



# Welcome

Examination of School Start Times

Districtwide Site-Based Team

January 29, 2020



# Our Purpose?

- Educate Districtwide Site-Based Team members on the impact of School Start Time
  - Start School Later (SSL)
- Provide a recommendation to the Fox Chapel Area School Board



# What Have We Done So Far?

- Discussion began in 2016
  - Full timeline available on FCASD website
- Districtwide Site-Based Team meeting in February 2019
  - Discussed the positive(s) and challenge(s)
  - Data requested
- Districtwide Site-Based Team meeting in April 2019
  - Panel of experts
  - Examined data on student outcomes
  - Flexible day options at FCAHS



# What Next?

- Series of monthly information meetings
  - Transportation
  - Educational programming
    - Elementary
    - Middle School
    - High School
  - Athletics
  - Financial impact



# **Transfinder Analysis: Start School Later Initiative**

01/29/20



## **Transportation:**

Specifically comparing the current bus arrival and departure times with the proposed arrival and departure times, and what considerations must be made as we progress forward toward a decision.



## Why Option 4?

- Analyzed (6) options for consideration over the past few years
- Presented the options to the school board and other early stakeholders
- Solicited information from outside professionals
- Shared detailed information with the Start School Later representatives
- Internally considered what seemed to be the most viable option for our children and all district stakeholders
- Collaborated with Start School Later representatives
- Collectively agreed Option 4 most closely aligned with Start School Later recommendation and most feasible for the district



## Current bus schedule:

Tier 1:	FCAHS	7:00 AM arrival	2:37 PM depart
Tier 2:	DMS/Hartwood	8:00 AM arrival	3:18 PM depart
Tier 3:	Kerr/Fairview/O'Hara	8:40 AM arrival	4:00 PM depart





## Proposed bus schedule:

Tier 1:	DMS/Hartwood	7:35 AM arrival	2:45 PM depart
	O'Hara	7:35 AM arrival	2:40 PM depart
Tier 2:	FCAHS	8:20 AM arrival	3:40 PM depart
	Kerr/Fairview	8:20 AM arrival	3:20 PM depart

\*\*AM buses arrive 15 minutes prior to actual start of school to allow for breakfast, locker visit, etc.

\*\*PM buses depart 10 minutes after actual end of school to allow for locker visit, etc.



# Comparison bus schedule:

## Current:

Tier 1:	FCAHS	7:00 AM arrival, 2:37 PM depart
Tier 2:	DMS/Hartwood	8:00 AM arrival, 3:18 PM depart
Tier 3:	Kerr/Fairview/O'Hara	8:40 AM arrival, 4:00 PM depart

## Proposed:

Tier 1:	DMS/Hartwood	7:35 AM arrival, 2:45 PM depart
	O'Hara	7:35 AM arrival, 2:40 PM depart
Tier 2:	FCAHS	8:20 AM arrival, 3:40 PM depart
	Kerr/Fairview	8:20 AM arrival, 3:20 PM depart



## Considerations for proposed plan:

1. Maintains the current level of service with all stops at the same locations as our current model
2. May need to make minor adjustments to AM schedules to accommodate for bus unloading, breakfast, and locker time
3. Varied start times for the elementary program remains in place
4. Requires at a minimum 12 additional full-size buses and 3 additional mini-buses



## Unknown fiscal implications for proposed plan:

1. Beattie transportation
  - a. Budget: \$75,672/yr
2. Central Catholic/Oakland Catholic (will require adding 3 AM mini-buses)
  - a. (3) AM vehicles x \$129.92/day x 174 days = \$67,818.24
3. Special Education vans (resolved during last week of summer once enrollment verified)\*\*
  - a. Budget: \$1,252,204/yr
4. Homeless/Foster student transportation (changes as caseload dictates)\*\*
  - a. Van rate: \$203.66 to \$259.84/day (6 students currently, 15 +/- per year)
5. Private/parochial schools that are currently assigned to our 3-tier system (may require adding vehicles once final routes are created)
  - a. Budget: \$1,031,399/yr

\*\*May experience increases or decreases in expenses and will change year over year



## Challenges posed from February 6 and April 23, 2019 SSL Meetings:

1. Additional recurring costs to the taxpayers
2. Some elementary students will be picked up prior to 7:00 AM
3. Some elementary students will be at stop/area during same times as high school students
4. Elementary students will be dropped off in afternoon prior to high school students



## Additional recurring cost to the taxpayers:

- a. 72 passenger bus:  $\$289.64 \times 182 \text{ days} = \$52,714.48$ 
  - i. (12) 72 passenger buses:  $\$52,714.48 \times 12 \text{ buses} = \$632,573.76 \text{ per year}$
  
- b. 35 passenger mini bus:  $\$259.84 \times 174 \text{ days} = \$45,212.16$ 
  - i. (3) 35 passenger mini-buses:  $\$45,212.16 \times 3 \text{ buses} \times .5 \text{ (AM only)} = \$67,818.24 \text{ per year}$
  
- c. Approximately \$700,392.00 annual cost added to transportation budget

\*\*This is a recurring cost, year after year, and is subject to contractual annual increase



