

Analysis of Transportation Programs and Expenses in 50 Mississippi School Districts: A FY 2023 Comparative Review

A Report to the Mississippi Legislature

Report #703 – Volume VI

August 13, 2024

 **Glimpse**
PEER Report #690 – Volume VI

 **PEER**
MISSISSIPPI
Joint Legislative Committee on Performance
Evaluation and Expenditure Review



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Mississippi's constitution gives the Legislature broad power to conduct examinations and investigations. PEER is authorized by law to review any public entity, including contractors supported in whole or in part by public funds, and to address any issues that may require legislative action. PEER has statutory access to all state and local records and has subpoena power to compel testimony or the production of documents.

PEER provides a variety of services to the Legislature, including program evaluations, economy and efficiency reviews, financial audits, limited scope evaluations, fiscal notes, and other governmental research and assistance. The Committee identifies inefficiency or ineffectiveness or a failure to accomplish legislative objectives, and makes recommendations for redefinition, redirection, redistribution and/or restructuring of Mississippi government. As directed by and subject to the prior approval of the PEER Committee, the Committee's professional staff executes audit and evaluation projects obtaining information and developing options for consideration by the Committee. The PEER Committee releases reports to the Legislature, Governor, Lieutenant Governor, the agency examined, and the general public.

The Committee assigns top priority to written requests from individual legislators and legislative committees. The Committee also considers PEER staff proposals and written requests from state officials and others.



Joint Legislative Committee on Performance Evaluation and Expenditure Review

PEER Committee

P.O. Box 1204 | Jackson, Mississippi 39215-1204

August 13, 2024

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Honorable Tate Reeves, Governor

Honorable Delbert Hosemann, Lieutenant Governor

Honorable Jason White, Speaker of the House

Members of the Mississippi State Legislature

On August 13, 2024, the PEER Committee authorized release of the report titled ***Analysis of Transportation in 50 Mississippi School Districts: A FY 2023 Comparative Review.***

Senators

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Kevin Blackwell

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This report does not recommend increased funding or additional staff.

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CONCLUSION: A review of the transportation programs for 50 Mississippi school districts in FY 2023 showed opportunities for districts to strengthen their programs and increase efficiency. For example, 23 districts (51%) did not use formal guidelines for student seating, which can offer safety, discipline, and accountability benefits. There was also wide variance in the performance of districts in key areas such as cost per bus and cost per mile, suggesting that districts have room for improvement. Some districts have characteristics that naturally result in greater program efficiency (e.g., dense population of students in a small geographic area). As a whole, reporting districts performed favorably compared to regional peers in certain areas (e.g., cost per rider), while districts slightly underperformed regional peers in other areas (e.g., staffing for maintenance of buses).



BACKGROUND

In FY 2024, PEER received funding to contract with Glimpse K12 (an education technology company headquartered in Huntsville, Alabama) to conduct a comparative review of 50 school districts. This report focuses on one of seven areas of review—transportation (Volume VI). Other non-instructional reports include:

- Finance and Supply Chain (Volume I);
- Human Resources (Volume II);
- Information technology (Volume III);
- Nutrition (Volume IV); and,
- Operations (Volume V).

- **As a whole, reporting districts performed favorably on some key performance indicators as compared to regional peers and unfavorably on other indicators.**
 - Overall, districts spent less per bus, less per mile, and less per rider than regional peers.
 - Additionally, most districts were slightly less efficient in staffing for maintenance of buses than regional peers and slightly less efficient in transporting students than regional peers, as measured by the number of students per bus.

KEY FINDINGS

- **Of the 45 school districts reporting, 37 (82%) did not utilize routing software to manage their bus routes.**
Bus routing software is intended to help districts achieve maximum efficiency. However, transportation program staff must be proficient in using the software.
- **23 districts (51%) did not use formal guidelines for student seating on buses.**
Formal guidelines can offer safety, discipline, and accountability benefits.
- **School districts use various bus route methods. For example, 24 districts indicated that students from all grades in a geographic area ride the bus together and are dropped off at their respective schools, while 7 districts assign a bus to transport students exclusively to and from one school without additional routes.**
No bus route method can be conclusively deemed superior.
- **19 districts (35.5%) did not have a sufficient number of substitute bus drivers to prevent occasional service delays.**
Having a pool of substitute drivers can prevent bus service delays.

Cost Savings

At least eleven of the 45 reporting districts have the potential for cost savings either through bus route improvements or staffing adjustments. Of the districts reporting, annual projected potential cost savings could be up to **\$2.65 million** for bus route improvements and up to **\$420,800** for staffing adjustments.

Exhibit 11 on page 29 provides a summary of projected potential cost savings from bus route improvements in eight districts and Exhibit 12 on page 31 provides a summary of projected potential cost savings from transportation staffing adjustments in six districts.

While the reported data suggests the potential for cost savings for these districts, each district's administration should carefully review the data and recommendations in light of the particular circumstances of the district.

Variance in District Performance on Key Indicators

- Of the districts reporting, the average annual cost per bus overall in FY 2023 ranged from approximately \$15,000 for Itawamba to approximately \$82,000 for Vicksburg-Warren, and the cost per rider ranged from \$549 in Itawamba to \$2,653 in Leake, suggesting districts could have room for improvement.
- Annual cost per mile ranged from \$1.19 in North Pike to \$15.72 in Prentiss, approximately three times the state median.
- The cost per mile measure is driven by data reported by the districts, some of which appears questionable and should be reviewed by district administrators for accuracy.
- Data from three districts (South Panola, Lafayette, and Neshoba) indicates that they may have more buses than needed. Data from four districts (Jackson County, Marion, Lee, and Lincoln) indicates that their bus maintenance function may be understaffed.

Issues with Missing Data

Some districts did not provide all of the information requested for this report, which inhibited the assessment team's ability to conduct a complete analysis of transportation functions in the selected districts.

- East Tallahatchie and Pontotoc City did not provide any data or information for this report. Further, Lamar and Winona-Montgomery provided minimal performance data and no benchmarking information.

Without timely and accurate financial information, the districts' ability to manage costs and allocate taxpayer funds effectively is compromised.

SUMMARY OF RECOMMENDATIONS FOR DISTRICTS

1. In FY 2025, each district superintendent, in consultation with the district's transportation program personnel, should review the information from this report and implement each of the relevant district recommendations to increase efficiency, improve service levels, and/or achieve cost savings. These include, but are not limited to:
 - a. potential implementation of bus routing software;
 - b. potential implementation of formal guidelines for student seating on buses;
 - c. annual reviews of bus routes;
 - d. identify potential opportunities for bus route optimization;
 - e. evaluate approaches for addressing driver absences; and,
 - f. assess mechanic staffing levels and spare fleet size.
2. District administrators should also use the information in this report to compare their performance to that of their peers in Mississippi, as well as regionally and nationally, to identify areas for potential improvement, and take action to improve in those areas.
3. For districts unable to provide benchmarking or performance information during this review pertaining to their transportation programs (or provided questionable data), relevant district personnel should take action to begin collecting and monitoring precise transportation data on an ongoing basis.
4. District personnel should provide an annual performance report to the district superintendent regarding the status of the transportation programs using the measures included in this review.
5. District administrators should use the information from annual performance reports to monitor their district's costs and efficiency in operating its transportation program.

Analysis of Transportation Programs and Expenses in 50 School Districts: A FY 2023 Comparative Review

Restrictions

For this comparative review, GlimpseK12 selected 50 Mississippi school districts that reflect varying sizes (based on student enrollments), geographic regions, and accountability ratings across the state.¹ See Appendix A on page 33 for a list of the districts included in this review. This review is a continuation of GlimpseK12's work in 2023, in which Glimpse reviewed data for 30 school districts in Mississippi (see PEER report #690f).

GlimpseK12 provided this report to the PEER Committee based on data and extrapolated information provided by the school districts for school year 2022-2023. GlimpseK12 did not independently verify the data or information provided by the districts or their programs. If the districts choose to provide additional data or information, GlimpseK12 reserves the right to amend the report.

All decisions made concerning the contents of this report are understood to be the sole responsibility of any organization or individual making the decision. GlimpseK12 does not and will not in the future perform any management functions for any organizations or individuals related to this report.

This report is solely intended to be a resource guide.

PEER staff contributed to the overall message of this report and recommendations based on the data and information provided by GlimpseK12. PEER staff also provided quality assurance and editing for this report to comply with PEER writing standards; however, PEER did not validate the source data collected by GlimpseK12.

¹The Mississippi Statewide Accountability System assigns a performance rating of A, B, C, D, or F to each school district based on established criteria regarding student achievement, student growth, graduation rate, and participation rate.

Introduction

School district administrators are responsible for spending millions of dollars annually on instructional and operational expenses. While operational expenses could be viewed as a secondary concern to instructional expenses, operational costs could escalate, possibly unnecessarily, without proper oversight and monitoring.

As a companion to *Instructional Analysis of 50 Mississippi School Districts: A FY 2023 Comparative Review* (PEER Report #702), this report is one of a series of six reports that provide decisionmakers with FY 2023 comparative data regarding selected Mississippi school districts' key non-instructional programs and associated costs (i. e., human resources [HR], transportation, operations, nutrition, information technology, and finance). Of 138² traditional public school districts in Mississippi, Glimpse K12 selected 50³ districts with a range of characteristics, including geographic location, enrollment, and grades based on the statewide accountability system to provide FY 2023 data on their transportation functions. Appendix A, page 33, lists the 50 school districts that were included in this review.

This report presents data reported by school districts regarding benchmarks (e.g., utilization of bus routing software) and performance indicators (e.g., annual cost per mile). Appendix B, page 35, provides FY 2023 transportation funding and operations data. Appendix C, page 37, provides FY 2023 transportation benchmark data and performance indicators for the districts reporting. This report also provides some regional and national averages as a basis for comparison.

School district administrators should use this information to determine areas for improvement and to make informed decisions regarding their districts' operations.

² Does not include public charter school districts.

³ Although 50 districts were selected for this review, only 48 districts provided the requested information (i.e., benchmark data and performance data), either in part or in full. East Tallahatchie and Pontotoc City failed to provide any benchmark or performance data for this review. Further, Lamar and Winona-Montgomery provided minimal performance data and no benchmarking information.

Conclusions Regarding Districts' Collection of Benchmark Data for use in Managing Transportation

Benchmarking is the process of comparing and measuring different organizations' activities. Districts can use benchmark data, combined with key performance indicators, to gain insight in identifying best practices and opportunities for improvement and cost reductions. This report surveyed districts' reporting of the following benchmark data:

- use of bus routing software;
- use of formal guidelines for student seating on buses;
- type of bus route methods (e.g., combination route—all students from all grades ride together); and,
- use of substitute bus drivers.

45 of the 50 districts reviewed provided the above-listed benchmark information.⁴

Use of Bus Routing Software

Of the 45 school districts reporting FY 2023 transportation data, 82% (37) did not utilize routing software to manage their bus routes.

Bus routing software is intended to help districts achieve maximum efficiency regarding bus routes. The software also enables districts to adapt quickly to changes and can include GPS tracking modules for enhanced security. When used correctly, bus routing software can reduce the costs of school district transportation programs, provide program flexibility, and enhance student safety. However, if transportation program employees are not proficient in using the software, positive results are less likely to be achieved.

As noted previously, 45 of the 50 districts reviewed provided benchmark information. Of the 45 districts reporting, 37 (82%) did not utilize bus routing software. Districts not using bus routing software must manually review routes periodically, which is time-intensive, and allow school bus drivers to modify routes based on the arrival of new bus riders. Some districts may not review bus routes on an annual basis.

Use of Formal Guidelines for Student Seating on Buses

Of the 45 school districts reporting FY 2023 transportation data, 82% (37) did not utilize routing software to manage their bus routes.

Formal guidelines for student seating on school buses during daily routes can offer safety, discipline, and accountability benefits. Assigned seating promotes order, prevents conflicts, and facilitates tracking of students. It enhances organization during boarding and disembarking. However, it may limit flexibility and spontaneous social interactions among students, potentially affecting their relationships.

⁴ The transportation departments at East Tallahatchie, Lamar, Leake, Pontotoc City, and Winona-Montgomery did not provide benchmark data for this report.

Enforcing seating guidelines can also be challenging, as such requires consistent monitoring. There is a risk of inequality or dissatisfaction among students with less desirable seat assignments. Considering each school's unique circumstances and student population, it is crucial to balance the advantages and disadvantages of formal seating guidelines.

As noted previously, 45 of the 50 districts reviewed provided benchmark information. Of the school districts reporting FY 2023 transportation data, 23 (51%) did not use formal guidelines for student seating on buses.

When asked whether specific guidelines were used for seating students on buses:

- 38% reported that they allow three elementary students per seat or two high school/middle school students per seat;
- 24% reported that schools specify their own guidelines;
- 20% reported that they allow three elementary/middle school students per seat and two high school students per seat;
- 16% reported that they allow two students per seat regardless of grade; and,
- 2% reported that they allow three students per seat regardless of grade.

Type of Bus Route Methods

The 45 school districts reporting FY 2023 transportation data reported using various bus route methods. For example, 24 reporting districts (53.5%) indicated that students from all grades in a geographic area ride the bus together and are dropped off at their respective schools, while seven districts (15.5%) use single school bus routes, meaning that a bus is assigned to transport students exclusively to and from one school without additional routes. No bus route method can be conclusively deemed superior; therefore, each district must analyze its own data to determine the best route method.

Districts use various bus route methods. Some districts use a certain approach to maximize efficiency, while others may face challenges in efficient bus routing due primarily to the wide dispersion of students within the district. Therefore, no single bus route system can be conclusively deemed superior across all districts. Determining the best method for any given district should be based on overall population density within the school system boundaries, bus sizes, bell schedules, and the number of daily student riders.

As noted previously, 45 of the 50 districts reviewed provided benchmark information. Of the school districts reporting FY 2023 transportation data:

- 24 districts (53.5%) utilize a combination bus route system, meaning students from all grade levels are picked up together in a community and then dropped off sequentially at their respective schools.
- Seven districts (15.5%) rely solely on dedicated single school bus routes, meaning a bus is assigned to transport students exclusively to and from one school without additional routes.
- Six districts (13.5%) utilize paired or tiered bus routes exclusively. This method involves staggering school start times to accommodate separate bus routes based on the school attended. Each bus makes multiple runs, with each run transporting students unique to a particular school.
- One district (2%) uses contracted bus services and therefore did not provide the routing method.
- Seven (15.5%) additional districts did not report their bus routing methods.

Bus route methods could impact the amount of time students ride on buses. For the districts reporting, the median maximum bus route time with student riders was 60 minutes.

