

**A REVIEW OF THE OPTION OF A  
SINGLE TIER STUDENT TRANSPORTATION  
ROUTING STRUCTURE**



**ELLENVILLE CENTRAL SCHOOL DISTRICT  
ELLENVILLE, NEW YORK**

**April 12, 2012**

*Prepared By*

**LOUIS J. BOFFARDI  
Senior Consultant**

**TRANSPORTATION ADVISORY SERVICES**

Louis J. Boffardi of Transportation Advisory Services (**TAS**) is providing assistance to the Ellenville School District in a review of its transportation program to see if it is possible to reconstruct the program to a single tier system and/or to reduce the number of operating routes. The overall goal is to seek cost efficiencies. A study was completed in September 2008, and at that time the report showed that a restructuring of the transportation program to a single tier system would increase the number of operating buses/vans. Therefore, there would be no cost savings.

The School District's liaison for this project was Vincent Napoli, School Business Administrator.

## **STUDY PROFILE**

The Ellenville Central School District is located in Ulster County in the mid Hudson Valley section of New York State. The School District is a component of the Ulster BOCES. According to the New York State Education Department's Transportation Formula Aid Output Report (TRA), the School District is 134.737 square miles with a public school enrollment of 13,500 students per square mile based upon the fall 2009 public school enrollment of 1,819 students (2009 is the latest year for which this information is available from the State.). The School District has a State Share Ratio for Transportation Aide of 72.0% (which considers the rural nature of the School District through the addition of a sparsity factor of 02.3%) of approved eligible expenses. This puts the School District in the upper quartile of eligible State transportation aid (The minimum in New York State is 6.5% and the maximum is 90.0%).

The sparsity factor is established by taking excess enrollment per square mile which in Ellenville is 7.500 (21.000 minus 13.500 [the 2009 enrollment per square mile]) and dividing it by 317.88 ( $7.500 \div 317.88$ ) to receive 02.3. What does this mean? A small portion of the students in the School District live in a sparse area, and this has an impact upon the transportation program for which the State is willing to provide some additional funding. Statistically, it's 42 students.

The School District also has a non-allowable pupil decimal of 0.0042. The non-allowable pupil decimal is a ratio of non-allowable pupil transportation expenses to the total net transportation expenses expressed as a decimal

to four places. The decimal is used to calculate a deduction from net transportation expenses of district-owned, leased, or contract buses in the calculation of allowable pupil transportation expenditures for aid purposes. In effect, non-allowable student transportation is the non-allowable cost from State aid calculations of transporting students who live one-and-one half (1½) miles or less from the school they are attending or students on a feeder route who live one (1) mile or less from the main bus route. Since the School District transports students who live one-and-a-half miles or less from the school they are attending, the cost of these students is not aidable. The cost of transportation for these students is borne in totality by the local taxpayer.

The School District consists of a single PK-12 school building located on Maple Avenue in the Village of Ellenville.

The transportation program operates on a two-tier system with students in Grades 5-12 (the Middle School and the High School) being transported in the first tier and students in Grades PK-4 (the Elementary School) transported in the second tier. Because PK is a half day program, there is a morning dismissal at 11:30 am and an afternoon arrival 1:00 pm. Transportation is not provided for this mid-day dismissal/arrival.

Students in Grades 7-12 in the School District are eligible for transportation services if they reside a mile or more from the school, and students in Grades PK-6 are eligible for transportation services if they reside 7/10ths of a mile or more from the school. These mileage limits are less than what is required under State law and the transportation cost of these students is what is included in the non allowable pupil decimal. Under the School District's transportation eligibility requirements, Middle School students (Grades 5-8) are split in their eligibility for transportation services with approximately half treated as Elementary School students and the other half treated as High School students. Although a division in transportation eligibility is very unusual within a school, the split is probably an historical one representing a period in time when Grades 5 and 6 were contained within the Elementary School.

