

TRANSPORTATION BENCHMARKING REPORT
STATE COLLEGE AREA SCHOOL DISTRICT



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Transportation Cost Benchmarking

Transportation is one of the major cost areas for the State College Area School District (SCASD). In 2009-10, the total spent in this area was over \$5.6 million. In this report, we will compare our expenses with our 6 cohort Districts, the Pennsylvania Association of School Business Officials benchmarking report, and some other nearby Districts.

The District operates transportation through a mix of District-owned buses and contracts with other service providers. Below are the reported transportation costs for our 6 cohort Districts for 2009-10.

2009-10 Transportation Data for Cohort Districts

	North Allegheny	Cumberland Valley	Parkland	SCASD	Abington	Tredyffrin-Easttown	Lower Merion
Nonpublic Students Transported	979	763	855	421	1,560	1,354	3,070
Charter Students Transported	2	15	16	241	10	5	0
District Students Transported	<u>8,129</u>	<u>7,735</u>	<u>9,841</u>	<u>6,475</u>	<u>5,001</u>	<u>6,262</u>	<u>6,152</u>
Total Students Transported	9,110	8,513	10,712	7,137	6,571	7,621	9,222
% Nonpublic & Charter	11%	9%	8%	9%	24%	18%	33%
Days In Session	178	179	180	178	180	180	180
Square Mileage of the District	46.7	103.0	72.4	151.3	15.8	28.0	24.3
Total Costs Transportation as % of Total Budget	\$5,204,991	\$5,592,590	\$7,435,614	\$5,685,576	\$5,533,747	\$6,567,773	\$11,436,255
Cost/Student Transported	\$571	\$657	\$694	\$797	\$842	\$862	\$1,240
Cost/Day	\$29,242	\$31,244	\$41,309	\$31,941	\$30,743	\$36,488	\$63,535

A great deal of information is contained in the above table. The first thing to notice is that by a very large percentage, SCASD is the largest District in our cohort. We cover 151.3 square miles of space. The next closest District is Cumberland Valley at 103.0 square miles. All of the other Districts are less than 75 square miles.

In terms of costs per student transported, SCASD ranks fourth in our cohort with three Districts below and three Districts above our cost per student. From the PASBO benchmarking study, the average cost statewide per student transported was \$937 and the median cost was \$847. For large Districts (those with greater than 4,000 students), the average statewide cost per student transported was \$1,124 and the median cost was \$872. We are significantly below all of these measures in per student costs. In terms of total costs, SCASD also ranks fourth with North Allegheny, Abington, and Cumberland Valley having lower total costs. SCASD and North Allegheny have the lowest number of days in session by 1 or 2 days. SCASD again ranks fourth in the measure of cost per day of transportation. SCASD also ranks fourth in the % of total budget spent on transportation. Statewide transportation on average consumes 6.25% of the budget per the PASBO Transportation Benchmarking study. SCASD's percentage is below that measure.

Non-public and charter school students are shown separately in the table. This is because there is a requirement that school districts transport those students beyond District boundaries. If a non-public or charter school is within 10 miles of the District boundary, a District must cross transport students to those schools. This can be a potentially costly mandate. SCASD by far has the greatest number of charter school students transported, but has the lowest number of non-public school students transported. When looked at as a percentage of total students transported, SCASD has the second lowest percentage, with just 9% of our students going to non-public or charter schools.

Not all Districts operate with our mix of District-owned and contracted buses. Some are mixed, some are all District-owned, and some are all contracted. Below is a summary of the 09-10 data from our cohort Districts by type of transportation and cost per mile.

Costs by Type of Transportation (District-owned versus Contracted)

	Tredyffrin-Easttown	Parkland	SCASD	Lower Merion	North Allegheny	Cumberland Valley	Abington
Net District Owned Costs (after State share of PSERS/FICA)		5,823,546	2,417,700	10,884,905	3,890,313		3,185,580
Miles Driven District Owned		1,759,346	589,542	1,563,310	996,505		558,141
Cost/Mile District Owned		\$3.31	\$4.10	\$6.96	\$3.90		\$5.71
Contractor Costs	5,195,760		2,678,940		366,079	5,127,044	1,388,659
Approved Miles Contractors	1,443,316		584,527		213,894	2,215,059	271,535
Cost/Approved Mile Contractors	\$3.60		\$4.58		\$1.71	\$2.31	\$5.11

Within SCASD, it currently costs less per mile for District-owned transportation than it does for contracted transportation. That is not a universal truth across all Districts. One item that does require further investigation is the terms of the contracts that some of our cohort Districts had with their contractors in 2009-10. In some instances, the cost per mile is significantly less than we are currently paying.

For some perspectives on how costs have changed over the past few years, a five year comparison of costs is shown below.

Change in Transportation Costs over the Past Five Years

Transportation Costs By District By Year	05-06	09-10	% change over 5 years
Abington	\$5,303,502	\$5,553,747	4.7%
SCASD	\$5,314,154	\$5,685,576	7.0%
North Allegheny	\$4,808,993	\$5,204,991	8.2%
Parkland	\$6,448,986	\$7,435,614	15.3%
Cumberland Valley	\$4,677,830	\$5,592,590	19.6%
Lower Merion	\$8,385,966	\$11,436,255	36.4%
Tredyffrin-Easttown	\$4,388,213	\$6,567,773	49.7%

SCASD had the second slowest rate of growth in transportation costs over that time period.

While we have focused mainly on our cohort Districts for comparisons, the surrounding Districts in the County are represented in the table below, as another benchmark against which to compare. The data again comes from 2009-10.

