	12	40
s2117	9:15	M-F	Westfield - Chantilly(#5)	CA	20	5	19
s2215	1:30	M-F	Chantilly(#6- Woodson (drop off) - Robinson(#1)	CA	20	12	35
s2033	9:00	M-F	Fairfax(#4)-Woodson (#8) 9:15- Woodson(#8)-Fairfax(#4)	FA	23	8	35
s2034	9:00	M-F	Fairfax(#4) - Robinson(#1)	FA	23	4	25
s2213	10:50	M-F	Chantilly (#6) - Fairfax - Robinson(#1) 11:30 - Robinson (#1) - Chantilly (#5)	CA	23	23	70
s2178	9:15	M-F	Westfield - Chantilly(#5)	CA	25	5	19
s2217	1:30	M-F	Chantilly(#6) - Westfield	CA	25	5	20
s2179	10:50	M-F	Chantilly (#6) - Westfield	CA	28	5	19
s2011	7:10	M-F	Fairfax - Chantilly(#5), W-F(A days)-7:45- Chantilly--Hyatt Fair Lakes W-F(B days) -7:45- Chantilly--Marriott Fair Oaks	CA	29	10	21
s2014	7:20	M-F	Westfield - Chantilly(#5)	CA	30	5	19
s2015	7:20	M-F	Westfield - Chantilly(#5)	CA	30	5	19
s2126	9:00	M-F	Stuart - West Potomac	WP	30	11	30
s2142	10:50	M-F	Marshall(#1) - Falls Church - Centreville	MA	30	10	40

s2020	9:00	M-F	Chantilly(#6) - Centreville - Mountain View	CA	31	6	30
s2013	7:10	M-F	Robinson(#1) - Chantilly(#5)	CA	32	14	56
s2025	9:00	M-F	Chantilly(#6) - Westfield 9:50(T-F)--Chantilly (#2)	CA	35	6	20
s2023	9:00	M-F	Chantilly(#6) - Robinson(#1)	CA	39	9	50
s2109	10:40	M-F	Edison(#11) - Stuart	EA	40	10	40
s2122	9:00	M-F	Stuart - Edison(#11)	EA	40	12	30
s2010	7:10	M-F	Centreville - Chantilly(#5)	CA	45	5	35
s2120	9:00	M-F	Annandale(gym) -Springfield Mall (white days) - Quander Road - West Potomac	WP	48	26	40
s2125	11:00	M-F	Quander Road - West Potomac - Stuart - Annandale	WP	48	42	90
s2118	10:50	M-F	W-F-10:35 - (A - Days)-Hyatt Fair Lakes -Chantilly (#5) W-F-10:35 -(B - Days) - Marriott Fair Oaks -Chantilly (#5) 11:30--Westfield - Chantilly(#5)	CA	74	9	30
			Totals		1189	1092	2861
s2091	9:00	M-F	Chantilly(#6) - Fair Oaks Mall(B days) - Fairfax(#4)	FA		8	30

SHUTTLE TIME AND MILEAGE FOR SEPTEMBER 2006

NAME	TYPE	BEGIN_TIME	END_TIME	ELAPSED_TIME	MILES	COUNTS
S3004	DELIVERY	07:05 A.M.	07:40 A.M.	35	6	1
S3034	DELIVERY	09:00 A.M.	09:30 A.M.	30	9	1
S3039	DELIVERY	09:00 A.M.	09:25 A.M.	25	7	1
S3200	PICKUP	01:30 P.M.	01:45 P.M.	15	6	1
S3213	PICKUP	01:30 P.M.	02:00 P.M.	30	10	1
				135	39	5
S3001	DELIVERY	07:00 A.M.	07:15 A.M.	15	5	2
S3007	DELIVERY	09:05 A.M.	09:30 A.M.	25	9	2
S3101	PICKUP	11:00 A.M.	11:15 A.M.	15	4	2
S3119	PICKUP	10:50 A.M.	11:20 A.M.	30	10	2
S3130	PICKUP	10:50 A.M.	11:20 A.M.	30	9	2
S3202	PICKUP	01:30 P.M.	02:00 P.M.	30	13	2
S3203	PICKUP	01:30 P.M.	01:55 P.M.	25	9	2
S3207	PICKUP	01:30 P.M.	02:00 P.M.	30	17	2
S3214	PICKUP	01:30 P.M.	01:55 P.M.	25	10	2
				225	87	18
S3003	PICKUP	07:00 A.M.	07:20 A.M.	20	4	3
S3011	DELIVERY	09:00 A.M.	09:25 A.M.	25	9	3
S3023	DELIVERY	09:00 A.M.	09:30 A.M.	30	19	3
S3026	DELIVERY	09:00 A.M.	09:30 A.M.	30	13	3
S3108	PICKUP	11:00 A.M.	11:15 A.M.	15	5	3
S3210	DELIVERY	01:00 P.M.	01:30 P.M.	30	14	3
				150	63	18
S3010	DELIVERY	08:50 A.M.	09:20 A.M.	30	8	4
S3014	DELIVERY	09:00 A.M.	09:30 A.M.	30	14	4
S3033	PICKUP	08:40 A.M.	08:50 A.M.	10	2	4
S3110	PICKUP	11:00 A.M.	11:40 A.M.	40	15	4
S3122	DELIVERY	11:10 A.M.	11:40 A.M.	30	14	4

