



# SY25 Student Transportation

JULY 2024



STUDENT  
TRANSPORTATION  
SERVICES

# Our Objectives

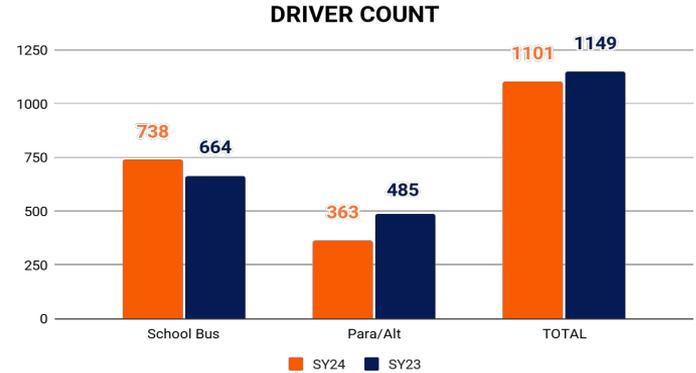
Due to the nationwide shortage of bus drivers, school districts continue evaluating their transportation models and service options.

- **Optimize our transportation** for the upcoming 2024-2025 school year to ensure all qualified students are arriving to school safely and on time
- **Implement a plan** to maintain ISBEs/CPS 60-min guidance, reduce costs, and increase on-time student arrivals to minimize transportation-related learning loss
- **Identify both immediate and long-term opportunities** for exploration and implementation

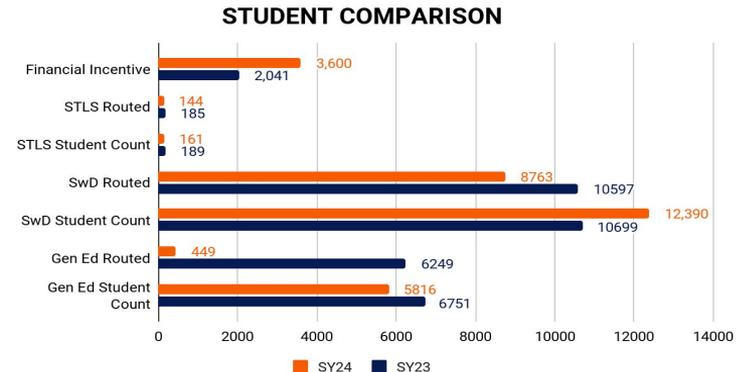


# At-A-Glance for SY24

- CPS outsources to **21** vendors to provide transportation to **540** schools
- Increased the number of drivers by 4%, with the number of **yellow bus drivers increasing by 11%**
- **18,332 students** qualified for transportation, **up 4% compared to last year, including ~16% increase in SwD**
- We offer transportation support to **5.6%** of our total student population while prioritizing our most vulnerable students
  - **9,356** were provided direct transportation (IEP, 504, McKinney-Vento and siblings)
  - **3,600** received Financial Incentive Program (FIP), **up 76% compared to last year**
  - **1,926** families received CTA Ventra Cards



TRANSPORTATION REQUEST BY COMPARISON			
June 3, 2024 vs June 2, 2023			
	SY24	SY23	+/-
SwD	12,350	10,699	<b>+1651</b>
STLS	158	185	<b>-27</b>
GenEd	5,824	6,751	<b>-927</b>
<b>GRAND TOTAL</b>	<b>18,332</b>	<b>17,635</b>	<b>+697</b>



