ACPS Transportation Overview, Part III

Joint Subcommittee Meeting
April 28, 2025

2025 STRATEGIC PLAN: EQUITY FOR ALL

Route Development Details

Most precedent routes established for decades

- Reviewed regularly to ensure optimal transportation efficiency

Route adjustments to accommodate new students, which may require additional bus stops (new development, family transitions, etc.)

- Updates occur throughout the school year
- New student information uploaded in Powerschool, which translates into Edulog nightly

Route changes due to special populations (students requiring specialized transportation, McKinney-Vento, etc.) and ACPS policy (capacity and administrative transfers)

- Creation of new bus stops
- Reassignment of bus stops to other routes
- Student information received via IEP (SPED) or email (McKinney-Vento, capacity, & admin. transfers)

Route consolidations

- Ridership falls significantly below bus capacity
- Students discontinue ridership (opt to walk or parent transport)
- Redundant bus stops

Route Specifics

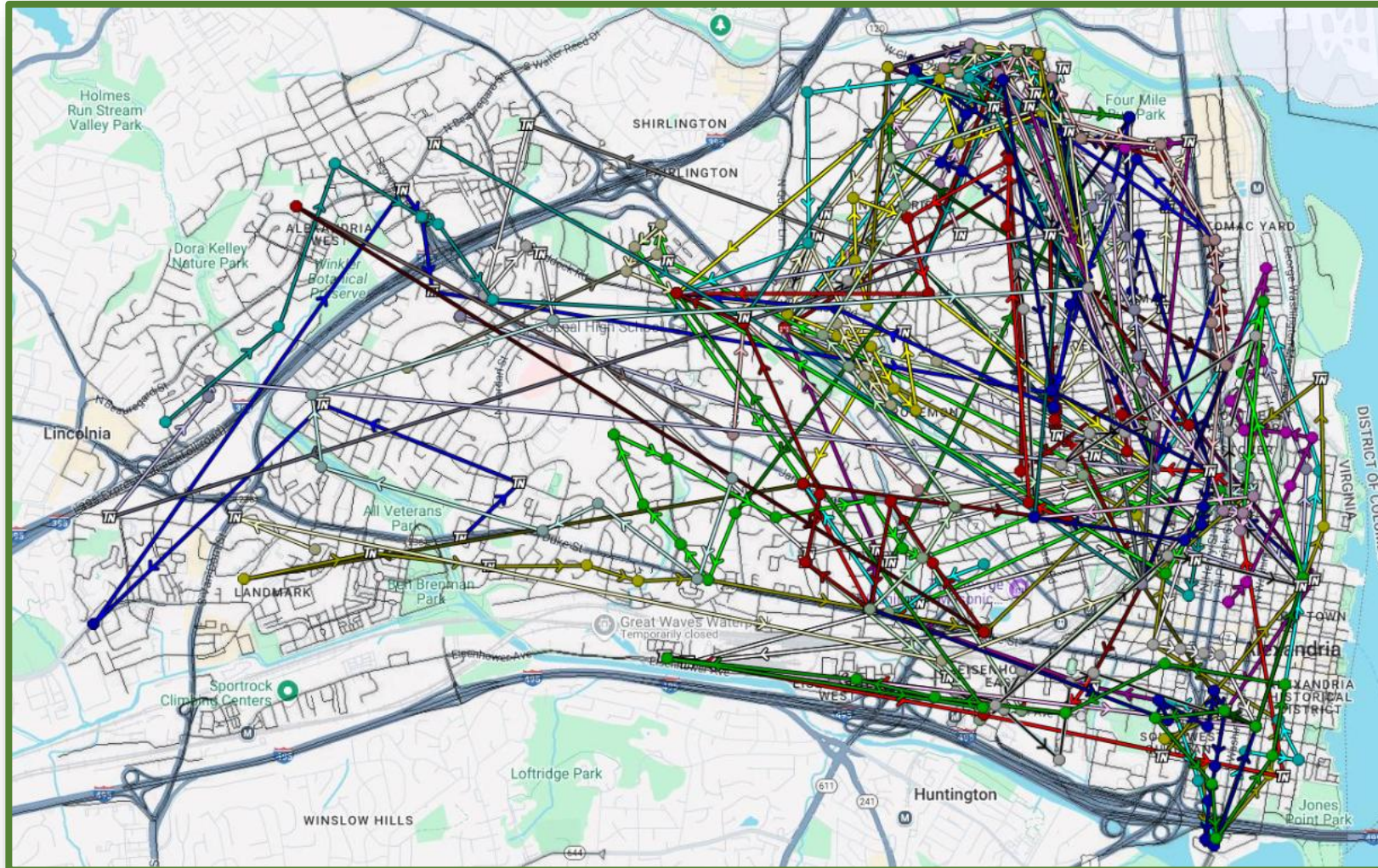Over 1,600 bus stops

Earliest pickup time- 6:33am

Latest drop off time- 4:20pm

Route 111 has highest ridership servicing over 55 students daily

Route 10 has lowest ridership due to servicing students with special needs (mini-bus capacity not to exceed 14)
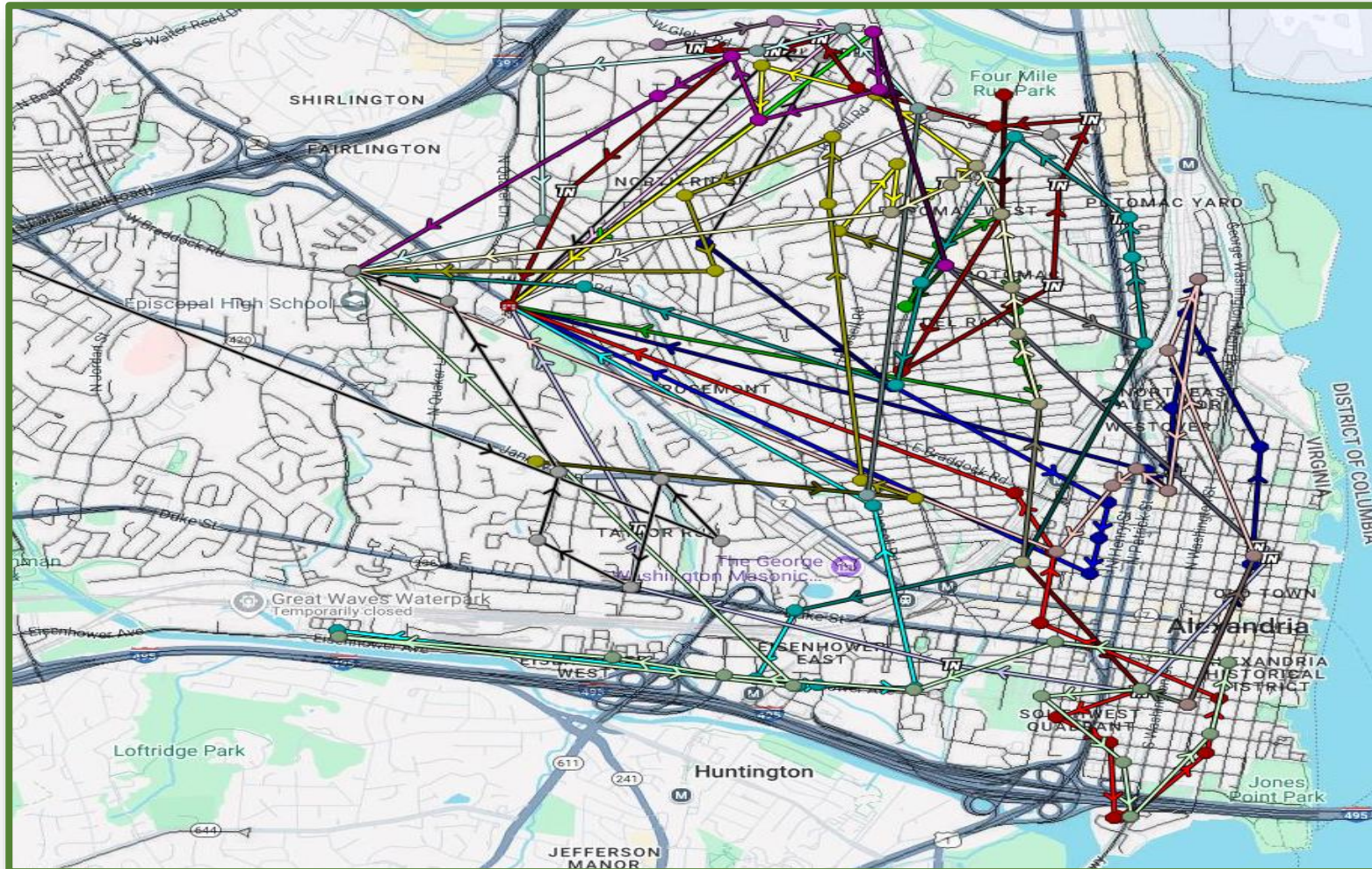
East-End Route Distribution- Full Division

