
Evaluating Transportation

Assessing Costs and Implementing Effective Strategies for Efficient and Affordable Transit



DUVAL COUNTY
PUBLIC SCHOOLS

Overview of District Transportation

Review of Current Transportation Model



School Board Policy

Policy 8.30 Student Transportation

The transportation program shall be administered to provide **safe** and **efficient services** at the **lowest possible cost**.

Transportation funds shall be used primarily to provide transportation of students to and from the nearest appropriate school as determined by the School Board and in accordance with Florida Statutes and State Board of Education rules.

Revenue & Cost Analysis

Transportation Annual Costs (fuel & mileage)	\$62.6 million
Revenue (state funds)	\$21.7 million
Difference	\$40.9 million

External Audit Findings

Mission: Increase the quality of ride for students through reducing transportation complexities. Allocate transportation resources effectively and efficiently.

HBEC Group Review, July 2019

Transportation costs are expected to be **315%** of the FEFP funding. Comparatively, similar school districts transportation costs were **215%** of the FEFP funding.

AAC Budget Comparison, 2023

Transportation budget is **6.28%** of the General Fund Revenue. Comparatively, similar school districts transportation budget is **3.78%** of the General Fund Revenue.

Additional Considerations

Upcoming Legislation and New Bids



Transportation Upcoming Bids

- 3 of 5 GSA contracts will be rebid due to expiration and/or early termination
- Anticipating \$3-6 million increase
- Transitioning from RFP to ITB to account for recent poor performance
- Goal is to reduce the negative impact of driver shortages & improve performance
- Timeline: Rebid during the Fall of 2023 to start August 2024

HB377 Middle School and High School Start Times

- Legislation consideration: by July 1, 2026, the instructional day for middle schools may not begin earlier than 8 a.m. and 8:30 a.m. for high school.
- If passed, will have major impacts on transportation logistics.

Current DCPS Start Times

Elementary	8:30 a.m. - 3:00 p.m.
Middle	9:30 a.m. - 4:15 p.m.
High	7:15 a.m. - 2:00 p.m.

Overview of Costs

Review of Current Transportation Model



Evaluation of Costs

Key Area	Description	Avg Cost
County-wide Magnet Networks	17 networks supporting 25 schools*	Per Network \$861,000**
Non-Neighborhood Networks	31 networks supporting 31 schools	Per Network \$53,000
Bus Rider	Average cost per bus rider	Per Bus Rider \$1,125
Magnet Bus Rider	Average cost per magnet bus rider	Per Magnet Bus Rider \$2,165
High Cost per Magnet Bus Rider	J. Allen Axon	Per Magnet Bus Rider \$25,393.78
High Cost per Magnet Bus Rider	Rufus Payne	Per Magnet Bus Rider \$15,707.25
Cost of ESOL Networks	Non-neighborhood ESOL Transportation	Entire Network \$800,000
Cost of Alternative Education Routes	Non-neighborhood Alternative School Transportation	All Trunk Routes \$1,100,000

*Includes GRASP
**Does not include AM Shuttles

Overview of Recommendations

Strategies for Efficient and Affordable Transportation

1

Pair express stops of Fort Caroline MS & GRASP

2

Revise Board Policy 8.32 to review magnet trips with <10 magnet students

3

Adopt current State of Florida Rule for transportation eligibility

4

Develop Super Express Routes for dedicated magnets

5

Implement Transportation Zones for Secondary Magnet Programs

6

End School within a School Magnet Transportation High Schools

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End School within a School Magnet Transportation Middle Schools

8

Eliminate District-wide Elementary Magnet Schools

9

Remove the Option to attend Westside from the Ed White area

10

Eliminate all Secondary Magnet Transportation

Recommendation 1

Pair express stops of Fort Caroline MS & GRASP

Recommendation Description

- GRASP Academy and Ft Caroline MS students receive transportation service district wide. GRASP Academy currently has 10 routes using the neighborhood route structure. Service costs approximately \$1.2M. Ft Caroline MS currently has 10 routes using the express route structure. Service costs approximately \$0.8M. The distance between the schools is 1.2 miles.
- Express routes have limited bus stops and are located at or near a Duval County Public School or other public location.
- Pairing the schools on express routes would reduce the need of 1 district wide network, reduce the number routes from 20 to 14, reduce the number of stops made on a route and reduces overall distance.
- Current GRASP ridership 137.



