



MEMORANDUM

March 8, 2022
Regular Board Meeting

TO	Board of Trustees
FROM	Shauna Boyce, Superintendent
ORIGINATOR	Scott McFadyen, Associate Superintendent
RESOURCE	John Blood, Director, Transportation Services Jason Krefting, Director, Financial Services
GOVERNANCE POLICY	Board Policy 2: Role of the Board i.e. Board Policy 8: Board Committees
ADDITIONAL REFERENCE	BP 2: Resource Stewardship S 36 <i>Education Act</i> <i>School Fees Regulation</i> <i>School Transportation Regulation</i>
SUBJECT	2022-2023 FEES AND ALLOWANCES

PURPOSE

For approval. Recommendation required.

RECOMMENDATION

That the Board of Trustees approve the 2022-2023 Fees and Allowances as presented at the Regular Meeting of March 8, 2022.

BACKGROUND

The Board of Trustees is responsible for reviewing and approving the annual fees and allowances. The attached report is in support of these responsibilities.

REPORT SUMMARY

The Fee and Allowances for 2022-2023 are being presented for approval. Fee increases are required to operate the regional transportation system on a break-even basis. The fee increases are being proposed to offset Transportation's anticipated increases in fuel, carbon tax and contractor rates due to inflation and insurance.

These proposed fees are based on the current provincial funding model and adjustments may be required based on changes in provincial funding models.

The transportation fees proposed in the fee schedule are from scenario 5 as recommended by administration. The largest increase is for ineligible rural riders at \$70 or 16% as the fee for this service is being moved to be equivalent to the fee for ineligible urban riders. Other fees are increases range from \$2.50 - \$50.00 or 5% -10% over the prior year.

These fee increases are anticipated to generate an additional \$70,000. These additional revenues are required to primarily offset:

- Increase in fuel costs of \$10,000
- Increases in other contract costs due to inflation of \$55,000.

Administration would be pleased to respond to any questions.

SM:kz



2022 -2023 TRANSPORTATION FEE SCENARIOS

March 8, 2022

Presented to the Board of Trustees, March 8, 2022
 Associate Superintendent, Scott McFadyen
 Resource: John Blood, Transportation Director

Our Students Possess the confidence, resilience, insight and skills required to thrive in, and positively impact, the world.

BACKGROUND

The Board of Trustees is responsible to review and approve the transportation fees annually. This report is in support of this responsibility.

REPORT / TOPIC

The transportation department has reviewed the implications of inflation on the operating costs and developed six scenarios for consideration. All six scenarios result in maintaining current services based on the assumptions in the report. Fee increases are required to operate the regional transportation system on a break even basis. The fee increases proposed are to offset Transportation’s anticipated increases in contractor rates due to inflationary pressures (insurance, fuel, labour, etc.). These proposed fees are based on the current provincial funding model and adjustments may be required if the provincial funding model changes. The analysis also assumes the transportation grant will increase in 2022-2023 to cover inflationary costs on the eligible students.

The scenarios are based on the Board’s transportation principles:

Principle 1	The Transportation department will operate within the funding envelope.
Principle 2	Current service levels will be maintained.
Principle 3	Rural and Urban fees will move towards being equal and reflect the cost of the service provided to riders.

The department has provided six (6) fee scenarios for consideration of the Board of Trustees.

SCENARIOS	PRINCIPLE 1 (meets criteria)	PRINCIPLE 2 (meets criteria)	PRINCIPLE 3 (meets criteria)
Scenario 1	✓	✓	✗
Scenario 2	✓	✓	✓
Scenario 3	✓	✓	✗
Scenario 4	✓	✓	✗
Scenario 5	✓	✓	✓
Scenario 6	✓	✓	✗

Scenario 5 is recommended by administration as it meets all the Board principles while keeping the increase to rural ineligible riders to a lower increase (16%) than option number #2 (22%).

The fee increases in scenario 5 are anticipated to generate an additional \$70,166. This additional revenue is required to offset:

- Increase in fuel (carbon tax) and other inflationary pressures to all bus routes of approximately \$100,000
- Increases in contractor costs due to insurance and other inflationary pressures of approximately \$549,000.

Administration anticipates that the remaining shortfall will be covered by the increase in the transportation grant, if not, service level reduction may be required.