Use of Substitute Bus Drivers

Of the 45 school districts reporting FY 2023 transportation data, 35.5% did not have a sufficient number of substitute bus drivers to prevent occasional service delays.

Having a pool of substitute drivers can prevent bus service delays. According to *School Bus Fleet Magazine*, a commonly recommended guideline is for school districts is to have a substitute driver pool comprising approximately 20% of the total number of regular bus drivers. However, an appropriate percentage of substitute drivers for a district could fluctuate depending on district size, number of buses, average absenteeism rate of regular drivers, and route geography.

As noted previously, 45 of the 50 districts reviewed provided benchmark information. Of the school districts reporting FY 2023 transportation data, 19 districts (42%) had at least the recommended percentage of substitute drivers to meet daily service requirements without delays, while 16 districts (35.5%) did not meet the recommended 20%. Four districts reported using alternative methods, such as merging routes or having transportation department staff provide coverage. The remaining six districts did not provide enough information to determine whether they met the recommended percentage.

Conclusions Regarding Districts' Collection of Key Performance Indicators for use in Managing Transportation

Key performance indicators in transportation include districtwide effectiveness measures such as annual cost per bus and indicators that focus on the operation of a district's transportation department. It is essential to consider all key performance indicators together; one indicator should not be viewed as an overall performance measure by itself.

This study included a review of the following district transportation key performance indicators:

- transportation expenses as a percentage of total district expenses;
- average annual cost per bus overall;
- annual cost per rider;
- annual cost per mile;
- percentage of spare buses;
- number of buses per school;
- number of buses per mechanic;
- percentage of total students that are bus riders;
- number of students per bus; and,
- number of miles driven daily per bus.

48 of the 50 districts reviewed provided the above-listed performance data for FY 2023.⁵

Transportation Expenses as a Percentage of Total District Expenses

For FY 2023, the reporting districts' 4.5% median transportation expenses as a percentage of total district expenses was below the regional peer average of 5.4%. Thus reporting districts spent less on transportation as a percent of total district expenses than regional peers.

The measure of transportation expenses as a percentage of the total district expenses serves as an indicator of how much districts invest in their transportation programs. This indicator can vary based on factors such as the square miles within the district, population density, number of daily riders, bus condition, and cost of living in the area. While it is generally better for transportation expenses to be a low percentage of the overall budget (indicating efficiency), this must be balanced with the need for proper fleet management and efficient routing approaches to ensure students' safe and effective transportation. Thus, the percentage of a district's overall budget that should be spent on transportation is dependent on the characteristics of each school district.

Exhibit 1, page 8, provides transportation expenses as a percentage of total district expenses for FY 2023 for the districts reporting. Districts' transportation expenses as a percentage of total district expenses ranged from 1.6% for Cleveland to 9.9% for New Albany, more than double the reporting districts' median of 4.5%. Of the 19 districts above the median, 16 districts serve primarily rural areas, which normally increases transportation expenses due to the dispersion of students.

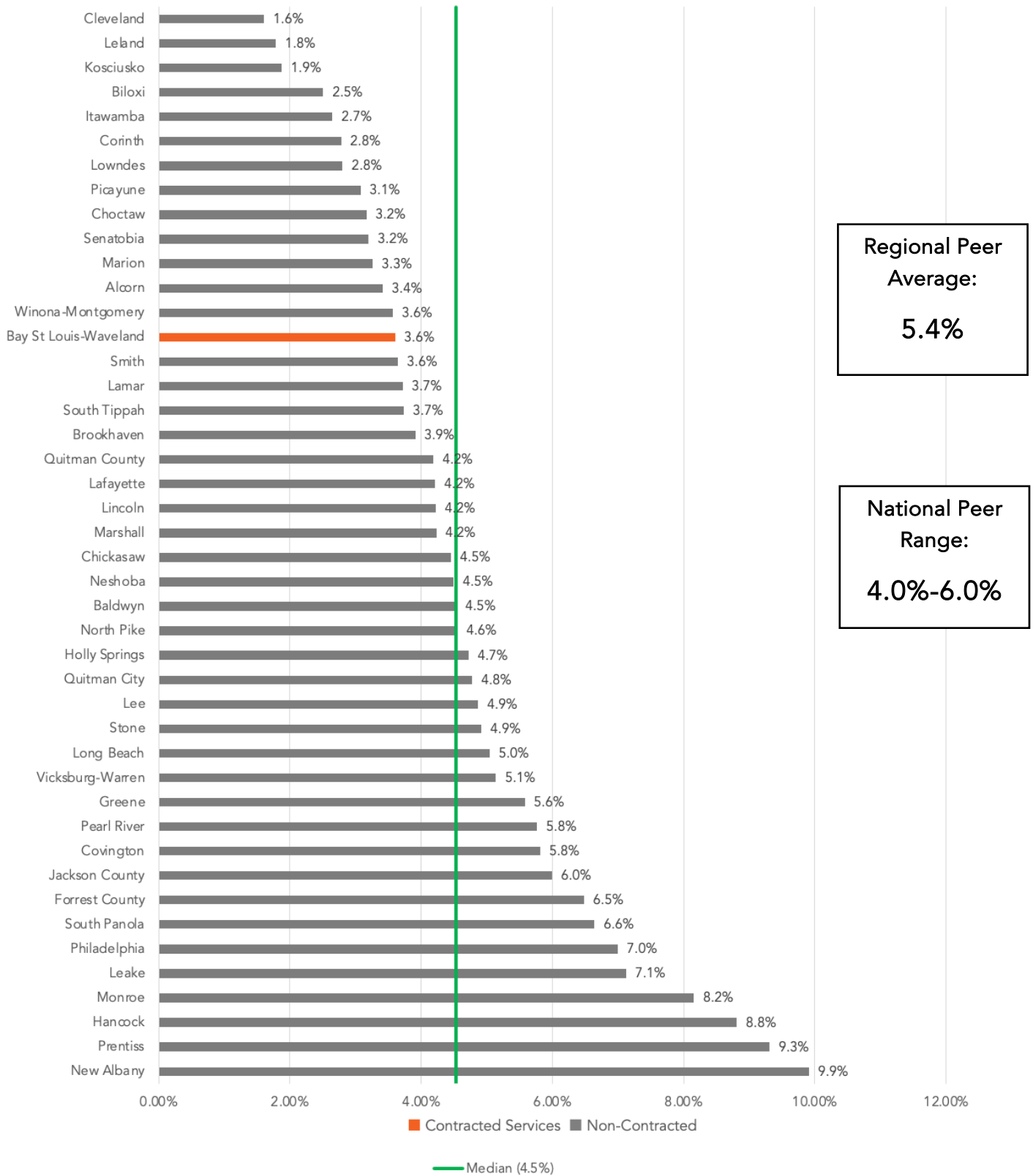
⁵ East Tallahatchie and Pontotoc City failed to provide performance information for this year. Additionally, Brookhaven, Kosciusko, Lamar, and Winona-Montgomery provided information for only one performance measure.

The remaining three districts (Long Beach, Philadelphia, and New Albany) are primarily urban districts, but each of these districts also serves adjacent rural areas, which contributes to higher expenses.

For FY 2023, the reporting districts' 4.5% median transportation expenses as a percentage of total district expenses was below the regional peer average of 5.4%. Thus reporting districts spent less on transportation as a percent of total district expenses than regional peers.

Although the factors noted above play a role in determining a district's transportation expenses, Exhibit 1 offers district officials an opportunity to compare transportation expenses to those of other districts of similar size and student density and seek greater efficiency while maintaining needed transportation services in a safe manner.

Exhibit 1: Reporting Districts' Average FY 2023 Spending per Student by Type of District Support Model



The median in this exhibit represents the above reporting districts and an additional 30 Mississippi districts that are part of a separate review over the same period.

Note: East Tallahatchie, Hazlehurst, Newton Municipal, Pontotoc City, and Tishomingo did not provide data. Lawrence provided data but did not respond to requests for clarification of the data.

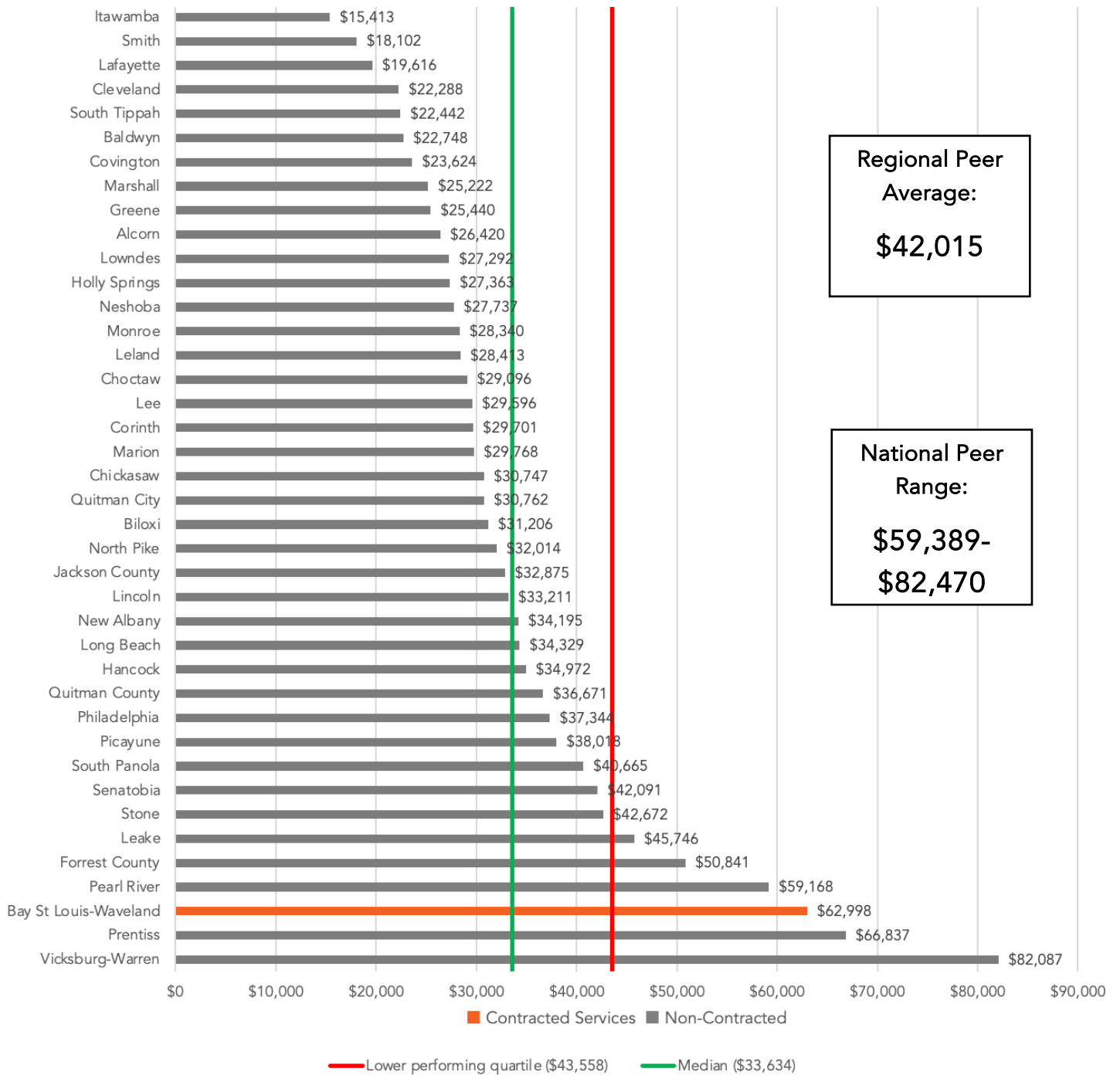
Average Annual Cost per Bus Overall

For FY 2023, the reporting districts' approximately \$34,000 median annual cost per bus overall is below the regional peer average of approximately \$42,000 and less than the low end of the national peer range of approximately \$59,000 to \$82,000.

The average annual cost per bus overall is a measure of the cost efficiency of a transportation program and should be reviewed in relation to other measures, including cost per rider, cost per mile, percentage of spare buses, and number of buses per school. A greater than average cost per mile may be appropriate based on specific conditions or program requirements in a particular district. A less than average cost per bus may indicate either a well-run program or favorable conditions in a district, especially if one or more other cost measures are at or below average.

Of the districts reporting, the average annual cost per bus overall in FY 2023 ranged from approximately \$15,000 for Itawamba to approximately \$82,000 for Vicksburg-Warren (approximately two and a half times greater than the median). (See Exhibit 2, page 10.) Because factors such as the size of the district, the percentage of students in the district that rely on bus transportation, density of students, number of mechanics per bus, and bus route efficiency play a role in overall bus costs, this metric should not be unilaterally used to determine the efficiency of a district's transportation program. For example, using only Vicksburg-Warren's cost per bus overall may suggest that the district's transportation program is inefficient. However, the district's total transportation expenses as a percent of total expenses (5.1%) are below those of 12 other districts (see Exhibit 1 on page 8), all of which report cost per bus overall expenses lower than Vicksburg-Warren. In other words, Vicksburg-Warren's data suggests that the program may be inefficient using one metric, but more efficient than other districts using another metric. Therefore, all metrics should be considered when reviewing a district's transportation program efficiency rather than relying on one metric.

Exhibit 2: Average Annual Cost per Bus Overall in FY 2023



— — The median and lower performing quartile in this exhibit represent the above reporting districts and an additional 30 Mississippi districts that are part of a separate review over the same period.

Note: Brookhaven, East Tallahatchie, Hazlehurst, Kosciusko, Lamar, Newton Municipal, Pontotoc City, Tishomingo, and Winona-Montgomery did not provide data. Lawrence provided data but did not respond to requests for clarification of the data.