	Bellefonte	SCASD	Bald Eagle Area	Penns Valley
Nonpublic Students Transported	84	421	37	70
Charter Students Transported	49	241	6	52
District Students Transported	<u>2,612</u>	<u>6,475</u>	<u>1,905</u>	<u>1,524</u>
Total Students Transported	2,745	7,137	1,948	1,646
% Nonpublic & Charter	5%	9%	2%	7%
Days In Session	176	178	179	177
Square Mileage of the District	117.6	151.3	340.9	254.4
Total Costs	\$1,742,691	\$5,685,576	\$1,635,679	\$1,603,633
Cost/Student Transported	\$635	\$797	\$840	\$974

In this group, SCASD is the second smallest District. It is not surprising in terms of total costs that SCASD is by far the leader in expenses simply because of the number of students transported daily. On a per student transported basis, SCASD ranks favorably with the county schools with only Bellefonte having a lower cost per student transported.

State Subsidy Calculations

The state pays a portion of the District's transportation costs. The formula used to do so is complex. We will try to enumerate the major portions of this formula and what potential changes to transportation operations could impact it in a positive way. The reimbursement is only payable for trips from home to school and back. Athletic travel, field trips, and other types of transportation are fully paid for by the District only.

There are a number of components to the subsidy calculation. Two of the biggest components that determine subsidy have nothing to do with the actual cost of transportation. Those variables are District Market Value and District Market Value Aid Ratio. We will define those variables before attempting to quantify their impact on the subsidy calculation.

District Market Value

District Market Value is calculated by the State Tax Equalization Board. That Board defines market value as the aggregate market value of taxable real property in each school district. To simplify slightly, it is an attempt to measure the amount of money that would be required to buy all of the taxable property in the District at its current value. This measure is one part of the calculation that determines the Common Level Ratio, which is used in determining how market value and assessed value have changed since the time of the last assessment. The District's Market Value is important because it is used in calculating the District's Market Value Aid Ratio, which is one of the most important variables in determining state subsidy for transportation.

District Market Value Aid Ratio

The state calculates three aid ratios for the District. They are the Market Value Aid Ratio, the Personal Income Aid Ratio, and the Market Value/Personal Income Aid Ratio. The Market Value Aid Ratio attempts to measure how relatively wealthy a District is on a per student basis based upon property values. The Personal Income Aid Ratio attempts to measure how relatively wealthy a District is on a per student basis based upon income earned by its residents. The Market Value/Personal Income aid ratio is just a weighted average of the two.

For the year in question, the District's Market Value Aid Ratio was .11 or 11%. This is the percentage of approved costs that the state will pay for most transportation costs. We have the third smallest Aid Ratio behind only Tredyffrin-Easttown and Lower Merion.

Two types of transportation are reimbursed at either 50% or the District's Market Value Aid Ratio, which is greater. Those are transportation of non-public school students (not charters) and transportation of students who live on a hazardous walking route. There is no state subsidy for students who live less than 1.5 miles from an elementary school or 2 miles from a secondary school unless PENNDOT determines that the walking route those students would have to take to school is hazardous. The factors for that determination are beyond the scope of this report, but if students live along a hazardous walking route and are transported the state transportation subsidy for them is 50% for Districts in our cohort.

Other Parts of the Transportation Subsidy Formula

The final portion of the Transportation Formula is calculated based upon the number of pupils assigned to each bus in relation to the capacity of the bus, the number of miles each bus travels with and without students, the total number of days the bus runs, and the age of the bus performing the runs. There is a different calculation for buses owned by the District versus buses run by contractors. All of these factors drive out an approved cost per formula. It should be noted that while total costs include all types of transportation including athletics and field trips, the state only reimburses for transportation to and from school. The state subsidy for our cohort Districts is in the table below. The Transportation Subsidy Reports are attached to this document as Appendix B.

	Cumberland Valley	Lower Merion	North Allegheny	Tredyffrin-Easttown	Parkland	Abington	SCASD
% Hazardous Walking Routes	0%	49%	50%	37%	16%	23%	16%
MV Aid Ratio	0.26	0.10	0.44	0.10	0.19	0.22	0.11
Total Costs	\$5,592,590	\$11,436,255	\$5,204,991	\$6,567,773	\$7,435,614	\$5,533,747	\$5,685,576
Approved Cost per Formula	\$4,665,416	\$3,064,216	\$2,701,574	\$3,249,509	\$3,743,173	\$1,690,912	\$2,759,306
% Approved Costs	83%	27%	52%	49%	50%	31%	49%
State Revenue Summary							
State Revenue for Nonpublic Runs	\$209,075	\$510,038	\$145,161	\$288,665	\$149,384	\$200,717	\$81,383
State Revenue for Hazardous Runs	\$0	\$496,913	\$600,811	\$488,642	\$283,918	\$145,391	\$206,648
State Revenue for Non-Hazardous Runs	\$2,227,632	\$105,031	\$526,189	\$169,490	\$544,822	\$217,516	\$248,889
Depreciation for District Owned Buses	\$0	\$70,712	\$57,641	\$0	\$106,982	\$37,100	\$32,200
Revenue for Charter/Nonpub Students	<u>\$299,530</u>	<u>\$1,181,950</u>	<u>\$377,685</u>	<u>\$523,215</u>	<u>\$335,335</u>	<u>\$604,450</u>	<u>\$254,870</u>
Total State Revenue	\$2,736,237	\$2,364,644	\$1,707,487	\$1,470,012	\$1,420,441	\$1,205,174	\$823,990
State Revenue as % of Total Costs	49%	21%	33%	22%	19%	22%	14%

SCASD has both the lowest total state reimbursement and the lowest percentage of expenses reimbursed. However, it should be noted on non-hazardous public school runs, SCASD ranks fourth in subsidy. Many of our cohort Districts receive a great deal of additional subsidy due to the number of charter and non-public students transported. For each of these students transported, the District receives a flat dollar amount of \$385/student. Additionally, nonpublic runs (but not charters) and runs due to hazardous walking routes are reimbursed at 50%, not the District's MV Aid Ratio. SCASD is last in revenue for nonpublic runs.

