

# Optimizing Student Transportation

August 20, 2019



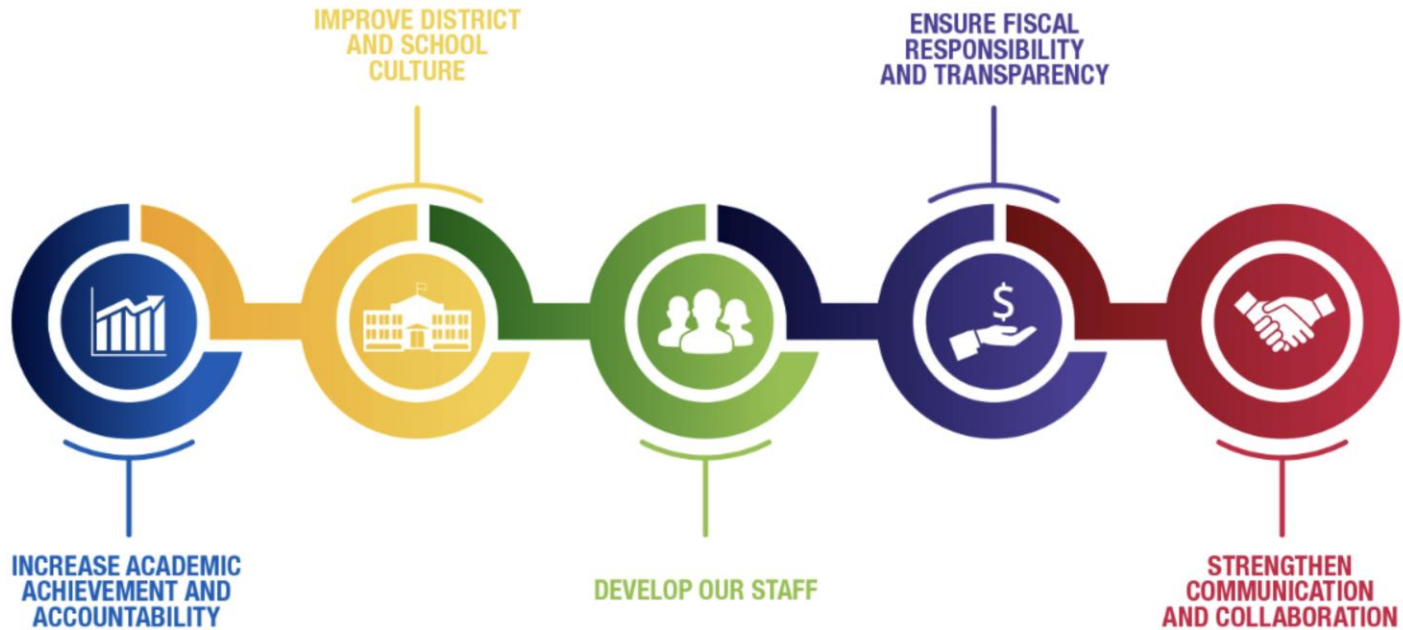
**Presenter:**

David Solik-Fifarek, Senior Director Business Services

**MILWAUKEE**  
PUBLIC SCHOOLS

Dr. Keith P. Posley, *Superintendent*

# 5 Priorities for Success



# Three-Tier Compared to Current Model

Average student distance from school: 3.34 miles of ALL students/3.6 miles of bused students

Models	Current Two Tier Model	Proposed Three Tier Model
Tiers Schedules	<b>Tier 1:</b> 6:30a–7:30a/2:30p–3:30p <b>Tier 2:</b> 7:30a–8:30a/3:30p–4:30p	<b>Tier 1:</b> 6:40a–7:15a/2:20p–3:00p <b>Tier 2:</b> 7:40a–8:15a/3:20p–4:00p <b>Tier 3:</b> 8:40a–9:15a/4:20p–5:00p
Cost / Savings	Approximately \$58,000,000	Short Term Savings: \$2–\$4 million Long Term Savings: \$6–\$10 million
Buses	1,000	Short Term: 900; Long Term: 700–800
Routes	2,000	2,200
Drivers	1,500	1,100
Contractors	9	8-9
Average route	17 miles	10.92 miles
Average route time	52 minutes (about 31% over 1 hour)	38 minutes (only 3.5% over 1 hour)



# Opportunities

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1. Less buses needed
  - Roughly \$2–\$3 million saved for every 100 bus reduction
  - Positively impacts traffic by reducing buses and spreading out travel
2. Stabilizes workforce
  2. Less drivers needed
  3. More daily hours for each bus driver
3. Shorter ride times for all students
  - From about 1 hour decreased to about 40 minutes
  - Positively impacts behavior management
4. Later school times for high school may impact
  - More hours of sleep
  - Better attendance
  - Higher achievement
5. Re-tiering minimizes impact of change due to current state of bell schedule
  - Tier 1: Elementary schools
  - Tier 2: Elementary schools
  - Tier 3: Middle and high school