The transportation program is contracted wholly with Rolling V Bus Corporation of South Fallsburg, New York.

At the time of this report (April 2012), the School District's September 2011 to June 2012 contracted transportation program consists of 40 vehicles with costs distributed as follows:

Table 1		
Vehicle	No. of Vehicles	Cost
66-Passenger Bus	13	
27-Passenger Bus	1	
Wheelchair Vans	3	
19/21-Passenger Vans	13	
Suburban/Mini-Vans	10	
	-----	
Total	40	\$2,108,152.13
Aides	24	\$372,735.00
Additional hours (layover time) at Ulster BOCES Career & Technical Education Center on Route 9W in Port Ewen		\$23,287.50
Additional hours (layover time) at the School for the Deaf in White Plains		\$25,875.00
		-----
Sub Total		\$2,530,049.63
Late Routes at 4:45 pm		\$98,199.50
2011 Summer School Routes		\$153,005.25
		=====
Grand Total for Transportation Program		\$2,781,254.38
Negotiated two-percent (2%) credit from the Contractor applied to the cost of athletic and field trips		\$55,625.09
Source: Information provided by School District and Rolling V Bus Corp.		

Information concerning school start/end time and the present two-tier student transportation system is shown as follows:

Table 2							
Tier	School	Grades	Bus Arrival/ Drop-off	School Hours	Bus Departure	March 2012 Enrollment	March 2012 Scheduled Ridership
1	Ellenville High School	9-12	7:30 am	7:50 am to 2:34 pm	2:45 pm	504	707
	Ellenville Middle School	5-8	7:30 am	7:50 am to 2:32 pm	2:45 pm	541	
	Total Grades 5-12					1,045	

Table 2							
Tier	School	Grades	Bus Arrival/ Drop-off	School Hours	Bus Departure	March 2012 Enrollment	March 2012 Scheduled Ridership
2	Ellenville Elementary School	K-4	8:45 am	9:00 am to 3:30 pm	3:35 pm	643	498
		PK PK	8:45 am 12:50 pm	9:00 to 11:30 am 1:00 to 3:30 pm	3:35 pm	27 27	
Total Grades PK-4						697	
Total PK-12						1,742	1,205
*Includes 17 students from Wawarsing Christian Academy who are then shuttled to their school with two additional students who walk to the shuttle bus.							
**Elementary School scheduled ridership number includes students in Grades K-4 and only the morning session of PK.							
Source: Information provided by School District and Rolling V Bus Corp.							

## THE TRANSPORTATION STUDY

For each of the five days of the week of March 26<sup>th</sup> to March 30<sup>th</sup>, 2012, the drivers of all route buses operated by Rolling V Bus Corp. counted the students they were transporting to/from school. For three out of the five school days, School District personnel counted the number of students on some of the Elementary School route buses arriving at the School District campus. The numbers matched. The purpose of the ridership count was to compare the registered ridership on each route with the actual ridership in order to see to what extent the transportation program was being utilized by students who are scheduled to be transported. Depending upon a consistent pattern of ridership, the School District has three options.

1. The number of buses and the structure of the transportation program can continue as it is presently constituted.
2. The School District may be able to reduce one or more vehicles from the transportation program.
3. If the transportation program is substantially underutilized, an entire restructure of the transportation program may be able to be changed from a two tier system to a single tier.

Each of the above options has various sub options and alternates that can impact the School District minimally or dramatically.

The detailed results of the five-day count of the transportation program to the Ellenville schools are included as an Appendix to this report. However, a summary of the results is provided below.

