

The 2016 Transportation Engagement Process

- The purpose was to work directly with parents, students, staff and other stakeholders to ensure a safe, reliable and cost-efficient service
- Input was gathered January - June 2016 through the following opportunities:
 - 300+ participants in 18 in-person workshops March 15 & April 6, 7 and 12
 - 1,600 responses to online survey open April 6 – 17
 - 41 participants in two community forums May 3 and 4
 - 1,750+ responses to online scenario survey open April 29 – May 8

Key Definitions

- **Congregated stop** - used when a small number of students from multiple communities gather at one stop to take a bus to their chosen school.
- **Low ridership route** - A route with less than 30 students riding the bus.
- **Programs of choice** - language or cultural programs, sports or club academies, art or science schools, traditional learning centres, international baccalaureate programs and alternative programs.

At the CBE, current programs of choice include:

- Aboriginal Focus K-6
- Advanced Placement (AP) 10-12
- All Boys K-6
- All Girls 4-9
- Alternative High School 10-12
- Arts-Centred 5-12
- Canadian Studies 7-12
- Career & Technology 5-12
- Chinese (Mandarin) Bilingual K-9
- Dual Credit 10-12
- Early French Immersion K-12
- Late French Immersion 7-12
- German Bilingual K-6
- Spanish Bilingual K-12
- Homeschooling 1-12
- International Baccalaureate (IB) 11-12
- Montessori K-6
- Off-Campus Work Experience 10-12
- Online Learning 7-12
- Outreach 10-12
- Pregnant & Parenting Teens 9-12
- Sports 5-12
- Science K-9
- Traditional Learning Centre (TLC) K-9

Transportation - Responding to What We Heard

What we heard	Response related to what we heard
Minimize travel distance to the bus stop for younger students	Travel distances will be similar in 2017-18 for the majority of students
Keep fee increases modest	Fees are maintained, reduced or eliminated for the majority of students
Recognize that mid-day kindergarten service is highly valued	Mid-day kindergarten service is maintained
Avoid using funds allocated for student learning on transportation	Beginning in 2017-18 transportation becomes self-sustaining
Explore a fuller partnership with Calgary Transit	Work continues
Communicate service levels and stop locations as soon as possible	2017-18, we will provide route maps by Aug.10 for modified calendar schools and Aug. 30 for traditional calendar schools; work to improve timing for 2018-19 and beyond continues

Transportation - A Long Term Strategy

In our June 22, 2016 parent letter:

We committed to:	Action - 2017-18 and beyond
Increase number of students using Calgary Transit or congregated stops where feasible	More students will use Calgary Transit or congregated stops
Explore a fuller partnership with Calgary Transit	We continue to work with Calgary Transit
Work with families to reduce low ridership routes (10 students or less)	Low ridership re-defined as fewer than 30 students
Continue working with an advisory committee (internal and external members) in developing a long-term strategy	The Transportation Advisory Committee - a group of parents, service providers and CBE staff - continues to play an advisory role
Explore ways to get route information to parents earlier in the school year	Work continues
Develop clear and objective criteria to differentiate transportation service levels other than by program choice	Government legislation (Bill 1) has defined criteria based on program choice

Transportation Services and Fees* - 2017-18

Students	Service level	Fee
Regular program (K-12 yellow school bus)	<p>Work within current travel distance guidelines of 1.6, 1.8 and 2.4 km to school</p> <p>Most students will have a travel distance of less than 1000 m</p>	<p>> 2.4 km = \$0</p> <p>< 2.4 km = \$335</p> <p>Conditional rider = \$335</p>
Alternative program (K-12)	<p>Yellow school bus riders move to congregated stop model</p> <p>Most students in larger alternative programs will have a travel distance of less than 1000 m</p> <p>More middle/junior high schools will move to Calgary Transit</p>	<p>Yellow school bus = \$335</p> <p>Calgary Transit = \$700</p>
Calgary Transit (6-12)	<p>Access existing Calgary Transit stop</p> <p>Additional students will be transitioned from yellow bus service to Calgary Transit</p>	<p>Eligible = \$151 (after CBE rebate)</p> <p>Non-eligible = \$700</p>

* subject to government approval

- Many (6 in 10) participants in the 2016 transportation engagement were open to changing their schedules by half an hour or less if adjusted bell times would help to reduce transportation costs
- If asked to change their schedules by more than 30 minutes, support from participants declined

School Bell Times - 2017-18 and Beyond

- Setting and changing of start and end times is now determined centrally rather than being determined by schools
- Aligning start and end times system-wide saves
 - \$3.5 million in the next school year
 - additional annual savings in 2018-19 and beyond

To achieve these savings, school start and end times will be adjusted as follows.