Our percentage of total costs that are approved costs are in line with our cohort group. We again rank fourth in this area. One notable outlier is Cumberland Valley with approved costs at 83%. We will follow up with that District for further details.

Areas for Further Consideration

Each bus has a high level of fixed costs. To the degree possible, maximizing the capacity utilized on each bus can generate some level of transportation savings. The tradeoff for fewer, fuller buses will be longer, more crowded rides. SCASD has eliminated 11 bus runs over the past two years and will continue to look for opportunities to combine runs as circumstances allow. The District has some limitations with how many routes can be reduced within the current bell schedule. With only 35 minutes between the starting and ending time of elementary and secondary schools, it will be hard to extend the length of runs. Right now, the same buses are used to do both elementary and secondary runs. That limits the ability to extend the length of bus runs.

The mix between District-owned buses and contracted buses should also be monitored. The District has agreements with 4 contractors that run through 2014-15. These contracts were renegotiated in the 2009-10 year to freeze the per diem compensation to contractors for 2010-11 and 2011-12 and cap any increases in 2012-13 through 2014-15 at either 2% or the rate of increase of the Consumer Price Index, whichever is smaller. The contracts are attached to this document as Appendix A

State transportation subsidy is highly dependent on our Market Value Aid Ratio. This is not an item over which we have any influence. Our capacity utilization also has an influence on the amount of reimbursement. As stated above on the cost side of the equation, there are tradeoffs to fewer, fuller buses. Still, we need to review our current practices against those of our cohort Districts who have been able to achieve better results in this area.

Discretionary transportation (student activities, athletics, field trips, learning enrichment travel) is another area that calls for further study. In 2010-11, the District spent in excess of \$700,000 on these types of activities. While these are transportation related expenses, they are more properly discussed within the context of reports on extracurricular activities and educational programs and will be a portion of those reports.

Conclusion

When compared to our cohort group, we are in the middle of the pack on transportation expenditures. Measured against state benchmarks our costs reflect favorably. Certain Districts appear to have been able to achieve better results in some areas. As we begin to plan for the 2012-13 budget, further details will be gathered from those Districts and if there are changes that can be made as a result of those inquiries, we will bring them forward.

Data from this report came from the Pennsylvania Department of Education website, the PASBO Student Transportation Benchmarking Survey from May 2011, and in some cases, from the Districts themselves.

APPENDIX A-CONTRACTS WITH TRANSPORTATION PROVIDERS

1. For consideration hereinafter mentioned, the Contractor agrees to provide transportation for school pupils who shall be designated by the Board, to and from such points, along and over such routes, and at times set forth and made part hereof for the school years 2010-11, 2011-12, 2012-13, 2013-14 and 2014-15.
2. This contract is to provide transportation for each school day pupils are required to be in attendance as per the approved school calendar for each school year of the contract period, including the option years. Transportation shall begin each school year on the first day of school for any pupil transported on that specific bus route. Each driver shall drive their route prior to the first day of school.
3. This contract shall not be transferred or assigned without the prior written consent of the Board. If the Contractor is a corporation and there is a sale of 50 percent or more of the stock assets of the corporation, other than inter-family transfers of stock, the contract shall be terminated at the option of the Board. If the Contractor is a partnership or sole proprietorship a sale, transfer, or assignment of 50 percent or more of the assets or ownership of the business shall be cause for termination of the contract at the option of the Board. An assignment for the benefit of creditors, filing of bankruptcy or appointment of receiver shall likewise be cause for termination of the contract at the option of the Board. Additionally, the name(s) of the principals of the sole proprietorship, partnership, corporation, or other legal entity shall be provided to the Board for all individuals whose ownership is equal to, or greater than, five (5) percent of the entity. In the case of a publicly traded corporation, the latest annual report listing all officers shall be provided.
4. If, during the term of this contract, unforeseen circumstances should arise which may affect the terms and conditions of the contract, upon request of either the Board or Contractor specifying the matter(s) of concern the parties and their representatives shall meet and discuss such matter(s) of concern. If circumstances warrant, by agreement from both parties, the contract may be amended to reflect the changes in the terms and conditions of the contract.
5. The Board agrees to pay the Contractor the following per diem rates per bus per contract year. Payments will be made on a monthly basis for ten (10) months a year (September through June inclusive) one-tenth of the annual base cost. Payment shall be dependent upon full compliance by the Contractor with the specification and terms of the contract.

<u>YEAR</u>	<u>LARGE BUS</u>	<u>MINI-BUS</u>
2009-10	\$244.73	\$151.93
2010-11	\$244.73	\$151.93
2011-12	\$244.73	\$151.93

- *2012-13 2011-12 rate plus 12 month CPI average from 1/1/11 to 12/31/11
- *2013-14 2012-13 rate plus 12 month CPI average from 1/1/12 to 12/31/12
- *2014-15 2013-14 rate plus 12 month CPI average from 1/1/13 to 12/31/14

*There will be an increase rate cap of 2% for the final three years of the contract.

- 6. This contract shall terminate on June 30, 2015 unless terminated earlier for cause, mutual consent of the parties hereto, or the Board’s directive.
- 7. The Contractor is subject to approval by the Pennsylvania Department of Education.

FACILITIES

- 1. The Contractor is solely responsible for establishing and maintaining any and all facilities associated with their performance of the contract.
- 2. The Contractor will have a fully operational base station FM transceiver at their facility tuned to the State College Area School District frequency. The Contractor will also have fully operational mobile FM transceivers tuned to the State College Area School District frequency in any service vehicle.

