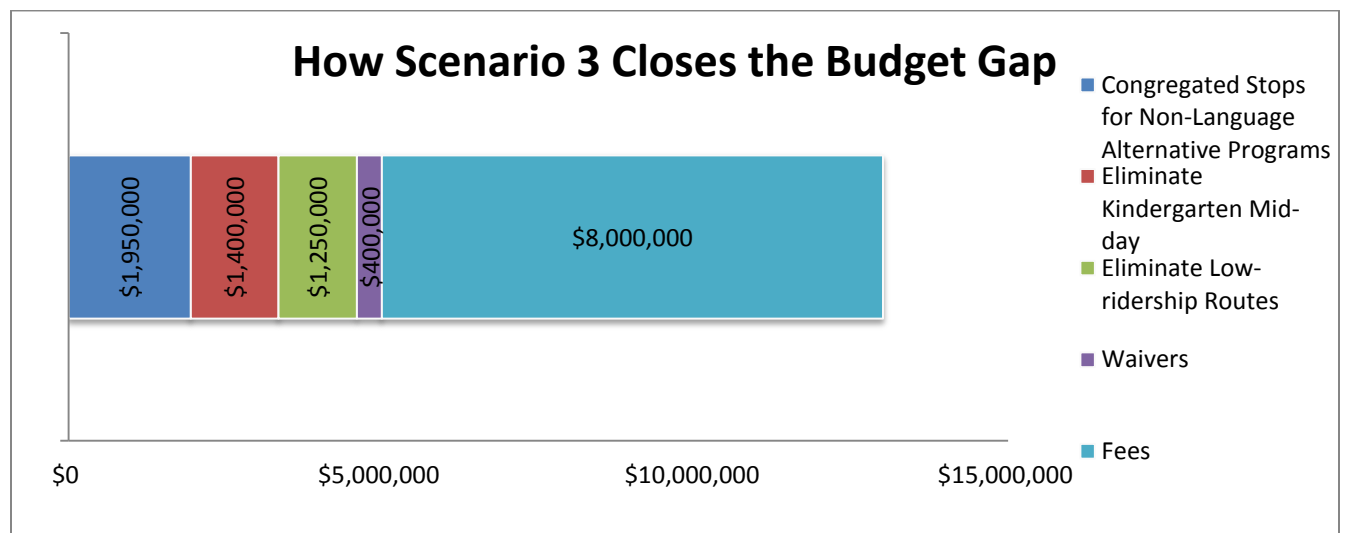




This scenario outlines what service levels would be offered if fees\* were kept at \$300-\$325/year. This would mean congregated bus stops similar to September 2015 for non-language alternative programs. Low ridership routes (10 students or fewer) would be eliminated. Mid-day kindergarten service would be eliminated. In addition, families receiving waivers could pay 25% of fees wherever possible. The full list of relevant factors is identified in the comparison chart.

### Financial Breakdown



\*Slight adjustments may be required to fees (e.g. based on number of riders, waivers required, etc.)

### Opportunities, Challenges & Considerations

- May make it difficult for some students to access alternative programs (and a limited number of community schools) if low ridership routes are removed.
- May impact the ability of some students to access kindergarten if mid-day service removed.
- May decrease ride time for non-language alternative programs, but the distance to a bus stop may increase. More parents may need to drive, which may decrease access to some alternative non-language programs.
- Low ridership students make up 2.5% of regular transportation students (all except those with complex needs) but costs to transport these students represent 15% of the regular transportation budget.
- 42% of kindergarten mid-day transportation routes are low ridership routes. These routes represent 74% of the mid-day kindergarten transportation budget.
- Greatest effect is on parents who are unable to drive their child to the bus or school, and those currently accessing low ridership routes.