

# ABRSD Transportation 2014 / 2015 School Year

Prepared for the Acton Boxborough Transitional School Committee

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December 5, 2013





## How did 55K go to 160 K

- Originally Estimated 174K driver salary reductions, 22 and 29 hrs per week, actual would be closer to 24 and 30 hrs per week
- Original estimate did not add in Holiday / Vacation compensation for proposed new drivers
- Underestimated over the road miles which affected fuel costs
- Underestimated the benefit costs

## Current concerns

- Staffing concerns – would need to hire 13 – 17 drivers number depending on retirements and retention
- Bus runs as proposed are not up to our standards. Unsafe stops, door side pick-ups, dead ends, length and over crowded.
- Operational support – Maintenance, office support, and storage.
- Time and Money

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## Option 1 – 3 Tiers with Dee

- Three tiers of transportation – One HS / Jr. H Level and Two Elementary
- Tier One would use 26 current routes and 7 current Dee routes to accomplish HS / Jr. H
- Tier Two would be Gates, Douglas, (via ABRSD Transportation) and Blanchard (via Dee Bus)
- Tier Three would be Conant, McTowne, and Merriam (via ABRSD Transportation)

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## Option 2 – 3 Tiers ABRSD

- Three tiers of transportation – One HS / Jr. H Level and Two Elementary
  - ABRSD would purchase 7 buses and hire 7 drivers
- Tier One would use 33 routes to accomplish HS / Jr. High
- Tier Two would be Gates, Douglas, and Blanchard (all via ABRSD Transportation)
- Tier Three would be Conant, McTowne, and Merriam (via ABRSD Transportation)

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## Option 3 – 2 Tiers with ABRSD

- Two tiers of transportation – One HS / Jr. H Level and One Elementary
- Tier One would use 38 routes to accomplish HS / Jr. H which would greatly reduce overcrowding and we may learn we could reduce routes over time.
- Tier Two would utilize 5 routes for Blanchard, 6 routes for Conant, 13 routes for Merriam and McTowne, and 13 routes for Gates and Douglas - This is where we have concerns

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## Financial Summary

2015 Budget w/ Dee 3T	2015 Budget 3T	2015 Budget 2T
\$2,654,523	\$2,668,254	\$2,790,914
\$24,455*	\$38,186*	\$160,846

\*Would anticipate \$24,455 to increase and would anticipate the \$38,186 to decrease

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## Moving Financial Targets

- Lease price per bus will not know until bid
- Cost of Health Care per employee choice, all options estimate new employees will choose the most costly option
- Should expect Dee Bus contract to increase slightly - amount would be TBD