## Examples of Hartwood students picked up prior to 7:00 AM:

*If we take the current data and move to the 20/21 school year, these next five slides are examples of what it would look like:*

BUS 09 Dorseyville/Hartwood:      5 Hartwood students prior to 7:00 AM

BUS 11 Dorseyville/Hartwood:      17 Hartwood students prior to 7:00 AM

BUS 31 Dorseyville/Hartwood:      24 Hartwood students prior to 7:00 AM

**\*\*46** total Hartwood students scheduled for pick up prior to 7:00 AM



## Examples of high school and elementary students at stop/area in same times:

16th and Main:	28 HS students at 8:08 AM, 24 Kerr students at 8:09 AM
13th and N. Canal:	28 HS students at 8:08 AM, 22 Kerr students at 8:13 AM
Crest and Valleyview:	5 HS students at 8:03 AM, 10 Kerr students at 8:10 AM
18th and Main:	31 Kerr students at 8:07 AM**
19th and Main:	33 HS students at 8:09 AM**

\*\*Same general walking area for HS and Kerr students





## Examples of O'Hara Elementary students home before high school students:

O'Hara Elementary:

Crofton stops:	2:45 PM arrival to stops
Falconhurst stops:	2:45 PM arrival to stops
Blawnox stops:	2:53 PM arrival to stops
Rockingham stops:	3:04 PM arrival to stops
Lower Aspinwall stops:	2:52 PM arrival to stops
Upper Aspinwall stops:	2:55 PM arrival to stops

HIGH SCHOOL DISMISSAL: 3:40 PM... All arrive approximately 1 hour after O'Hara students



## Examples of Fairview Elementary students home before high school students:

Fairview Elementary:

Dogwood stops:	3:23 PM arrival to stops
Mallard Dr. stops:	3:24 PM arrival to stops
Hallsborough stops:	3:25 PM arrival to stops
Fox Hunt stops:	3:26 PM arrival to stops
Highland Rd stops:	3:32 PM arrival to stops
Park Place stops:	3:36 PM arrival to stops

**HIGH SCHOOL DISMISSAL:** 3:40 PM... All arrive approximately 30 minutes after Fairview students



## Examples of Kerr Elementary students home before high school students:

Kerr Elementary:

Clay and Linden:	3:24 PM arrival to stops
13th and Canal:	3:24 PM arrival to stops
6th and Clay:	3:26 PM arrival to stops
16th and Main:	3:28 PM arrival to stops
18th and Main:	3:31 PM arrival to stops

HIGH SCHOOL DISMISSAL: 3:40 PM... All arrive approximately 30 minutes after Kerr students

\*\*Over 1,800 elementary students home prior to high school students



Aaron Silverman: President and Owner  
Todd O'Shell: Vice President, Operations



## General transportation implications:

- Expansion of current contract
  - Add'l staff, equipment, revenue, expenses
- Purchase of additional equipment
  - Add'l equipment requires add'l capital investment by ABC Transit
- Employment of additional drivers
  - Both CDL and non-CDL drivers needed, recruiting efforts
- Added parking for new equipment and drivers
  - Route 910 at capacity-add'l land will be needed
- Possible need for additional staff, including mechanics and support staff
  - Current staff acceptable, but may need office personnel and/or mechanic
- Changes to routine for drivers and aides, including a later start to the day and possibly shorter hours
  - Changes could affect routine of driver/monitor staff



## Potential benefits:

- Winter weather road conditions may be improved when buses start on the roads later, perhaps reducing the potential of delays
  - Buses will be start 15-30 minutes later
- People unable to drive bus/van now because they cannot drop children off a child care early may be able to do so now with later start time
  - Later start for drivers may allow parents to get to childcare prior to start time
- More people may apply and drive since the start time will be pushed back in the morning
  - Early start times limit applicants interest
- There is potential for more flexibility with afternoon athletic charter drop-offs
  - May allow closer athletic charters to better service our student athletes
- Drivers may work less hours than current schedule
  - Effectively increasing their hourly wage and make positions more appealing
- Less wear and tear on school vehicles dropping from three to two tiers
  - Potential for reduced miles, less abuse on vehicles



## Potential challenges:

- Adding more drivers while in the midst of nationwide school bus driver shortage, with Pennsylvania losing more than 2,000 drivers since 2013
  - <https://www.post-gazette.com/news/education/2019/09/22/Elizabeth-Forward-Bus-driver-shortages-pose-a-problem-nationwide/stories/201909220069>
  - Currently running short at FCASD
  - SSL-Had to cover routes from other district's drivers
- Potential loss of certain schedule flexibility, including shared/integrated routes with private, parochial, and special needs schools
  - CDT runs on FCASD public school runs IE.: HS, Christ the Divine Teacher, O'Hara
- Potential loss of drivers who currently have start/end work times factored with other employment between runs
- Change of routine/schedule may push some toward leaving/retirement instead of embracing a new routine/schedule



# Question Clustering:

1. General transportation implications

2. Potential benefits

3. Potential challenges

4. Other





# Questions, comments, and discussion