INSURANCE

- 1. The Contractor agrees to hold harmless and indemnify the State College Area School District, the Board and individual Board members, administrators, employees, agents, and assigns from any and all liability arising from activities related to the transportation of pupils for or on behalf of the State College Area School District.
- 2. The Contractor agrees to name the State College Area School District and its Board of School Directors as Additional Insured for all appropriate lines of coverage and shall provide the State College Area School District with evidence of that coverage.
- 3. Prior to the effective date of this contract, the Board shall receive evidence of coverage in the form of a Certificate Of Insurance issued by a company authorized by law to insure within Pennsylvania and having and A.M. Best rating of “A” or better. Coverage shall be in effect for the duration of the contract and shall include Automobile Liability, General Liability, Umbrella Liability, and Workers

Compensation. Copies of any Additional Insured endorsements noted above shall accompany the Certificate of Insurance.

4. Any notice of impending cancellation will be provided in writing to the State College Area School District at least ten (10) days prior to cancellation.
5. Automobile Liability insurance shall be for a minimum limit of \$1,000,000 per occurrence. In addition, under the First Party Benefits section, coverage shall include Medical Payments of \$100,000 and Extraordinary Medical Benefits (EMB) of \$1,000,000.
6. General Liability Insurance shall be for a minimum limit of \$1,000,000 per occurrence and \$2,000,000 in the Aggregate. In addition, either endorsement CG 25 03 or CG 25 04 (or equivalent endorsement) shall be attached. In the absence of this endorsement, a letter shall accompany the Certificate of Insurance from the Contractor's insurance carrier advising to what degree, if any, the aggregate limit has been impaired.
7. Umbrella Liability shall be for a minimum of \$5,000,000 per occurrence/aggregate
8. Workers Compensation coverage shall include Employer's liability in minimum limits of \$100,000 / \$500,000 / \$100,000.

PERSONNEL

1. It is specifically understood and agreed that the Contractor and personnel of the Contractor are the Contractor's employees and not employees of the State College Area School District. The Contractor shall pay all salaries, wages, and any taxes, insurance benefits, additional compensation, and employee benefits required by law.
2. The Contractor is responsible for supervising their applicants and employees toward obtaining any and all legally required training and licensing necessary to achieve and maintain current requirements associated with their position. The Contractor is responsible for any associated costs with the exception of Commercial Drivers License renewal. Upon receipt of a copy of the contracted driver's Commercial Driver's License renewal check, the Board will reimburse the Contractor the amount of the renewal minus costs associated with the driver's personal vehicle.
3. In their absence, the Contractor shall have at their facility a competent resident supervisor who shall be the representative of the Contractor and shall have the authority to act on behalf of the Contractor. The Contractor or resident supervisor shall be available whenever their buses are on the road, and shall provide the Board with their telephone number (standard, cell, and/or pager) fax number and e-mail address (if available)

4. All employees of the Contractor shall meet all applicable laws and regulations required in achieving and maintaining their position, plus satisfy any new legal requirements that may occur during the term of this contract. Proof of the following must be provided to the Board prior to the Contractor's employee operating a vehicle transporting pupils.
 - Copy of currently valid class B Commercial Driver's License with P endorsement and air brake restriction removed (if employee will be operating an air brake equipped vehicle)
 - Copy of currently valid S endorsement
 - Copy of currently valid physical examination form (DL-704)
 - Original of Act 34 (Criminal Record) and Act 151 (Child Abuse clearances)

5. A roster of all driving employees, including substitute drivers, must be submitted to the district Transportation Office no later than the date of the August in-service meeting prior to the opening of each school year. The roster will be presented to the Board for Approval and shall include the employee's name, route assignment, expiration date of Commercial Driver's License, expiration date of S endorsement, and date of most recent school bus physical examination. The roster shall be kept current by the Contractor, with any changes submitted in writing to the district Transportation Office in a timely manner.

6. The Contractor must maintain an alcohol and controlled substance testing program as required by law. Any and all costs associated with maintenance of the program are the responsibility of the Contractor. The Contractor is responsible for the administration of their alcohol and controlled substance testing program and will hold the Board harmless there from. The Contractor will provide the district Transportation Office with the Name, office Address, and office telephone number of their medical service provider for required alcohol and controlled substance testing. The Contractor will also provide the district Transportation Office with a copy of their policy regarding alcohol and controlled substance testing. Any changes must be submitted in writing to the district Transportation Office in a timely manner. The Contractor will provide the district Transportation Office written notification of any applicant or employee who fails an alcohol or controlled substance test whether pre-employment, random, post accident, just cause, return to duty, or evidenced from required previous driving position check. It will be the sole decision of the Board as to that applicant or employee's continued status with the Contractor.

7. The Contractor and all employees of the contractor will attend any in-service meetings required by the district Transportation Office. The Board will pay employees of the Contractor their specific hourly rate as verified by the Contractor for attending in-service meetings.

8. The Contractor and all employees of the Contractor will comply with all applicable State College Area School District policies and procedures, and Federal and Commonwealth of Pennsylvania laws, regulations, and rules. An employee of the Contractor not following applicable State College Area School District policies and procedures, Federal and Commonwealth laws, regulations, and rules will be removed or transferred to another position by the Contractor at the Board's request. Prior to any such request, there will be a meeting among the Contractor, their employee, and representative(s) of the State College Area School District.