Estimated Reduction

\$500-600k

Analysis of Recommendation

Benefits

- Cost savings
- No change in service level for Fort Caroline Middle School students

Challenges

- Change in service level for GRASP academy students



Implementation Timeline

August 2023

Recommendation 2

Revise Board Policy 8.32 to review magnet trips with <10 magnet students

Recommendation Description

- The costs associated with transporting students on routes of less than ten (10) students causes inequity on service and an inefficient use of District resources.
- Transportation will conduct a ridership count 10 days after the start of school and again in October. Any magnet trip which has a ridership of less than ten (10) students during both counts will be flagged for review. The trip can then be discontinued with the Authority of the Assistant Superintendent of Operations and concurrence of the Assistant Superintendent of School Choice.
- This option would require a Board Policy (8.30) change

Analysis of Recommendation

Benefits

- Cost savings
- Increases number of available busses
- Improve efficiency

Challenges

- Change in service for enrolled students



Estimated Reduction

\$500–600k



Implementation Timeline

August 2023

Recommendation 3

Adopt current State of Florida Rule for transportation eligibility

Recommendation Description

- Match current State of Florida Rule for any student who is not otherwise eligible for transportation, is defined as any distance not more than two (2) miles between the home and the school of attendance (currently 1.5 miles).
- Match current State of Florida Rule a reasonable walking distance between the home and the assigned bus stop is defined as nay distance not more than one and one-half miles (1.5) (currently 1 mile).
- This option would require a Board Policy (8.30) change



Estimated Reduction

\$500k–1mil

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Analysis of Recommendation

Benefits

- Creates a consistent/equitable approach
- Aligns with other Counties in the State
- Aligns with State of Florida Rule

Challenges

- May increase walking distance for students
- Possible increase of absentees/tardiness
- May require increased number of crossing guards (JSO)
- Parents who wait for students may have to wait on busy roads instead of neighborhoods



Implementation Timeline

- August 2024 - Change the distance to 1.75 miles.
- August 2025 - Change the distance to 2.0 miles.

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All cost recommendations are based on current statutory language.

Recommendation 4

Develop Super Express Routes for dedicated magnets

Recommendation Description

- Develop “Super Express Routes”.
- Super Express Routes have limited bus stops and are located at or near a Duval County public schools only.
- Schools considered; Darnell Cookman, James Weldon Johnson, Julia Landon, LaVilla, Springfield, Joseph Stilwell, Young Mens / Women Leadership Academy, Stanton, Paxon, Wolfson, Douglas Anderson, Jackson, Peterson and Randolph.



Estimated Reduction

\$1-1.5mil

Analysis of Recommendation

Benefits

- Creates a consistent/equitable approach
- Cost savings
- Maintains service without eliminating it
- Reduces number of buses with low ridership
- Reduces ride time
- Encourages the use of free JTA services

Challenges

- Must avoid timing of stop at elementary and middle schools during arrival / dismissal times to avoid supervision issues
- Parent parking could be an issue
- Perception of supervision at the campus bus stops.
- Public Transportation times might not align with activities, transfers where students may have to wait at public stations may be safety concern
- JTA buses not equipped with school bus safety gear



Implementation Timeline

August 2024

Recommendation 5

Implement Transportation Zones for Secondary Magnet Programs

Recommendation Description

- Stanton / Darnell Cookman Zone – First Coast, Raines and Ribault. *Estimated reduction \$600 – 800K.*
- Paxon / JWJohnson Zone – Baldwin, White, Westside and Riverside. *Estimated reduction \$600 – 800K.*
- Wolfson / Landon Zone – Atlantic Coast, Terry Parker, Mandarin, Sandalwood and Englewood. *Estimated reduction \$400 – 600K.*
- LaVilla / DASOTA Zone - Raines, Englewood, White, Parker and Riverside. *Estimated reduction \$400 – 600K.*
- Springfield / Jackson Zone - First Coast, Raines and Ribault. *Estimated reduction \$300 – 500K.*
- Stilwell / Peterson Zone - Baldwin, White, Westside and Riverside. *Estimated reduction \$400 – 600K.*
- YMWLA / Randolph - First Coast, Raines and Ribault. *Estimated reduction \$200 – 400K.*



Estimated Reduction

\$2.9-4.3mil

Analysis of Recommendation

Benefits

- Cost Savings
- One pickup time for high schools offers limited service with some cost reduction in lieu of no service at all
- Encourages the use of free JTA services
- Possibly increase enrollment at underutilized schools

Challenges

- Possibility of less participation in after-school activities
- Unsupervised students on campus
- Public Transportation times might not align with activities, transfers where students may have to wait at public stations may be safety concern
- JTA buses not equipped with school bus safety gear
- Accommodating families who need to rescind magnet seat due to transportation



Implementation Timeline

August 2024

Recommendation 6

End School within a School Magnet Transportation High Schools

Recommendation Description

- Providing district wide transportation to Riverside, Raines, Ribault and White is costly.