63 East-end routes
Each color-coded line
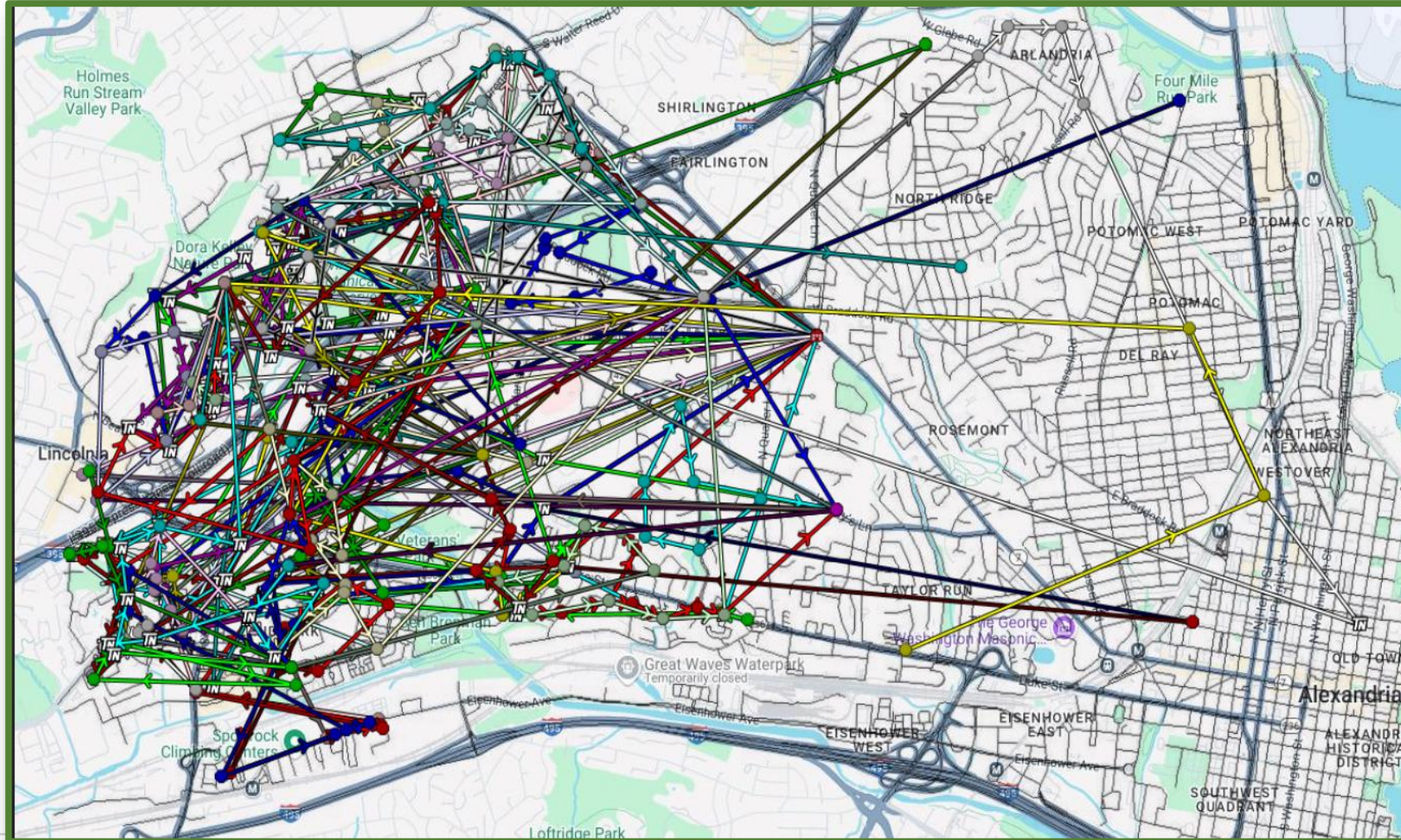represents daily am/pm routes

East-End Route Distribution- ACHS

20 East-end ACHS routes
Each color-coded line
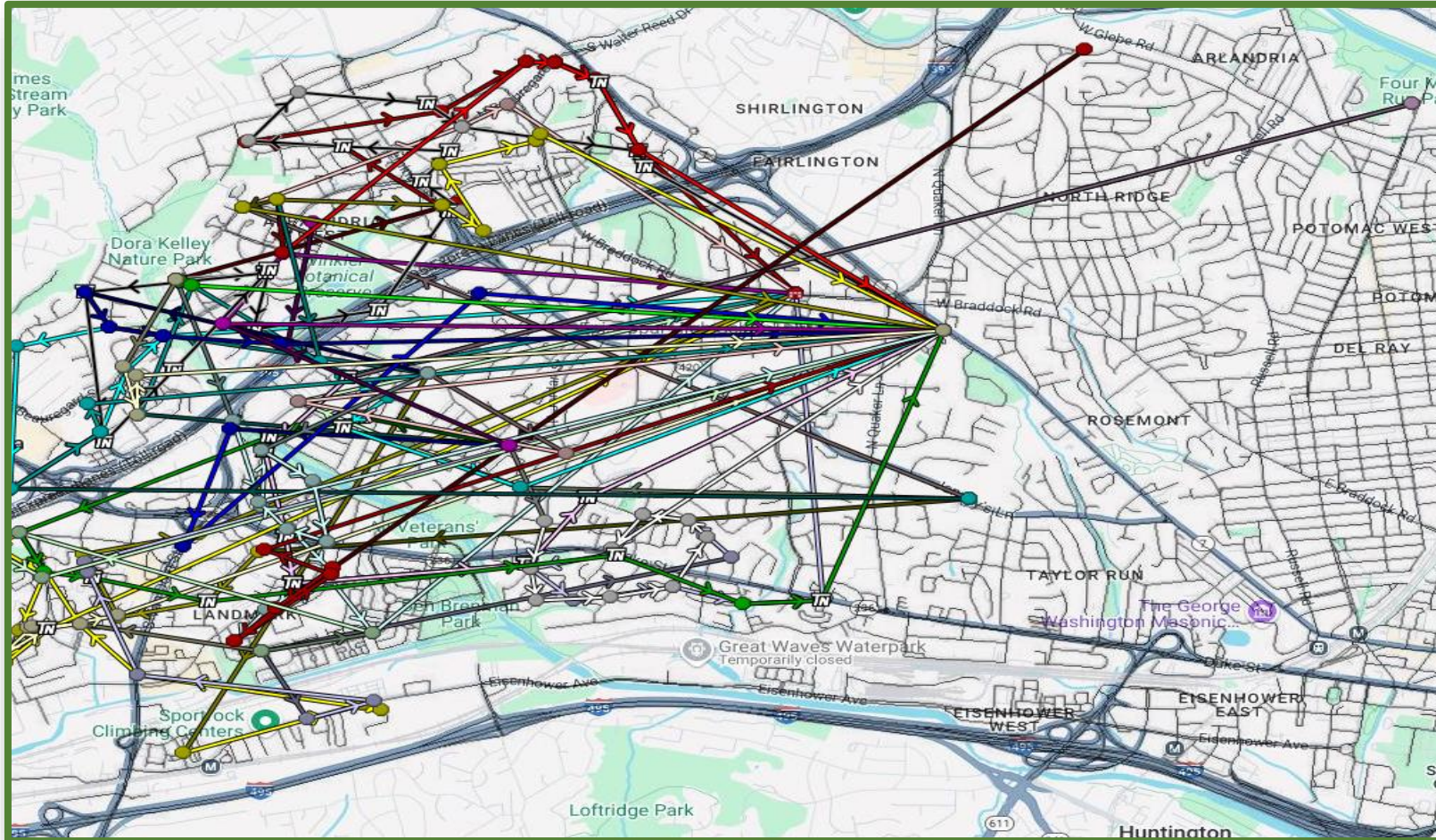represents daily am/pm routes

West-End Route Distribution-Full Division

106 West-end Routes
Each color-coded line represents daily am/pm routes

West-End Route Distribution-ACHS

30 West-end ACHS routes
Each color-coded line represents daily am/pm routes

K-12 Public Transit Models

Division	Program Name(s)	Student Eligibility	Hybrid or Exclusive Transport?	Cost to Students	Student Tracking Mechanism	SPED	Behavior Consequences on Public Transit	Notes
Alexandria City Public Schools	DASH	K-12 students, primarily utilized by HS students	Hybrid (an option provided to students but not required)	**Free**; no ID required	No; estimates of student ridership are completed by DASH without a formal tracking mechanism	No	DASH Passenger Code of Conduct	Partnership has been ongoing for a number of years.
Arlington Public Schools	Student I-Ride SmartTrip Program	K-12 and adults in HS program *Any child eight years or younger must be accompanied by an adult to ride public transportation*	Hybrid (an option provided to students but not required)	**Free**; students provided a SmartTrip card. *Students without an iRide SmarTrip® card will be charged: $1.00 (cash) for ART, and $2.00 (cash) for Metrobus.