

<u>Proposed boundary change</u>	<u>From</u>	<u>To</u>	<u># Students</u>	
Salem eastern boundary	Salem	Hardy	66	
Salem western boundary	Salem	Brummer	71	
Salem central boundary	Salem	Sayre	125 *	
Carriage Club	Hardy	Bartlett	85 *	(Not - Island hopping since the SW corner of 11 Mile & Martindale goes to Bartlett) (Carriage Club and Hornbrook currently share a bus)
Hornbrook	Hardy	Bartlett	45 *	
		<b>Total:</b>	<b>392</b>	

Students moved other than from Salem: 130

\*Students moved to different start time: 255

Potential increase of drivers and layover time? Offset by lower fuel costs.

For example: Carriage Club/Hornbrook would reduce bus mileage by approx 50%. These two subs currently are on the same bus route (32) to Hardy.

	<u>Now</u>	<u>Target</u>	<u>Salem- Growth Model</u>	<u>Variance</u>	<u>Student gain/loss 9/04 - 9/09</u>	<u>Model Class- rooms</u>	<u>Avail. rooms</u>
Bartlett	273	391	403	12	-60 **	16	17
Brummer	349	443	420	-23	-82	17	20
Dolsen	275	364	275	-89	18 ****	11	17
Hardy	518	443	454	11	239 ***	18	20
Kent Lake	489	470	489	19	34 ****	19	18
Salem	262	0	0	0	0	0	0
Sayre	439	521	564	43	-21 **	22	22
	<u>2605</u>	<u>2632</u>	<u>2605</u>				

Notes:

\*\*Per Mike Casey, Operations Manager, Sayre & Bartlett are land locked. No growth expected. The student gain/loss column supports his statements.

We should be putting these schools over 80% because they will likely continue to lose students.

\*\*\*Per Mike Casey, Dolsen, Hardy and Kent Lake have the most growth potential. The student gain/loss column again supports this, particularly at Hardy  
Therefore, Hardy should be as close to 80% as possible or below 80%.