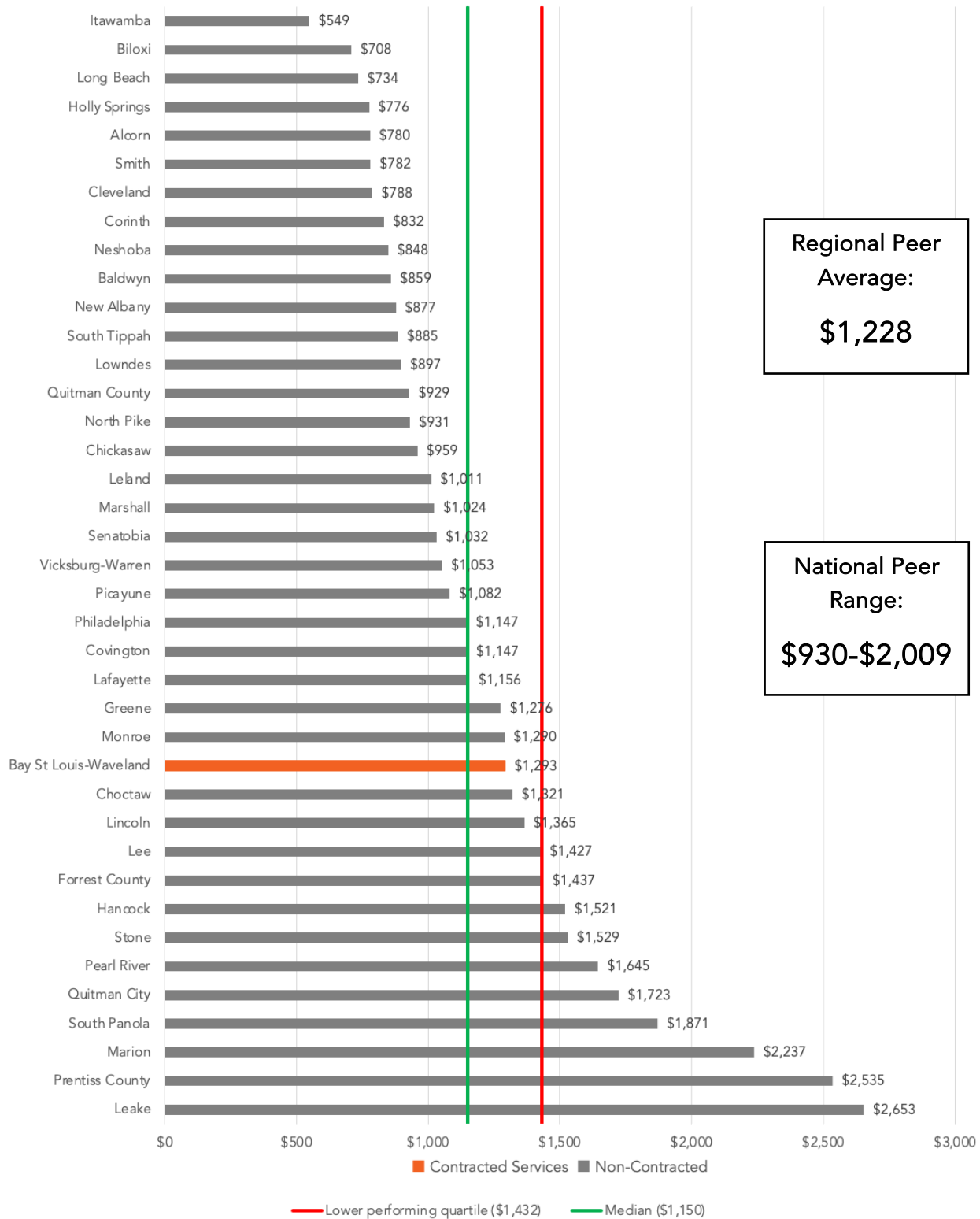
Annual Cost per Rider

For the reporting districts, the median annual cost per rider of \$1,150 in FY 2023 was below the regional peer average of approximately \$1,200 and on the lower end of the national peer range of approximately \$930 to \$2,000. Thus the reporting districts' median annual cost per rider compares favorably with that of regional and national peer districts.

The annual cost per rider is a measure of the cost efficiency of a transportation program and should be reviewed in relation to other measures, including cost per bus, cost per mile, number of riders per bus, and routing techniques employed by the district. A greater than average cost per rider may be appropriate based on specific conditions or program requirements in a particular district. A less than average cost per rider may indicate that transportation personnel operate their programs well or that the district itself has characteristics that naturally result in greater efficiency (e.g., a dense population of students in a small geographic area).

Exhibit 3, page 12, provides the annual cost per rider in FY 2023 for the reporting districts. The annual cost per rider in FY 2023 ranged from \$549 in Itawamba to \$2,653 in Leake. The 15 districts above the median are rural districts which typically have higher transportation costs due to the dispersion of students. Each district's unique circumstances, such as urban versus rural and percent of enrolled students that ride buses, along with other metrics in this report, should be considered when reviewing the efficiency of a district's transportation program.

Exhibit 3: Annual Cost per Rider in FY 2023



— — The median and lower performing quartile in this exhibit represent the above reporting districts and an additional 30 Mississippi districts that are part of a separate review over the same period.

Note: Brookhaven, East Tallahatchie, Hazlehurst, Kosciusko, Lamar, Newton Municipal, Pontotoc City, Tishomingo, and Winona-Montgomery did not provide data. Jackson County and Lawrence County provided data but did not respond to requests for clarification of the data.

Annual Cost per Mile

In FY 2023, the reporting districts' \$5.12 median annual cost per mile was below the regional peer average of \$7.76 and on the lower end of the national peer range of \$4.82 to \$8.21. Thus these districts spent less per mile than regional peers and compare favorably to national peers.

The annual cost per mile is a measure of the cost efficiency of a transportation program and should be reviewed in relation to other measures, including cost per bus, cost per rider, number of riders per bus, and routing techniques employed by the district. A greater than average cost per mile may be appropriate based on specific conditions or program requirements in a particular district. A less than average cost per mile may indicate that transportation personnel operate their programs well or that the district itself has characteristics that naturally result in greater efficiency (e.g., a dense population of students in a small geographic area).

In FY 2023, for the reporting districts, annual cost per mile ranged from \$1.19 in North Pike to \$15.72 in Prentiss, approximately three times the median. (See Exhibit 4, page 14.)

The cost per mile measure is driven by data reported by the districts, some of which appears questionable and should be reviewed by district administrators for accuracy.

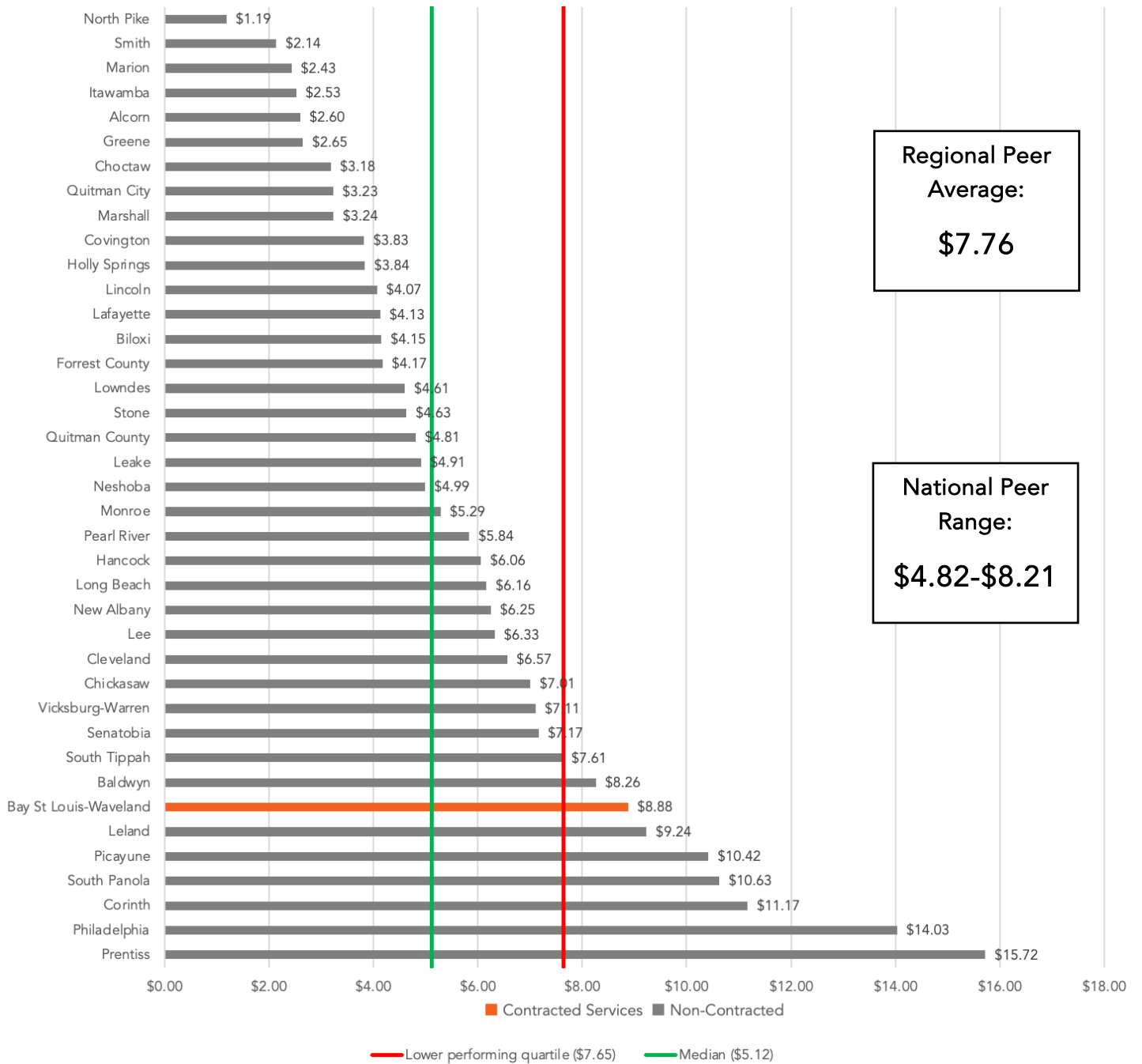
An important factor in determining cost per mile is an accurate number of miles driven daily. A figure higher than actual will drive the cost per mile down while a figure too low will drive the cost per mile higher.

The assessment team relied on the number of miles driven daily reported by the districts. However, some of the reported data appears questionable. The North Pike district, serving the northern part of Pike County, reported the highest number of miles driven daily at 8,800, with 1,651 students transported daily. Vicksburg-Warren, which includes the city of Vicksburg and Warren County, reported the second highest number of miles driven daily of 4,940, transporting 6,000 students. Based on the reported data, North Pike transports fewer students over a smaller area than Vicksburg-Warren, but reported driving almost 4,000 miles more per day, which appears questionable.

On the high end of annual cost per mile, the Prentiss district, which serves all of Prentiss County except for the municipality of Booneville, reported the highest cost per mile of \$15.72. The district reported 1,039 daily miles driven and transporting 1,160 students. In comparison, Long Beach, a largely urban school district, reported 1,021 daily miles driven and transporting 1,543 students. In this instance, the rural Prentiss district serves a larger area but reported fewer miles per day than a mostly urban district.

Without determining the validity of the data reported, stakeholders must rely on the district-reported data. However, stakeholders should keep in mind the metric may be compromised by inaccurately reported data.

Exhibit 4: Annual Cost per Mile in FY 2023



█ █ The median and lower performing quartile in this exhibit represent the above reporting districts and an additional 30 Mississippi districts that are part of a separate review over the same period.

Note: Brookhaven, East Tallahatchie, Hazlehurst, Kosciusko, Lamar, Newton Municipal, Pontotoc City, Tishomingo, and Winona-Montgomery did not provide data. Jackson County and Lawrence provided data but did not respond to requests for clarification of the data.

Percentage of Spare Buses

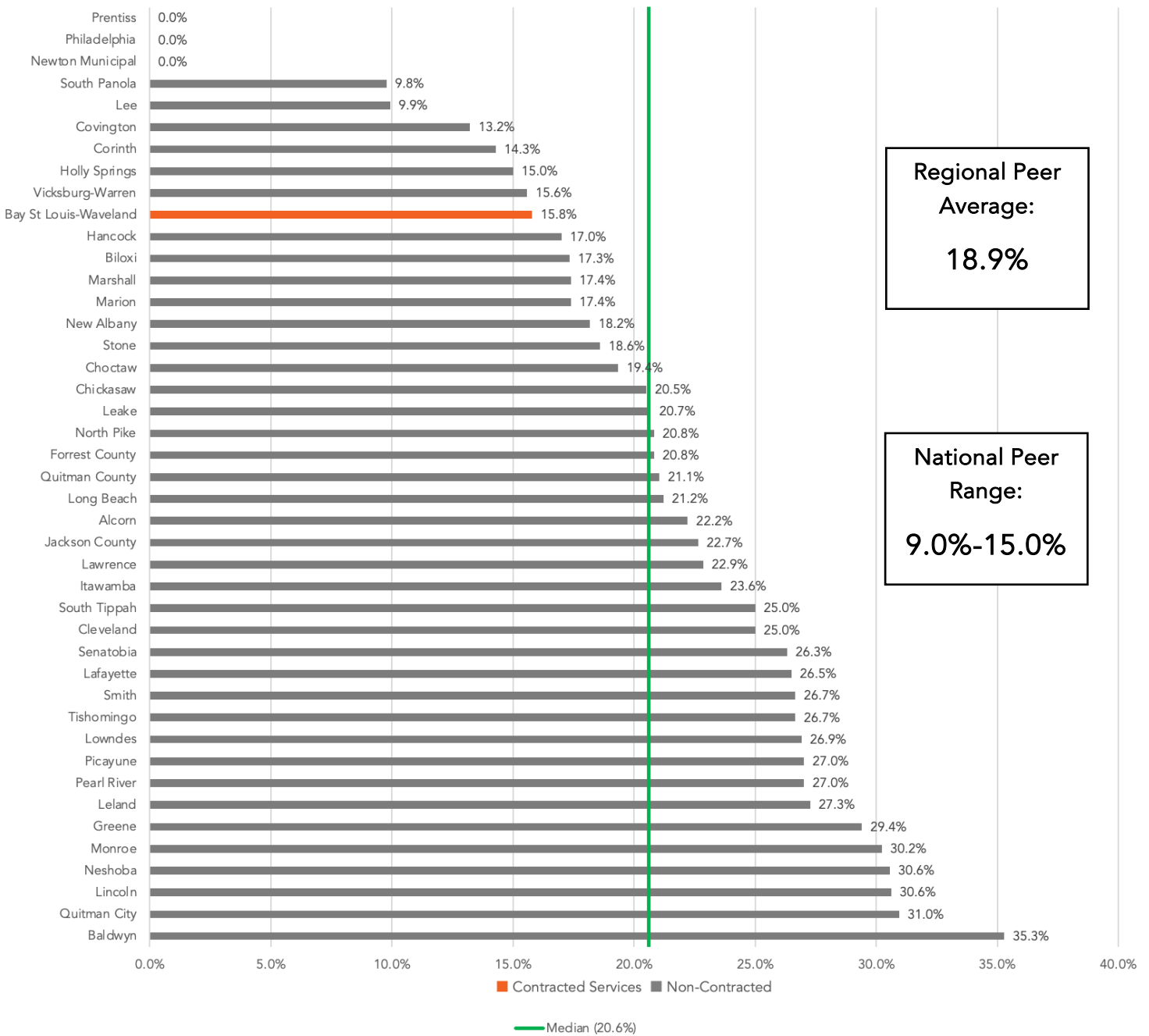
Of the districts reporting FY 2023 transportation data, 44% had more spare buses than necessary to avoid service disruptions. However, seven districts had a higher risk of service disruptions based on the relatively low availability of spare buses.

