

## Information for Potential Action in FY20 and Beyond

### A) Service Restructure Scenarios

#### 1) Adjustment and Realignment of District School Bell Schedules to maximize efficiency

- i. Move from 2 Tier bell schedule to 3 tier bell schedule for all district schools
- ii. 2 Tier Model (roughly):
  - 6:30a-7:30a/2:30p-3:30p Tier 1
  - 7:30a-8:30a/3:30p-4:30p Tier 2
  - Approx. \$58,000,000 of the total \$63,000,000 budget dedicated to Home to School yellow bus services
  - 1,000 buses – 2,000 routes – 2,500 drivers from 9 private contractors (approx.)
  - Average student distance from school = 3.34 of ALL students/3.6 of bused students
  - Average route miles per run = 17 miles
  - Average route time to school = 52 minutes (624 routes over 1 hours long ~ 31%)
  - Average 19 miles an hour travel speed on the road
- 3 Tier Model (roughly):
  - 6:40a-7:15a/2:20p-3:00p Tier 1
  - 7:40a-8:15a/3:20p-4:00p Tier 2
  - 8:40a-9:15a/4:20p-5:00p Tier 3
  - Short Term: 900 buses – 2,200 routes from 8-9 private contractors (approx.)
    - Approx. \$2-\$4 million reduction\* (model includes no service cuts)
  - Long Term: 700-800 buses total
    - \$6-\$10 million savings\*
    - Must be implemented with Regional Development Strategies (modeled with some service cuts)
  - Average route miles per run = 10.92 miles
  - Average route time to school = 38 minutes (75 out of 2132 over 1 hour = 3.5%)
- iii. Opportunities
  - Less Buses needed - roughly \$4 million saved for every 100 bus reduction
  - Less drivers needed – stabilizes workforce
  - More daily hours for each bus driver – stabilizes workforce
  - Shorter ride times for all students (1 hour -> 40 minutes) – also positively impacts behavior management
  - Later school times for some (eg high school) = more hours of sleep, better attendance = higher achievement

- Elem – Elem – MS/HS re-tiering minimizes impact of change due to current state of bell schedule
- Positively impacts traffic by reducing buses and spreading out travel for 3 tiers instead of 2
- iv. Would reduce approximately \$6,000,000-\$8,000,000 in transportation expenditures without little service impact
- v. Would require alignment with Regional Development Strategies to expand specialty program offering into each district region

## 2) **Reduction of Walk Zones**

- i. Students living over 1 mile from an elementary school and over 2 miles from a secondary school receive transportation if they are outside of the attendance area and within the appropriate transportation region. In an effort to incentivize neighborhood school enrollment, the Administration recommends a reduction of the distance from school policy required to receive transportation services
- ii. Currently 6,033 regular education students attend 130 k-5 or k-8 schools and live between .5 and 1 mile from school, and 2,295 regular education student attend 39 traditional middle or high schools and live between 1 and 2 miles from the school. Accommodating the additional elementary school students between .5 and one mile would result in an increase in approximately 11 students per route, and accommodating the additional secondary school students between 1 and 2 miles would result in an increase in approximately 15 students per route - assuming the school in question services 4 routes. It is anticipated that there would be minimal overall fiscal impact given the available capacity on a regular education holds 65 students per bus given the average rider count per regular education route is 32 students per route.
- iii. Requires significant Administrative 4.04 policy change that may impact district's financial responsibilities as Milwaukee resident Local Education Agency and requires City Attorney review
- iv. No direct fiscal impact. Would incentivize neighborhood school enrollment thereby reducing high distance, high cost transportation alternative being utilized

## 3) **Revise School Attendance Areas**

- i. School attendance areas are established to enable parents to enroll their children in a school near where they live, to limit the need for transportation services, and to utilize major streets and barriers as boundaries.
- ii. School attendance area redesigns could redistribute student demographics and encourage neighborhood school enrollment.
- iii. Requires City Attorney review
- iv. **No short term fiscal impact** – more equitable school regions should reinforce neighborhood school enrollment and enrollment stability resulting in long term transportation savings

**4) Higher Utilization of City Bus (MCTS) for all High School Students**

- i. Milwaukee Public Schools currently utilizes city bus for approximately 2,500 students. Students are issued weekly M-Cards that are valid Monday-Friday with unlimited rides during these days at a fixed rate of \$16.50 per card. This creates an opportunity for cost savings in high mileage situations where schools enroll a smaller percentage of families and therefore the per pupil cost of providing yellow bus services is high. The annual per pupil cost for city bus (based on 178 days) is fixed at \$588. In order for yellow bus to be cost advantageous a particular route would need to service approximately 45 students. For this reason, Citywide Schools that provide yellow bus to its school but do not attract enough students from a particular neighborhood end up paying a higher per pupil rate for yellow bus.
- ii. MPS could realize a cost savings of approximately \$2,000,000 by moving all High School students from yellow bus to city bus. The cost for the High School students to ride yellow bus is approximately \$8,041,000 on 130 buses. Eliminating those yellow buses and instead servicing all High School students on City Bus would cost approximately \$6,118,000
- iii. Would require realignment bell schedule for existing yellow bus schools K-8) to ensure efficient tiering of bus routes
- iv. Would change service type for approximately 10,500 students
- v. Would require extension planning and collaboration with MCTS and other local governmental agencies to ensure smooth transition
- vi. Would reduce approximately **\$2,000,000** in expenditures

**B) Service Reduction Scenarios**

**1) Revise All Citywide and Neighborhood Specialty Schools Transportation Policies to reflect a:**

- i. 5 Mile transportation region: Would reduce approximately \$7-8 million dollars in transportation costs but would eliminate transportation entirely for approximately 5,417 students
- ii. 4 Mile transportation region: Would reduce approximately \$10-12 million dollars in transportation costs but would eliminate transportation entirely for approximately 7,757 students

**2) Revise ALL High School Transportation Policies to reflect:**

- i. 5 Mile transportation region: Would reduce approximately \$6-7 million dollars in transportation costs but should eliminate transportation entirely for approximately 5,652 students
- ii. 4 Mile transportation region: Would reduce approximately \$10-12 million dollars in transportation costs but would eliminate transportation entirely for approximately 8,009 students