	No. of Vehicles		Registered Ridership		Average Registered Ridership by Type of Vehicle		Average Actual Ridership by Type of Vehicle		Average Actual Ridership by Type of Vehicle	
	Tier 1	Tier 2	Tier 1	Tier 2	Tier 1	Tier 2	Tier 1 AM	Tier 2 AM	Tier 1 PM	Tier 2 PM
66-Passenger Buses	13	12	597	436	45.9	36.3	28.9	21.6	19.3	31.7
27-Passenger Bus	1	1	15	15	15	15	12.2	14.2	10	13.4
20-Passenger Vans	5	4	88	40	17.6	10	9.2	6.4	6.7	7.7
Wheelchair Van	1	1	7	7	7	7	2.4	4.2	3.6	6
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Total	20	18	707	498						

The route review in the routing software and the ridership count immediately showed the following.

1. Of the 1,742 in-School District students only 1,205 (69.2%) are scheduled riders.
2. Of the 1,205 scheduled riders the following information was gathered:
  - a. Of the 707 eligible High School/Middle School riders, the actual ridership in the morning was between 375 students (53.0%) and 497 students (70.3%).
  - b. Of the 498 eligible Elementary School riders, the actual ridership in the morning was between 256 students (51.4%) and 347 students (69.7%).
  - c. The afternoon at the High School/Middle School saw the actual ridership to be between 246 students (34.8%) and 360 students (50.9%), This is a decrease between 129 students and 137 students from those who rode the buses in the morning.

- d. At the Elementary School the ridership was between 376 students (75.5%) and 482 students (96.8%) in the afternoon. This is an increase between 120 students and 135 students, but not all of these additional students were from the Elementary School.

What does the above mean?

1. The actual ridership in the morning for the High School/Middle School and the Elementary School is well below the registered ridership. Students are using alternate means to get to school. They are either driving themselves, being driven, or walking to school.
2. In the afternoon, the ridership at the High School Middle/School is below the number being transported in the morning. However, the afternoon Elementary School tier increases appreciably. The explanation is probably one or both of the following:
  - a. Elementary School students who are driven to school in the morning may be riding the bus home in the afternoon.
  - b. High School/Middle School students may be staying after school for extra academic assistance, clubs, and/or other after-school activities, and then riding the Elementary School bus home.

Can the above information be used to restructure the transportation program for some cost savings? The restructuring can involve either a reduction of vehicles within the two-tier system or changing the two-tier system to a single tier.

1. Consider the reduction of the number of 66-passenger buses by one.
  - a. Under the 2011-2012 cost structure this will save the School District \$62,955.00 plus fuel. The two-percent (2%) credit of \$1,259.10 from the cost of the bus that is used to help offset the cost of athletic and field trips will be eliminated as well.

For the 2012-2013 school year the \$62,955 cost is expected to increase to \$66,102.75, and the credit will increase to \$1,322.06

- b. Since the same eligible number of students (1,205) has to be transported over the same geographical area (134.737 square miles), the live time of the buses will increase. What this means are that many students will be on the bus for a longer period of time.
- c. With longer ride time the problem of buses arriving late at the Elementary School in the afternoon will be somewhat compounded. The 45 minutes between the departure of the High School/Middle School buses and their required arrival at the Elementary School by 3:30 pm is presently insufficient for some routes. The number of routes for which this time is insufficient will probably increase because more buses may be arriving late at the Elementary School.

A recommendation is to change the start/end day of the Elementary School to allow for more time between the end of the High School/Middle School and the end of the Elementary School.

Consider that changing the start/end time of the Elementary School means that the students will get home later due to a later dismissal. For some students, the late dismissal will make worse the late arrival at home due to a longer ride home.

- d. It is strongly advisable to have the transportation program rerouted to make the necessary accommodations for one less bus. Because this will take time, if a decision is to be made to eliminate a bus, it should be made as early as possible. The rerouting would have to be completed primarily by personnel from Rolling V Bus Corp. since the School District does not have on its staff people who know how to do this.



2. Consider the change from a two-tier system to a single tier system.

- a. Because the goal is to use the same number of buses once rather than twice, the perception is that there will be a cost savings. If the observation of some people is correct that less than 50% of the transportation eligible students are consistently riding the buses, the theory is that if the buses are filled to appropriate capacity, they will only have to make the trip once to take students to school instead of twice.

