ATTACHMENT 1: Proposed FY21 Transportation Changes

Milwaukee Public Schools provides home-to-school transportation services to approximately 54,000 students annually for district, suburban, and private school students who live in Milwaukee, or, if they participate in specialty programs such as Chapter 220, Homeless Education or Foster Placement Network Programs, in surrounding municipalities. The district also provides services for a variety of other district-sponsored programs such as Head Start; Interscholastic Athletics; the Community Assessment and Training Program (CATP); Learning Journeys; and, Special Olympics.

Chapter 121.54 of the Wisconsin Statutes spells out the provisions under which the school board of each district shall provide for the transportation of pupils, including establishment, administration, and scheduling of school bus routes. MPS Administrative Policy 4.04 further states that the Milwaukee Public Schools' Transportation Services is to provide safe, adequate, efficient, and economical service to all eligible Milwaukee-resident students.

The Administration is exploring possible transportation modifications for FY21 that optimize a regional transportation system. The Administration has put together for consideration two transportation restructure alternatives that maximize bus utilization efficiency and include several limited service reduction scenarios to support implementation. The following are the proposed transportation options:

1) Pupil Transportation Service's long term restructure plan to implement a 3 tier school bell schedule with high schools on the earliest tier (7:15am)

2) Pupil Transportation Service's long term restructure plan to implement a 3 tier school bell schedule with high schools on the latest tier (9:00am)

Milwaukee Public Schools could reduce its transportation expenditures without any service reductions through a few service restructure options. Standardizing the school start time from a 2 tier transportation system to a 3 tier transportation system would increase the efficiency of the transportation services being provided and reduce the number of buses needed.

Current State

1. 2 Tier Model:
   a) 6:30am-7:30am/2:30pm-3:30pm Tier 1 (2:45pm dismissal for HS)*
   b) 7:30am-8:30am/3:30pm-4:30pm Tier 2 (8:40am start/3:55pm dismissal HS)*
      * some minor minute deviations exist within each tier due to some high schools, K-8 schools and K-5 schools blended on each tier to fulfill minimum minute requirements by grade level imposed by state statute

Approximately $60,000,000 of the total $65,000,000 transportation budget was dedicated to home-to-school yellow bus services in FY20. In the existing 2 Tier model the district utilizes 1,000 buses, running approximately 2,100 routes, using almost 2,500 drivers from 9 private yellow bus contractors.

Some demographic data to consider with the current state of pupil transportation services:

- The average student distance from school = 3.34 miles when considering all students in the district, or just over 3.6 miles when discussing bused students only.
- The average route miles per run per route is currently about 17 miles long.
- The average route time to school per day is approximately 52 minutes currently (with 624 routes over 1 hours long ~ 31% of the runs for MPS)
- This assumes an average 19 miles an hour travel speed on the road

Scenario 1 – High Schools on Earliest Schedule

1.   3 Tier Model (with High Schools on Tier 1):

   a) 6:45am-7:10am/2:25pm-3:00pm Tier 1 – High School and Traditional MS
   b) 7:45am-8:10am/3:10pm-4:00pm Tier 2 – K8 and K5 Traditional Schools
   c) 8:45am-9:10am/4:10pm-5:00pm Tier 3 – K8, K5 Specialty Schools or Traditional Schools with ESL/BIL

1.   **Long Term: 750-800 buses total**
      $4-5 million savings*
      *Must be implemented with Regional Development Strategies
2.   Average route miles per run = 10.92 miles
3.   Average route time to school = 38 minutes (75 out of 2132 over 1 hour = 3.5%)

Opportunities

1.   Fewer buses needed - roughly $2-3 million saved for every 100 bus reduction
2.   Fewer drivers needed – stabilizes workforce
3.   More daily hours for each bus driver – stabilizes workforce
4.   Shorter ride times for all students (1 hour -> 40 minutes) – also positively impacts behavior management
5.   Positively impacts traffic by reducing buses and spreading out travel for 3 tiers instead of 2
6.   Minimizes service cuts needed to realize cost savings

Considerations

1.   Field trips – logistics of field trips will have to adjust
2.   Driver layoffs/potential contractor closure – less buses
3.   Stakeholder impacts – change in school times
4.   Citywide, high school and specialty schools prevent true tier optimization
5.   Homeless and special education services
6.   Request For Proposal (RFP) inflationary increases
7.   Athletic afterschool bus needs interfere with peak home-to-school transportation – increasing costs thereby reducing transportation savings
8.   Early high school student start time runs counter to national trends related to studies on teenager sleep needs

Scenario 2 – High Schools on Latest Schedule

a) 6:45am-7:10am/2:10pm-2:50pm Tier 1 –K8, K5 Specialty or Traditional Schools with ESL/BIL
b) 7:45am-8:10am/3:10pm-3:50pm Tier 2 – K8 and K5 Traditional Schools
c) 8:35am-9:00am/4:15pm-4:50pm Tier 3 – High School and Traditional MS

1. **Long Term: 700-750 buses total**
    $5-6 million savings*
    *Must be implemented with regional development strategies
2. Average route miles per run = 10.92 miles
3. Average route time to school = 38 minutes (75 out of 2132 over 1 hour = 3.5%)

Opportunities

1. Fewer buses needed - roughly $2-3 million saved for every 100 bus reduction
2. Fewer drivers needed – stabilizes workforce
3. More daily hours for each bus driver – stabilizes workforce
4. Shorter ride times for all students (1 hour -> 40 minutes) – also positively impacts behavior management
5. Positively impacts traffic by reducing buses and spreading out travel for 3 tiers instead of 2
6. Minimizes service cuts needed to realize cost savings
7. Later school times for high school = more hours of sleep, better attendance = higher achievement
8. Elem – MS/HS re-tiering minimizes impact of change due to current state of bell schedule
9. Scenario 2 maximizes savings opportunities for tiering ($1 million more than scenario 1)

Considerations

1. Field Trips – logistics of field trips will have to adjust
2. Driver layoffs/potential contractor closure – less buses
3. Stakeholder impacts – change in school times
4. Citywide, high school and specialty schools prevent true tier optimization
5. Homeless and special education services
6. Request For Proposal (RFP) inflationary increases
7. Athletics – how does later time impact night games
8. Student Employment – later HS dismissal may reduce afterschool employment hours