# SY25 Transportation Service

## June

**6/7** - Deadline for Transportation Requests to be Entered for First day of School Routing

**6/14-6/30** - Year-End Process Conversion

**6/30** - Edulog Athena (New Routing System) Go Live

## July

**7/1-7/23** - Vendor Readiness Audits

**7/5-8/12** - Routing Begins

**7/25** - Communication to families highlighting current state and routing information

## August

**8/2** - OSD Summer Assessment ends

**8/7-8/14** - Routing Assignments & Communications to Families

**8/21-8/23** - School StartUp Conference (PD for Bus Aides)

**8/21-8/23** - Vendor Dry Run Routes

**8/26** - School Begins

# Transporting Our Students: Things To Consider

## What It Takes To Create a Student Route:

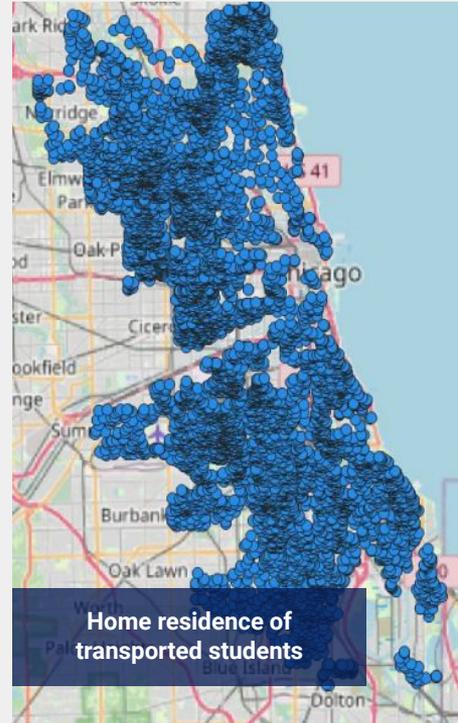
- Student
  - IEP Requirements
  - Aide
  - Nurse
  - Safety Equipment
- Vehicle Amenities
  - Wheelchair Lift
  - A/C
- Load Times
- Capacity for Student Support
- Driver
- Distance
- Travel Time



# Transporting Our Students

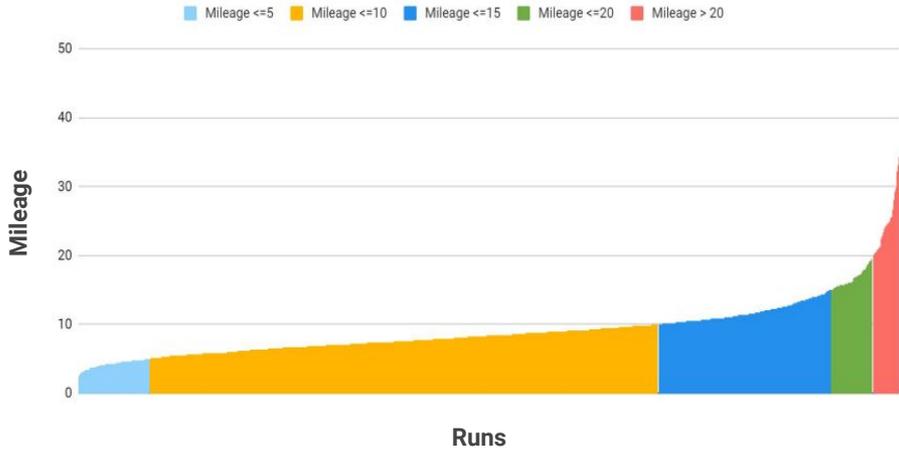
## Service Population & Area Of Attendance

<b>SCHOOLS SERVICED:</b>	540		
<b>STUDENTS:</b>	Direct Transportation: 9,356 SwD/STLS/Gen		
<b>VEHICLES:</b>	1,097	3.48 trips	
<b>RUNS:</b>	3,817 Runs Daily	Avg. 38 minutes	
<b>AVG MILEAGE:</b>	9.19	Home to Stop: 3-38.99	Home to School: 19.99