Estimated Reduction

\$1-1.5mil

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Analysis of Recommendation

Benefits

- Cost Savings
- Encourages the use of free JTA services.
- Reduces number of buses with low ridership
- Possibly increase enrollment at underutilized schools
- In schools where magnet population is low, elimination of magnet transportation service may have little effect on diversity

Challenges

- Could impact diversity of schools
- Could impact grant status of some schools that require transportation services
- Public Transportation times might not align with activities, transfers where students may have to wait at public stations may be safety concern
- JTA buses not equipped with school bus safety gear
- Accommodating families who need to rescind magnet seat due to transportation



Implementation Timeline

August 2024

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All cost recommendations are based on current statutory language.

Recommendation 7

End School within a School Magnet Transportation Middle Schools

Recommendation Description

- Providing district wide transportation to Highlands, Ford, Baldwin, DuPont, Southside, Ribault, Mayport is costly.



Estimated Reduction

\$1-1.5mil

Analysis of Recommendation

Benefits

- Cost Savings
- Encourages the use of free JTA services.
- Reduces number of buses with low ridership
- Possibly increase enrollment at underutilized schools
- In schools where magnet population is low, elimination of magnet transportation service may have little effect on diversity

Challenges

- Could impact diversity of schools
- Could impact grant status of some schools that require transportation services
- Public Transportation times might not align with activities, transfers where students may have to wait at public stations may be safety concern
- JTA buses not equipped with school bus safety gear
- Accommodating families who need to rescind magnet seat due to transportation



Implementation Timeline

August 2024

Recommendation 8

Eliminate District-wide Elementary Magnet Schools

Recommendation Description

- Shorten ride times and distances traveled in providing magnet education.
- Schools effected – RL Brown, RV Daniels, Ford, Robinson.

Analysis of Recommendation

Benefits

- Cost Savings
- Reduces number of buses with low ridership
- Possibly increase enrollment at underutilized schools
- In schools where magnet population is low, elimination of magnet transportation service may have little effect on diversity

Challenges

- Could impact diversity of schools
- Could impact grant status of some schools that require transportation services
- Accommodating families who need to rescind magnet seat due to transportation



Estimated Reduction

\$150 – 200k



Implementation Timeline

August 2024

Recommendation 9

Remove the Option to attend Westside from the Ed White area

Recommendation Description

- Students in the White area who do not want to go to White get neighborhood stops to Westside HS. One area being provided neighborhood stops for two (2) schools. Restore the neighborhood boundary for White. 3 Routes service Westside HS from the Ed White area.
- Current ridership 50.



Estimated Reduction

\$100- 150k

Analysis of Recommendation

Benefits

- Cost savings

Challenges

- Loss of transportation for students choosing not to attend Ed White Military program.



Implementation Timeline

August 2024

Recommendation 10

Eliminate all Secondary Magnet Transportation

Recommendation Description

- Schools considered; Darnell Cookman, James Weldon Johnson, Julia Landon, LaVilla, Springfield, Joseph Stilwell, Young Mens / Women Leadership Academy, Stanton, Paxon, Wolfson, Douglas Anderson, Jackson, Peterson, and Randolph.



Estimated Reduction

\$12-16mil

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Analysis of Recommendation

Benefits

- Creates a consistent/equitable approach
- Cost Savings
- Encourages the use of free JTA services.

Challenges

- Could impact diversity of schools
- Could impact grant status of some schools that require transportation services
- Public Transportation times might not align with activities, transfers where students may have to wait at public stations may be safety concern
- JTA buses not equipped with school bus safety gear
- Accommodating families who need to rescind magnet seat due to transportation



Implementation Timeline

- August 2024 – Change secondary magnet to Super Express Routes
- August 2025 – Eliminate all secondary magnet transportation.

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All cost recommendations are based on current statutory language.

Strategies for Evaluation

Overview of Recommendations and Cost Savings



Scenarios	Option 1 GRASP	Option 2 10 Students	Option 3 1.5 to 2 miles	Option 4 Super Express	Option 5 Smaller Dedicated Magnet Zones	Option 6 School Within a School - HS	Option 7 School Within a School - MS	Option 8 Eliminate DW Elementary Magnets	Option 9 Remove Westside Option from Ed White	Option 10 Eliminate All MS/HS Dedicated Magnet	Total Cost Reduction
Non-Magnet Options	✓	✓	✓						✓		\$1,980,000
Secondary Dedicated Magnet Reduction +	✓	✓	✓	✓	✓				✓		\$6,825,000
Secondary Magnet Reduction +	✓	✓	✓	✓	✓	✓	✓	✓	✓		\$9,500,000
Secondary Magnets Elimination						✓	✓			✓	\$16,500,000
All Magnet Elimination						✓	✓	✓		✓	\$16,675,000
Secondary Magnets Elimination +	✓		✓			✓	✓		✓	✓	\$17,925,000
All Magnet Elimination +	✓		✓			✓	✓	✓	✓	✓	\$18,100,000



Questions?