99 schools	no change
46 schools	1 - 15 minutes
58 schools	16 - 30 minutes
14 schools	> 30 minutes Implementation in 2018-19

School Bell Times - Early Dismissal

- The majority of CBE schools have an early dismissal day
- More schools will be adding an early dismissal day for 2017-18
- All schools are required to meet school instructional hours mandated by the Province of Alberta's School Act
- Schools use this time for teacher professional development, parent meetings, planning and other work
- Schools will communicate detailed school schedules by end of May

Achieving Financial Sustainability

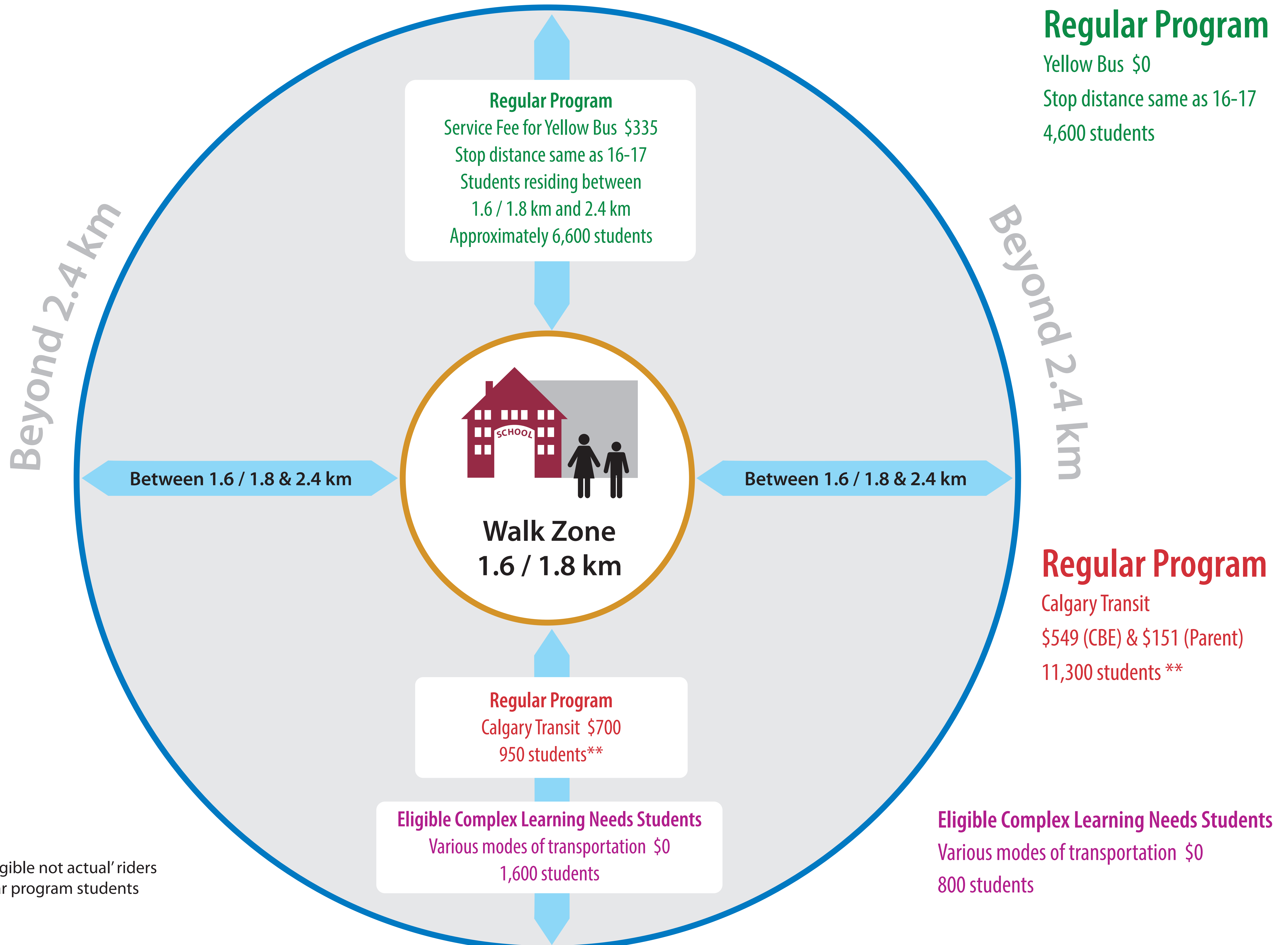
- Funding for transportation is now sustainable and will not be subsidized from the operating budget
- 2017-18 will see a savings of \$10.8 million; future years will see even greater savings