ROUTES AND SERVICES

1. Bus routes and stops shall be approved by the Board and may be modified by the Board as occasion demands. The operator shall not deviate from the designated route and stops without permission from the district Transportation Office except in the case of emergency, which shall be reported promptly to the district Transportation Office.
2. An operating time schedule shall be prepared by the district Transportation Office and given to the Contractor prior to the opening of school. This operating time schedule shall designate the time and place of all school bus stops and shall be carried in the bus at all times. The bus shall not depart from any designated stop prior to the scheduled time. The operating time schedule may be modified by the district Transportation Office as occasion demands, but only after due notice has been given to the parents and the Contractor.
3. During the term of the contract, the district Transportation office may have to adjust routes to meet educational needs. The adjustment of routes may result in the addition or deletion of miles and/or vehicles. There will be no amendment of contract price for the addition or deletion of miles. However, amendments in contract price will be made for the following.
 - a. For the addition or deletion of vehicles, the per diem vehicle rate for the specific school year will be multiplied by the number of transportation days remaining in that school year for that vehicle.
 - b. For the addition or deletion of noon kindergarten routes, the per diem noon kindergarten rate for the specific school year will be multiplied by the number of transportation days remaining in that school year for that noon kindergarten route.
 - c. For additional trips necessitated by the Board approved school calendar, the per diem vehicle rate for the specific school year will be divided by the total regular trips per day for that vehicle to obtain a per trip cost. The per trip cost will then be multiplied by the number of additional trips necessitated.
 - d. For additional mileage incurred by the Contractor for returning to school at the request of the district, the Contractor will be reimbursed at that specific school year's athletic and extra-curricular trip mileage rate. Written request for reimbursement must be submitted to the district Transportation Office and

show the date of occurrence, school involved, and additional mileage incurred.

4. The Contractor will provide the district Transportation Office with immediate notification of a bus breakdown or accident affecting any vehicle under contract to the Board. The Contractor must notify 911 requesting a police accident investigation for all accidents regardless of severity.
5. The Contractor must fully cooperate with the district Transportation Office regarding delayed openings, early dismissals, or school closings not specified in the Board approved school calendar. There shall be no amendment in contract price for delayed openings, early dismissals or school closing.
6. No person, other than an assigned pupil, district staff, or adults acting as chaperones shall be permitted to enter or be transported on a vehicle under contract to the Board. A driver's own child(ren) shall be permitted, under the following conditions.
 - a. If contingent upon the driver being available for employment
 - b. There must be adequate seating space available without affecting the safety and comfort of assigned pupils
 - c. The driver's child(ren) must comply with identical rules of behavior and be treated identically to assigned pupils.
 - d. The Contractor will comply with a request from the district Transportation Office to have the driver's child(ren) removed from the vehicle.
7. The Contractor shall provide drivers and vehicles for accepted athletic and extra-curricular activity trips traveling by school bus for the term of the contract. This may include trips scheduled before the first day of school or after the last day of school. The rate for each trip accepted by the contractor will be identical to the district owned athletic and extra-curricular activity trip rate which will be determined by March 1 of the preceding school year. The driver's hourly rate and vehicle mileage rate shall be computed from the point of departure for the vehicle to the point of return for the vehicles.
8. The Contractor shall submit a written invoice for accepted athletic and extra-curricular activity trips to the district Transportation Office in a timely manner following the trip. The written invoice shall include the trip date, destination, group transported, driver start and end times, and vehicle start and end odometer readings.

VEHICLES

1. All vehicles provided by the Contractor during the term of the contract shall meet, or exceed, any and all applicable Federal and Commonwealth of Pennsylvania laws, regulation, and rules. All regular route vehicles shall have chassis and body no older than 15 years of age as of the first day of school during each school year of this contract, including the option years.

2. All vehicles replacing current vehicles, or being added to the Contractor's fleet, must be manufactured after 9/14/00. The Contractor is responsible for maintaining all vehicles in good mechanical and sanitary condition. The district Transportation Office reserves the right to inspect the Contractor's vehicles at the Contractor's facility or the district facility.
3. All school buses replacing existent vehicles or added to the Contractor's fleet shall have the following fully operational additional equipment.
 - A two-way FM transceiver tuned to the State College Area School District frequency.
 - External public address system with front mounted roofline external speaker
 - Electronic stop arm with two (2) alternately flashing lights mounted on left side of bus adjacent to driver's side window.
 - An audio and video monitoring system installed on all designated middle school route buses and one (1) designated spare bus. An audio and video monitoring system consists of a "decoy" box installed on each designated middle school route bus and one (1) designated spare bus and a "live" box for 25% of the Contractor's designated middle school route buses and (1) designated spare bus. "Live" boxes must be able to be rotated among the designated middle school route buses and one (1) designated spare bus at the discretion of the Contractor and/or the district Transportation Office.
4. All buses will be numbered with school district assigned route as designated by the district. Numbers to be black decal or black paint, 6" minimum height with 1 ½ "wide stroke. Numbers to be placed at four (4) locations specified below. No other numbers or names, except the Contractor's business name, will appear on the exterior of the bus.
 - Left front corner at base of driver's side windshield
 - Right front corner at base of passenger side windshield
 - Immediately to left of front passenger entry door at easily readable height
 - Middle rear of bus at easily readable height
5. A spare vehicle is defined as a temporary replacement for a regular daily route vehicle. No spare vehicle may be used in excess of five (5) consecutive workdays on the same route without reporting the reason to the district Transportation Office and receiving approval. The Contractor shall have designated spare vehicles in the amount of ten (10) percent of their regular daily route vehicles by size and type. Designated spare vehicle(s) shall have chassis and body no older than 18 years of age as of the first day of school during each school year for the term of this contract, including option years. Spare vehicles must comply with all other provisions in item "2. When a spare vehicle(s) is used, a route number for the particular route being operated must be displayed on the interior of the first passenger side

window. Route number must be at least 6" black decal or paint, 1 1/2 "wide stroke on contrasting color background.