S3205	PICKUP	01:30 P.M.	02:00 P.M.	30	9	4
				170	61	24
S3120	PICKUP	10:55 A.M.	11:40 A.M.	45	11	5
S3124	PICKUP	11:15 A.M.	11:50 A.M.	35	11	5
S3127	PICKUP	10:45 A.M.	11:40 A.M.	55	18	5
S3206	PICKUP	01:30 P.M.	02:00 P.M.	30	10	5
				165	50	20
S3018	DELIVERY	09:05 A.M.	09:35 A.M.	30	12	6
S3215	PICKUP	01:10 P.M.	01:30 P.M.	20	7	6
S3031	DELIVERY	09:00 A.M.	09:30 A.M.	30	11	7
S3035	DELIVERY	09:05 A.M.	09:25 A.M.	20	4	7
S3036	DELIVERY	09:10 A.M.	09:25 A.M.	15	5	7
S3037	DELIVERY	09:05 A.M.	09:25 A.M.	20	7	7
S3102	DELIVERY	11:00 A.M.	11:20 A.M.	20	7	7
S3109	PICKUP	11:10 A.M.	11:30 A.M.	20	3	7
S3116	DELIVERY	11:15 A.M.	12:00 P.M.	45	20	7
S3009	DELIVERY	09:00 A.M.	09:25 A.M.	25	7	8
S3029	DELIVERY	09:00 A.M.	09:15 A.M.	15	1	8
S3030	DELIVERY	09:10 A.M.	09:30 A.M.	20	4	8
S3111	PICKUP	11:00 A.M.	11:20 A.M.	20	4	8
S3113	PICKUP	10:50 A.M.	11:30 A.M.	40	19	8
S3204	PICKUP	01:05 P.M.	01:40 P.M.	35	9	8
S3217	PICKUP	12:55 P.M.	01:15 P.M.	20	6	8
S3008	DELIVERY	09:00 A.M.	09:35 A.M.	35	11	9
S3126	PICKUP	11:00 A.M.	11:40 A.M.	40	14	9
S3216	PICKUP	01:00 P.M.	01:50 P.M.	50	15	9
S3020	DELIVERY	09:05 A.M.	09:30 A.M.	25	7	10
S3107-1	PICKUP	10:40 A.M.	11:10 A.M.	30	10	10
S3107-2	DELIVERY	11:10 A.M.	11:40 A.M.	30	11	10
S3013	DELIVERY	08:45 A.M.	09:30 A.M.	45	16	11
S3114	PICKUP	10:50 A.M.	11:25 A.M.	35	15	11
S3117	DELIVERY	11:00 A.M.	11:50 A.M.	50	15	12
S3118	DELIVERY	11:15 A.M.	12:00 P.M.	45	14	12
S3121	PICKUP	10:50 A.M.	11:25 A.M.	35	16	12
S3012	DELIVERY	08:50 A.M.	09:25 A.M.	35	11	13

