

Transit/Bus Transportation

CITY BUS TRANSPORT OPTIONS FOR PUBLIC SCHOOLS

Presentation for the Joint Meeting of
CLC/LCPS

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County Commission Chairman

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FTA REGULATION

General Rule:

“... recipients of FTA grants cannot provide transportation for students and school personnel if that transportation excludes the general public or competes with private school bus operators.”

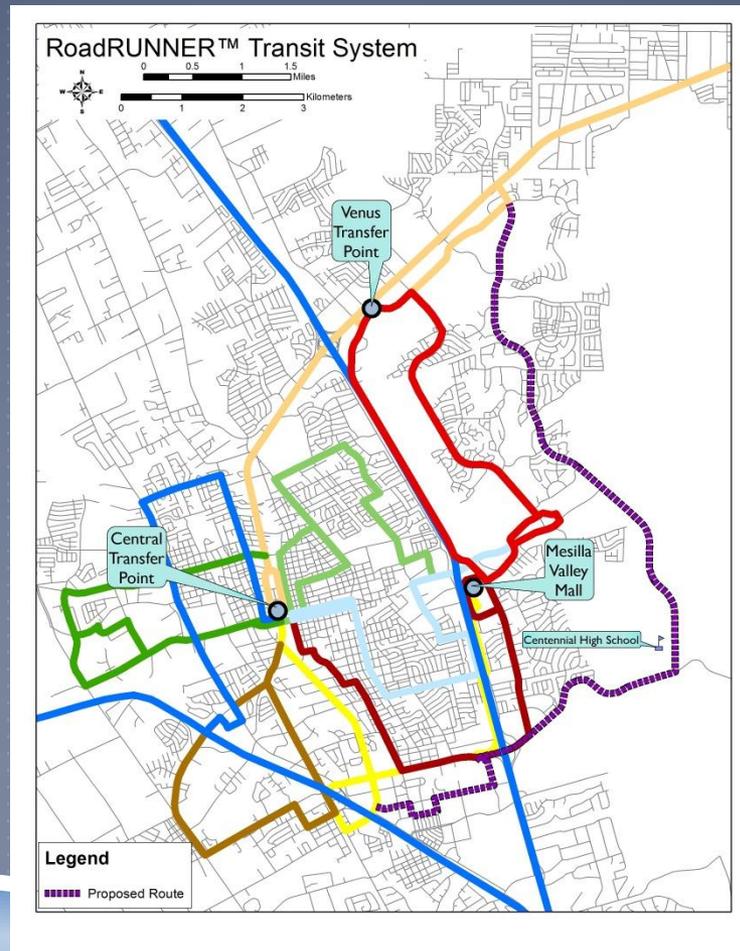
Trippler Service:

- ▶ Open to general public
- ▶ Regularly scheduled mass transportation service
- ▶ Can be designed or modified using various fare collection or subsidy systems

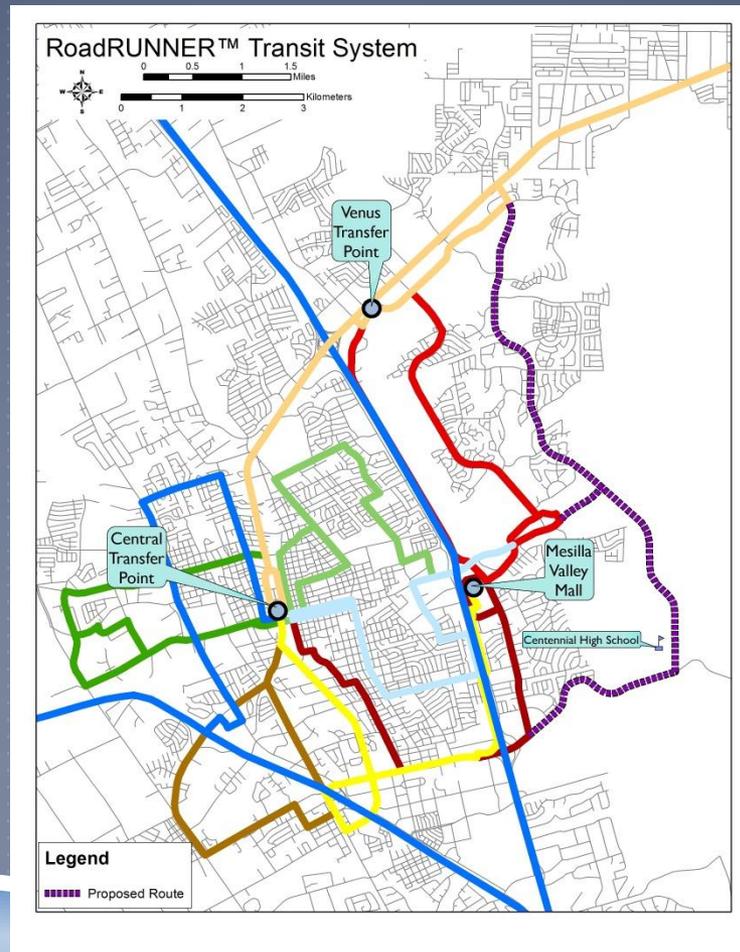
NEEDS/BENEFITS FOR LCPS STUDENTS

- ▶ Access to schools for out-of-district transport
- ▶ Access to Bridge Program (NMSU/DACC Campus)
- ▶ Transport to/from after school activities
- ▶ Transport to work programs/after school jobs
- ▶ Reduced traffic
- ▶ Teaches students to ride mass transit
- ▶ ADA Accessible
- ▶ Partnerships with State Programs
- ▶ Reduced cost to LCPS for student transportation
- ▶ Increased accessibility to all programs for students

PROPOSED ROUTES FOR DISCUSSION



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CASE STUDIES – PORTLAND, OREGON

- ▶ Youth Pass (2009)
- ▶ Free all-zone MetPass to all HS and Alternative Student
- ▶ Salem and Eugene also adopted program
- ▶ Funded by State's Business Energy Tax Credit and PPS
- ▶ Cost for Yellow Bus Program
 - ▶ State pays 70% (\$4.2 M)
 - ▶ PPS pays 30% (\$1.8 M)
- ▶ YouthPass Cost
 - ▶ State pays 70% (\$3.5M)
 - ▶ PPS pays 30% (\$0.8M)

TOTAL SAVINGS: \$1.7M annually

CASE STUDIES – MINNEAPOLIS, MN

- ▶ Monthly Passes
- ▶ Cost Equal to Yellow Bus
- ▶ High School Students Only
- ▶ Concerns for safety (racial rift)
- ▶ Two Year Implementation
 - ▶ Students outside a two-mile radius
 - ▶ Students within two-mile radius (free lunch)
 - ▶ Students within two-mile radius (no free lunch)

CASE STUDIES – THOUSAND PALMS, CA

- ▶ SunBus used to transport all students (start 1992)
- ▶ Budget crisis precluded use of school buses
- ▶ Students used SunBus in addition to school transport
- ▶ Schools located in three different towns
 - ▶ After school programs were not possible for most students

CONCLUSION

- ▶ Coordination is required between State and Local Entities
 - ▶ Regulatory
 - ▶ Funding
- ▶ Survey of public required to assess safety concerns
 - ▶ Liability
 - ▶ Co-mingling (age groups, special needs)
- ▶ Cost analysis to develop new routes and C/B analysis for transport
- ▶ Anticipate a minimum of a two-year phased implementation