

Fox Chapel Area School District – Start Time Busing Analysis

The Fox Chapel Area School District (FCASD) engaged three organizations to assist in assessing our transportation operation for the later high school start time study, and what the effects may be on the transportation program, students, district staff, and families.

District Details:

- We are currently transporting approximately 4,600 students to six FCASD buildings and approximately 53 private, parochial, charter, and Approved Private Schools.
- Our current fleet consists of 46 full-size buses and 38 mini-buses and vans.
- PDE Regulations:
 - Elementary (K-6) can walk up to 1 ½ miles to a bus stop and/or school.
 - Secondary (7-12) can walk up to 1 ½ miles to a stop and 2 miles to school.
 - Public schools must provide transportation up to 10 miles from district border.
 - Public schools must provide transportation to private and parochial schools for every child in the district if they request/require services.

Transfinder:

- Transfinder is the current software provider for the district.
- It offered the most comprehensive summary of options for the district to consider.
- Recognizes that stop locations, walk-out distances, levels of service, vehicle capacity, and co-mingling of grades are sensitive concerns of the district. Has committed to work within the district service guidelines.
- Approximately 8 months to final deliverable product once final option is selected.
- Projected cost of \$20,000 to implement the changes for solution selected.

School Bus Consultants, LLC (SBC):

- SBC was engaged at the request of a parent/taxpayer who has experience with their services.
- SBC has not offered any specific solutions to this point, but will as the process moves forward.
- Recognizes that stop locations, walk-out distances, levels of service, vehicle capacity, and co-mingling of grades are sensitive concerns to the district. SBC has expressed their program will work to make the total operation more efficient (but, this means less stops, higher bus capacity, greater walk-out distances).
- Approximately 8 months to final deliverable product.
- Projected cost of \$115,000 to implement the changes for a comprehensive solution.

Education Logistics, Inc. (Edulog):

- Edulog was contacted by the district as an independent third party to assess the feasibility of our proposed changes.
- Provided three options without specific detail on effect on the operation.
- Impact on number of buses needed, but Edulog suggests all options will increase bus requirements, especially if FCASD does not consider route optimization (meaning less stops, higher bus capacity, greater walk-out distances).
- Cost for three options are \$7,000, \$10,000, and \$10,000, respectively.

Transfinder Summary:

Option 1:	Elementary Schools:	7:40 AM start 2:15 PM end
	Middle School:	8:40 AM start 3:25 PM end
	High School:	8:40 AM start 3:35 PM end
	Considerations:	Some elementary school pickups may begin before 7:00 AM Some high school students on bus until 4:30 PM Consistent schedule for elementary programs 60 minutes between runs allows for flexibility Additional 26 buses required Cost increase of \$1,337,168 (less reimbursement)
Option 2:	Middle School:	7:40 AM start 2:35 PM end
	High School:	7:40 AM start 2:35 PM end
	Elementary Schools:	8:40 AM start 3:15 PM end
	Considerations:	Not a significant change to high school start time Consistent schedule for elementary programs 60 minutes between runs allows for flexibility Middle school students arrive earlier than current schedule Additional 26 buses required Cost increase of \$1,337,168 (less reimbursement)
Option 3:	Elementary Schools:	7:50 AM start 2:25 PM end
	High School:	8:35 AM start 3:30 PM end
	Middle School:	8:35 AM start 3:20 PM end
	Considerations:	Some elementary school pickups may begin before 7:00 AM Consistent schedule for elementary programs 45 minutes between runs reduces route flexibility/will reduce stop capacity Additional 26 buses required Cost increase of \$1,337,168 (less reimbursement)

Option 4:	Middle School:	7:50 AM start 2:35 PM end
	Hartwood/O'Hara:	7:50 AM start 2:30 PM end
	High School:	8:35 AM start 3:30 PM end
	Kerr/Fairview:	8:35 AM start 3:10 PM end
	Considerations:	Some elementary school pickups may begin before 7:00 AM Inconsistent schedule for elementary programs 45 minutes between runs reduces route flexibility/will reduce stop capacity Additional 19 buses required Cost increase of \$977,161 (less reimbursement)
Option 5:	Fairview/Kerr/O'Hara:	7:50 AM start 2:30 PM end
	DMS/Hartwood:	8:35 AM start 3:30 PM end
	High School:	9:20 AM start 4:15 PM end
	Considerations:	Some elementary school pickups may begin before 7:00 AM Some high school students on bus until 5:15 PM 45 minutes between runs reduces route flexibility/will reduce stop capacity Additional 6 buses required Cost increase of \$308,577 (less reimbursement)
Option 6:	Elementary Schools:	7:50 AM start 2:30 PM end
	Middle School:	8:35 AM start 3:20 PM end
	High School:	9:20 AM start 4:15 PM end
	Considerations:	Some elementary school pickups may begin before 7:00 AM Some high school students on bus until 5:10 PM Consistent schedule for elementary programs 45 minutes between runs reduces route flexibility/will reduce stop capacity Additional 12 buses required Cost increase of \$617,155 (less reimbursement)

Education Logistics, Inc. (Edulog) Summary:

Option 1: DMS/Hartwood: 8:00 AM start
3:05 PM end
High School: 8:30 AM start
3:25 PM end
Elementary Schools: 9:00 AM start
3:30 PM end

Option 2: DMS/Hartwood: 7:00 AM start
2:05 PM end
OR
7:15 AM start
2:20 PM end
High School: 8:30 AM start
3:25 PM end
Fairview/Kerr/O'Hara: 9:00 AM start
3:30 PM end

Option 3: Start HS at current DMS start time, start DMS at current HS start time, start all elementary schools at 9:00 AM (including Hartwood).
DMS: 7:30 AM start
2:35 PM end
High School: 8:00 AM start
2:55 PM end
OR
8:30 AM start
3:25 PM end
Elementary Schools: 9:00 AM start
3:30 PM end