The percentage of spare buses measure reflects whether a district has the optimal number of spare buses. Having spare buses ensures that routes are covered when buses are undergoing maintenance and repairs, thus minimizing service disruptions. One goal of a well-run transportation department is to procure only the number of buses needed, plus an appropriate number of spare buses. According to *School Bus Fleet Magazine*, districts should aim for a spare bus percentage of from 10% to 20% of the total bus fleet. The Federal Transit Administration recommends a 20% spare bus percentage and the Great City Schools identified 15% to 19% as the target range. Maintaining or contracting unneeded buses is expensive and unnecessary and these funds could be used for other operational or instructional expenses.

Of the districts reporting data, 26 districts (58%) had a spare bus percentage higher than the recommended 20%. (See Exhibit 5, page 16.) A larger fleet of spare buses enables more flexible maintenance scheduling, decreasing the immediate need for repairs and, consequently, the demand for mechanics. However, a large spare fleet carries an inherent risk of resource underutilization. An excessively large spare fleet may lead to inefficiencies in resource allocation and increased operational costs. Districts must therefore strike a prudent balance in their spare fleet size to ensure optimal maintenance staffing levels and shop throughput without the inefficiencies of overcapacity.

Seven districts reported a spare bus percentage of less than 15%. These districts could be at risk of service disruptions when maintenance issues arise due to their low spare bus percentage.

Exhibit 5: Percentage of Spare Buses in FY 2023



— The median in this exhibit represents the above reporting districts and an additional 30 Mississippi districts that are part of a separate review over the same period.

Note: Brookhaven, East Tallahatchie, Hazlehurst, Kosciusko, Lamar, Pontotoc City, and Winona-Montgomery did not provide data.

Number of Buses per School

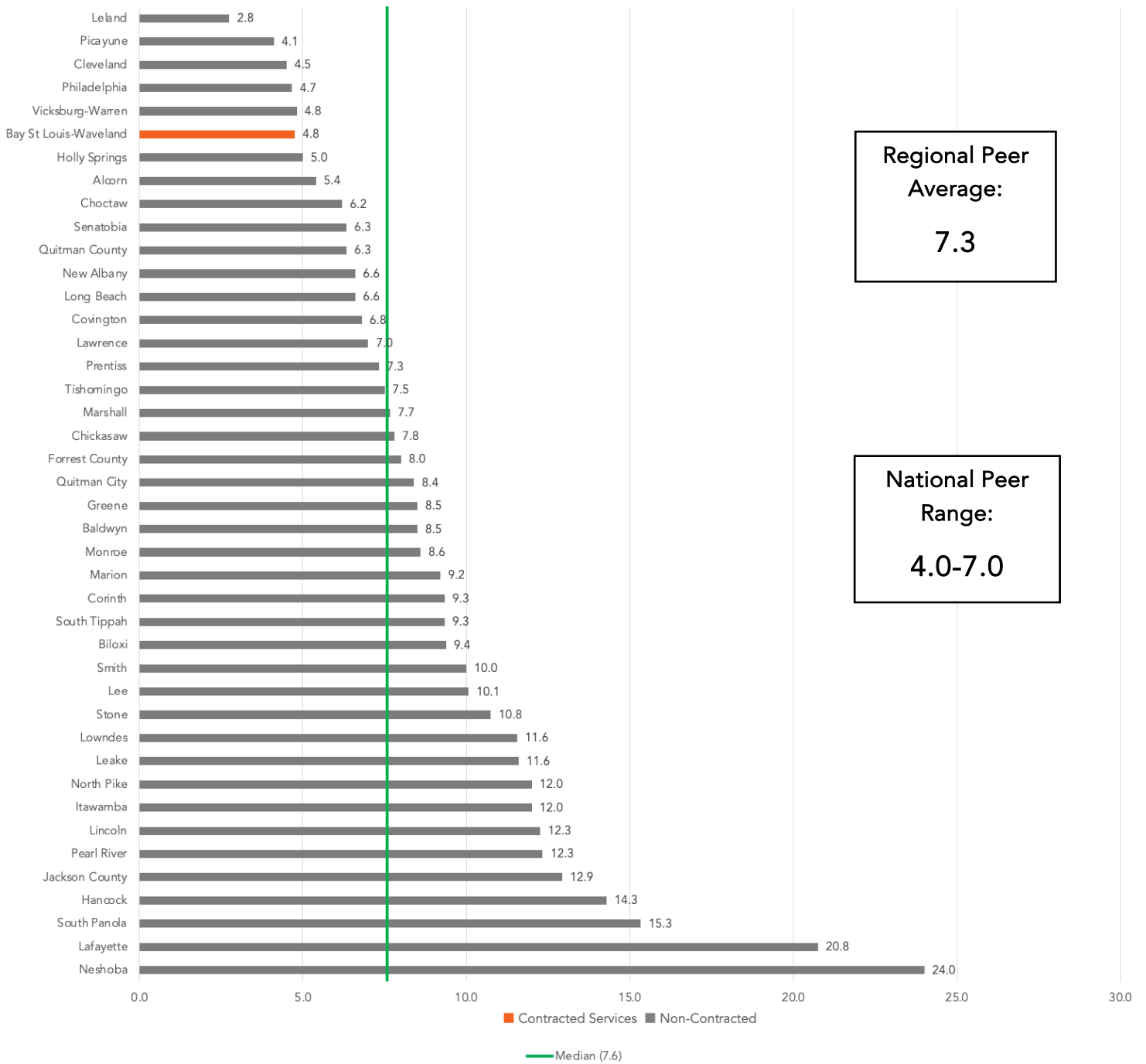
Of the districts reporting FY 2023 data, the 7.6 average number of buses per school was slightly above the regional peer average of 7.3. However, three districts, South Panola (15.3), Lafayette (20.8), and Neshoba (24.0), reported an average of buses per school of more than twice the median. Thus these districts may have more buses than needed.

The number of buses per school is one measure of efficiency in the district's delivery of transportation services. This measure should be reviewed in conjunction with other measures to gain insight into overall efficiency of the transportation program.

For the districts reporting FY 2023 data, the average number of buses per school ranged from 2.8 in Leland to 24.0 in Neshoba. (See Exhibit 6, page 18.) Leland reported transporting 309 students to four schools, 188 daily miles driven, and a fleet of 11 buses, including three spares. The district's low number of transported students and low number of schools contribute to the district's low average number of buses per school. Neshoba reported transporting 2,355 students to three schools, 2,225 daily miles driven, and a fleet of 74 buses, including 22 spare buses.

In addition to Neshoba, two other districts, South Panola (15.3) and Lafayette (20.8) reported an average number of buses per school more than twice the median of 7.6. Each of these is a rural district, which would require a larger number of buses given the dispersion of students throughout the county. However, given the higher average of each district in comparison to the median and that other rural districts report lower averages, district officials have an opportunity to use the information in Exhibit 6 to compare their district to similar districts and possibly identify areas for improvement, such as reducing the number of spare buses or improving routing efficiency.

Exhibit 6: Number of Buses per School in FY 2023



The median in this exhibit represents the above reporting districts and an additional 30 Mississippi districts that are part of a separate review over the same period.

Note: Brookhaven, East Tallahatchie, Hazlehurst, Kosciusko, Lamar, Newton Municipal, Pontotoc City, and Winona-Montgomery did not provide data.

Number of Buses per Mechanic

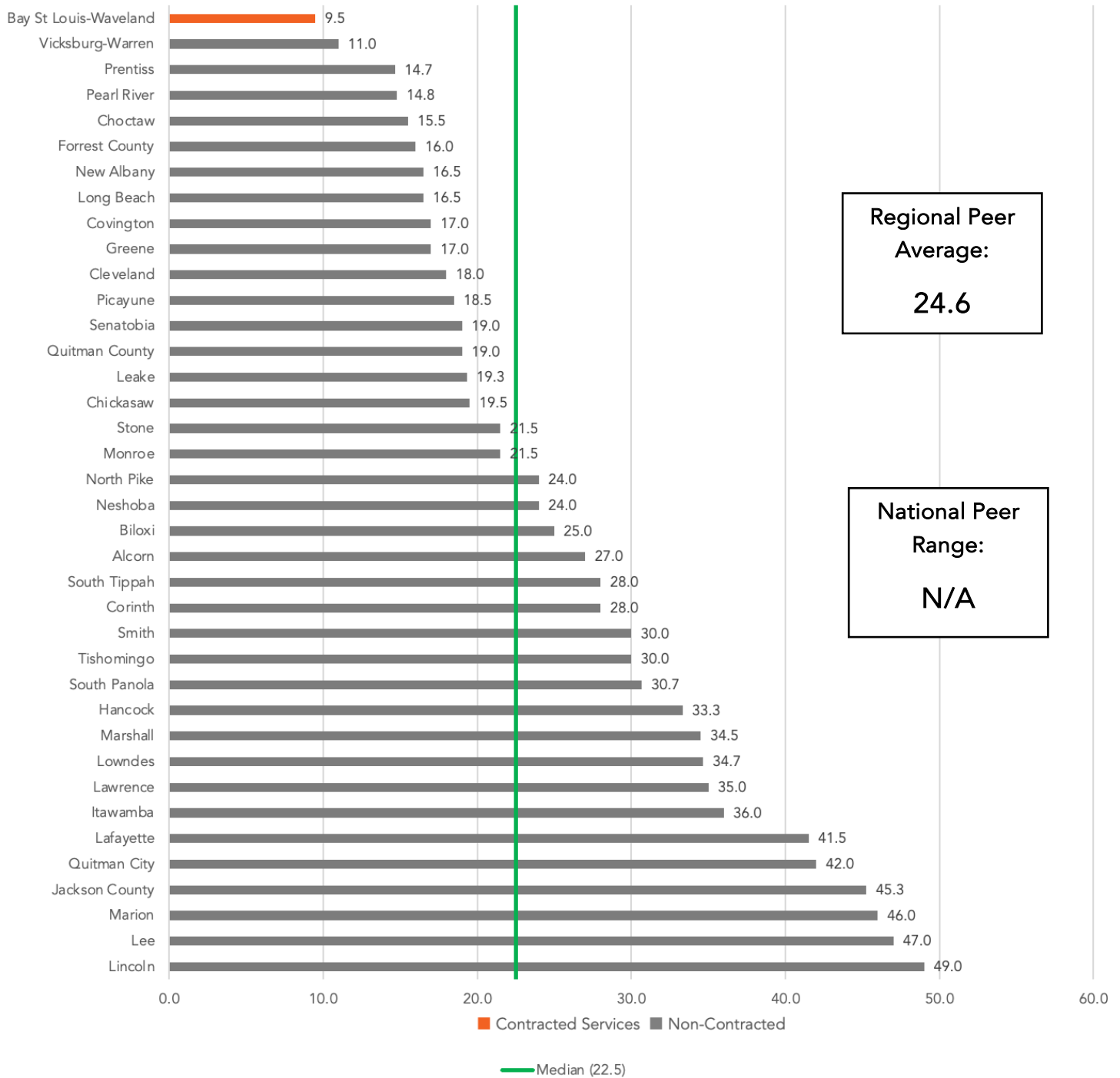
For the reporting districts for FY 2023, the median of 22.5 buses per mechanic is slightly below the regional peer average of 24.6, indicating that the cohort is slightly less efficient in staffing for maintenance of buses than regional peers. However, four districts—Jackson County (45.3), Marion (46.0), Lee (47.0), and Lincoln (49.0)—reported numbers more than double the median, indicating these districts' maintenance area may be understaffed.

The number of buses per mechanic measure may be used to evaluate the efficiency of a district's transportation maintenance and repair infrastructure. This measure can also aid in assessing staffing levels, although it should not be the sole determining factor for assessing staffing. Other relevant factors include the age and condition of buses, the number of spare buses available, the complexity of repair activities, and whether the district subcontracts any maintenance/repair activities.

Exhibit 7, page 20, presents data reported by the districts regarding the number of buses per mechanic. Bay St. Louis-Waveland is the only district in this cohort using a third-party contractor for transportation services and reports a number of buses per mechanic of 9.5, which on the surface indicates the district's maintenance area is overstaffed. However, the district has 19 buses, including spares, and two mechanics. Reducing staff to one mechanic would bring the district closer to the median of 22.5 but could cause maintenance and service disruptions if the one remaining mechanic were unable to be present, such as being absent for illness. Staffing levels must always be balanced against each district's need for safety, proper maintenance, and avoiding service disruptions.

Four districts—Jackson County (45.3), Marion (46.0), Lee (47.0), and Lincoln (49.0)—reported numbers more than double the median of 22.5. Based on this information, these districts' maintenance function may be understaffed, which could impact transportation services. For example, the Lincoln district has a fleet of 49 buses, including spares, and one mechanic. If the sole mechanic had to be absent for an extended period, transportation services could be disrupted. Also, maintenance understaffing could impair proper maintenance of a district's bus fleet and negatively impact safety. Although transportation efficiency is important, student safety and bus fleet reliability are also important and could be negatively impacted by maintenance understaffing.

Exhibit 7: Number of Buses per Mechanic in FY 2023



The median in this exhibit represents the above reporting districts and an additional 30 Mississippi districts that are part of a separate review over the same period.

Note: Baldwin, Brookhaven, East Tallahatchie, Hazlehurst, Holly Springs, Kosciusko, Lamar, Leland, Newton Municipal, Philadelphia, Pontotoc City, and Winona-Montgomery either have no bus mechanics or did not provide data.