S3032	DELIVERY	09:05 A.M.	09:25 A.M.	20	7	13
S3005	DELIVERY	07:10 A.M.	07:40 A.M.	30	9	15
S3103-1	PICKUP	10:30 A.M.	11:20 A.M.	50	15	15
S3106	PICKUP	11:00 A.M.	11:35 A.M.	35	9	15
S3123	PICKUP	10:20 A.M.	11:20 A.M.	60	10	17
S3115	PICKUP	10:50 A.M.	11:15 A.M.	25	9	20
S3002	PICKUP	07:10 A.M.	07:20 A.M.	10	2	22
S3015	DELIVERY	09:00 A.M.	09:30 A.M.	30	9	22
S3000	DELIVERY	07:05 A.M.	07:25 A.M.	20	4	24
S3006	DELIVERY	07:10 A.M.	07:40 A.M.	30	8	26
S3021	DELIVERY	08:50 A.M.	09:35 A.M.	45	10	29
S3019	PICKUP	08:50 A.M.	09:35 A.M.	45	15	32
S3027	DELIVERY	08:50 A.M.	09:20 A.M.	30	5	40
S3017	PICKUP	09:00 A.M.	09:20 A.M.	20	4	49
S3125	PICKUP	10:50 A.M.	11:40 A.M.	50	12	49
S3131	PICKUP	10:45 A.M.	11:05 A.M.	20	7 OTP	1
S3022	DELIVERY	09:00 A.M.	09:30 A.M.	30	13 OTP	2
S3104	PICKUP	10:30 A.M.	11:00 A.M.	30	10 OTP	2
S3128	PICKUP	11:20 A.M.	11:50 A.M.	30	13 OTP	2
S3038	DELIVERY	09:10 A.M.	09:35 A.M.	25	9 OTP	3
S3129	PICKUP	11:25 A.M.	11:55 A.M.	30	9 OTP	3
S3209	PICKUP	01:30 P.M.	01:50 P.M.	20	6 OTP	3
S3211	PICKUP	01:20 P.M.	01:50 P.M.	30	10 OTP	3
S3208	PICKUP	01:10 P.M.	01:20 P.M.	10	2 OTP	5
S3024	PICKUP	09:05 A.M.	09:30 A.M.	25	8 OTP/WAT	6
S3103-2	DELIVERY	11:20 A.M.	11:25 A.M.	5	2 WAT	1
S3135-B	DELIVERY	11:00 A.M.	11:15 A.M.	15	4 WAT	1
S3218-B	PICKUP	01:25 P.M.	01:40 P.M.	15	4 WAT	1
S3100	PICKUP	10:55 A.M.	11:40 A.M.	45	12 WAT/OTP	7

Shuttle Students, Times, Miles, Costs

	1 student			2 student			3 student			4 student			5 student			Total All Buses All Loads		
	# buses	minutes	miles	# buses	minutes	miles	# buses	minutes	miles	# buses	minutes	miles	# buses	minutes	miles	# buses	minutes	miles
A1	5	220	75	7	270	68	7	240	62	7	210	55	6	220	64	69	2420	664
A2	11	310	138	6	245	123	5	165	92	5	230	126	4	121	33	84	2861	1092
A3	5	135	39	9	225	87	6	150	63	6	170	61	4	165	50	94	2525	819
	21	665	252	22	740	278	18	555	217	18	610	242	14	506	147	247	7806	2575
COST		\$ 239.07	\$ 254.52		\$266.03	\$ 280.78		\$ 199.53	\$ 219.17		\$219.30	\$ 244.42		\$ 181.91	\$ 148.47		\$2,806.31	\$ 2,600.75
Total			\$ 493.59			\$ 546.81			\$ 418.70			\$ 463.72			\$ 330.38			\$ 5,407.06
180 days			\$88,846.55			\$ 98,426.69			\$75,365.32			\$ 83,469.43			\$ 59,468.47			\$ 973,270.63

Runs with 1 - 4 students per bus	
Total Buses	79
Total Hours	2570
Total Miles	989
Total Cost per year for shuttles with 4 or fewer passengers	\$346,108

Baileys and Hunters Woods Magnet Routes

School	Run #	Students	Average Students Per Day	Miles	Miles Per Day	Time	Time Per Day	Cost/miles	Cost Pay	
Baileys										
	BA-01 AM	15	18	22	41	70	140			
	BA-01 PM	31		19		70				
	BA-02 AM	18	14	21	50	74	149			
	BA-02 PM	11		29		75				
	BA-03 AM	28	43	19	40	50	135			
	BA-03 PM	50		21		85				
	BA-04 AM	0	2	0	3	0	12			
	BA-04 PM	2		3		12				
	BA-06 AM	22	22	11	11	42	42			
	BA-06 PM	0		0		0				
Totals			99		145		478			
							Miles	\$26,800		
							Pay		\$34,713	
Hunters Woods										
	HW-04 AM	1	1	2	4	5	10			
	HW-04 PM	1		2		5				
	HW-10 AM	3	5	7	14	20	40			
	HW-10 PM	7		7		20				
	HW-20 AM	12	13	2	4	6	12			
	HW-20 PM	14		2		6				
	HW-50 AM	5	5	17	29	55	95			
	HW-50 PM	5		12		40				
	HW-51 AM	12	13	8	17	25	50			
	HW-51 PM	13		9		25				
	HW-53 AM	4	4	2	4	5	10			
	HW-53 PM	4		2		5				
	HW-60 AM	15	14	11	22	40	75			
	HW-60 PM	13		11		35				
	HW-61 AM	18	18	6	9	25	31			
	HW-61 PM	18		3		6				
Totals			73		103		323			
							Miles	\$19,037		
							Pay		\$23,456	
Total								\$45,838		
							Pay		\$58,169	
	Grand Total								\$104,007	
Note:										
* Counts are for routes dedicated to magnet students or, if the first stops were magnet, the miles and time were counted only to the first regular stop and in reverse in the PM.										
* If the magnet stop was in the middle of the run, no time or miles were counted.										