Transportation Fee Scenarios For 2022/2023

Revenues Generated from fees under each scenario	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
	\$50 increase with a \$5 increase for eligibles	Rural \$100 / Urban \$50 ineligible increase for the other fees, except eligible increase of \$5	\$50 increase with a \$10 increase for eligibles	Equal % increase across the board	Rural \$70 / Urban \$50 ineligible increase \$50 for the other fees, except eligible increase of \$5	\$20 increase with a \$15 increase for eligibles
Ineligible Riders	\$45,550	\$48,350	\$45,550	\$46,982	\$46,670	\$18,220
Eligible Riders	2,746	2,746	24,025	7,712	2,746	48,719
Alternate Seats	3,925	3,925	3,925	4,055	3,925	1,570
Cross Attendance Riders	14,775	14,775	14,775	19,191	14,775	5,910
Private Schools	2,050	2,050	2,050	4,305	2,050	820
Total Incremental Fee Revenues	\$69,046	\$71,846	\$90,325	\$82,245	\$70,166	\$75,239
Additional cost increases to be factored related to fees:						
Fuel increases, Carbon Tax and inflationary pressures on all bus routes	10,073	10,073	10,073	10,073	10,073	10,073
Estimated increase to contracts due to inflation of the 32 routes out for RFP)	55,310	55,310	55,310	55,310	55,310	55,310
Net Increase in Expenses	\$65,383	\$65,383	\$65,383	\$65,383	\$65,383	\$65,383
Surplus / (Deficit)	\$3,663	\$6,463	\$24,942	\$16,861	\$4,783	\$9,855

Assumptions:

Grant funding for 2022-2023 is currently not know, it is assumed there will be an increase to cover off inflation. If not, services may have to be reduced.

Forecasted Deficit 21/22 expected to be \$261,000

Transportation is required to stay within it's budget envelope

Fuel increases, the carbon tax is scheduled to increase from current \$30 per tonne by \$10 per tonne for two years, then increase by \$15 per tonne in subsequent years to \$170 per tonne in 2030.

Ridership numbers are based on the current year and are expected to remains somewhat consistent.

Covid requirements remain as they are and do not require increased resources / funds to implement the measures.

Pro & Cons

	Pros	Cons
Scenario 1	Service Levels remain the same, rate increases are the same across all ineligible rider fees. Eligible riders percentage rate increase is similar to ineligible riders.	Ineligible rural riders would continue to be subsidized by other users and pay \$75 less than ineligible urban riders.
Scenario 2	Service levels remain the same, rate increases are similar across most fees. The ineligible rural rider fee is moved closer to the fee ineligible urban riders are paying. This continues the direction the Board set for the last few years, bring rural and urban fee in alignment.	Ineligible rural rider fee increase is larger (22% or \$100) as it is brought into alignment with ineligible urban rider fee and set closer to the cost of the service they receive. Other fee increases range from 5-10% or \$5 - \$50.
Scenario 3	Service levels would remain the same. The rate increases for all riders is the same except for eligibles.	Eligible riders (the largest group of riders) would have a 17% increase in rate or \$10, while Ineligible riders would have lower percentage rate increases (5-11% or \$50). Eligible riders that PSD is mandated to transport are subsidizing Ineligible riders. Collection of Eligible rider fees is more difficult as service can't be refused due to non-payment. In addition, as the fee increases we would expect uncollected fees to increase.
Scenario 4	Service levels would remain the same. The percentage rate increases for all riders is the same at roughly 10%.	Eligible riders that PSD is mandated to transport are subsidizing Ineligible riders. Collection of Eligible rider fees is more difficult as service can't be refused due to non-payment. In addition, as the fee increases we would expect uncollected fees to increase.
Scenario 5	Service levels remain the same, rate increases are similar across most fees. The ineligible rural rider fee is moved closer to the fee ineligible urban riders are paying but at a slower pace than option #2. This continues the direction the Board for the last few years, bring rural and urban fee in alignment.	Ineligible rural rider fee increase is larger (16% or \$70) as it is brought into alignment with ineligible urban rider fee and set closer to the cost of the service they receive. Other fee increases range from 5-10% or \$5 - \$50.
Scenario 6	Service levels would remain the same. The rate increases for all riders is the same (\$20) except for eligible riders that would receive a \$15 increase.	Eligible riders (the largest group of riders) would have a 25% increase or \$15, while Ineligible riders would have lower percentage (2%-4%) rate increases or \$20. Eligible riders that PSD is mandated to transport are subsidizing Ineligible riders. Collection of Eligible rider fees is more difficult as service can't be refused due to non-payment. In addition, as the fee increases we would expect uncollected fees to increase.