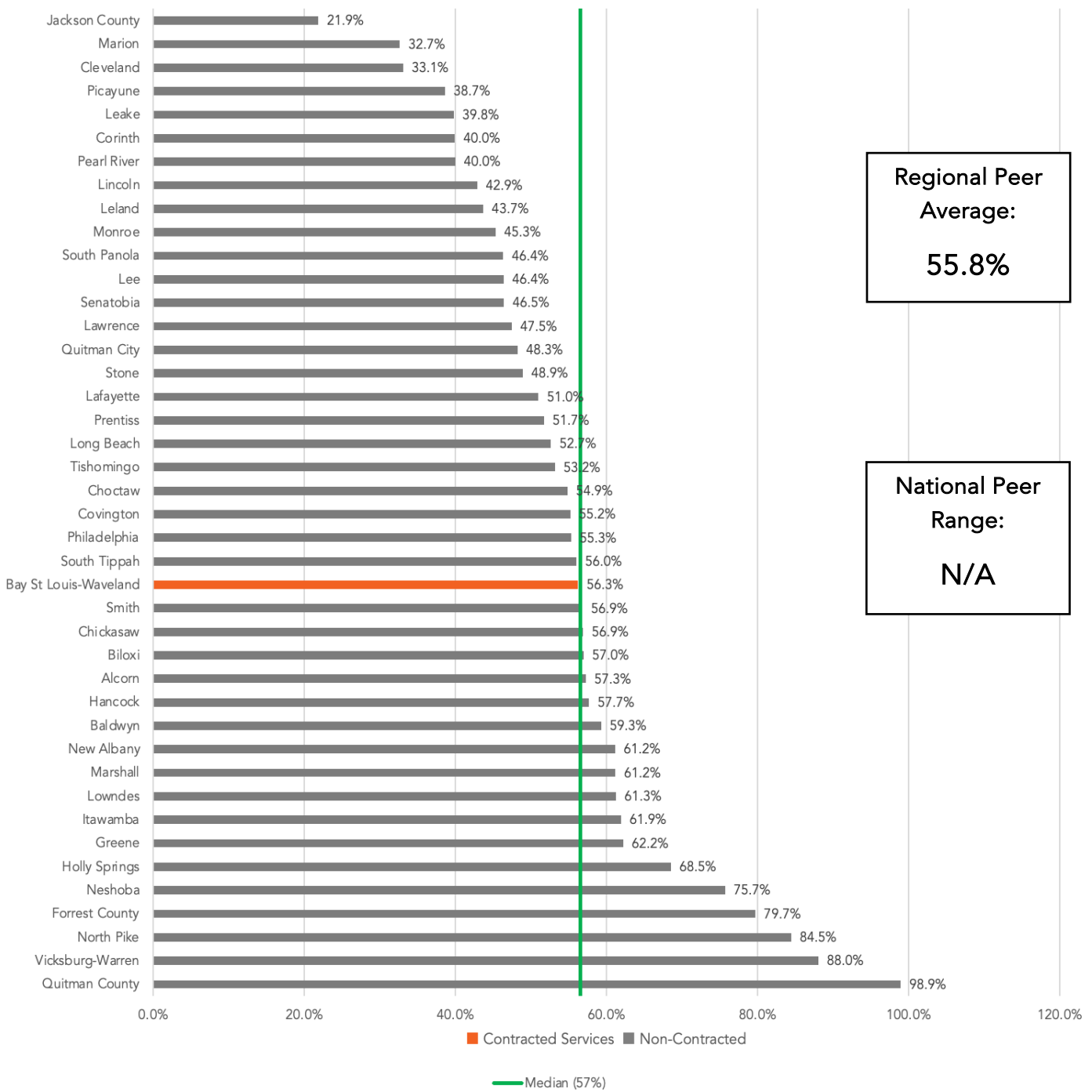
Percentage of Total Students that Were Bus Riders

The reporting districts' percentages of total students that were bus riders in FY 2023 ranged from 22% in Jackson County to 99% in Quitman County. This shows that districts have a wide range of students and parents that depend on district transportation and demonstrates the need to reassess each district's transportation needs and services on a regular basis.

The measure of percentage of total students that are bus riders can assist districts in tracking trends over time regarding the number of students that rely on bus transportation to determine whether the district is providing adequate service levels. If the district's administration finds that the number of students who rely on bus transportation is increasing, it may need to provide additional buses or routes to meet demand. Conversely, if the district's administration notices that the number of student riders in relation to the total number of students has been declining over a period of several years, it may need to re-evaluate its transportation service offerings.

As shown in Exhibit 8, page 22, in FY 2023, the reporting districts' median percentage of students that were bus riders was 57%, slightly above the regional peer average of 55.8%. This indicates that students in the reporting districts depend on school transportation slightly more than students in regional peer districts. Ridership ranged from 22% in Jackson County to 99% in Quitman County. As with all metrics, inaccuracies and estimates impact reported information. For example, Quitman County's high percentage is based on reported data that 750 out of 758 enrolled students rode the bus, with only eight students in the district arriving at school in parents' vehicles or their own vehicles. Vicksburg-Warren's 88% ridership was based on an apparent ridership estimate of 6,000 out of 6,816 enrolled students. These anomalies demonstrate the importance of districts accurately capturing data in order to measure accurately the need for and effectiveness of district services.

Exhibit 8: Percentage of Students that Were Bus Riders in FY 2023



The median in this exhibit represents the above reporting districts and an additional 30 Mississippi districts that are part of a separate review over the same period.

Note: Brookhaven, East Tallahatchie, Hazlehurst, Kosciusko, Lamar, Newton Municipal, Pontotoc City, and Winona-Montgomery did not provide data.

Number of Students per Bus

For reporting districts, in FY 2023 the median number of students per bus of 38.6 was slightly below the regional peer average of 39.3. Thus the reporting districts were slightly less efficient in transporting students than regional peer districts.

Considering the number of routes per bus, student population density, and bus capacity, the measure of the number of students per bus provides insights to school districts regarding the effectiveness of their transportation services. If the average number of students per bus falls well below the district's average bus capacity, even in areas with low student population density, this indicates the necessity to evaluate routing efficiency. In regions with high student population density, a low number of students per bus suggests potential opportunities for enhancing efficiency through route tiering.⁶ Conversely, if districts observe the number of students per bus reaching or exceeding the average capacity without any route tiering, they should investigate individual bus routes for potential issues with student overcrowding.

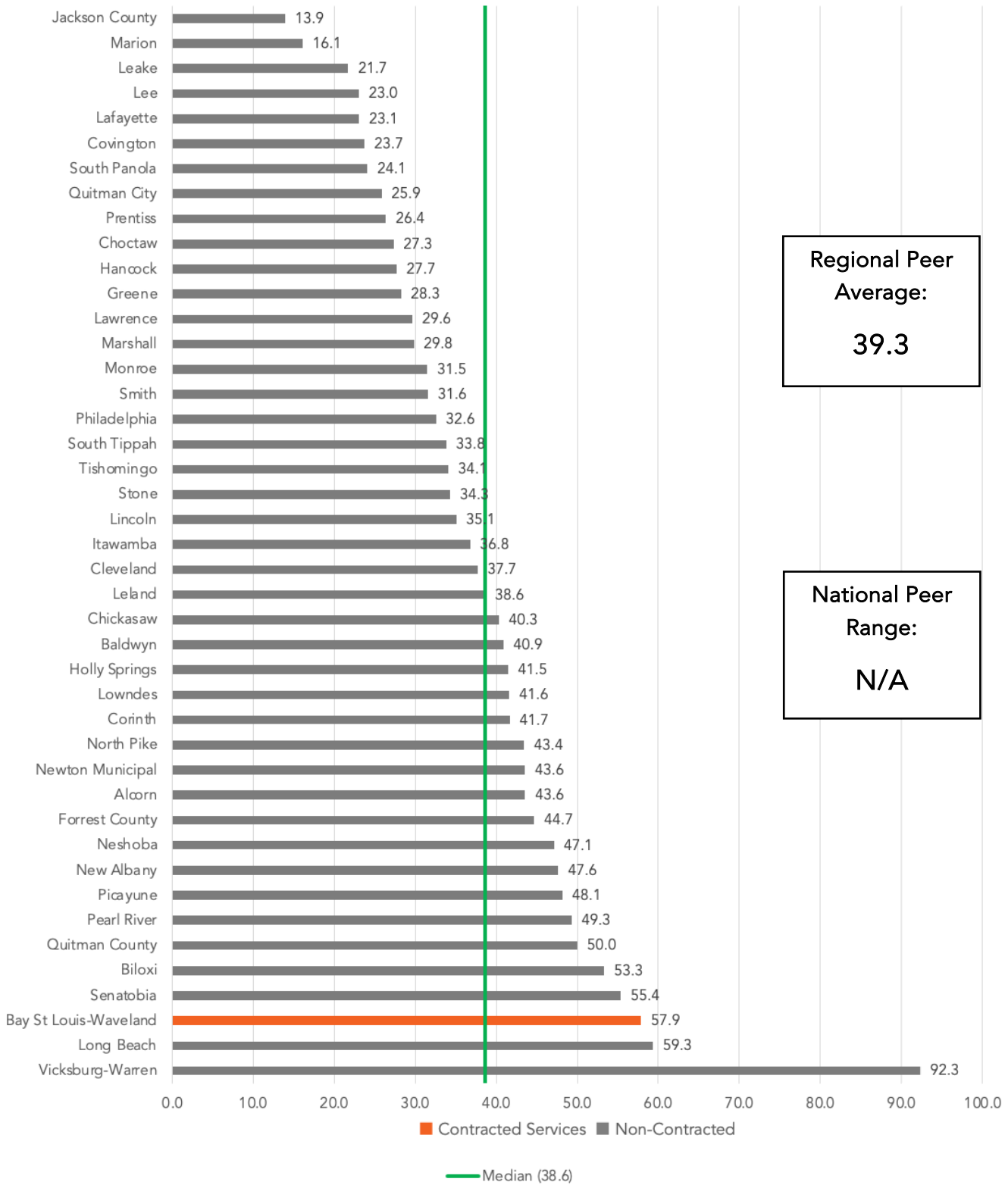
As shown in Exhibit 9, page 24, although the reporting districts' median number of students per bus in FY 2023 of 38.6 was slightly below the regional peer average of 39.3, districts' numbers of students per bus ranged from 13.9 in Jackson County to 92.3 in Vicksburg-Warren. (In some districts, when a bus completes one route, it is used for another route, meaning that a bus transports more students in total than the bus's seating capacity would be for a single route. Staggered starting times between schools in a district allow this routing method.)

Jackson County's low number of students per bus (13.9) is linked to the district's low percentage of bus riders (22%), the lowest reported percentage of bus riders in the cohort. Even though ridership as a percentage of enrolled students may be low, districts still must run buses to pick up students even if students are located in widely scattered areas. District officials should periodically review current routes to seek greater efficiency and when available, use routing software to determine current route efficiency and seek improvements.

Vicksburg-Warren's high number of students per bus (92.3) is linked to what is likely an estimated ridership of 6,000 out of 6,816 enrolled students for 65 active buses. Without accurate data, district officials are hampered in efforts to measure and improve the efficiency of transportation operations.

⁶ *Route tiering* is a method for transporting students in which buses run multiple routes based on staggered school start times. For example, buses might pick up and drop off students to elementary schools first, and then pick up and drop off middle and high school students at their respective schools.

Exhibit 9: Number of Students per Bus in FY 2023



The median in this exhibit represents the above reporting districts and an additional 30 Mississippi districts that are part of a separate review over the same period.

Note: Brookhaven, East Tallahatchie, Hazlehurst, Kosciusko, Lamar, Pontotoc City, and Winona-Montgomery did not provide data.

Number of Miles Driven Daily per Bus

For the reporting districts, the miles driven daily per bus in FY 2023 ranged from 14.3 in Jackson County to 189.5 in North Pike, with a median of 46. Although several factors, such as size of the district and density of students, affect the miles driven daily per bus, the range of miles driven reported by the districts indicates possible anomalies that would affect district officials' ability to assess the efficiency of bus routes.

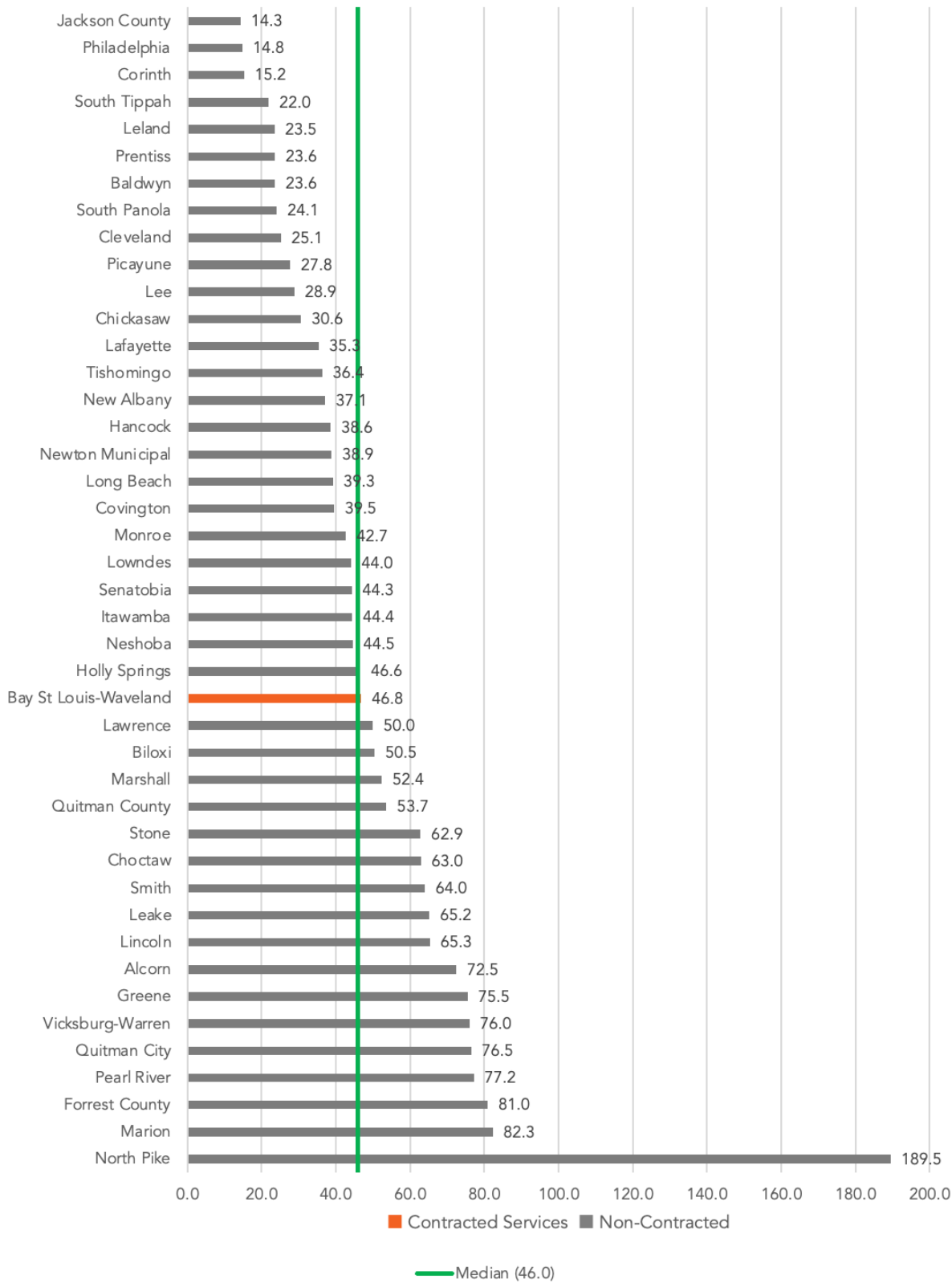
Analyzing the daily mileage per bus in relation to the routing design approach and student population density offers districts information pertaining to the quality of service provided to students. This analysis should consider all miles driven, both with and without riders. When the mileage exceeds an average of 60 miles per bus and no route tiering is in place, districts should conduct a thorough examination of individual routes to identify whether students are experiencing excessive ride times or whether buses are traveling large distances without any riders. Conversely, average mileage figures at or below 35 miles may suggest possibilities for route consolidation or the implementation of route tiering strategies.