*	Yes; APS ensures student registration of cards by sending Student ID number and assigned SmartTrip number to WMATA (soon APS will be required to add student DOB)	No	Rider expectations per their Safety, Security and Courtesy rules	In 2021/2022, ART entered into agreement with WMATA directly. APS program started in 2023; pilot was completed for one of their high schools, they did not move forward with exclusive transit transportation but maintained pilot.
District of Columbia Public Schools	Kids Ride Free	Student ages 5-21; must be a resident and enrolled in a DC-based school	Exclusive (general education students required to ride and/or walk or be transported by family)	**Free**; students provided a SmartTrip card. *Without card, students are not able to ride for free*	Yes; DDOT receives 70,000 cards each year for all DCPS students. Required to tap card on bus and use turn-styles in Rail Students receive one card per year (old card deactivated) DDOT sends WMATA list of SmartTrip card numbers associated with each school	No		MOU Agreement between DC Dept. of Transportation (DDOT) and WMATA. DDOT pays $17 million each year to cover cost of card and fixed rate fare of $1/day/student (no cost to DCPS). Use should be for travel to school/school activities, but no oversight if use it outside of school travel.
Hampton City Public Schools	Student Freedom Pass	Student ages 13-18	An option for out-of-boundary students; primary transport for all students provided by the division	**Free**	No	No	Transit drivers were required to note behavior discrepancies on buses by students HRT employees or enforcement officials may eject anyone violating conduct rules from any transit vehicle or facility.	City paid for program but charged the school division for any additional buses needed to support program. The division returned to full in-house service in 2010. Better accountability for student ridership and location throughout the day.

Gained Efficiencies, 2020-Present

Voluntarily reduced FTE count by 5 bus drivers in SY 2022

Added 17 EV buses to the fleet since 2021, reducing reliance on diesel fuel and improving carbon footprint.

Use of mini-buses and vans to support in transportation of SPED students, reducing reliance on private carriers

Combine and condense routes when warranted

Vehicle replacement program to replace buses and vehicles once life expectancy is reached and/or maintenance/repairs exceeds cost-benefit ratio

All pay dividends from a budgetary standpoint

Questions?

Alexandria City Public Schools

Superintendent
Dr. Melanie Kay-Wyatt

School Board
Michelle Rief, Chair
Kelly Carmichael Booz, Vice Chair

Abdulahi Abdalla
Tim Beaty
Christopher Harris

Donna Kenley
Ryan Reyna

Alexander Crider Scioscia
Ashley Simpson Baird

HTTPS://WWW.ACPS.K12.VA.US/2025

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