6. When vehicles are replaced, the replacement vehicle must be of equal, or greater, capacity unless written permission is received from the Board.
7. All vehicles supplied by the Contractor are to be fueled and serviced by the Contractor at the Contractor's expense. In all years of the contract, the Board will reimburse the Contractor the excess per gallon cost of vehicle fuel over and above **\$2.25** per gallon invoice price excluding current Federal tax for which the Contractor is eligible for Liquid Fuels Reimbursement. The number of reimbursable gallons of fuel for each vehicle will be calculated using the Contractor's fleet average. Vehicle mileage for each vehicle will be calculated using the Transportation Survey worksheet completed by the driver and will be periodically updated and verified by the district Transportation Office. Days of operation will be calculated using the approved school calendar. Any claims for excess fuel cost will be submitted to the district Transportation Office on a monthly basis in writing by the Contractor, and will include the original invoice(s), which must list the price per gallon, state tax per gallon, and federal tax per gallon.

SUMMARY OF PUPIL TRANSPORTATION SUBSIDY, PAYABLE YEAR 2010-2011 FOR SCHOOL YEAR 2009-2010

AUN: 1-10-14-800-2 STATE COLLEGE AREA SD

DATA FOR CALCULATIONS	FINAL CALCULATIONS TO DETERMINE TOTAL TRANSPORTATION SUBSIDY DUE
2009 Market Value \$5,330,130,200.00	<u>District Transportation - Aid Ratio Calculations To Determine State Share</u>
Half Mill Of Market Value \$2,665,065.10	Nonpublic = 421 / 7,137 = .0589883
2010-2011 Market Value Aid Ratio .1140	(.0589883 X 2,759,305.58) = 162,766.75 X .5000 = \$81,383.38
Days In Session 178	Hazardous = 1,069 / 7,137 = .1497828
Total Pupils Transported 7,137	(.1497828 X 2,759,305.58) = 413,296.52 X .5000 = \$206,648.26
Public Non Hazardous 5,647	Public Non Hazardous
Public Hazardous 1,069	(2,759,305.58 - 162,766.75 - 413,296.52) X .1140 = \$248,889.62
Nonpublic 421	State Share District Transportation \$536,921.26
Nonreimbursable Pupils	<u>IU Transportation</u>
By Contracted Service 266	PDE Advance \$445,175.94
By LEA-Owned Service 68	Approved Cost \$370,523.27
Charter School Pupils Transported 241	State Share \$42,239.65
Outside District 0	SD Deduction \$402,936.29
Within District 241	Deducted From June 1 Basic Ed Funding \$402,936.29
	(Increase)/Decrease in IU Deduction \$0.00
	<u>AVTS Transportation</u>
	Approved Cost \$0.00
	State Share \$0.00
	<u>Excess Cost</u>
	Total Approved Costs (SD + IU + AVTS) \$3,129,828.85
	Less Total State Share (SD + IU + AVTS) \$579,160.91
	Less Half Mill Market Value \$2,665,065.10
	Excess Cost \$0.00
	Depreciation - LEA-Owned \$32,200.00
	Depreciation - Contract With LEA \$0.00
	Depreciation - AVTS \$0.00
	Depreciation - IU \$0.00
	Pupil Transportation Subsidy \$569,121.26
	Amount Paid (August 2010 Through June 1, 2011) - \$496,616.00
	Change In Pupil Transportation Subsidy = \$72,505.26
	(Increase)/Decrease in IU Deduction + \$0.00
	Total Amount Due = \$72,505.26
	June 2011 Unipay - \$72,505.26
	Balance Due = \$0.00
	<u>NONPUBLIC AND CHARTER SCHOOL TRANSPORTATION SUBSIDY</u>
	Subsidy Amount (421 x \$385) + (241 x \$385) = \$254,870.00
	Amount Paid (December 2010 Through March 2011) - \$127,435.00
	Total Amount Due = \$127,435.00
	June 2011 Unipay - \$124,839.04
	Balance Due = \$2,595.96
<u>CALCULATIONS FOR APPROVED COSTS</u>	
<u>LEA-Owned Service (1)</u>	
Maximum Allowable Cost \$1,108,678.08	
Nonreimbursable Factor	
(8 X 68 X 178)/17,144,205.82 UPCM = .005648	
Nonreimbursable Deduction	
1,108,678.08 X .005648 = \$6,261.81	
Approved Cost LEA-Owned Service	
1,108,678.08 - 6,261.81 = \$1,102,416.27	
<u>Contracted Service (2)</u>	
Maximum Allowable Cost \$1,678,253.48	
Nonreimbursable Factor	
(8 X 266 X 178)/29,754,273.78 UPCM = .012730	
Nonreimbursable Deduction	
1,678,253.48 X .012730 = \$21,364.17	
Approved Cost Contracted Service	
1,678,253.48 - 21,364.17 = \$1,656,889.31	
<u>Fare-Based Service (3)</u>	
Total Fare-Based Providers \$0.00	
AFR 2700-515 \$0.00	
Approved Cost Fare-Based Service \$0.00	
Total Approved Cost (1 + 2 + 3) \$2,759,305.58	

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SUMMARY OF PUPIL TRANSPORTATION SUBSIDY, PAYABLE YEAR 2010-2011 FOR SCHOOL YEAR 2009-2010