As shown in Exhibit 10, page 26, districts reported a wide range of miles driven daily per bus in FY 2023. Jackson County reported 14.3 miles driven daily per bus, which was the lowest reported figure. Since the reported figure includes both morning and afternoon routes, Jackson County's reported figure means the average route is just over seven miles, including distance driven before starting and after ending the route. In other information provided by the district during this review, Jackson County reported that the maximum time with students on a bus is 60 minutes, which appears to conflict with the average length in miles of the district's reported bus routes.

North Pike reported the highest number of miles driven daily per bus at 189.5. The district also reported the highest number of total miles driven per day at 7,200, which impacted the district's cost per mile (see Exhibit 4 on page 14).

The information in this report affords district officials an opportunity to gauge their district against districts of similar size and population density, identify possible inaccuracies, and determine whether routes should be reviewed for possible improvement in efficiency.

Exhibit 10: Number of Miles Driven Daily per Bus in FY 2023



The median in this exhibit represents the above reporting districts and an additional 30 Mississippi districts that are part of a separate review over the same period.

Note: Brookhaven, East Tallahatchie, Hazlehurst, Kosciusko, Lamar, Pontotoc City, and Winona-Montgomery did not provide data.

Conclusions Regarding How Districts' Data Collection May Impact Transportation Costs

Some districts did not provide all of the information requested for this report, which inhibited the assessment team's ability to conduct a complete analysis of transportation functions in the selected districts and inhibits districts' ability to manage its program and costs.

As noted previously, Glimpse K12 selected 50 of Mississippi's 138 school districts with a range of characteristics, including geographic location, enrollment, and grades based on the statewide accountability system to provide FY 2023 data on their transportation functions. The transportation departments at East Tallahatchie and Pontotoc City did not provide any data or information for this report. Further, the departments at Lamar, Leake, and Winona-Montgomery provided minimal performance data and no benchmarking information. Districts should consider taking action to obtain precise cost information and other types of benchmarks and performance indicators such as those noted in this report. Without timely and accurate financial information, the districts' ability to manage costs and allocate taxpayer funds effectively is compromised. District administrators should also use such information to compare their district's costs and efficiency with those of other districts.

Conclusions Regarding Cost Savings

Potential Cost Savings

Of the districts reporting, annual projected potential cost savings could be up to \$2.65 million for bus route improvements and up to \$420,800 for staffing adjustments.

At least eleven of the 45 reporting districts have the potential for cost savings either through bus route improvements or staffing adjustments. Exhibit 11 on page 29 provides a summary of projected potential cost savings from bus route improvements in eight districts and Exhibit 12 on page 31 provides a summary of projected potential cost savings from transportation staffing adjustments in six districts. Three districts had projected potential cost savings in each category. The total annual projected potential cost savings would be up to \$2.65 million for bus route improvements and up to \$420,800 for staffing adjustments. While the reported data suggests the potential for cost savings for these districts, each district's administration should carefully review the data and recommendations in light of the particular circumstances of the district.

Exhibit 11: Projected Potential Cost Savings from Bus Route Improvements in Reporting Districts Based on FY 2023 Data

District	Projected Potential Cost Savings	Recommendations
Forrest County	< or =\$152,522	Due to the district’s relatively high overall transportation costs as a percentage of the total district budget, high costs per student rider, and high number of buses per school, the district should review bus routes for possible improvements. If the district could bring its costs in line with the state peer median, it could realize the projected potential cost savings.
Greene	< or =\$48,100	This is a rural district with low ridership per bus and a high average number of daily miles, which is likely driven by geographic population density. The district should consider route tiering in the areas of Leakesville, State Line, and McLain. If the district could bring costs in line with the regional peer average for costs per rider and reduce one to two daily operating buses, the district could realize the projected potential cost savings.
Hancock	< or =\$133,240	Regarding its transportation expenses, the district's percentage of total expenses was higher than the median of all reviewed districts and higher than the regional average. Cost per bus, cost per student, and cost per mile were also higher than the state peer medians. Additionally, the district has a high bus count in relation to the total number of daily riders and the number of schools served. The district should consider ways to improve overall route efficiency and reduce the number of daily operating buses. If the district were to bring transportation expenses in line with the state peer median, the district could realize the projected potential cost savings.
Lee	< or =\$828,680	The district’s cost per student and cost per mile were higher than the state median. The district should consider using tiered bus routes for densely populated areas, which would reduce the number of daily operational buses needed. If the district could bring its costs and bus counts in line with the state peer median, the district could realize the projected potential cost savings.
Monroe	< or =\$141,700	The district has a low number of students per bus and low miles per bus, coupled with high costs and a higher number of buses per school. The district should consider using combination routes or route tiering to increase efficiency. If the district could bring costs in line with state peer medians, it could realize the projected potential cost savings.

District	Projected Potential Cost Savings	Recommendations
Pearl River	< or =\$164,400	The district's cost per bus, cost per student, and cost per mile were higher than the state peer medians. The district should review current routes to determine whether there is an opportunity to improve route efficiencies and bring district costs in line with peers. If the district could bring its cost in line with the state peer medians, it could realize the projected potential cost savings.
Philadelphia	< or =\$119,550	The district has a relatively low daily student ridership per bus and low daily miles driven. Further, the district has a cost per bus and cost per mile higher than the state peer median, along with relatively high transportation expenses as a percentage of total expenses. The district should consider optimizing routes through staggering school bell schedules and route tiering. If the district could bring its cost in line with the state peer medians, it could realize the projected potential cost savings.
South Panola	< or =\$1,061,900	Based on the low daily ridership per bus, low daily miles, low daily route times, and high cost comparisons across multiple measures (i.e., cost per bus, cost per student, and cost per mile), the district should consider route tiering approaches or combining existing approaches with route tiering. If the district could bring staffing levels in alignment with the state peer median, the district could realize the projected potential cost savings.
TOTAL	< or =\$ 2,650,092	

Exhibit 12: Projected Potential Cost Savings from Transportation Staffing Adjustments in Reporting Districts Based on FY 2023 Data

District	Projected Potential Cost Savings	Recommendations
Covington	< or =\$40,000	The district employs four bus mechanics, which is relatively high given the number of buses to maintain (59 operational and 9 spare buses). The number of buses per mechanic (17) is lower than the state median of 24. The district should evaluate its staffing levels in light of these factors. If the district could bring staffing levels in alignment with the state peer median, the district could realize the projected potential cost savings.
Forrest County	< or =\$47,600	The district employs four bus mechanics, which is relatively high given the number of buses to maintain (38 operational buses and 10 spare buses). The number of buses per mechanic (16) is lower than the state median of 24. Additionally, the district has a slightly high number of spare buses. The district should evaluate its staffing levels in light of these factors. If the district could bring staffing levels in alignment with the state peer median, the district could realize the projected potential cost savings.
Greene	< or =\$47,600	The district employs three bus mechanics for its fleet of 36 daily operational buses and 15 spare buses. The number of buses per mechanic is lower than the state median of 24; therefore, the district should evaluate its staffing levels. If the district could bring staffing levels in alignment with the state peer median, the district could realize the projected potential cost savings.
Pearl River	< or =\$47,600	The district employs 2.5 FTE mechanics to maintain the district's fleet of 27 operational buses and 10 spare buses. The number of buses to mechanic (14.8) is below the state median (24). Additionally, the district has a high number of spare buses. In light of these factors, the district should evaluate its staffing levels. If the district could bring staffing levels in alignment with the state peer median, the district could realize the projected potential cost savings.
Picayune	< or =\$47,600	The district employs two mechanics and has a high percentage of spare buses (27.03%). The current fleet size results in a number of buses to mechanic of 18.5, below the state median (24). The district should evaluate its spare buses and staffing levels. If the district could bring staffing levels in alignment with the state peer median, the district could realize the projected potential cost savings.
Vicksburg-Warren	< or =\$190,400	The district employs seven mechanics responsible for servicing its fleet of 65 operational buses and 12 spare buses. This results in a number of buses to mechanic of 11, the lowest of all reviewed peers using state-owned buses. Therefore, the district should evaluate its staffing levels. If the district could bring staffing levels in alignment with the state peer median, the district could realize the projected potential cost savings.
TOTAL	< or =\$420,800	

Recommendations

1. In FY 2025, each district superintendent, in consultation with the district's transportation program personnel, should review the information from this report and implement each of the relevant district recommendations to increase efficiency, improve service levels, and/or achieve cost savings. These include, but are not limited to:
 - a. potential implementation of bus routing software;
 - b. potential implementation of formal guidelines for student seating on buses;
 - c. annual reviews of bus routes;
 - d. identify potential opportunities for bus route optimization;
 - e. evaluate approaches for addressing driver absences; and,
 - f. assess mechanic staffing levels and spare fleet size.
2. District administrators should also use the information in this report to compare their performance to that of their peers in Mississippi, as well as regionally and nationally, to identify areas for potential improvement, and take action to improve in those areas.
3. For districts unable to provide benchmarking or performance information during this review pertaining to their transportation programs (or provided questionable data), relevant district personnel should take action to begin collecting and monitoring precise transportation data on an ongoing basis.
4. District personnel should provide an annual performance report to the district superintendent regarding the status of the transportation programs using the measures included in this review.
5. District administrators should use the information from annual performance reports to monitor their district's costs and efficiency in operating its transportation program.

Appendix A: List of School Districts Included in This Review

1. Alcorn
2. Baldwin
3. Bay St Louis-Waveland
4. Biloxi
5. Brookhaven
6. Chickasaw
7. Choctaw
8. Cleveland
9. Corinth
10. Covington
11. East Tallahatchie*
12. Forrest County
13. Greene
14. Hancock
15. Hazlehurst
16. Holly Springs
17. Itawamba
18. Jackson County
19. Kosciusko
20. Lafayette
21. Lamar
22. Lawrence
23. Leake
24. Lee
25. Leland
26. Lincoln
27. Long Beach
28. Lowndes
29. Marion
30. Marshall
31. Monroe
32. Neshoba
33. New Albany
34. Newton Municipal
35. North Pike
36. Pearl River
37. Philadelphia
38. Picayune
39. Pontotoc City*
40. Prentiss
41. Quitman City
42. Quitman County
43. Senatobia
44. Smith
45. South Panola

46. South Tippah
47. Stone
48. Tishomingo
49. Vicksburg-Warren
50. Winona-Montgomery

* East Tallahatchie and Pontotoc City failed to provide any benchmark or performance data for this review.

SOURCE: PEER.

Appendix B: School District Transportation Data

District	Annual Actual District Operating Expenditures	Number of Daily Regular Route Buses	Number of Daily Special Education Route Buses	Average Number of Miles Driven Daily	Number of Daily Riders	Annual Actual Transportation Expenditures
Alcorn	\$41,774,536	39	3	3,046	1,830	\$1,426,691
Baldwyn	\$8,524,879	10	1	260	450	\$386,712
Bay St. Louis-Waveland	\$33,198,582	15	1	749	926	\$1,196,963
Biloxi	\$93,225,850	52	10	3,130	3,305	\$2,340,483
Brookhaven	Data Not Provided					
Chickasaw	\$26,907,131	28	3	950	1,250	\$1,199,144
Choctaw	\$28,484,278	23	2	1,574	683	\$901,962
Cleveland	\$49,852,675	25	2	679	1,018	\$802,376
Corinth	\$29,873,622	22	2	365	1,000	\$831,615
Covington	\$27,623,003	54	5	2,333	1,400	\$1,606,460
East Tallahatchie	Data Not Provided					
Forrest County	\$37,632,382	32	6	3,077	1,698	\$2,440,364
Greene	\$23,248,804	33	3	2,718	1,017	\$1,297,450
Hancock	\$39,686,357	74	9	3,206	2,300	\$3,497,157
Hazlehurst	Data Not Provided					
Holly Springs	\$11,588,033	16	1	792	705	\$547,258
Itawamba	\$41,860,834	51	4	2,440	2,022	\$1,109,771
Jackson County	\$99,260,365	121	19	2,008	1,952	\$5,950,423
Kosciusko	Data Not Provided					
Lafayette	\$38,618,487	57	4	2,154	1,408	\$1,628,154
Lamar	Data Not Provided					
Lawrence	\$3,324,557	25	2	1,350	800	\$75,000
Leake	\$37,244,636	40	6	3,000	1,000	\$2,653,252
Lee	\$85,700,000	118	9	3,665	2,925	\$4,173,000
Leland	\$17,449,000	7	1	188	309	\$312,538
Lincoln	\$38,526,053	33	1	2,221	1,192	\$1,627,324
Long Beach	\$22,461,280	23	3	1,021	1,543	\$1,132,859
Lowndes	\$101,174,003	70	6	3,347	3,163	\$2,838,343
Marion	\$41,971,613	36	2	3,126	612	\$1,369,324

District	Annual Actual District Operating Expenditures	Number of Daily Regular Route Buses	Number of Daily Special Education Route Buses	Average Number of Miles Driven Daily	Number of Daily Riders	Annual Actual Transportation Expenditures
Marshall	\$41,134,545	51	6	2,985	1,700	\$1,740,297
Monroe	\$14,936,181	29	1	1,280	945	\$1,218,630
Neshoba	\$44,409,305	48	2	2,225	2,355	\$1,997,033
New Albany	\$11,386,570	24	3	1,003	1,286	\$1,128,443
Newton Municipal	Data Not Provided	8	1	350	392	Data Not Provided
North Pike	\$33,757,371	36	2	7,200	1,651	\$1,536,686
Pearl River	\$37,948,275	24	3	2,084	1,331	\$2,189,223
Philadelphia	\$7,472,143	13	1	207	456	\$522,819
Picayune	\$45,709,223	23	4	750	1,300	\$1,406,648
Prentiss	\$31,583,439	40	4	1,039	1,160	\$2,940,819
Pontotoc City	Data Not Provided					
Quitman City	\$27,037,227	25	4	2,219	750	\$1,292,000
Quitman County	\$16,637,680	13	2	805	750	\$696,753
Senatobia	\$24,975,157	13	1	620	775	\$799,735
Smith	\$29,785,982	41	3	2,814	1,389	\$1,086,109
South Panola	\$56,304,077	74	9	2,000	2,000	\$3,741,191
South Tippah	\$33,629,314	36	6	922	1,420	\$1,256,748
Stone	\$37,312,364	32	3	2,200	1,200	\$1,834,887
Tishomingo	\$45,370,822	40	4	1,600	1,500	Not Provided
Vicksburg-Warren	\$122,913,674	57	8	4,940	6,000	\$6,320,695
Winona-Montgomery	Data Not Provided					