Scenario 2

Increase fees by \$100 for Rural riders and \$50 for Urban riders to offset inflation (insurance, carbon tax). Alternate seat, cross attendance and private schools fees increase by \$50

This follows the direction last year to equalize the fees between urban riders and rural rider. Eligible fees increase \$5.

Ineligible Riders <2.4KM	21/22 Riders	Estimated Decrease in Riders	Current Rate	Proposed Rate	Increase in \$	% Increase	Estimated Collection Rate	Additional Increase in Revenues
Urban ECS	80	0%	\$262	\$287	\$25	10%	100%	\$2,000
Rural ECS	4	0%	\$225	\$275	\$50	22%	100%	\$200
Urban Gr 1-12	815	0%	\$525	\$575	\$50	10%	100%	\$40,750
Rural Gr 1-12	54	0%	\$450	\$550	\$100	22%	100%	\$5,400
								\$48,350
Eligible Riders								
ECS	264	2%	\$30	\$32.5	\$2.5	8%	95%	\$68
Gr 1-12	5201	2%	\$60	\$65	\$5	8%	95%	\$2,679
								\$2,746
Alternate Seats								
ECS	9	0%	\$262	\$287	\$25	10%	100%	\$225
Gr 1-12	74	0%	\$525	\$575	\$50	10%	100%	\$3,700
								\$3,925
Cross Attendance Riders								
ECS	11	0%	\$322	\$347	\$25	8%	100%	\$275
Gr 1-12	290	0%	\$645	\$695	\$50	8%	100%	\$14,500
								\$14,775
Private Schools								
Gr 1-12	41	0%	\$1,050	\$1,100	\$50	5%	100%	\$2,050
	6,843						Total Increase in Revenues	\$71,846

Scenario 3

Increase fees by \$50 for all riders except eligible riders which increase \$10 (ECS increase by half the Gr 1-12 rate) to partially offset inflation (insurance, carbon tax).

Ineligible Riders <2.4KM	21/22 Riders	Estimated Decrease in Riders	Current Rate	Proposed Rate	Increase in \$	% Increase	Estimated Collection Rate	Additional Increases in Revenues
Urban ECS	80	0%	\$262	\$287	\$25	10%	100%	\$2,000
Rural ECS	4	0%	\$225	\$250	\$25	11%	100%	\$100
Urban Gr 1-12	815	0%	\$525	\$575	\$50	10%	100%	\$40,750
Rural Gr 1-12	54	0%	\$450	\$500	\$50	11%	100%	\$2,700
								\$45,550
Eligible Riders								
ECS	264	3%	\$30	\$35	\$5	17%	95%	\$595
Gr 1-12	5201	3%	\$60	\$70	\$10	17%	95%	\$23,431
								\$24,025
Alternate Seats								
ECS	9	0%	\$262	\$287	\$25	10%	100%	\$225
Gr 1-12	74	0%	\$525	\$575	\$50	10%	100%	\$3,700
								\$3,925
Cross Attendance Riders								
ECS	11	0%	\$322	\$347	\$25	8%	100%	\$275
Gr 1-12	290	0%	\$645	\$695	\$50	8%	100%	\$14,500
								\$14,775
Private Schools								
Gr 1-12	41	0%	\$1,050	\$1,100	\$50	5%	100%	\$2,050
								\$2,050
								6,843
Total Increase in Revenues								\$90,325

Scenario 4

Increase fees by an equal % to cover annual increase in expenses

All fees increase by a similar % for all categories to the estimated maximum cost of a rider

Ineligible Riders <2.4KM	21/22 Riders	Estimated Decrease in Riders	Current Rate	Proposed Rate	Increase in \$	% Increase	Estimated Collection Rate	Additional Increases in Revenues	
Urban ECS	80	0%	\$262	\$288	\$26	10%	100%	\$2,080	
Rural ECS	4	0%	\$225	\$248	\$23	10%	100%	\$92	
Urban Gr 1-12	815	0%	\$525	\$577	\$52	10%	100%	\$42,380	
Rural Gr 1-12	54	0%	\$450	\$495	\$45	10%	100%	\$2,430	
								\$46,982	
Eligible Riders									
ECS	264	2%	\$30	\$33	\$3	10%	95%	\$191	
Gr 1-12	5201	2%	\$60	\$66	\$6	10%	95%	\$7,521	
								\$7,712	
Alternate Seats									
ECS	9	0%	\$225	\$248	\$23	10%	100%	\$207	
Gr 1-12	74	0%	\$525	\$577	\$52	10%	100%	\$3,848	
								\$4,055	
Cross Attendance Riders									
ECS	11	0%	\$322	\$353	\$31	10%	100%	\$341	
Gr 1-12	290	0%	\$645	\$710	\$65	10%	100%	\$18,850	
								\$19,191	
Private Schools									
Gr 1-12	41	0%	\$1,050	\$1,155	\$105	10%	100%	\$4,305	
								\$6,843	
								Total Increase in Revenues	\$82,245

Scenario 5

Increase fees by \$70 for Rural riders and \$50 for Urban riders to offset inflation (insurance, carbon tax). Alternate seat, cross attendance and private schools fees increase by \$50

This follows the direction last year to equalize the fees between urban riders and rural rider. Eligible fees increase \$5.