AUN: 1-15-21-160-3 CUMBERLAND VALLEY SD

DATA FOR CALCULATIONS	FINAL CALCULATIONS TO DETERMINE TOTAL TRANSPORTATION SUBSIDY DUE
2009 Market Value	\$4,657,192,200.00
Half Mill Of Market Value	\$2,328,596.10
2010-2011 Market Value Aid Ratio	.2571
Days In Session	179
Total Pupils Transported	8,513
Public Non Hazardous	7,750
Public Hazardous	0
Nonpublic	763
Nonreimbursable Pupils	
By Contracted Service	0
By LEA-Owned Service	0
Charter School Pupils Transported	15
Outside District	15
Within District	0
CALCULATIONS FOR APPROVED COSTS	
<u>LEA-Owned Service (1)</u>	
Maximum Allowable Cost	\$0.00
Nonreimbursable Factor	
(8 X 0 X 179)/0.00 UPCM =	.000000
Nonreimbursable Deduction	
0.00 X .000000 =	\$0.00
Approved Cost LEA-Owned Service	
0.00 - 0.00 =	\$0.00
<u>Contracted Service (2)</u>	
Maximum Allowable Cost	\$4,665,416.91
Nonreimbursable Factor	
(8 X 0 X 179)/69,049,030.43 UPCM =	.000000
Nonreimbursable Deduction	
4,665,416.91 X .000000 =	\$0.00
Approved Cost Contracted Service	
4,665,416.91 - 0.00 =	\$4,665,416.91
<u>Fare-Based Service (3)</u>	
Total Fare-Based Providers	\$0.00
AFR 2700-515	\$0.00
Approved Cost Fare-Based Service	\$0.00
Total Approved Cost (1 + 2 + 3)	\$4,665,416.91
<u>District Transportation - Aid Ratio Calculations To Determine State Share</u>	
Nonpublic = 763 / 8,513 =	.0896276
(.0896276 X 4,665,416.91) = 418,150.12 X .5000 =	\$209,075.06
Hazardous = 0 / 8,513 =	.0000000
(.0000000 X 4,665,416.91) = 0.00 X .5000 =	\$0.00
Public Non Hazardous	
(4,665,416.91 - 418,150.12 - 0.00) X .2571 =	\$1,091,972.29
State Share District Transportation	\$1,301,047.35
<u>IU Transportation</u>	
PDE Advance	\$151,600.92
Approved Cost	\$134,454.64
State Share	\$34,568.29
SD Deduction	\$117,032.63
Deducted From June 1 Basic Ed Funding	\$117,032.63
(Increase)/Decrease in IU Deduction	\$0.00
<u>AVTS Transportation</u>	
Approved Cost	\$0.00
State Share	\$0.00
<u>Excess Cost</u>	
Total Approved Costs (SD + IU + AVTS)	\$4,799,871.55
Less Total State Share (SD + IU + AVTS)	\$1,335,615.64
Less Half Mill Market Value	\$2,328,596.10
Excess Cost	\$1,135,659.81
Depreciation - LEA-Owned	\$0.00
Depreciation - Contract With LEA	\$0.00
Depreciation - AVTS	\$0.00
Depreciation - IU	\$0.00
Pupil Transportation Subsidy	\$2,436,707.16
Amount Paid (August 2010 Through June 1, 2011)	- \$2,082,656.00
Change In Pupil Transportation Subsidy	= \$354,051.16
(Increase)/Decrease in IU Deduction	+ \$0.00
Total Amount Due	= \$354,051.16
June 2011 Unipay	- \$354,051.16
Balance Due	= \$0.00
NONPUBLIC AND CHARTER SCHOOL TRANSPORTATION SUBSIDY	
Subsidy Amount (763 x \$385) + (15 x \$385)	= \$299,530.00
Amount Paid (December 2010 Through March 2011)	- \$149,765.00
Total Amount Due	= \$149,765.00
June 2011 Unipay	- \$146,714.15
Balance Due	= \$3,050.85

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FINAL SECTION IV

SUMMARY OF PUPIL TRANSPORTATION SUBSIDY, PAYABLE YEAR 2010-2011 FOR SCHOOL YEAR 2009-2010

AUN: 1-24-15-780-2 TREDYFFRIN-EASTTOWN SD

DATA FOR CALCULATIONS		FINAL CALCULATIONS TO DETERMINE TOTAL TRANSPORTATION SUBSIDY DUE	
2009 Market Value	\$6,920,294,300.00	<u>District Transportation - Aid Ratio Calculations To Determine State Share</u>	
Half Mill Of Market Value	\$3,460,147.15	Nonpublic = 1,354 / 7,621 =	.1776669
2010-2011 Market Value Aid Ratio	.1000	(.1776669 X 3,249,509.48) =	577,330.28 X .5000 = \$288,665.14
Days In Session	180	Hazardous = 2,292 / 7,621 =	.3007479
Total Pupils Transported	7,621	(.3007479 X 3,249,509.48) =	977,283.15 X .5000 = \$488,641.58
Public Non Hazardous	3,975	Public Non Hazardous	
Public Hazardous	2,292	(3,249,509.48 - 577,330.28 - 977,283.15) X .1000 =	\$169,489.61
Nonpublic	1,354	State Share District Transportation	\$946,796.33
Nonreimbursable Pupils		<u>IU Transportation</u>	
By Contracted Service	0	PDE Advance	\$19,773.68
By LEA-Owned Service	0	Approved Cost	\$9,335.29
Charter School Pupils Transported	5	State Share	\$933.53
Outside District	5	SD Deduction	\$18,840.15
Within District	0	Deducted From June 1 Basic Ed Funding	\$18,840.75
		(Increase)/Decrease in IU Deduction	\$0.60
		<u>AVTS Transportation</u>	
		Approved Cost	\$0.00
		State Share	\$0.00
		<u>Excess Cost</u>	
		Total Approved Costs (SD + IU + AVTS)	\$3,258,844.77
		Less Total State Share (SD + IU + AVTS)	\$947,729.86
		Less Half Mill Market Value	\$3,460,147.15
		Excess Cost	\$0.00
		Depreciation - LEA-Owned	\$0.00
		Depreciation - Contract With LEA	\$0.00
		Depreciation - AVTS	\$0.00
		Depreciation - IU	\$0.00
		Pupil Transportation Subsidy	\$946,796.33
		Amount Paid (August 2010 Through June 1, 2011)	- \$721,301.00
		Change In Pupil Transportation Subsidy	= \$225,495.33
		(Increase)/Decrease in IU Deduction	+ \$0.60
		Total Amount Due	= \$225,495.93
		June 2011 Unipay	- \$225,495.93
		Balance Due	= \$0.00
		<u>NONPUBLIC AND CHARTER SCHOOL TRANSPORTATION SUBSIDY</u>	
		Subsidy Amount (1,354 x \$385) + (5 x \$385)	= \$523,215.00
		Amount Paid (December 2010 Through March 2011)	- \$261,608.00
		Total Amount Due	= \$261,607.00
		June 2011 Unipay	- \$256,277.83
		Balance Due	= \$5,329.17
CALCULATIONS FOR APPROVED COSTS			
<u>LEA-Owned Service (1)</u>			
Maximum Allowable Cost	\$0.00		
Nonreimbursable Factor			
(8 X 0 X 180)/0.00 UPCM =	.000000		
Nonreimbursable Deduction			
0.00 X .000000 =	\$0.00		
Approved Cost LEA-Owned Service			
0.00 - 0.00 =	\$0.00		
<u>Contracted Service (2)</u>			
Maximum Allowable Cost	\$3,249,509.48		
Nonreimbursable Factor			
(8 X 0 X 180)/47,492,071.53 UPCM =	.000000		
Nonreimbursable Deduction			
3,249,509.48 X .000000 =	\$0.00		
Approved Cost Contracted Service			
3,249,509.48 - 0.00 =	\$3,249,509.48		
<u>Fare-Based Service (3)</u>			
Total Fare-Based Providers	\$0.00		
AFR 2700-515	\$0.00		
Approved Cost Fare-Based Service	\$0.00		
Total Approved Cost (1 + 2 + 3)	\$3,249,509.48		