Appendix C: FY 2023 Transportation Benchmark Data and Performance Indicators for Districts Reporting

Alcorn			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?	✓		
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.4%	–	–
Average Annual Cost per Bus Overall	\$26,420	–	–
Annual Cost per Rider	\$780	–	–
Annual Cost per Mile	\$2.60	–	–
Percentage of Spare Buses	22.2%	+	+
Number of Buses per School	5.4	–	–
Number of Buses per Mechanic	27	+	+
Percentage of Total Students that are Bus Riders	57.3%	+	+
Number of Students per Bus	43.6	+	+
Number of Miles Driven Daily per Bus	72.5	+	N/A

Baldwyn			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.5%	=	–
Average Annual Cost per Bus Overall	\$22,748	–	–
Annual Cost per Rider	\$859	–	–
Annual Cost per Mile	\$8.26	+	+
Percentage of Spare Buses	35.3%	+	+
Number of Buses per School	8.5	+	+
Number of Buses per Mechanic	N/A	N/A	N/A
Percentage of Total Students that are Bus Riders	59.3%	+	+
Number of Students per Bus	40.9	+	+
Number of Miles Driven Daily per Bus	23.6	–	N/A

Bay St. Louis-Waveland			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Contracted—the district contracts out its transportation services.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.6%	–	–
Average Annual Cost per Bus Overall	\$62,998	+	+
Annual Cost per Rider	\$1,293	+	–
Annual Cost per Mile	\$8.88	+	+
Percentage of Spare Buses	15.8%	–	–
Number of Buses per School	4.8	–	–
Number of Buses per Mechanic	9.5	–	–
Percentage of Total Students that are Bus Riders	56.3%	–	+
Number of Students per Bus	57.9	+	+
Number of Miles Driven Daily per Bus	46.8	+	N/A

Biloxi			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?	✓		
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?			The district uses an alternative method to ensure coverage —i.e., bus routes are combined or merged when drivers are absent.
Bus route method used	Paired/Tiered—school times are staggered to accommodate separate bus routes and each bus makes multiple runs.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	2.5%	–	–
Average Annual Cost per Bus Overall	\$31,206	–	–
Annual Cost per Rider	\$708	–	–
Annual Cost per Mile	\$4.15	–	–
Percentage of Spare Buses	17.3%	–	–
Number of Buses per School	9.4	+	+
Number of Buses per Mechanic	25	+	+
Percentage of Total Students that are Bus Riders	57%	=	+
Number of Students per Bus	53.3	+	+
Number of Miles Driven Daily per Bus	50.5	+	N/A

Brookhaven			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?	✓		
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?			Not enough information to determine.
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (⬇), Above (+), or Equal to (=) State Peer Median	Below (⬇), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.9%	–	–
Average Annual Cost per Bus Overall	Performance Data Not Reported		
Annual Cost per Rider			
Annual Cost per Mile			
Percentage of Spare Buses			
Number of Buses per School			
Number of Buses per Mechanic			
Percentage of Total Students that are Bus Riders			
Number of Students per Bus			
Number of Miles Driven Daily per Bus			

Chickasaw			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Single—one bus is assigned to transport students exclusively to and from one school without additional routes.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.5%	=	–
Average Annual Cost per Bus Overall	\$30,747	–	–
Annual Cost per Rider	\$959	–	–
Annual Cost per Mile	\$7.01	+	–
Percentage of Spare Buses	20.5%	–	+
Number of Buses per School	7.8	+	+
Number of Buses per Mechanic	19.5	–	–
Percentage of Total Students that are Bus Riders	56.9%	–	+
Number of Students per Bus	40.3	+	+
Number of Miles Driven Daily per Bus	30.6	–	N/A

Choctaw			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.2%	–	–
Average Annual Cost per Bus Overall	\$29,096	–	–
Annual Cost per Rider	\$1,321	+	+
Annual Cost per Mile	\$3.18	–	–
Percentage of Spare Buses	19.4%	–	+
Number of Buses per School	6.2	–	–
Number of Buses per Mechanic	15.5	–	–
Percentage of Total Students that are Bus Riders	54.9%	–	–
Number of Students per Bus	27.3	–	–
Number of Miles Driven Daily per Bus	63	+	N/A

Cleveland			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?			The district uses an alternative method to ensure coverage —i.e., bus routes are combined or merged when drivers are absent.
Bus route method used	Paired/Tiered—school times are staggered to accommodate separate bus routes and each bus makes multiple runs.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	1.6%	–	–
Average Annual Cost per Bus Overall	\$22,288	–	–
Annual Cost per Rider	\$788	–	–
Annual Cost per Mile	\$6.57	+	–
Percentage of Spare Buses	25%	+	+
Number of Buses per School	4.5	–	–
Number of Buses per Mechanic	18	–	–
Percentage of Total Students that are Bus Riders	33.1%	–	–
Number of Students per Bus	37.7	–	–
Number of Miles Driven Daily per Bus	25.1	–	N/A

Corinth			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	2.8%	–	–
Average Annual Cost per Bus Overall	\$29,701	–	–
Annual Cost per Rider	\$832	–	–
Annual Cost per Mile	\$11.77	+	+
Percentage of Spare Buses	14.3%	–	–
Number of Buses per School	9.3	+	+
Number of Buses per Mechanic	28	+	+
Percentage of Total Students that are Bus Riders	40%	–	–
Number of Students per Bus	41.7	+	+
Number of Miles Driven Daily per Bus	15.2	–	N/A

Covington			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Single—one bus is assigned to transport students exclusively to and from one school without additional routes.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	5.8%	+	+
Average Annual Cost per Bus Overall	\$23,624	–	–
Annual Cost per Rider	\$1,147	–	–
Annual Cost per Mile	\$3.83	–	–
Percentage of Spare Buses	13.2%	–	–
Number of Buses per School	6.8	–	–
Number of Buses per Mechanic	17	–	–
Percentage of Total Students that are Bus Riders	55.2%	–	–
Number of Students per Bus	23.7	–	–
Number of Miles Driven Daily per Bus	25.1	–	N/A

East Tallahatchie

Benchmark Data Not Reported

Performance Data Not Reported

Forrest County			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Paired/Tiered—school times are staggered to accommodate separate bus routes and each bus makes multiple runs.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	6.5%	+	+
Average Annual Cost per Bus Overall	\$50,841	+	+
Annual Cost per Rider	\$1,437	+	+
Annual Cost per Mile	\$4.17	–	–
Percentage of Spare Buses	20.8%	+	+
Number of Buses per School	8	+	+
Number of Buses per Mechanic	16	–	–
Percentage of Total Students that are Bus Riders	79.7%	+	+
Number of Students per Bus	44.7	+	+
Number of Miles Driven Daily per Bus	81	+	N/A

Greene			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	5.6%	+	+
Average Annual Cost per Bus Overall	\$25,440	–	–
Annual Cost per Rider	\$1,276	+	+
Annual Cost per Mile	\$2.65	–	–
Percentage of Spare Buses	29.4%	+	+
Number of Buses per School	8.5	+	+
Number of Buses per Mechanic	17	–	–
Percentage of Total Students that are Bus Riders	62.2%	+	+
Number of Students per Bus	28.3	–	–
Number of Miles Driven Daily per Bus	75.5	+	N/A

Hancock			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?			The district uses an alternative method to ensure coverage —i.e., bus routes are combined or merged when drivers are absent.
Bus route method used	Single—one bus is assigned to transport students exclusively to and from one school without additional routes.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	8.8%	+	+
Average Annual Cost per Bus Overall	\$34,972	+	–
Annual Cost per Rider	\$1,521	+	+
Annual Cost per Mile	\$6.06	+	–
Percentage of Spare Buses	17%	–	–
Number of Buses per School	14.3	+	+
Number of Buses per Mechanic	33.3	+	+
Percentage of Total Students that are Bus Riders	57.7%	+	+
Number of Students per Bus	27.7	–	–
Number of Miles Driven Daily per Bus	38.6	–	N/A

Hazlehurst			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?			Not enough information to determine.
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Not Reported			

Holly Springs

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.7%	+	–
Average Annual Cost per Bus Overall	\$27,363	–	–
Annual Cost per Rider	\$776	–	–
Annual Cost per Mile	\$3.84	–	–
Percentage of Spare Buses	15%	–	–
Number of Buses per School	5	–	–
Number of Buses per Mechanic	Performance Data Not Reported		
Percentage of Total Students that are Bus Riders	68.5%	+	+
Number of Students per Bus	41.5	+	+
Number of Miles Driven Daily per Bus	46.6	+	N/A

Itawamba			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Not Reported		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	2.7%	–	–
Average Annual Cost per Bus Overall	\$15,413	–	–
Annual Cost per Rider	\$549	–	–
Annual Cost per Mile	\$2.53	–	–
Percentage of Spare Buses	23.6%	+	+
Number of Buses per School	12	+	+
Number of Buses per Mechanic	36	+	+
Percentage of Total Students that are Bus Riders	61.9%	+	+
Number of Students per Bus	36.8	–	–
Number of Miles Driven Daily per Bus	44.4	–	N/A

Jackson County			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?	✓		
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	6%	+	+
Average Annual Cost per Bus Overall	\$32,875	–	–
Annual Cost per Rider	Clarification of Data Not Provided		
Annual Cost per Mile			
Percentage of Spare Buses	22.7%	+	+
Number of Buses per School	12.9	+	+
Number of Buses per Mechanic	45.3	+	+
Percentage of Total Students that are Bus Riders	21.9%	–	–
Number of Students per Bus	13.9	–	–
Number of Miles Driven Daily per Bus	14.3	–	N/A

Kosciusko			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?			Not enough information to determine.
Bus route method used	Not Reported		
Performance Data Reported			
Performance Indicator	FY 2023	Below (⌋), Above (+), or Equal to (=) State Peer Median	Below (⌋), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	1.9%	–	–
Average Annual Cost per Bus Overall	Performance Data Not Reported		
Annual Cost per Rider			
Annual Cost per Mile			
Percentage of Spare Buses			
Number of Buses per School			
Number of Buses per Mechanic			
Percentage of Total Students that are Bus Riders			
Number of Students per Bus			
Number of Miles Driven Daily per Bus			

Lafayette			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Not Reported		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.2%	–	–
Average Annual Cost per Bus Overall	\$19,616	–	–
Annual Cost per Rider	\$1,156	+	–
Annual Cost per Mile	\$4.13	–	–
Percentage of Spare Buses	26.5%	+	+
Number of Buses per School	20.8	+	+
Number of Buses per Mechanic	41.5	+	+
Percentage of Total Students that are Bus Riders	51%	–	–
Number of Students per Bus	23.1	–	–
Number of Miles Driven Daily per Bus	35.3	–	N/A

Lamar			
No Benchmark Data Reported			
Performance Data Reported			
Performance Indicator	FY 2023	Below (⬇), Above (+), or Equal to (=) State Peer Median	Below (⬇), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.7%	-	-
Average Annual Cost per Bus Overall	Performance Data Not Reported		
Annual Cost per Rider			
Annual Cost per Mile			
Percentage of Spare Buses			
Number of Buses per School			
Number of Buses per Mechanic			
Percentage of Total Students that are Bus Riders			
Number of Students per Bus			
Number of Miles Driven Daily per Bus			

Lawrence			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Not Reported		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	Clarification of Data Not Provided		
Average Annual Cost per Bus Overall			
Annual Cost per Rider			
Annual Cost per Mile			
Percentage of Spare Buses	22.9%	+	+
Number of Buses per School	7	–	–
Number of Buses per Mechanic	35	+	+
Percentage of Total Students that are Bus Riders	47.5%	–	–
Number of Students per Bus	29.6	–	–
Number of Miles Driven Daily per Bus	50	+	N/A

Leake			
No Benchmark Data Reported			
Performance Data Reported			
Performance Indicator	FY 2023	Below (⬇), Above (+), or Equal to (=) State Peer Median	Below (⬇), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	7.1%	+	+
Average Annual Cost per Bus Overall	\$45,746	+	+
Annual Cost per Rider	\$2,653	+	+
Annual Cost per Mile	\$4.91	-	-
Percentage of Spare Buses	20.7%	+	+
Number of Buses per School	11.6	+	+
Number of Buses per Mechanic	19.3	-	-
Percentage of Total Students that are Bus Riders	39.8%	-	-
Number of Students per Bus	21.7	-	-
Number of Miles Driven Daily per Bus	65.2	+	N/A

Lee			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.9%	+	–
Average Annual Cost per Bus Overall	\$29,596	–	–
Annual Cost per Rider	\$1,427	+	+
Annual Cost per Mile	\$6.33	+	–
Percentage of Spare Buses	9.9%	–	–
Number of Buses per School	10.1	+	+
Number of Buses per Mechanic	47	+	+
Percentage of Total Students that are Bus Riders	46.4%	–	–
Number of Students per Bus	23	–	–
Number of Miles Driven Daily per Bus	28.9	–	N/A

Leland			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	1.8%	–	–
Average Annual Cost per Bus Overall	\$28,413	–	–
Annual Cost per Rider	\$1,011	–	–
Annual Cost per Mile	\$9.24	+	+
Percentage of Spare Buses	27.3%	+	+
Number of Buses per School	2.8	–	–
Number of Buses per Mechanic	Performance Data Not Reported		
Percentage of Total Students that are Bus Riders	43.7%	–	–
Number of Students per Bus	38.6	=	–
Number of Miles Driven Daily per Bus	23.5	–	N/A

Lincoln

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Single—one bus is assigned to transport students exclusively to and from one school without additional routes.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.2%	–	–
Average Annual Cost per Bus Overall	\$33,211	–	–
Annual Cost per Rider	\$1,365	+	+
Annual Cost per Mile	\$4.07	–	–
Percentage of Spare Buses	30.6%	+	+
Number of Buses per School	12.3	+	+
Number of Buses per Mechanic	49	+	+
Percentage of Total Students that are Bus Riders	42.9%	–	–
Number of Students per Bus	35.1	–	–
Number of Miles Driven Daily per Bus	65.3	+	N/A