Factor	2017-18 Savings*
Bell time changes	\$3.5 million
Congregated stops / low ridership	\$2.0 million
Move more students to Calgary Transit	\$1.7 million
Routing efficiencies (partnering)	\$0.9 million
Accommodation changes (impacted schools and phase in / out)	\$2.2 million
Fewer riders to waive (yellow school bus)	\$0.5 million
Total savings	\$10.8 million

* Factors are interrelated. Changes to one factor will affect savings related to other factors.



Regular Programs – at Designated Schools Proposed Transportation Service Levels and Fees 2017-18



**Transit riders includes 'eligible not actual' riders estimated at 12,250 Regular program students



Alternative Programs Proposed Transportation Service Levels and Fees 2017-18

Alternative Programs

Yellow Bus \$335

Congregated Stops

11,300 students

*approx. 400 more students will have stops beyond 1.6 / 1.8 km in 2017-18

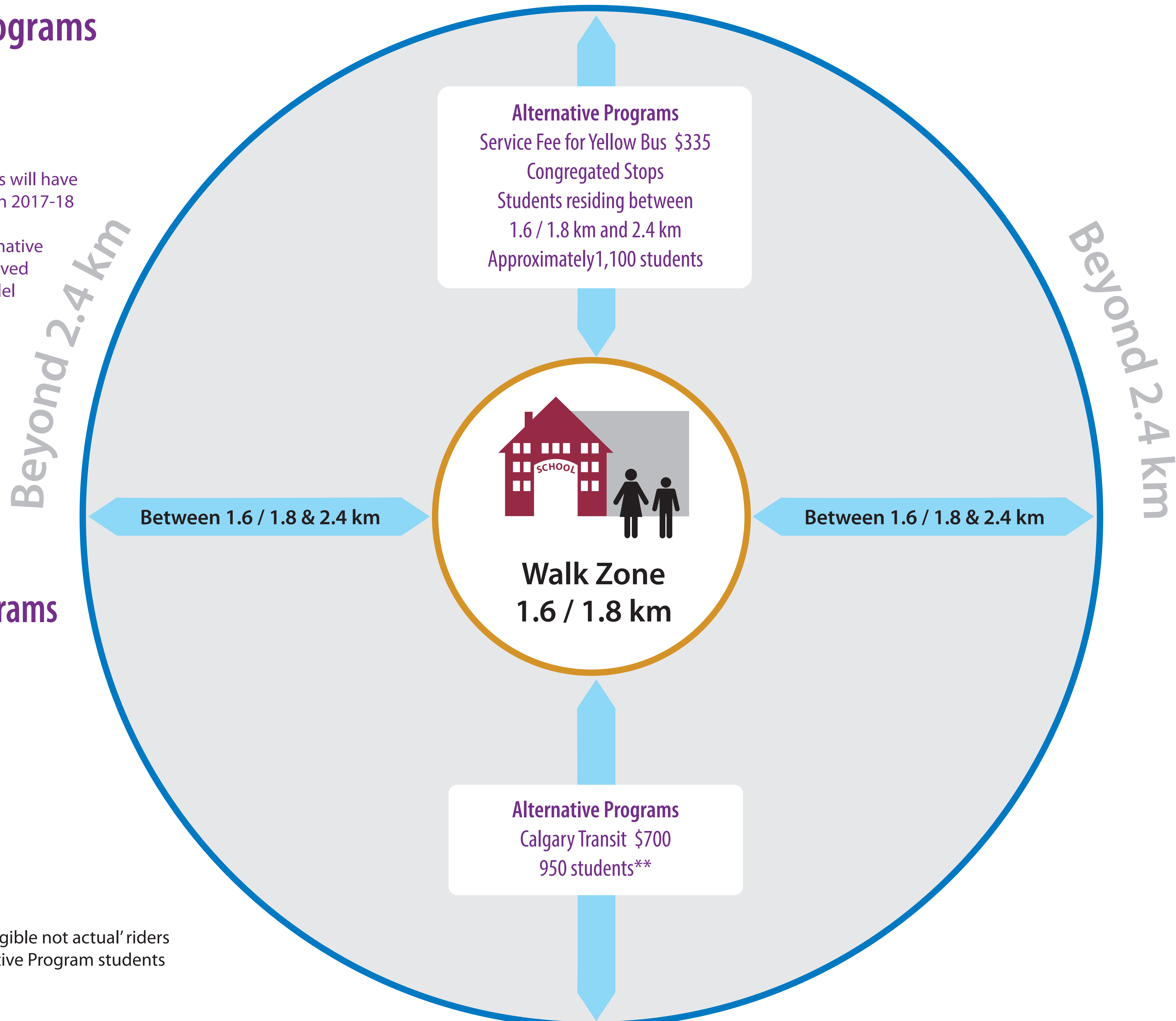
*6,200 non-language Alternative Program students were moved to a congregated stop model in 2016-17