	21/22 Riders	Estimated Decrease in Riders	Current Rate	Proposed Rate	Increase in \$	% Increase	Estimated Collection Rate	Additional Increase in Revenues
Ineligible Riders <2.4KM								
Urban ECS	80	0%	\$262	\$287	\$25	10%	100%	\$2,000
Rural ECS	4	0%	\$225	\$260	\$35	16%	100%	\$140
Urban Gr 1-12	815	0%	\$525	\$575	\$50	10%	100%	\$40,750
Rural Gr 1-12	54	0%	\$450	\$520	\$70	16%	100%	\$3,780
								<u>\$46,670</u>
Eligible Riders								
ECS	264	2%	\$30	\$32.5	\$2.5	8%	95%	\$68
Gr 1-12	5201	2%	\$60	\$65	\$5	8%	95%	\$2,679
								<u>\$2,746</u>
Alternate Seats								
ECS	9	0%	\$262	\$287	\$25	10%	100%	\$225
Gr 1-12	74	0%	\$525	\$575	\$50	10%	100%	\$3,700
								<u>\$3,925</u>
Cross Attendance Riders								
ECS	11	0%	\$322	\$347	\$25	8%	100%	\$275
Gr 1-12	290	0%	\$645	\$695	\$50	8%	100%	\$14,500
								<u>\$14,775</u>
Private Schools								
Gr 1-12	41	0%	\$1,050	\$1,100	\$50	5%	100%	\$2,050
	<u>6,843</u>							<u>Total Increase in Revenues</u> <u>\$70,166</u>

Scenario 6

Increase fees by \$20 for all riders except eligible riders which increase \$15 (ECS increase by half the Gr 1-12 rate) to partially offset inflation (insurance, carbon tax).

Ineligible Riders <2.4KM	21/22 Riders	Estimated Decrease in Riders	Current Rate	Proposed Rate	Increase in \$	% Increase	Estimated Collection Rate	Additional Increases in Revenues	
Urban ECS	80	0%	\$262	\$272	\$10	4%	100%	\$800	
Rural ECS	4	0%	\$225	\$235	\$10	4%	100%	\$40	
Urban Gr 1-12	815	0%	\$525	\$545	\$20	4%	100%	\$16,300	
Rural Gr 1-12	54	0%	\$450	\$470	\$20	4%	100%	\$1,080	
								\$18,220	
Eligible Riders									
ECS	264	3%	\$30	\$38	\$8	27%	95%	\$1,324	
Gr 1-12	5201	3%	\$60	\$75	\$15	25%	95%	\$47,394	
								\$48,719	
Alternate Seats									
ECS	9	0%	\$262	\$272	\$10	4%	100%	\$90	
Gr 1-12	74	0%	\$525	\$545	\$20	4%	100%	\$1,480	
								\$1,570	
Cross Attendance Riders									
ECS	11	0%	\$322	\$332	\$10	3%	100%	\$110	
Gr 1-12	290	0%	\$645	\$665	\$20	3%	100%	\$5,800	
								\$5,910	
Private Schools									
Gr 1-12	41	0%	\$1,050	\$1,070	\$20	2%	100%	\$820	
								\$820	
								6,843	
								Total Increase in Revenues	\$75,239

