

Office of Superintendent of Public Instruction

Student Transportation

Transportation Efficiency Review of 2016-17 School Year Transportation Operations

for SUMMIT VALLEY School District

11/26/2018

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Executive Summary

SUMMIT VALLEY School District had a full time equivalent enrollment for the 2016-17 school year of 63 students. Of those enrolled, SUMMIT VALLEY provided home-to-school transportation service for an average of 110 basic program riders and .75 special program riders per day (combined AM and PM student counts). The district operated 2 school buses to provide this service, at a cost of $ 61,832.12.

The efficiency system target for SUMMIT VALLEY School District would be to operate 1.84 school buses at a cost of $ 56,813.08. The district's relative efficiency rating based on data from the 2016-17 school year is 91.88%.

For school districts with a relative efficiency rating less than 90%, a review by the Regional Transportation Coordinator (RTC) is required. The RTC review was conducted by Chris Jose. RTCs also conduct reviews for districts moving above 90%.

The regional transportation coordinator found that the most significant factors affecting the district's transportation efficiency were:

- This reporting period's variance in relative cohort weights compared to the previous year.
- The influence of target model cohorts among small rural districts. Relative efficiency ratings can fluctuate significantly based on target model cohort data for the target year

Overall Summary:

- Summit Valley's reporting data resulted in the identification of different comparative cohort districts changes in the cohort data weights within the target model formula and an increase in its relative efficiency rating. Smaller districts have a greater sensitivity in its calculated efficiency rating based on increases and decreases in FTE and ridership.

Report Process and Review Methodology

A detailed description of the STARS efficiency rating process is available online at Student Transportation Allocation Reporting System web page under Efficiency Ratings. That webpage also provides descriptions of the rating calculation.

Key Performance Indicators (KPI) material is included in this document, but for an explanation of each indicator and the methodology, please see the Key Performance Indicators Technical Assistance Paper available online at the website referenced above.

The approach used for the 2018 review of a school district's transportation program involves four sections:

1. Review of the district's STARS relative efficiency rating;
2. Review of the district's Key Performance Indicators (KPI);
3. Review of the school district's operational details, including identifying constraints and changes from prior years (if any); and
4. Comments on the material provided by the regional coordinator and school district staff.

Using this process, the district's transportation program is evaluated for the efficient use of state fiscal resources. The goal of this process is to attempt to identify best practices that districts can apply to minimize the costs of operating their transportation service.

Section One: STARS Relative Efficiency Rating

For SUMMIT VALLEY School District, the March 2018 relative efficiency score (based on data from the 2016-17 school year) was 91.88%. The Efficiency Detail Report including the cohort districts and predicted resource requirements is provided in Appendix I.

> In the 2016-17 school year, SUMMIT VALLEY School District reported operating 2 buses to transport a ridership count (combined AM plus PM) of 55.38 students with expenditures of $ 61,832.12. The efficiency rating calculation identified target expenditures of $ 56,813.08 while operating 1.84 buses.

SUMMIT VALLEY's March 2016 relative efficiency rating (based on data from the 2014-15 school year) was 100% and the March 2017 relative efficiency rating (based on data from the 2015-16 school year) was 85.89%.

Regional Transportation Coordinator Analysis:

Transportation operations and a school district's efficiency score are often influenced by operational changes made by other efficiency cohort school districts.

Template efficiency cohort school districts and their weighted influence for report periods March 2016 and March 2017 are detailed in Appendix I. Between the 2015-16 and 2016-17 reporting periods, many of the school districts in the Template cohort group improved efficiencies in several of the weighted efficiency measurements.

It is important to note that the number of a district's student delivery destinations may carry an inequitable weight and may have a tendency to negatively impact school districts that have limited student attendance options, compared to cohort school districts that have a greater number of attendance options

Section Two: Key Performance Indicators

This section of the efficiency review process uses three Key Performance Indicators (KPI): the average number of basic program riders per basic program bus; the average number of special education riders per special education bus; and the average cost per rider. These three KPI are helpful in translating efficiency into "ground level" concepts. In addition to each district's KPI, a KPI cohort is developed. The KPI cohort is comprised of the 20 most similar districts based on total ridership.

Basic Rider KPI

Basic Program Riders per Basic Program Bus KPI by School Year			
2014-15	2015-16	2016-17	Change 2015-16 to 2016-17
31.25	27.06	27.5	1.62%

This KPI attempts to measure the efficiency of the district's basic program transportation by calculating the average number of students carried on basic program school buses.