Alternative Programs

Calgary Transit \$700

5,100 students **

**Transit riders includes 'eligible not actual' riders estimated at 6,050 Alternative Program students

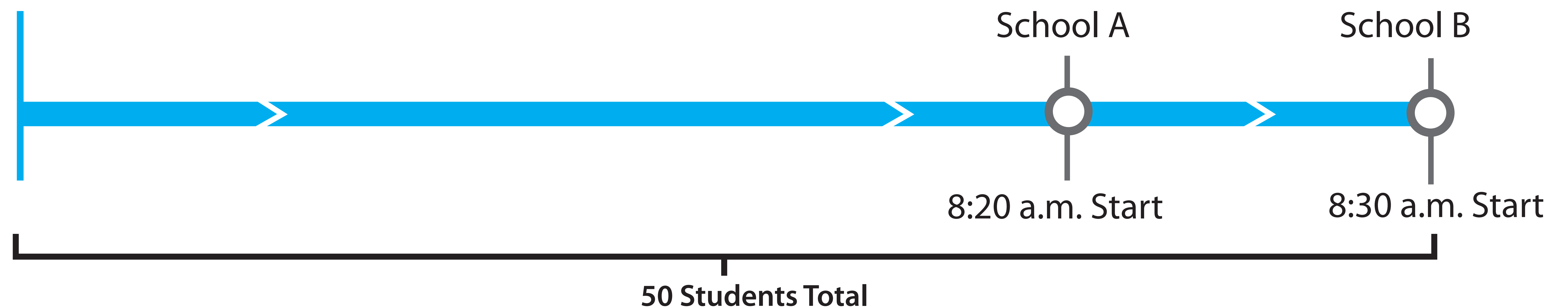


How Partnering Routes Saves Money

Bell times are directly connected to transportation services. The cost of a yellow school bus is based on a block of time. The more routes a single bus can run during this block of time, the more cost-effective the transportation service is.

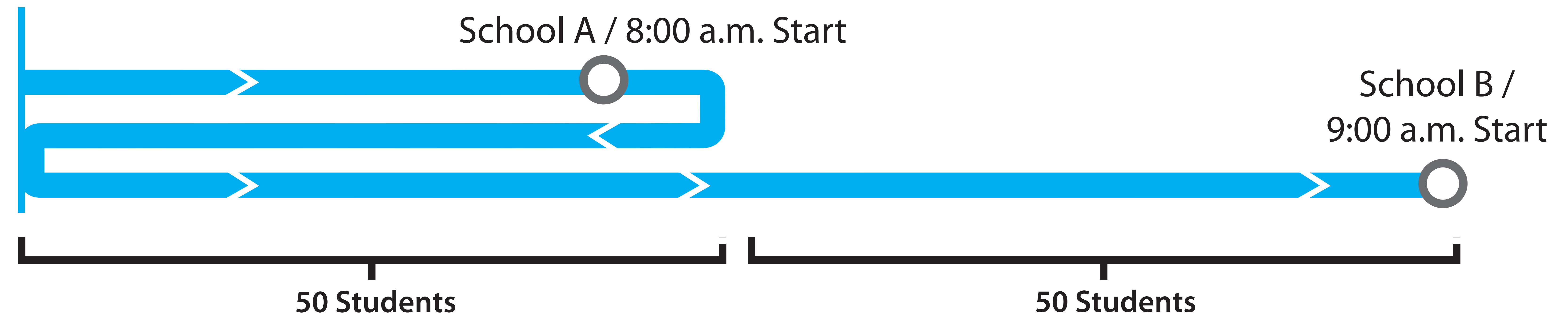
Combined

50 Students
using 1 bus = \$55K



Partnered

100 Students
using 1 bus = \$55K



Partnering routes reduces the number of buses and saves money.