Schedule 522A: FEE ALLOWANCES FOR 2022-2023

	2021-2022	2022-2023
1.0 TRANSPORTATION FEES FOR		
Ineligible Urban students attending their designated school who reside less than 2.4km away		
1.1 Kindergarten (<i>full-day/half-time</i>) *	\$262	\$287
1.2 Grades 1 to 12 and Full Time Kindergarten	\$525	\$575
1.3 Maximum Rate Per Family	\$1,315	\$1,438
Ineligible Rural students attending their designated school who reside less than 2.4km away		
1.4 Kindergarten (<i>full-day/half-time</i>) *	\$225	\$260
1.5 Grades 1 to 12 and Full Time Kindergarten	\$450	\$520
1.6 Maximum Rate Per Family	\$1,125	\$1,300
Students attending a school other than their designated school		
1.7 Kindergarten (<i>full-day/half-time</i>) *	\$322	\$347
1.8 Grades 1 to 12 and Full Time Kindergarten	\$645	\$695
1.9 Maximum Rate Per Family	\$1,615	\$1,738
Eligible students attending their designated school who reside more than 2.4km away		
1.10 Kindergarten (<i>full-day/half-time</i>) *	\$30	\$32 ^{.50}
1.11 Grades 1 to 12 and Full Time Kindergarten	\$60	\$65
1.12 Maximum Rate Per Family	\$150	\$163
Students attending a private school		
1.13 Private School Grades Kindergarten (<i>full-day/half-time, Under 2.4 Km</i>) *	\$525	\$550
1.14 Private School Grades 1 to 12 and full-time kindergarten	\$1,050	\$1,100
Students requiring an additional drop off/pickup location		
1.15 Alternate Seat Fee Kindergarten (<i>full-day/half-time</i>) *	\$262	\$287
1.16 Alternate Seat Fee Grades 1-12 and full-time kindergarten	\$525	\$575
1.17 Alternate Seat Fee (<i>max. per family</i>)	\$1,315	\$1,438
Other Transportation fees		
1.18 Administrative Fee (Replacement bus pass/ Temporary bus pass, NSF payments, Cancellation before School Starts)	\$20	\$20
1.19 Change Fee (Major Route Change)	\$50	\$50

* Kindergarten transportation is for full day kindergarten two days per week with alternating Fridays. Every day kindergarten programs will be charged the grade 1-12 rate.

2.0 NON-RESIDENT TUITION FEES

2.1	Mild Disability/Disorder	\$16,000	\$16,000
2.2	Moderate Disability/Disorder	\$22,500	\$22,500
2.3	Severe Disability/Disorder	\$33,750	\$33,750
2.4	Complex/Profound Disability/Disorder	\$45,000	\$45,000
2.5	English Language Learners	\$16,000	\$16,000
2.6	International / Out of province Students Tuition	\$12,500	\$12,500
2.7	International Students Non-refundable application fee	\$250	\$250

3.0 OTHER

3.1	Nature Kindergarten <i>(\$600/Month)</i>	\$6,000	\$6,000
3.2	Pre-K Play Partner Fees <i>(\$400/Month)</i>	\$4,000	\$4,000
3.4	Adult Tuition Fee (per credit)	\$110	\$110
3.5	Summer School Processing Fee	\$50	\$50
3.6	Summer School book deposit (Refunded on return of book)	\$100	\$100
3.7	My Path Program <i>(\$250/Month)</i>	\$2,500	\$2,500

Schedule 522B: SCHOOL FEE SCHEDULE FOR 2022-2023

E = Early Years (K-4) M = Middle Years (5-9) S = Senior High (10-12)

Common Items

The following are items common to schools across Parkland School Division. Schools may charge any fee up to and including the identified cap.

Item	Grade Level	Maximum Chargeable
		Fee
Cultural Events	E / M / S	\$25
Instrument Fees	E	\$10
	M / S	\$75
Memory / Year Book	E / M	\$25
	S	\$60
Student Union/Leadership	E / M / S	\$11
<i>* Portion may be refunded at the end of the year</i>		

Full Time Kindergarten

- \$4,000 per year (\$400 monthly)

Middle School Option Courses / CTF

Fees for each of the following courses cannot exceed the cap of \$50 per course:

- Career and Technology Foundations
- Ethics
- Environmental and Outdoor Education
- Art
- Fine Arts
- Drama
- Music

Senior High CTS/Option Courses

Fees for each of the following courses cannot exceed the cap of:

- Three (3) credit course – maximum of \$55
- Five (5) credit course – maximum of \$80

Field Trips

Trips are to be charged on a cost recovery basis only (Includes all curricular fieldtrips including activities such as swimming and skating)

- "A" Trips (Day Trips) – maximum of \$115 per year
- "B" Trips (Overnight Trips within Canada) – maximum of \$215 per

Physical Literacy and You (PLAY) Parkland

- Physical literacy enrichment program – maximum of \$110 per year

Supplementary Fees

- Money raised from fees shall be utilized for the purpose for which it was obtained
- At the commencement of each school year, schools must provide School Councils and parents with a list of field trips planned for the year, along with identified costs for same. Trips are to be charged on a cost recovery basis only.

The Fee Schedule is set annually by the Superintendent.