There are some issues that have to be considered.

(1) Under the existing Contract with Rolling V Bus Corp. the price per vehicle is the same whether the bus is used for two daily hours, three daily hours, or four daily hours. See Table 5 on page 16.

(2) The existing contract, which was extended to June 2018 in return for the two-percent (2%) credit the School District is receiving until June 2013, would have to be unilaterally cancelled by the School District because the probability is that Rolling V would not agree to a cancellation. The School District should review this with its legal counsel to see if it is allowable. It received a benefit (a two-percent credit of transportation expenses) from its transportation contractor until June 213 in return for a contract extension from July 1, 2013 to June 30, 2018. The cancelation of the contract could be problematic.

(3) If the transportation contract has to be re-Bid, there is no guarantee that any transportation contractor will provide a cost for services for two to three live hours (the time that it may take a single tier transportation program to operate) that is appreciably less than four live hours (the time that it is taking the two tier transportation program to operate).

Furthermore, there is very little likelihood that that a two or three live hour price for transportation services

will be 50% to 67% of a four live hour price from any contractor. The cost of the overhead, the cost of the vehicles, and the cost of personnel will be the same.

**TAS** recently completed the management of transportation service Bid for a Hudson Valley School District. The School District requested a Bid submission for two (2) live hours, three (3) live hours, and four (4) live hours for three different types of vehicles. The in-School District transportation program was characterized by these three operating times and types of vehicles. The results are illustrative of the minimal difference between these three operating hours.

Table 4			
Contractor A			
Vehicle	Two Live Hours	Three Live Hours	Four Live Hours
66-Passenger Bus	\$340.00	\$383.00	\$4700.00
18/22 Passenger Van	\$320.00	\$340.00	\$365.00
Wheelchair Van	\$330.00	\$370.00	\$410.00

Table 5			
Contractor B			
Vehicle	Two Live Hours	Three Live Hours	Four Live Hours
66-Passenger Bus	\$347.00	\$365.00	\$384.00
18/22 Passenger Van	\$284.00	\$300.00	\$317.00
Wheelchair Van	\$308.00	\$325.00	\$343.00

Table 6			
Contractor C			
Vehicle	Two Live Hours	Three Live Hours	Four Live Hours
66-Passenger Bus	\$335.00	\$335.00	\$364.00
18/22 Passenger Van	\$277.00	\$277.00	\$297.00
Wheelchair Van	\$297.00	\$297.00	\$317.00

(4) If the School District does rebid for a single tier system, the only appreciable savings will be the amount of fuel per vehicle that the School District provides the contractor.

b. Again, since the same number of students has to be transported over the same geographical area, the use of the same number of buses will increase time on each bus.

(1) There will be an increase in the number of bus stops for each route since Elementary School and High School/Middle School students will have to be picked-up/dropped-off together.

(2) Some parents will object to the commingling of Elementary School students with High School/Middle School students. However, the problems that are of concern to parents, such as exposure to foul language and abusive behavior, do not take place in those school districts that have a single tier transportation program to the extent that people perceive.

(3) Presently, the ridership in the morning and in the afternoon is substantially uneven due to High School/Middle School students staying late for academic assistance and/or club activities. In a single tier structure, the only option for these students who wish to stay after school is to take a late bus or to have a parent take them home. There may be a need for a two-tier late bus structure – one which is 45 minutes to an hour after school ends and one much later for athletics. A two-tier late route structure is a cost that the School District does not presently have.

(4) Based upon a one-time count over five consecutive days in the late winter/early spring of the 2011-2012 school year the program will require transportation services for 622/631 to 842/844 PK-12 students when you look at both the morning and the afternoon

ridership. The question is whether this can be done without increasing the number of vehicles.