General comment: independent of other factors, an **increase** in the number of basic riders per basic school bus from year to year reflects an **increase** in efficiency.

Regional Transportation Coordinator Analysis:

In the 2015-16 school year, SUMMIT VALLEY transported an average of 27.06 basic program students per basic program bus. In the 2016-17 school year, this changed to an average of 27.5 basic program students per bus. This was an increase of 1.62%.

The district ranks 6th in the Basic Riders KPI within their 21 district KPI cohort.

Special Education Rider KPI

Special Education Riders per Special Education Bus KPI by School Year			
2014-15	2015-16	2016-17	Change 2015-16 to 2016-17
.0	.0	.0	.0 %

Regional Transportation Coordinator Analysis:

This KPI attempts to measure the efficiency of the district's special education transportation by calculating the average number of students carried on special education school buses. It is important to note that special education students may require specialized transportation that limits a district's ability to maximize bus utilization. In special education transportation, student needs preempt efficiency concerns.

General comment: independent of other factors, an **increase** in the number of special education riders per basic school bus from year to year reflects an **increase** in efficiency.

In the 2015-16 and 2016-17 school years, SUMMIT VALLEY did not transport special education students.

For school districts with few or no students requiring special education transportation services, this KPI is of minimal value except for confirming year to year service requirements.

Cost per Rider KPI

Cost per Student KPI by School Year			
2014-15	2015-16	2016-17	Change 2015-16 to 2016-17
$ 856.43	$ 1,104.89	$ 1,116.6	1.06%

Regional Transportation Coordinator Analysis:

This KPI attempts to measure the overall efficiency of the district's transportation operation by calculating the average cost of transporting a student.

General comment: independent of other factors, a **decrease** in the average cost of transporting a student from year to year reflects an **increase** in efficiency.

In the 2015-16 school year, SUMMIT VALLEY's average cost per rider was $ 1,104.89. In the 2016-17 school year, the district's average cost per rider was $ 1,116.6 . This was an increase of 1.06%.

The district ranks 2nd in the Cost per Rider within their 21 district KPI cohort.

For districts able to break out the average cost per student between the basic program and the special education program, the year to year change in these values can assist the district in evaluating their transportation operations. However, the workload to break out these costs by program can be substantial.

Section Three: Review of District Transportation Operations

The review of district transportation operations is grouped in three areas:

- Policies and Procedures
- Transportation Operations
- Geographic and Other Constraints

The goal of the district review process is to identify changes that the district has made that impact the cost of providing transportation service. The identification of constraints the district faces can help in identifying solutions so that these solutions can be shared with other districts.

Policies and Procedures

Policies are the desired high-level outcomes as articulated by the school district board of directors. The school district administration and transportation staff develop procedures to accomplish the policy objectives. Examples may include providing transportation for out-of-district 'choice' students or establishing a 2-mile walk area for high school students.

Regional Transportation Coordinator Observations:

Transportation Operations

Transportation operations include all the organizational processes used to manage and run the transportation program on a daily basis from routing to payroll. The age of the fleet impacts maintenance costs, as does a good preventative maintenance program. Any district changes in operations that could significantly impact the efficiency or cost of operations should be noted. Examples include combining routes to reduce the number of buses or increasing buses to reduce student ride times.

Regional Transportation Coordinator Observations:

Transportation Expenditures (STARS Prior Year Expenditures) by School Year		
2014-15	2015-16	2016-17
$ 53,526.7	$ 59,802.31	$ 61,832.12

Geographic and Other Constraints

Geographic constraints can impact the ability of a school district to maximize efficiency. Identifying methods to minimize the impacts of constraints can assist other districts facing similar challenges. Examples of constraints include geographic constraints such as large bodies of water, minimal student density or urban traffic congestion.

Regional Transportation Coordinator Observations:

No additional observations from previous years.

Section Four: Comments

Comments Regarding the STARS Efficiency Rating

Regional Transportation Coordinator Comments:

No additional comments.

School District Comments

No additional comments.

Comments Regarding the KPI

Regional Transportation Coordinator Comments:

No additional comments.

School District Comments

No additional comments.

Comments Regarding the District Transportation Operations Review

Regional Transportation Coordinator Comments:

No additional comments.

School District Comments

No additional comments.

District Comments Regarding the RTC Efficiency Review Process

No additional comments