# CONSIDERATIONS

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- Athletics – How later high school day might impact night games
- Field trips – Logistics of field trips will have to be adjusted
- Stakeholder impacts – Change in school times
- Citywide, high school and specialty schools prevent tier optimization
  - 707 true region school routes (and of those many have special ESL/BIL trans)
  - 1,086 specialty or high school routes
- Homeless and Special Education services
- Inflationary increases



# Case Studies

## Cabarrus County

- Implemented three-tier bus plan 2009/2010
- Increase in instructional hours
- Additional flexibility in meeting instructional hours requirement
- Reduce absenteeism and turnover for bus drivers—most become full-time employees
- Increase safety on buses – savings allotted to the purchase of video camera systems for all buses
- Financial benefits
- Tier 1: 7:15–2:15 high schools;  
7:30–2:15 six elementary schools
- Tier 2: 8:15–3:00 most elementary schools
- Tier 3: 9:00–4:00 middle schools

## Wake County

- Developed in 1993
- Over an 11-year period added 40 buses instead of 160 buses based on ridership increases and new schools
- Reduced the overall ride time for students
- Saved Wake County \$100M in transportation funding
- Operates at 100% Efficiency
- Tier 1: 7:30–2:15
- Tier 2: 8:15–3:00
- Tier 3: 9:15–3:45

# Case Studies

## UNION COUNTY

- Tier 1: 7:30–2:00 elementary
- Tier 2: 8:00–2:55 high school
- Tier 3: 8:45–3:45 middle school
- Increased efficiency rating–100%
- Leveled expenditures

## CHARLOTTE MECKLENBURG

Various start times for elementary and middle school

- 7:30–1:45 Elementary
- 8:30–2:45 Elementary
- 9:15–3:30 Elementary
- 8:00–3:00 Middle school
- 8:45–3:45 Middle school
- 7:15–2:15 High school

Indianapolis Public Schools (IPS) implemented 2016-2017

- IPS 'believes the plan has the potential to save \$2 million in annual savings and cut about 30 buses'
- **Tier 1:** 7:20–2:20
- Tier 2: 8:15–2:50
- **Tier 3:** 9:20–3:55

<http://fox59.com/2017/01/26/ips-announces-3-tier-bell-schedule-for-2017-2018-school-year/>



# Council Greater City Schools KPI

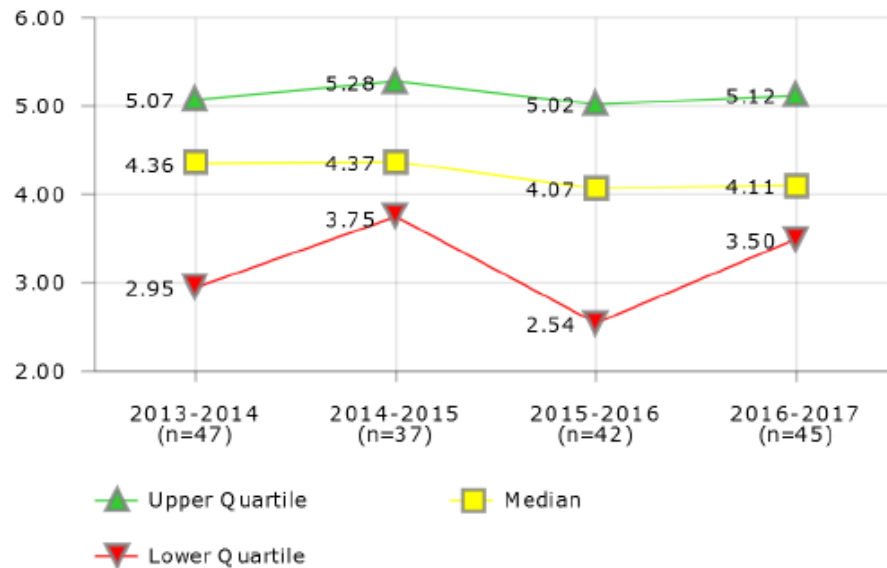
## Most Runs Per Bus

Districts in Best Quartile 2016–2017  
(between 6–8 runs per bus)

- Anchorage School District
- Atlanta Public Schools
- Broward County Public Schools
- Charlotte-Mecklenburg Schools
- Des Moines Public Schools
- Metropolitan Nashville Public Schools
- Miami-Dade County Public Schools
- Orange County Public School District
- Palm Beach County School District
- Richmond City School District
- San Diego Unified School District
- St. Paul Public Schools

MPS: 3.77 runs per bus

Bus Usage - Daily Runs per Bus





# Proposed Timeline

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## Actions for FY21 implementation

- i. September 2019 detailed changes to bell schedule presented
- ii. October 2019 Transportation Region and Service Type changes advertised and applied to Early Admissions
- iii. January-July 2020 Transportation Region changes applied to all other enrollment periods
- iv. January-July 2020 Pupil Transportation Restructure and planning adjustments to model for FY21 implementation



# Thank you.

***Presenters:***

David Solik-Fifarek, Senior Director Business Services



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