Realistically, the transportation plan would have to accommodate 842/844 students, the higher number. Using the 20 existing vehicles and scheduling their use to maximum/comfortable capacity, the following number of students could be assigned:

Table 7			
Bus Capacity	No. of Buses	Average No. of Projected Ridership Students per Bus	Total
66-Passenger	13	44	572
27-Passenger	1	18	18
20-Passenger	5	13	65
Wheelchair	1	7	7
	-----		-----
Total	20		662

The above is using the adult capacity of each vehicle as the average number of ridership students. Some vehicles will have more students and some students will have fewer students. The assignment of students will be subject to routing which will include the geographic location of where the students are to be picked-up/dropped-off and the live time of the operation of the vehicle.

**As a practical matter, the probability is that 834/842 students will not be able to be assigned to the present number of 20 vehicles. There will probably be a need for four or five more 66-passenger buses and one or two more 20-passenger vans. This is consistent with the transportation program of other school districts that have a single tier system. They require a larger fleet than if they operated on a two-tier system.**

- c. A change to a single tier transportation structure will involve total rerouting. The rerouting will involve at least three components, all of which are equal and all must be

considered for each route. What this means is that “filling the vehicle” is not always the sole goal or the primary goal. In large School Districts and/or School Districts with a scattered student population other factors have to be considered

- (1) Utilization of the appropriate capacity of the vehicle to ensure maximum and comfortable usage

Three students to a seat may be the rated capacity of a large bus, but it is not always possible or appropriate to place students three to a seat. This is especially true of High School/Middle School students.

- (2) Keeping live ride time reasonable

While there are no maximum ride time limits in New York State, many School Districts try to keep the ride time under an hour.

- (3) Keeping traveling distances reasonable

Distance is related to time.

- d. The start/end time of the Elementary School would have to be changed and be aligned with that of the High School/Middle School. The High School time will dominate since it's a base to transport students to the BOCES Career & Technical Education Center and to Wawarsing Christian Academy.

Because the Elementary School will essentially be on the same time schedule as the High School/Middle School, these students will get home earlier than the present schedule even though they may have a longer ride.

- e. The School District should know that within the student transportation industry a single tier system is not considered operationally efficient. It uses the maximum number of

buses and drivers. School Districts that are contracted pay a premium cost for a single tier operation.

School Districts with large geographic areas and sparse population typically have a single tier operation. Ellenville does not appear to meet this criterion to the same extent as other large geographic area school districts with a scattered student population.

The School District should be aware of the following issues that impact its transportation program.

1. The expenses are driven more by the special education transportation program than the regular education transportation program. Because of the special conditions of some students, the School District requires multiple attendants on some buses and multiple buses to the same location. These are costly services, and they impact the overall transportation budget. Presently 43.7% (\$1,214,128.38) of the total costs of the July 1, 2011 to June 30, 2012 transportation program (\$2,781,254.38) are based in the special education area.
2. As a general guideline in New York State, the transportation service portion of the overall budget is approximately five percent (5%). The \$2,781,254.38 is 5.7% of the overall budget of \$48,987,818.00. As a percentage of total budget expenditures, the Ellenville School District does not appear to be appreciably higher than other School Districts
3. More students are transported than meet the requirements for services due to the distance of their home from the school. The reason is three-fold: (1) special education students who live in the non transportation eligibility area are transported because transportation is provided consistently as a related service; (2) many students who are not eligible for transportation services receive this because of apparent medical qualifications under Section 504 of the Rehabilitation Act of 1973; and (3) students who reside in the area identified as not eligible for transportation receive this service because their child care location is in a transportation eligibility area. It is not known whether the number

and the percentage of students who fall within these three categories is more or less than what exists in other area school districts.

The above three factors impact projections for transportation eligibility and route development decisions to a great extent.