# Run Mileage & Ride Times

## Mileage by Run



## Ride Times for AM Trips



# Current State



**9,356**

students currently  
receiving transportation

+

**3,600**

Financial Incentive Program  
(FIP) students reintegrated  
into transportation

=

**12,956**

students who currently  
need to be transported



**1,097 total vehicles available**

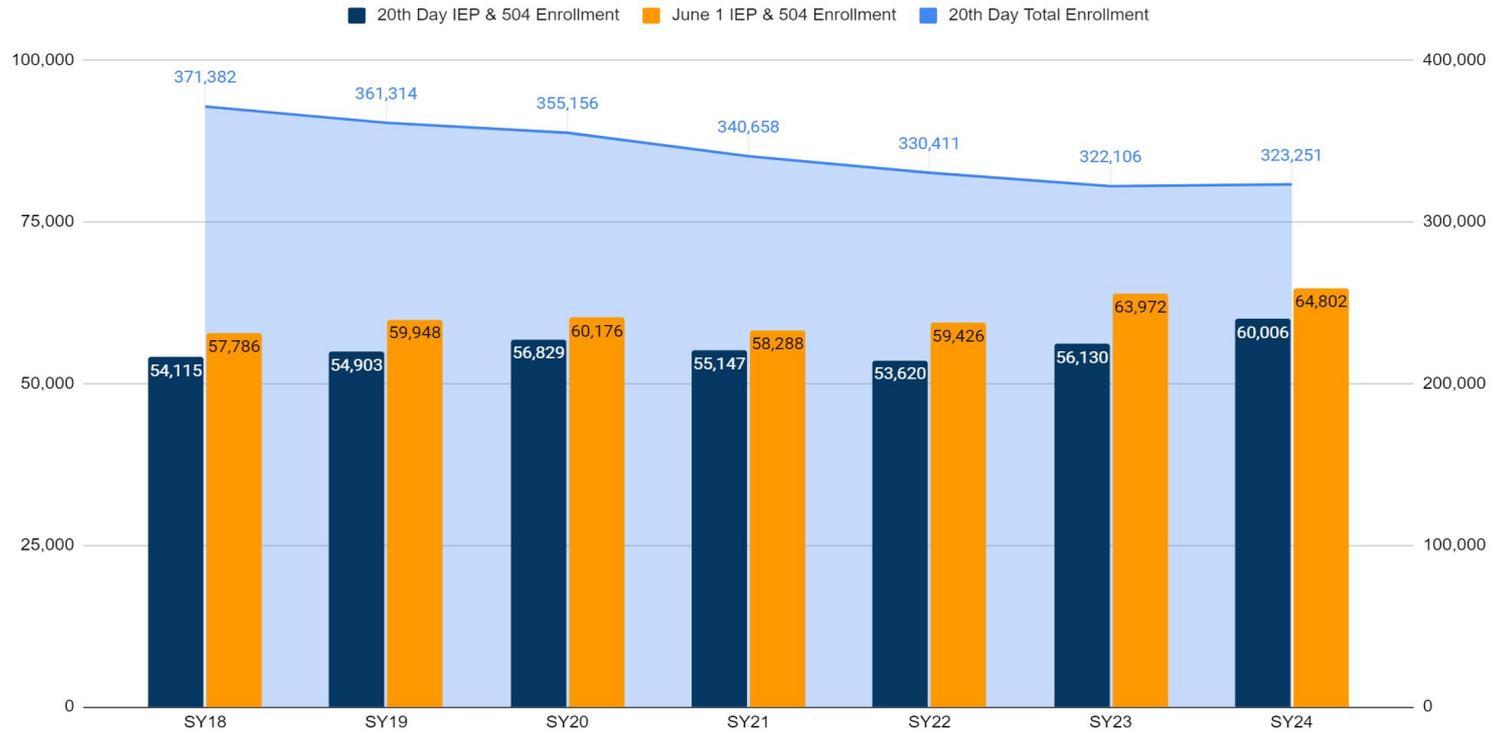
# Student Enrollment and Forecasted Growth



