

## Short Term and Long Term Options for Student Transportation Services

<b>Short Term Options</b> Options for Securing Student Transportation Services for the 2017-2018 School Year	
<p><b><u>Option 1: Accept Current Bid</u></b></p> <ul style="list-style-type: none"> <li>Award a 3-year Contract to First Student</li> <li>Option to Terminate Agreement by April 1st</li> <li>Daily Route Rate - \$81.76 (Year 1)</li> <li>Hourly Charter Rate - \$50.31 (Year 1)</li> <li>3% Increase (Year 2)</li> <li>3% Increase (Year 3)</li> </ul> <p><i>Benefits</i></p> <ul style="list-style-type: none"> <li>Continuity of Service with Feeder School Districts in the Township</li> <li>Refreshed Fleet</li> <li>Price Stability for 3-5 years</li> </ul> <p><i>Concerns</i></p> <ul style="list-style-type: none"> <li>31% Overall Increase</li> </ul>	<p><b><u>Option 2: Solicit New Bid</u></b></p> <ul style="list-style-type: none"> <li>Issue a New Bid Request for a 3-year Contract</li> <li>Option to Terminate Agreement by April 1st</li> <li>Relax the Average Age Requirement for the Fleet                             <ul style="list-style-type: none"> <li>No Older than 12 Years; Average Age of 7</li> <li>CPS - 10 years; D113 - 10 years; D211 - 10-12 years; No State Requirement</li> </ul> </li> <li>Estimated Daily Route Rate - \$62.00 - \$95.00</li> <li>Estimated Hourly Charter Rate: \$50.31</li> <li>Estimated Bidders: First Student</li> <li>Estimated 3% Increase (Year 2)</li> </ul> <p><i>Benefits</i></p> <ul style="list-style-type: none"> <li>Possibility to Lower Daily Route Rate</li> <li>Can be Solicited Prior to Rejecting Current Bid</li> </ul> <p><i>Concerns</i></p> <ul style="list-style-type: none"> <li>Potential for Rate Increase Greater than 31%</li> </ul>

<b>Long Term Options</b> Options to Evaluate, Price and Implement for the 2018-2019 School Year and Beyond		
<p><b><u>Option 1: Hybrid Model</u></b></p> <ul style="list-style-type: none"> <li>Purchase Fleet</li> <li>Outsource Drivers, Vehicle Maintenance, Routing, Oversight</li> </ul> <p><i>Niles 219 model</i></p>	<p><b><u>Option 2: Operate In-House</u></b></p> <ul style="list-style-type: none"> <li>Purchase Fleet</li> <li>Recruit and Retain Drivers</li> <li>Recruit and Retain Mechanics</li> <li>Recruit and Retain Administrator</li> <li>Build/Lease a Maintenance Facility</li> <li>Build/Lease a Bus Storage Lot</li> </ul> <p><i>Highland Park/Deerfield 113 model</i></p>	<p><b><u>Option 3: Partial In-House for Charter Services</u></b></p> <ul style="list-style-type: none"> <li>Purchase 2-4 Buses</li> <li>Recruit and Retain Drivers</li> <li>Potentially Establish a Stipend for a Scheduler / Liaison</li> <li>Establish Service with Local Provider</li> </ul>
<p><b><u>Option 4: Review Route Options</u></b></p> <ul style="list-style-type: none"> <li>Transition to a "Loop" Model</li> <li>Public Transportation Options</li> </ul> <p><i>Evanston 202, Maine 207, and Stevenson 125 models</i></p>	<p><b><u>Option 5: Continue to Outsource All Services</u></b></p> <ul style="list-style-type: none"> <li>Have Deeper Conversations with Vendors</li> <li>Evaluate Current User Fees (Athletics, Activities, Field Trips)</li> <li>Evaluate Current Trip Practices</li> </ul>	<p><b><u>Option 6: Consortium</u></b></p> <ul style="list-style-type: none"> <li>Consortium for School Bus Transportation</li> </ul>