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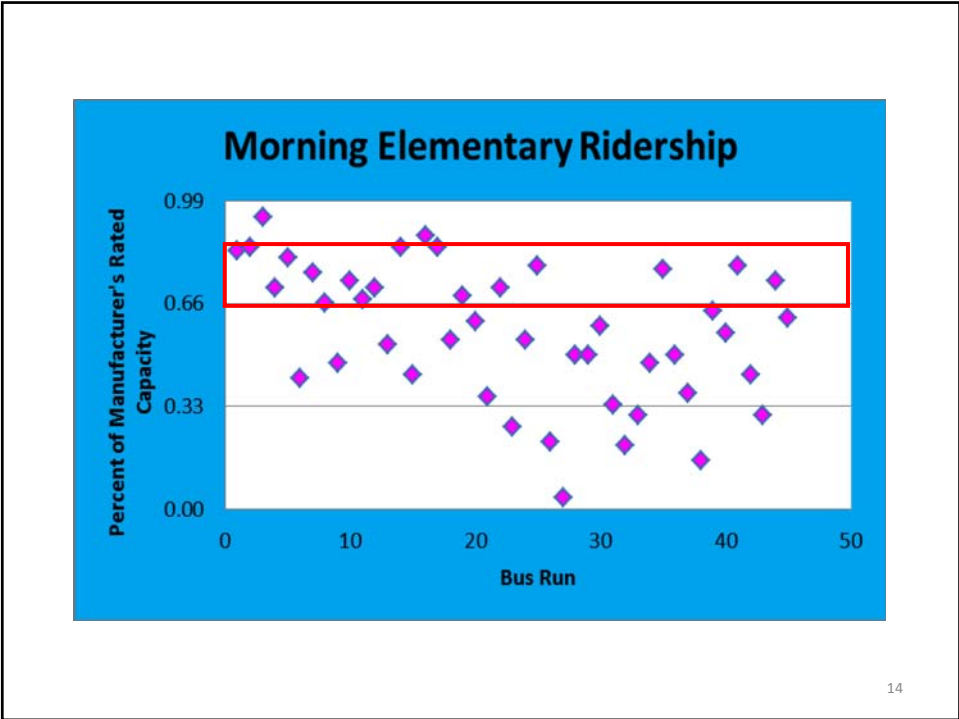
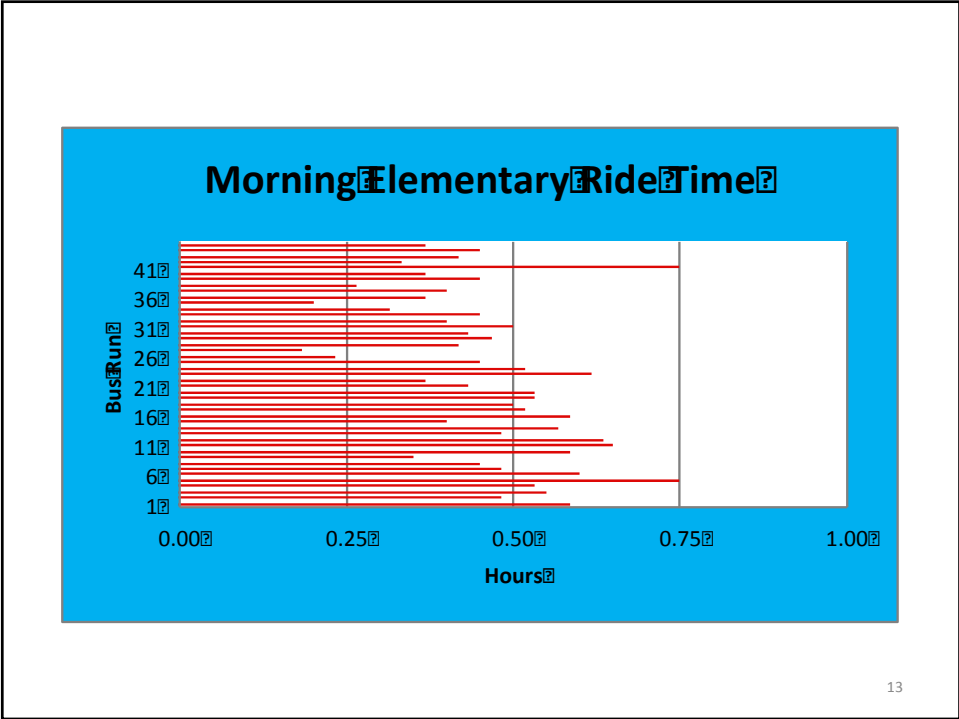
## Recommendation

- Pursue Option 2
- Most likely to be most cost effective
- Most likely to offer greatest flexibility
- Would be a step in the direction of single tiered system
- Opportunity to take on more trips and / or possible late bus for secondary age students

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Questions and Comments ?

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## Pros of 1 Tier

- Maximize efficiency – no more buses with 12 students riding
- Greatly decreases idle time at the schools loading and unloading
- Develop a better working relationship with individual school Principals and the Transportation Department
- Greatly increases our ability to do more in-house extracurricular trips
- Better service to our communities by eliminating schools swapping schedules annually
- Operation is simplified easier for primary aged students to understand and parents to understand
- Additional resources would greatly ease the overcrowding we currently experience on the HS / RJ Grey tier
- Static annual schedule could open the door to increased enrollment in before and after school programs

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## Cons of 1 Tier

- Requires more resources
- Number of stops would decrease and would need to spread out some
- Possibly would limit our current ability to accommodate one day bus passes (not eliminate!) not to be confused with permanent bus changes
- Resources need a home (parking and mtnc)
- Driver retention and hiring
- In some cases there may be 4 buses driving through the neighborhood rather than 3 (more of an Acton issue than Boxborough)
- May need resources in school buildings so we can drop and go

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