## **RECOMMENDATIONS**

At this time, it is the opinion of this Transportation Consultant that a single tier system will not be able to be operated utilizing the existing number of vehicles. Even though the actual ridership is below the registered ridership, it does not appear to be sufficiently below to make a major change in the operation of the transportation program and a change in the start/end time of the School District's schools.

The question is not whether or not a single tier system is less expensive than a two-tier or a three-tier system. The question is whether a single tier system is less expensive for the Ellenville School District at this time with a ridership between 52% and 70% of those students who are eligible to ride the bus.

Furthermore, to make a change to a single tier system a one-time count is not ordinarily used for this type of a decision.

For the Ellenville School District, is a single tier system less expensive than the existing double tier system? The answer is "NO".

1. Unless the ridership is consistently well below 50% for the morning and the afternoon routes, the School District will require more vehicles to transport the existing ridership on a single tier system. The one-time count made shows a ridership between 631 students and 844 students in the morning. In the afternoon the count shows a ridership between 622 students and 842 students. Since 1,205 students are eligible for transportation, the morning percentage of ridership is between 52.4% and 70.0%. The afternoon percentage is between 51.6% and 69.9%. The ridership percentage for the morning and the afternoon appear to be about the same.

The additional vehicles will be an increase in costs over the existing operation.

2. There will be no saving on the costs per vehicle since the existing contract has the same charge per vehicle for a two hour, a three hour, and a four hour vehicle. See Table 8 below.

Vehicle Type	Daily Charge per Live Hour		
	Four Live Hours	Three Live Hours	Two Live Hours
66 Passenger Bus	\$349.75	\$349.75	\$349.75
19-21 Passenger Van	\$315.25	\$315.25	\$315.25
16 Passenger van	\$315.25	\$315.25	\$315.25
5-9 Passenger Sedan	\$292.50	\$292.50	\$292.50
6 Passenger + 3 W/C A/C Van	\$332.50	\$332.50	\$332.50
12 Passenger + 2 W/C A/C Van	\$332.50	\$332.50	\$332.50
Source: Transportation Program RFP Submission dated February 13, 2008			

3. At the present time, the increased costs for additional vehicles for the morning and the afternoon routes stated on page 12 of this report are as follows:
  - (1) Four to five 66-passenger buses at \$62,955.00 each total \$251,821.00 to \$314,775.00.
  - (2) One to two 20-passengers vans at \$56,745.00 each total \$56,745.00 to \$113,490.00.
  - (3) **The total increased costs for transporting the existing ridership on a single tier system is projected to be between \$308,566.00 to \$428,265.00 using current costs.**
  - (4) To the above the cost of fuel has to be added.

A conservative recommendation is that in the 2012-2013 school year the School District should conduct a ridership count at least four times for five consecutive days. This will not only lengthen the base line of ridership information, but it will enable the School District to gather information during different time periods. **TAS'** experience is that ridership can be



seasonal. It could be low in the early fall and late spring, and it could be high in the winter months. Information gathered over a period of a full school year will enable the Board of Education to make a more informed decision.

If the present information, coupled with information gathered in the fall of 2012 and in the winter of 2012-2013 shows the substantial underutilization of the transportation service by the students, the School District will have sufficient time to begin preparations for changes in its transportation program. This can include a reduction in one or more vehicles or a restructuring of the entire transportation program such as a change to a single tier system. The latter will require changes in school start/end times, changes, in employee work schedules, and parent education on how these time changes will affect them. By starting this process earlier in the school year greater opportunities will exist for the in-put of various stakeholders within the School District. It is the opinion of the **TAS** Consultant that the middle/end of April is not the time to begin the process of a significant change such as a restructuring of the entire transportation program for the next school year.

The suggested ridership count should be taken in early/mid October, late November/early December, early February, and late March/early April.

The School District must also consider its contract with its transportation service provider, Rolling V. Bus Corp., if it wishes to rebid this service. It is strongly recommended that this be discussed with legal counsel and with Rolling V Bus Corp.

