

## **(ATTACHMENT 2) REPORTS OF BOARD DELEGATES**

### **REPORT OF THE BOARD'S DELEGATE TO THE TITLE I DISTRICT ADVISORY COUNCIL (DAC)**

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December 19, 2019

Submitted by Director Paula Phillips

#### **WELCOME**

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(1) Chairperson Larry McAdoo called the meeting of the District Advisory Council to order at 6:08 p.m. on Thursday, November 7, 2019, in the auditorium of the MPS Central Services building.

(2) There were 89 DAC delegates and 16 parent coordinators, representing 73 schools, present at the meeting, for a total of 105 participants.

#### **ELECTION OF EXECUTIVE OFFICERS**

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(1) There were five open positions on the DAC'S Executive Committee.

- council chairperson
- recording secretary
- sergeant at arms
- members at large (two positions).

(2) Paper nominations were put forth ahead of the meeting for the position of council chairperson by Tracey Dent, and for the two positions of member at large positions by Carrie Bickerstaff and Celeste Moore.

(3) The following nominations were made from the floor:

- Nonita Stiggers from Hampton Elementary nominated herself for the role of recording secretary
- Andy Kilimann from Fairview Elementary nominated himself for the role of council chairperson.

(4) Ballots were then collected for tabulation. The results of the tabulation confirmed the following new appointments to the DAC's Executive Committee

- Council Chairman ..... Tracey Dent
- Sergeant at Arms ..... Andy Kilimann
- Recording Secretary ..... Nonita Stiggers
- Member at Large ..... Celeste Moore
- Member at Large ..... Carrie Bickerstaff

#### **POSITIVE NOTES**

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(1) Annie Crocket from Sherman Elementary thanked Ms. Shaw and Sherman for all the support that they had given her family at the passing of Ms Crocket's husband.

(2) Rachel Spell from Marvin Pratt Elementary announced that the school offers families many activities, including Girl Scouts and, PTA meetings. Ms Spell also stated that there is no bullying.

(3) Italia Peralta from Grant School announced that the school had participated in the Layton Boulevard Silver City annual trick-or-treat community event.

(4) Robin Palzewics from Audubon High School stated that there had been a power outage the day before and that the school did an "awesome" job keeping everyone organized and safe.

(5) Robert Perron from Allen Field announced that students in K5 through 5<sup>th</sup> grade integrate robotics and Legos through a partnership with MSOE. Arts@large will be integrated in classrooms.

## UNFINISHED BUSINESS

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### MPS APP

The Milwaukee Public Schools' app went live in the iOS/Android store. DAC's members had been sent a link to be part of the soft-launch process and to help gather feedback for future versions of the app. Following are a few key features of the App:

- Push notification — Select “yes” when you download the app to receive the latest push notifications from the district and your school;
- Calendar of Events — Add events to the calendar on your personal mobile device directly from the calendar section on the app
- News — Check out the latest district and school news all in one place.

Members are encouraged to take some time to review the app and to let us know if we are missing anything, if something isn't working, or just their thoughts about the app. This feedback will be used to add features in future versions of the app.

### BELL AND BUS SCHEDULE RECAP

David Solik Fifarek, MPS's Senior Director of Business & Transportation Services, recapped the information shared with the members at the October meeting on the possibility of modifying the transportation system to maximize efficiency. The Administration has put together a long-term bell re-tiering strategy that will restructure transportation service delivery and increase the use of buses beyond what is available under our current transportation model.

MPS currently operates under a two-tier transportation system in which a school's bell schedule is on either the first tier (7:35 a.m. to 2:35 p.m.) or the second tier (8:45 a.m. to 3:45 p.m.). This model requires approximately the same number of first-tier and second-tier schools to maximize efficiency. Contracted vendors use the same drivers and school buses to service both the first-tier and second-tier runs.