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# Student Enrollment

## Student Enrollment SY18 to SY24 - District-run Schools



# Forecasted Student Growth

**4.3% ↑**

**Students with IEPs at  
District-governed Schools**

**Growth between  
June 2023 and June 2024**

If growth is used to estimate June 2025, there would be approximately 49,600 students with IEPs at district-governed schools

**16.2% ↑**

**Students with IEPs or 504s  
eligible for transportation**

**Growth between  
June 2023 and June 2024**

If growth is used to estimate June 2025, there would be approximately 16,500 students with IEPs or 504s eligible for transportation



**15.4% ↑**

**Students with IEPs or 504s  
routed or receiving incentive**

**Growth between  
June 2023 and June 2024**

If growth is used to estimate June 2025, there would be approximately 14,200 students with IEPs or 504s routed or receiving financial incentive

# IMMEDIATE OPPORTUNITIES & SOLUTIONS

## OPPORTUNITIES

## SY24-25 SOLUTIONS

1

Improved bell time  
balance and  
alignment



Strategic schedule  
adjustments

2

Service Expansion



Phased-in Hubs and  
differentiated  
services

3

Recruitment &  
Retention



Increased dedicated  
driver pool





# **OPPORTUNITY #1**

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## **Bell Time Balance and Alignment**

# 2-Tier Perfect Alignment & Perfect Pairing

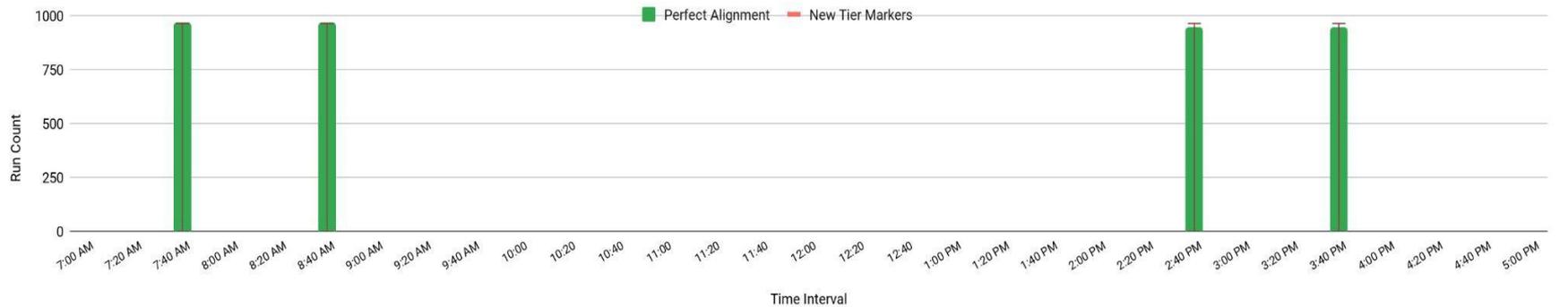
## Current State Runs by Time

Bell time categories include trips anchored to the listed bell time and later



## Balance Runs by School Bell Time

Bell time categories include trips anchored to the listed bell time and later



# Challenges To Implementing Bell Times



**1** Changes to School Culture & Routine

**2** Stakeholder Engagement

**3** Limited Timeframe

# Adjusting bell times and vehicle arrival windows will enable each vehicle to complete more trips

## SHIFTING BELL TIMES



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# The district will NOT be able to transport all Category A students considering expected growth

**\*The district will NOT be able to transport all Category A students considering expected growth, but some students could be removed from the financial incentive program**

1.	Currently routed Category A students	8,292
2.	Current Financial Incentive students	3,645
3.	Estimated # of new students with accommodations (based on summer assessment forecast)	800
4.	Total # of Category A students to route [1 + 2 + 3]	12,737
5.	Anticipated #of available vehicles (SY24-25)	1,100
6.	Vehicles needed post bell & schedule adjustments to serve currently routed Category A students	995
7.	Vehicles needed to route Financial Incentive students	244
8.	Vehicles needed to route new students with accommodations	54
9.	Total # of vehicles needed to serve all students [6 + 7 + 8]	1,293
	Net vehicle shortage / gap [5 - 9]	-193
10.	Expected # of total students able to be routed on available vehicles	9,843
	Net students routed shortfall / Expected remaining students on Financial Incentives for SY24-25 [4 - 10]	2,894