With the full year's student ridership information, the School District may wish to consider the reduction of one bus which may be a more viable option for cost savings. However, with a bus reduction, the School District must provide more time between the end of the High School/Middle School and the end of the Elementary School. It must also recognize that some students in the outer portions of the School District will be picked-up earlier and dropped-off later than the present schedule due to a longer ride time on some routes.

## FINAL STATEMENT

Because of **TAS'** long association with the Ellenville School District and this Consultants personal relationship with the School District's administration, I was pleased to be able to provide this study.

A thank you for her cooperation is extended to Mrs. Vicki Reeves, the site manager for Rolling V Bus Corp. at its Ellenville terminal. She was extremely helpful in gathering data for this report.

I appreciate the opportunity of being able to be of assistance to the School District. If there is any further assistance **TAS** can provide, please do not hesitate to contact me.

*Louis J. Boffardi*

Louis J. Boffardi  
Senior Consultant  
Transportation Advisory services

## APPENDIX

Appendix Chart 1																	
Item No.	Vehicle No	Student Capacity	Route Name	Registered Ridership		Actual Ridership Tier 1 -AM			Actual Ridership Tier 2 - AM			Actual Ridership Tier 1- PM			Actual Ridership Tier 2 - PM		
				Tier 1	Tier 2	Avg.	High	Low	Avg.	High	Low	Avg.	High	Low	Avg.	High	Low
1	328	66	Plane	26	50	21	23	17	36.6	39	34	16.4	18	15	49.8	52	48
2	329	66	Dinosaur	38	24	20	21	18	19.8	22	18	18.4	21	14	20.8	24	16
3	394	66	Triangle	56	52	26.8	30	24	26.8	32	22	21.8	35	14	54.6	62	50
4	321	66	Elephant	31	32	26.2	32	23	23.4	24	22	13.2	17	9	33.4	37	28
5	342	66	Boat	54	22	35	39	33	12	14	9	22.8	26	19	21.2	24	18
6	346	66	Snowflake	45	38	39.2	42	37	18.2	21	15	21.6	25	18	39.8	47	33
7	378	66	Car	61	31	41.8	47	38	(1)			27	31	22	20.6	22	19
8	347	66	Star	52	34	32	37	27	26.8	30	21	25.8	29	25	30	32	28
9	320	66	Diamond	29	23	17.5	22	8	13.3	17	10	8.4	9	8	21.2	25	18
10	318	66	Key	52	45	33.4	36	30	25.4	31	22	22	25	20	25.3	28	25
11	348	66	Circle	40	32	26	29	24	21.2	25	18	16.2	20	14	29.2	32	26
12	317	66	Duck	61	53	31.2	36	25	20.8	25	15	23.2	28	20	34	36	28
13	103	20	Orange	20		5.6	6	5				6	7	5			
14	121	20	Snowman	17	12	11.4	13	10	8	10	6	5	6	5	8	10	6
15	71	W/C	Butterfly	7	7	2.4	3	2	4.2	5	3	3.6	5	2	6	7	5
16	316	66	X	52		25	30	19	15.2	17	14	13.8	16	10			
17	390	27	Chicken	15	15	12.2	14	11	14.2	15	13	10	13	8	13.4	17	12
18	123	20	Sneaker	19	8	12.4	16	11	6.4	7	5	10	12	8	5.6	6	4
19	90	20	Worm/Whale	18	8	7.4	11	5	4.4	5	3	7	9	5	8.1	11	6
20	91	20	Apple	14	12	9.2	10	8	6.8	8	6	5.6	8	5	9	10	6
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	Total			707	498		497	375		347	256		360	246		482	376
(1) During the morning Tier 2 time the Car Route transports students to the Ulster BOCES Career & Technical Education Center on Route 9W in Port Ewen. The Elementary School portion of this route is operated by the X Route																	
Source: Rolling V provided information																	