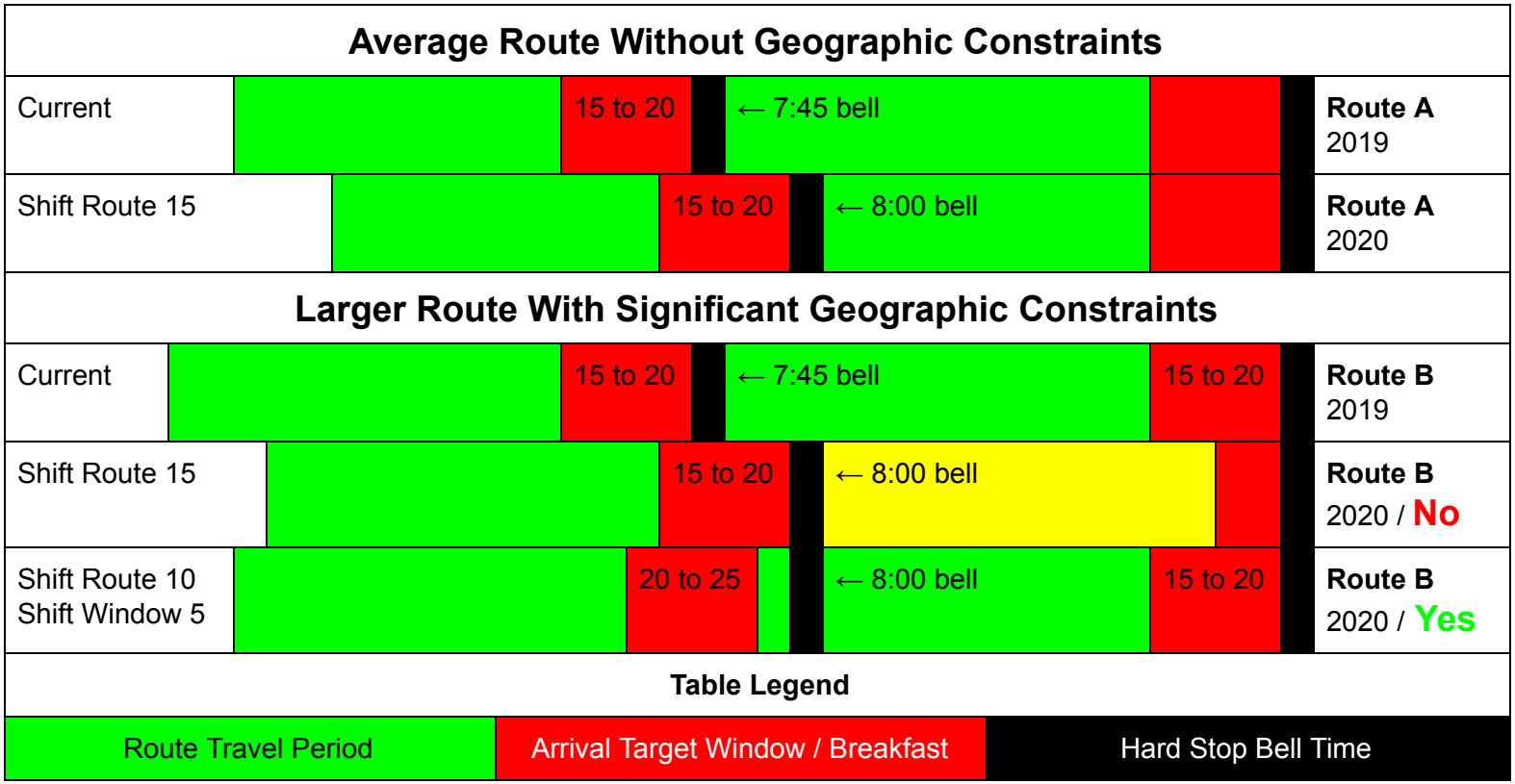

The majority of routes would resemble the Route A scenario in that the 15-minute shift of time would not impact the route and their ability to meet the second bell schedule due to the local and near proximity of their route with no geographic constraints that creates time constraints

Four to five routes would fall into the situation demonstrated in the Route B scenario in that a 15-minute shift would result in a later arrival at the second bell and interfere with the students' access to breakfast. KWRL builds routes with a target window for arrival at the school that is 15 to 20 minutes prior to the bell which is sufficient time to access breakfast, In the second line of Route B scenario, you will see the limited arrival window for the second bell that is later than the acceptable target window. To mitigate this problem and recover the required access to breakfast we would have to shift everything back. KWRL proposes that we gain that lost time back by splitting the burden by moving the route start time by 10 minutes instead of 15 minutes and modify the arrival target window for those limited routes to a 20 to 25-minute window so that we can get that bus back out onto their next route soon enough to meet the second bell.