

The Worcester Public Schools owns and operates up to 39 special education vehicles (including spares) to provide door-to-door transportation for those students requiring such transportation in their individualized education plans. The district contracts an additional 34 mid-size and 20 wheelchair buses for in-district services through Durham School Services.

Generally, the number of buses needed to conduct mid-day preschool transportation is more cost effective when services are completed by WPS vehicles and employees. District owned buses also complete both morning and afternoon routes as well, supplemented by buses contracted through Durham School Services.

The current capital budget funding allocation from the City of Worcester allows for up to three school bus replacements annually, while also allowing for IT investments and Facilities Department equipment replacements as well. District owned buses operate 10 hours per day and work throughout the summer for any of the summer programming within the district.

Buses are currently on a fourteen-year replacement cycle and older vehicles will have in excess of 200,000 miles. The sustainability of this fleet is expensive to maintain (\$275,000 in maintenance in FY16) and routes are consolidated when vehicles are out of service for repair. Due to the loss of vehicles through safety inspections, the district has added four routes to Durham School Services for FY17 (three added during FY16).

The district will explore the complete replacement of special education vehicles through a five-year lease cycle program. Under this plan, the district will have no buses in excess of five model years and the lease program will be phased-in over the next five years (approximately eight new buses per year to be leased). It is expected that these leased vehicles will be funded nearly entirely through a reduction in maintenance cost of existing vehicles (most costly vehicles to be phased-out in order), the bringing back of the four contracted routes from Durham School Services, and for the current year, through a reallocation of capital budget funds.

Included in the FY17 budget book (pages 53 and 133-134), the Administration discussed the need to explore the leasing of special education school buses in order to provide for more reliable and cost effective services. These budget page excerpts are on the following page.

Budget Book Page 53:

**Student Transportation:**

Further, the current capital equipment budget funding level is insufficient to provide a reliable replacement cycle for special education buses. With 35 buses and 1-3 vehicle replacement funding per year, the Administration will need to explore the lease of vehicles through the operating budget in the near future

Budget Book Pages 133-134:

**Five Year Capital Budget Plan**

**Transportation:** Provide for three replacement vehicles in each year.

Note: The district continues to analyze the lease of vehicles instead of purchasing three vehicles per year (14-year replacement cycle). Capital budget to be adjusted accordingly based on best determination and availability of funds.

**Special Education School Buses**

The annual capital equipment allocation provides for the replacement of one (1) special education bus and upgraded radios for existing fleet to comply with City of Worcester radio system upgrade. As indicated through the following inventory, school buses have a replacement cycle of up to 14 years and 200,000 miles. The following is the current inventory of special education school buses owned by the Worcester Public Schools:

<u>Year</u>	<u>ID</u>	<u>Mileage</u>	<u>Condition</u>	<u>Year</u>	<u>ID</u>	<u>Mileage</u>	<u>Condition</u>
2003	9-014	207,453	Fair	2010	9-062	65,012	Good
2003	9-018	206,789	Fair	2010	9-063	104,067	Good
2003	9-049	199,634	Fair	2010	9-064	130,402	Good
2003	9-054	208,295	Fair	2011	9-017	80,016	Excellent
2004	9-046	187,340	Good	2011	9-026	99,237	Good
2004	9-053	199,552	Good	2011	9-041	96,315	Good
2005	9-047	214,127	Fair	2012	9-067	80,830	Good
2005	9-050	213,123	Fair	2012	9-068	43,353	Good
2006	9-020	157,826	Fair	2012	9-069	74,513	Good
2006	9-021	178,272	Good	2014	9-009	39,092	Excellent
2006	9-028	173,035	Fair	2014	9-010	39,013	Excellent
2006	9-030	139,808	Fair	2014	9-055	41,512	Excellent
2006	9-034	168,229	Good	2014	9-071	39,411	Excellent
2006	9-035	159,680	Fair	2014	9-072	37,097	Excellent
2007	9-029	142,068	Good	2014	9-073	40,197	Excellent
2007	9-045	136,916	Good	1998	9-013	186,046	Not in Service
2007	9-057	151,046	Good	1999	9-022	185,216	Not in Service
2008	9-039	148,735	Good	2000	9-043	160,197	Not in Service
2008	9-058	138,249	Good	2002	9-003	193,199	Not in Service
2008	9-059	129,660	Good	2002	9-005	186,698	Not in Service
2009	9-025	124,051	Good	2004	9-002	192,000	Not in Service
2009	9-060	42,589	Good	2004	9-044	192,660	Not in Service