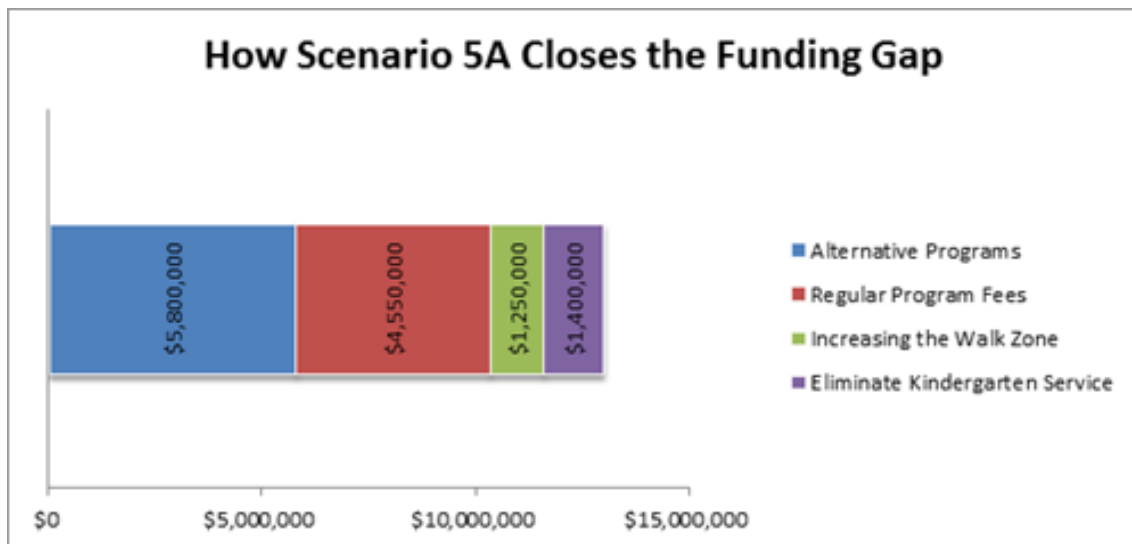


Scenario #5A: Fees Based on Program and Age

This scenario proposes a fee for all alternative programs that is 25% higher than the fee* for regular programs. It also proposes increased walk limits to school for students (2 km for elementary, 2.4 km for middle/junior) and encourages students in Grade 7 and up to use Calgary Transit (CT) as much as possible. This results in significantly fewer students riding yellow buses, which would result in an unknown number in the reduction of buses and therefore an unknown amount of savings. Many of our elementary routes that are currently partnered with Jr. High routes may be difficult to partner with other elementary routes, this would decrease the number of students per day accessing each bus, which would increase the cost per student. Some level of savings would result from junior high students moving to CT however, we cannot quantify these savings and therefore this scenario shows what the fees would be without those additional savings. Kindergarten would no longer be provided with mid-day service. Once these changes are made, fees have been adjusted to close the remaining budget gap. The fees for regular program students would be \$550-575 and the fees for alternative programs would be \$700-725. All other related factors are 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 and Challenges

- All families have increased fees.
- Some students have a longer walk to school.
- Changing the walk limit would likely affect eligibility levels for schools/programs using lottery to determine admittance.
- Increased fee may increase the demand for waivers and increase expense.
- May result in lack of access to alternative programs due to larger fee for those not eligible for waiver.
- May impact the ability for some students to access kindergarten if mid-day service is removed.
- Complete effects of moving most middle school students to CT would need to be determined..
- Some parents will be pleased with flexibility of having a CT pass, others do not want junior high students on CT.

- CT and CBE would need to collaboratively determine which CT routes are feasible and if they would be public routes or dedicated routes for school start and end.
- CT usage for middle school will not work for some alternative programs or new developments because of geography, lack of CT service and/or small numbers of riders.
- Greatest effect is on alternative programs (fee and access) and kindergarten (access).