\*Data as of May-2024

# Bell Time Adjustments

**Bell Time Adjustment & Alignment** Improves performance & pairing options



**2 Tier**  
Bell System

=



**965**  
Vehicles (-132)

=



**132**  
Bus Reduction

= **savings of \$18.2M** (Ideal State)

# SY25 Bell Time Adjustments (15 minutes)



## Changing Bell Times

**36** Priority Schools



Up to **80** Saved Buses

**36** Priority Schools

### PRIORITY SCHOOLS

Ariel, Bateman, Bell, Budlong, Chase, Clay Annex, Coonley, Dulles, Englewood STEM HS, Farragut HS, Gage Park HS, Gale, Gregory, Hampton, Hancock HS, Harte, Haugan, Hayt, Hendricks, Hughes C, Lorca, Lozano, McKay, Nettelhorst, New Sullivan, Noble St-Bulls HS, Owens, Pasteur, Rosenwald/Carroll, Stevenson, Stevenson CPC, Till, Uplift, West Ridge, Whistler, White



## **OPPORTUNITY #2**

# **Service Expansion**



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# Updates To Our Financial Incentive Program

## Eligible Students

- Students w/ IEPs and 504 plans

## Eligibility Criteria includes

- Valid transportation request
- Not currently routed or receiving transportation
- Resides 5 miles or more from school of attendance
- Inability to route

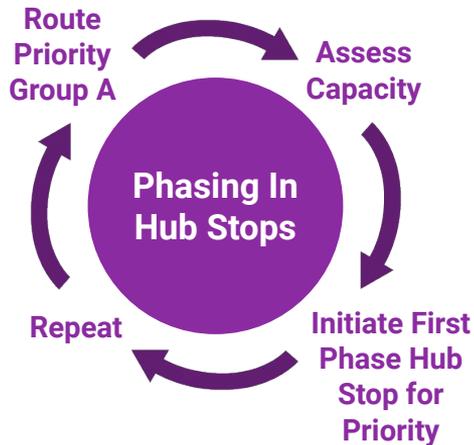
## Incentive Amount

- Up to \$500/month for school days attended



# CPS can progressively expand service for choice schools via hub stop bus service

- Adhering to Transportation Policy by priority group
- Continued use of existing CTA Ventra cards
- Phase In of Hub Stops at CPS schools  
(projected phase-in during the first quarter of the SY)





## **OPPORTUNITY #3**

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# **Recruitment and Retention**



Chicago  
Public  
Schools

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# Our Efforts & Initiatives



**Increased  
driver wages &**

**\$1,000**

Retention bonus for  
yellow bus drivers



**Collaboration  
with the  
Secretary of State**

Under the Hood,  
Partnering with 3rd party  
vendors to provide  
additional testing sites  
and dates



**Continuous  
Hiring Campaigns**

Media & Hiring Fairs



**Collaboration &  
discussion with other  
school districts**

To identify best practices  
for implementation and  
engagement

# Long-Term Solutions



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# Other long-term solutions can sustainably improve and expand service

## OPPORTUNITIES

Improved bell time  
balance and alignment



## LONG-TERM SOLUTIONS

Comprehensive annual bell time  
analysis with proposed adjustments  
and continued engagement

Enhanced contractor and  
ridership management



Tech-enabled, coordinated multi-vendor  
management and communication minimizing  
non-riders and improving data quality

Service differentiation  
and expansion



Expanding modal and service  
offerings to include supplemental  
in-source electric buses



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