Long Beach			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Paired/Tiered—school times are staggered to accommodate separate bus routes and each bus makes multiple runs.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	5.0%	+	–
Average Annual Cost per Bus Overall	\$34,329	+	–
Annual Cost per Rider	\$734	–	–
Annual Cost per Mile	\$6.16	+	–
Percentage of Spare Buses	21.2%	+	+
Number of Buses per School	6.6	–	–
Number of Buses per Mechanic	16.5	–	–
Percentage of Total Students that are Bus Riders	52.7%	–	–
Number of Students per Bus	59.3	+	+
Number of Miles Driven Daily per Bus	39.3	–	N/A

Lowndes

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Single—one bus is assigned to transport students exclusively to and from one school without additional routes.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	2.8%	–	–
Average Annual Cost per Bus Overall	\$27,292	–	–
Annual Cost per Rider	\$897	–	–
Annual Cost per Mile	\$4.61	–	–
Percentage of Spare Buses	26.9%	+	+
Number of Buses per School	11.6	+	+
Number of Buses per Mechanic	34.7	+	+
Percentage of Total Students that are Bus Riders	61.3%	+	+
Number of Students per Bus	41.6	+	+
Number of Miles Driven Daily per Bus	44.0	–	N/A

Marion

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.3%	–	–
Average Annual Cost per Bus Overall	\$29,768	–	–
Annual Cost per Rider	\$2,237	+	+
Annual Cost per Mile	\$2.43	–	–
Percentage of Spare Buses	17.4%	–	–
Number of Buses per School	9.2	+	+
Number of Buses per Mechanic	46.0	+	+
Percentage of Total Students that are Bus Riders	32.7%	–	–
Number of Students per Bus	16.1	–	–
Number of Miles Driven Daily per Bus	82.3	+	N/A

Marshall

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.2%	–	–
Average Annual Cost per Bus Overall	\$25,222	–	–
Annual Cost per Rider	\$1,024	–	–
Annual Cost per Mile	\$3.24	–	–
Percentage of Spare Buses	17.4%	–	–
Number of Buses per School	7.7	+	+
Number of Buses per Mechanic	34.5	+	+
Percentage of Total Students that are Bus Riders	61.2%	+	+
Number of Students per Bus	29.8	–	–
Number of Miles Driven Daily per Bus	52.4	+	N/A

Monroe			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Not reported		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	8.2%	+	+
Average Annual Cost per Bus Overall	\$28,340	–	–
Annual Cost per Rider	\$1,290	+	+
Annual Cost per Mile	\$5.29	+	–
Percentage of Spare Buses	30.2%	+	+
Number of Buses per School	8.6	+	+
Number of Buses per Mechanic	21.5	–	–
Percentage of Total Students that are Bus Riders	45.3%	–	–
Number of Students per Bus	31.5	–	–
Number of Miles Driven Daily per Bus	42.7	–	N/A

Neshoba

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?	✓		
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.5%	=	–
Average Annual Cost per Bus Overall	\$27,737	–	–
Annual Cost per Rider	\$848	–	–
Annual Cost per Mile	\$4.99	–	–
Percentage of Spare Buses	30.6%	+	+
Number of Buses per School	24.0	+	+
Number of Buses per Mechanic	24.0	+	–
Percentage of Total Students that are Bus Riders	75.7%	+	+
Number of Students per Bus	47.1	+	+
Number of Miles Driven Daily per Bus	44.5	–	N/A

New Albany

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?			Not enough information to determine.
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	9.9%	+	+
Average Annual Cost per Bus Overall	\$34,195	+	–
Annual Cost per Rider	\$877	–	–
Annual Cost per Mile	\$6.25	+	–
Percentage of Spare Buses	18.2%	–	–
Number of Buses per School	6.6	–	–
Number of Buses per Mechanic	16.5	–	–
Percentage of Total Students that are Bus Riders	61.2%	+	+
Number of Students per Bus	47.6	+	+
Number of Miles Driven Daily per Bus	37.1	–	N/A

Newton Municipal

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	Performance Data not Reported		
Average Annual Cost per Bus Overall			
Annual Cost per Rider			
Annual Cost per Mile			
Percentage of Spare Buses	0.0%	–	–
Number of Buses per School	Performance Data not Reported		
Number of Buses per Mechanic			
Percentage of Total Students that are Bus Riders			
Number of Students per Bus	43.6	+	+
Number of Miles Driven Daily per Bus	38.9	–	N/A

North Pike			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?	✓		
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		×	
Bus route method used	Single—one bus is assigned to transport students exclusively to and from one school without additional routes.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.6%	+	–
Average Annual Cost per Bus Overall	\$32,014	–	–
Annual Cost per Rider	\$931	–	–
Annual Cost per Mile	\$1.19	–	–
Percentage of Spare Buses	20.8%	+	+
Number of Buses per School	12.0	+	+
Number of Buses per Mechanic	24.0	+	–
Percentage of Total Students that are Bus Riders	84.5%	+	+
Number of Students per Bus	43.4	+	+
Number of Miles Driven Daily per Bus	189.5	+	N/A

Pearl River			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?	✓		
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	5.8%	+	+
Average Annual Cost per Bus Overall	\$59,168	+	+
Annual Cost per Rider	\$1,645	+	+
Annual Cost per Mile	\$5.84	+	–
Percentage of Spare Buses	27.0%	+	+
Number of Buses per School	12.3	+	+
Number of Buses per Mechanic	14.8	–	–
Percentage of Total Students that are Bus Riders	40.0%	–	–
Number of Students per Bus	49.3	+	+
Number of Miles Driven Daily per Bus	77.2	+	N/A

Philadelphia			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?			Not enough information to determine.
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	7.0%	+	+
Average Annual Cost per Bus Overall	\$37,344	+	–
Annual Cost per Rider	\$1,147	–	–
Annual Cost per Mile	\$14.03	+	+
Percentage of Spare Buses	0.0%	–	–
Number of Buses per School	4.7	–	–
Number of Buses per Mechanic	Performance Data Not Reported		
Percentage of Total Students that are Bus Riders	55.3%	–	–
Number of Students per Bus	32.6	–	–
Number of Miles Driven Daily per Bus	14.8	–	N/A

Picayune

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Paired/Tiered—school times are staggered to accommodate separate bus routes and each bus makes multiple runs.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.1%	–	–
Average Annual Cost per Bus Overall	\$38,018	+	–
Annual Cost per Rider	\$1,082	–	–
Annual Cost per Mile	\$10.42	+	+
Percentage of Spare Buses	27.0%	+	+
Number of Buses per School	4.1	–	–
Number of Buses per Mechanic	18.5	–	–
Percentage of Total Students that are Bus Riders	38.7%	–	–
Number of Students per Bus	48.1	+	+
Number of Miles Driven Daily per Bus	27.8	–	N/A

Pontotoc City

No Benchmark Data Reported

No Performance Data Reported

Prentiss			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?			Not enough information to determine.
Bus route method used	Single—one bus is assigned to transport students exclusively to and from one school without additional routes. Transition buses are used between schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	9.3%	+	+
Average Annual Cost per Bus Overall	\$66,837	+	+
Annual Cost per Rider	\$2,535	+	+
Annual Cost per Mile	\$15.72	+	+
Percentage of Spare Buses	0.0%	–	–
Number of Buses per School	7.3	–	=
Number of Buses per Mechanic	14.7	–	–
Percentage of Total Students that are Bus Riders	51.7%	–	–
Number of Students per Bus	26.4	–	–
Number of Miles Driven Daily per Bus	23.6	–	N/A

Quitman City

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.8%	+	–
Average Annual Cost per Bus Overall	\$30,762	–	–
Annual Cost per Rider	\$1,723	+	+
Annual Cost per Mile	\$3.23	–	–
Percentage of Spare Buses	31.0%	+	+
Number of Buses per School	8.4	+	+
Number of Buses per Mechanic	42.0	+	+
Percentage of Total Students that are Bus Riders	48.3%	–	–
Number of Students per Bus	25.9	–	–
Number of Miles Driven Daily per Bus	76.5	+	N/A

Quitman County

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Not reported		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.2%	–	–
Average Annual Cost per Bus Overall	\$36,671	+	–
Annual Cost per Rider	\$929	–	–
Annual Cost per Mile	\$4.81	–	–
Percentage of Spare Buses	21.1%	+	+
Number of Buses per School	6.3	–	–
Number of Buses per Mechanic	19.0	–	–
Percentage of Total Students that are Bus Riders	98.9%	+	+
Number of Students per Bus	50.0	+	+
Number of Miles Driven Daily per Bus	53.7	+	N/A

Senatobia			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.2%	–	–
Average Annual Cost per Bus Overall	\$42,091	+	+
Annual Cost per Rider	\$1,032	–	–
Annual Cost per Mile	\$7.17	+	–
Percentage of Spare Buses	26.3%	+	+
Number of Buses per School	6.3	–	–
Number of Buses per Mechanic	19.0	–	–
Percentage of Total Students that are Bus Riders	46.5%	–	–
Number of Students per Bus	55.4	+	+
Number of Miles Driven Daily per Bus	44.3	–	N/A

Smith

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.6%	–	–
Average Annual Cost per Bus Overall	\$18,102	–	–
Annual Cost per Rider	\$782	–	–
Annual Cost per Mile	\$2.14	–	–
Percentage of Spare Buses	26.7%	+	+
Number of Buses per School	10.0	+	+
Number of Buses per Mechanic	30.0	+	+
Percentage of Total Students that are Bus Riders	56.9%	–	+
Number of Students per Bus	31.6	–	–
Number of Miles Driven Daily per Bus	64.0	+	N/A

South Panola			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	6.6%	+	+
Average Annual Cost per Bus Overall	\$40,665	+	–
Annual Cost per Rider	\$1,871	+	+
Annual Cost per Mile	\$10.63	+	+
Percentage of Spare Buses	9.8%	–	–
Number of Buses per School	15.3	+	+
Number of Buses per Mechanic	30.7	+	+
Percentage of Total Students that are Bus Riders	46.4%	–	–
Number of Students per Bus	24.1	–	–
Number of Miles Driven Daily per Bus	24.1	–	N/A

South Tippah

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		

Performance Data Reported

Performance Indicator	FY 2023	Below (⊖), Above (+), or Equal to (=) State Peer Median	Below (⊖), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.7%	–	–
Average Annual Cost per Bus Overall	\$22,442	–	–
Annual Cost per Rider	\$885	–	–
Annual Cost per Mile	\$7.61	+	–
Percentage of Spare Buses	25.0%	+	+
Number of Buses per School	9.3	+	+
Number of Buses per Mechanic	28.0	+	+
Percentage of Total Students that are Bus Riders	56.0%	–	+
Number of Students per Bus	33.8	–	–
Number of Miles Driven Daily per Bus	22.0	–	N/A

Stone			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Combination—students from all grade levels are picked up together and dropped off sequentially at their respective schools.		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	4.9%	+	–
Average Annual Cost per Bus Overall	\$42,672	+	+
Annual Cost per Rider	\$1,529	+	+
Annual Cost per Mile	\$4.63	–	–
Percentage of Spare Buses	18.6%	–	–
Number of Buses per School	10.8	+	+
Number of Buses per Mechanic	21.5	–	–
Percentage of Total Students that are Bus Riders	48.9%	–	–
Number of Students per Bus	34.3	–	–
Number of Miles Driven Daily per Bus	62.9	+	N/A

Tishomingo			
Benchmark Data Reported			
Benchmark	Yes	No	Notes
Uses bus routing software?		x	
Has formal guidelines for student seating on buses?	✓		
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?	✓		
Bus route method used	Not reported		
Performance Data Reported			
Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	Performance Data not Reported		
Average Annual Cost per Bus Overall			
Annual Cost per Rider			
Annual Cost per Mile			
Percentage of Spare Buses	26.7%	+	+
Number of Buses per School	7.5	–	+
Number of Buses per Mechanic	30.0	+	+
Percentage of Total Students that are Bus Riders	53.2%	–	–
Number of Students per Bus	34.1	–	–
Number of Miles Driven Daily per Bus	36.4	–	N/A

Vicksburg-Warren

Benchmark Data Reported

Benchmark	Yes	No	Notes
Uses bus routing software?	✓		
Has formal guidelines for student seating on buses?		x	
Has a substitute driver pool of at least 20% of the total number of regular bus drivers?		x	
Bus route method used	Paired/Tiered—school times are staggered to accommodate separate bus routes and each bus makes multiple runs.		

Performance Data Reported

Performance Indicator	FY 2023	Below (–), Above (+), or Equal to (=) State Peer Median	Below (–), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	5.1%	+	–
Average Annual Cost per Bus Overall	\$82,087	+	+
Annual Cost per Rider	\$1,053	–	–
Annual Cost per Mile	\$7.11	+	–
Percentage of Spare Buses	15.6%	–	–
Number of Buses per School	4.8	–	–
Number of Buses per Mechanic	11.0	–	–
Percentage of Total Students that are Bus Riders	88.0%	+	+
Number of Students per Bus	92.3	+	+
Number of Miles Driven Daily per Bus	76.0	+	N/A

Winona-Montgomery

No Benchmark Data Reported

Performance Data Reported

Performance Indicator	FY 2023	Below (⬇), Above (+), or Equal to (=) State Peer Median	Below (⬇), Above (+), or Equal to (=) Regional Peer Average
Transportation Expenses as a Percentage of the Total District Expense	3.6%	–	–
Average Annual Cost per Bus Overall	Performance Data not Reported		
Annual Cost per Rider			
Annual Cost per Mile			
Percentage of Spare Buses			
Number of Buses per School			
Number of Buses per Mechanic			
Percentage of Total Students that are Bus Riders			
Number of Students per Bus			
Number of Miles Driven Daily per Bus			

James F. (Ted) Booth, Executive Director

Reapportionment

Ben Collins

Administration

Kirby Arinder

Stephanie Harris

Gale Taylor

Quality Assurance and Reporting

Tracy Bobo

Hannah Jane Costilow

Performance Evaluation

Lonnie Edgar, Deputy Director

Jennifer Sebren, Deputy Director

Drew Allen

Taylor Burns

Emily Cloys

Kim Cummins

Matthew Dry

Rucell Harris

Matthew Holmes

Drew Johnson

Chelsey Little

Billy Loper

Debra Monroe-Lax

Meri Clare Ringer

Sarah Williamson

Julie Winkeljohn

Ray Wright