Under this model, MPS procures approximately 1,050 buses. About 90% of the buses procured operate on both a first and a second tier each day. The remaining 10% of the buses procured operate on only a single tier daily — either due to the imbalance in first- and second-tier schools, or because the route itself runs too long and is not able to be paired with two tiers.

Under the two-tier model for MPS, the average procured bus's cost is approximately \$60,000 for roughly five hours of transportation services — 2.5 hours in the morning between 6:00 a.m. and 9:00 a.m., and another 2.5 hours in the afternoon between 2:00 p.m. and 5:00 p.m. Of that, roughly 65% of the total cost is fixed and attributed to drivers' benefits and equipment, and the remaining 35% is variable costs attributed to hourly and mileage costs for the run.

If MPS were to move to a three-tier transportation model, fewer buses would equate directly to higher efficiency, shorter bus routes for students, improved service, and more stable employment for contracted drivers. Some indirect benefits would be better attendance for students, reduction in traffic congestion for the city due to a redistribution to school transit of 80,000 city families over a three-hour period as opposed to a two-hour period, and improved behavior management on buses.

The same 2,200 routes that operate with 1,050 buses under a two-tier system can be serviced with approximately 750 buses under a three-tier system. The three-tier model assumes there would be three distinct school times for all of the district's schools. For purposes of the model, the assumption is Tier 1 would be 7:15 a.m. to 2:20 p.m., Tier 2 would be 8:15 a.m. to 3:20 p.m.; and Tier 3 would be 9:15 a.m. to 4:20 p.m., although that time could shift for all schools if desired.

Due to the shape of Milwaukee and the fact that MPS will continue to have citywide schools with students enrolled from long distances, it is not practical to assume a true three-tier model with equal distribution of schools on each tier (33%-33%-33%). Instead, it would be likely that MPS would operate

under a hybrid model in which the proportion of schools on each tier would be 40% for Tier 1, 20% for Tier 2, and 40% for Tier 3. This hybrid model would allow Tier 1 and Tier 3 packaging scenarios when bus routes are required to run extreme distances due to enrollment demographics.

It is estimated that for every 100 buses reduced in the contracted fleet, the cost for services would decline by approximately \$2,000,000; therefore, the district could realize upwards of \$6-7 million dollars annually, with limited service impacts, simply by restructuring the district's 160 schools into a three-tier model as opposed to its current two-tier system.

### *Bell and Bus Schedule Breakout Discussions*

At the breakout sessions, members discussed the feedback collected from their schools regarding the proposed modifications to transportation. A summary of the feedback will be shared with the MPS Department of Transportation and DAC's members, detailing their excites, concerns, and further questions on this topic.

1. Specifically at middle- and high-school grades, would you prefer a school schedule that is:
  - a. 7:10 a.m. to 2:15 p.m.
  - b. 9:10 a.m. to 4:15 p.m.
2. Specifically at the elementary-school grades (K-5), would you prefer a school bell schedule that is:
  - a. 7:10 a.m. to 2:15 p.m.
  - b. 8:10 a.m. to 3:15 p.m.
  - c. 9:10 a.m. to 4:15 p.m.
3. Currently MPS utilizes a two-tier school bell schedule (7:30 a.m. to 2:30 p.m. and 8:45 a.m. to 3:45 p.m. Would you support a three-tier bell schedule (7:15 a.m. for elementary, 8:15 a.m. for elementary, and 9:15 a.m. for middle and high school) — which may impact your school's start time — if it resulted in:
  - a. shorter ride times for all students who utilize school bus service
  - b. the ability for middle- and high-school students to start school later
  - c. the opportunity to significantly cut the district's transportation costs and redirect those resources elsewhere in the district?  
 YES     NO
4. How impactful overall would a one-hour change in your child's current start and end times at school be?
  - a. I could make the necessary changes relatively easily
  - b. I would not be able to make the necessary changes
5. What would be the most significant impacts such a schedule change:

### **ADJOURNMENT**

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The meeting was adjourned at 7:33 p.m. from the breakout discussion groups.

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