

EXHIBIT A

UHS Express Shuttle-Bus Report

A. Lack of Transportation is Not A Significant Reason Admitted Students Do Not Enroll at UHS.

In 2019-20, the percentages of admitted African American and Hispanic students who actually enrolled at UHS was very close or higher (66.7% and 70.3%, respectively) than the percentage of admitted White students who enrolled in UHS (66.3%). This strongly suggests that lack of transportation and other factors are not differentially impacting African American and Hispanic students' enrollment choices.

Each year, District staff conducts direct outreach to admitted African American and Hispanic students who choose not to enroll, in order to understand their reasons. In 2019-20, the primary reason for choosing other schools was personal: some students chose another school for athletic or other special programs elsewhere; some students were following their friends to other schools; others wanted to attend the high school their parents had attended. Only one student indicated that the distance to UHS was too far. This was generally consistent with prior years, suggesting that transportation and distance are issues for only a very small number of students, and not in sufficient quantity or geographic concentration to warrant a special express shuttle from any particular area to UHS.

Part of this may be because existing incentive transportation provided by the District is adequate. All UHS students living in racially concentrated boundaries are already eligible for free incentive transportation to UHS. For example, UHS students living near Cholla or Pueblo high schools are picked up in their neighborhoods and taken to Tucson High School to transfer to the already-existing express shuttle from Tucson High School to UHS, directly down Sixth/Fifth Street to UHS, which takes less than 15 minutes.

B. New Express/Incentive Shuttle.

Nevertheless, two existing planning objectives have converged to result in the development and implementation of a new express shuttle that will add a transportation alternative for UHS that should, over the next few years, grow to serve more than a handful of students.

First, the District included in its plans for Wakefield the development of strategies to build an ALE pipeline from Wakefield to UHS to improve access and integration for traditionally underserved areas. Second, UHS is a year-2 priority integration school. In developing its integration plan for SY2021-22, the District identified an incentive and express shuttle route as a strategy with the *potential* to help increase integration. Thus, wholly independent from, and preceding, this Court's January 2021 Order, District staff members were already looking into an express shuttle as a potential strategy both to strengthen the ALE pipeline from Wakefield to UHS, and to improve integration at both UHS and Rincon (both high schools are located on the same campus). Separately, the District was also considering the possible benefits for increased access to Wakefield's ALE programs with an express shuttle from the Pistor area to Wakefield.

The two planning objectives converged, and thus in SY2021-22, the District will pilot an express route from Pistor (or nearby area) to Wakefield, and then the same bus will go on from Wakefield to UHS/Rincon. This route would serve both the southwest and southcentral areas of Tucson, including areas around one sending school (Pistor), one sending and receiving school (Wakefield), and two receiving schools (Rincon and UHS). Because the new route would bring south side students to both UHS and Rincon, it will serve more than just UHS students. By expanding it to serve as an incentive and express route, it will reach beyond Wakefield to include service to the area around Pistor Middle School, potentially benefitting both Wakefield and UHS/Rincon. Finally, by incorporating Wakefield Middle School, the route becomes a key component in both the development of an ALE pipeline from Wakefield to UHS, and the UHS priority integration plan.