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FINAL SECTION IV

SUMMARY OF PUPIL TRANSPORTATION SUBSIDY, PAYABLE YEAR 2010-2011 FOR SCHOOL YEAR 2009-2010

AUN: 1-23-46-030-2 ABINGTON SD

DATA FOR CALCULATIONS	FINAL CALCULATIONS TO DETERMINE TOTAL TRANSPORTATION SUBSIDY DUE
2009 Market Value \$4,741,562,000.00	<u>District Transportation - Aid Ratio Calculations To Determine State Share</u>
Half Mill Of Market Value \$2,370,781.00	Nonpublic = 1,560 / 6,571 = .2374067
2010-2011 Market Value Aid Ratio .2178	(.2374067 X 1,690,911.52) = 401,433.72 X .5000 = \$200,716.86
Days In Session 180	Hazardous = 1,130 / 6,571 = .1719677
Total Pupils Transported 6,571	(.1719677 X 1,690,911.52) = 290,782.16 X .5000 = \$145,391.08
Public Non Hazardous 3,881	Public Non Hazardous
Public Hazardous 1,130	(1,690,911.52 - 401,433.72 - 290,782.16) X .2178 = \$217,515.91
Nonpublic 1,560	State Share District Transportation \$563,623.85
Nonreimbursable Pupils	<u>IU Transportation</u>
By Contracted Service 461	PDE Advance \$536,990.39
By LEA-Owned Service 1,523	Approved Cost \$187,002.49
Charter School Pupils Transported 10	State Share \$40,729.14
Outside District 10	SD Deduction \$496,261.25
Within District 0	Deducted From June 1 Basic Ed Funding \$496,261.25
	(Increase)/Decrease in IU Deduction \$0.00
	<u>AVTS Transportation</u>
	Approved Cost \$0.00
	State Share \$0.00
	<u>Excess Cost</u>
	Total Approved Costs (SD + IU + AVTS) \$1,877,914.01
	Less Total State Share (SD + IU + AVTS) \$604,352.99
	Less Half Mill Market Value \$2,370,781.00
	Excess Cost \$0.00
	Depreciation - LEA-Owned \$37,099.99
	Depreciation - Contract With LEA \$0.00
	Depreciation - AVTS \$0.00
	Depreciation - IU \$0.00
	Pupil Transportation Subsidy \$600,723.84
	Amount Paid (August 2010 Through June 1, 2011) - \$488,065.00
	Change In Pupil Transportation Subsidy = \$112,658.84
	(Increase)/Decrease in IU Deduction + \$0.00
	Total Amount Due = \$112,658.84
	June 2011 Unipay - \$112,658.84
	Balance Due = \$0.00
	<u>NONPUBLIC AND CHARTER SCHOOL TRANSPORTATION SUBSIDY</u>
	Subsidy Amount (1,560 x \$385) + (10 x \$385) = \$604,450.00
	Amount Paid (December 2010 Through March 2011) - \$302,225.00
	Total Amount Due = \$302,225.00
	June 2011 Unipay - \$296,068.41
	Balance Due = \$6,156.59
<u>CALCULATIONS FOR APPROVED COSTS</u>	
<u>LEA-Owned Service (1)</u>	
Maximum Allowable Cost \$1,119,946.70	
Nonreimbursable Factor	
(8 X 1523 X 180)/19,210,752.78 UPCM = .114161	
Nonreimbursable Deduction	
1,119,946.70 X .114161 = \$127,854.24	
Approved Cost LEA-Owned Service	
1,119,946.70 - 127,854.24 = \$992,092.46	
<u>Contracted Service (2)</u>	
Maximum Allowable Cost \$686,187.28	
Nonreimbursable Factor	
(8 X 461 X 180)/10,727,408.92 UPCM = .061883	
Nonreimbursable Deduction	
686,187.28 X .061883 = \$42,463.33	
Approved Cost Contracted Service	
686,187.28 - 42,463.33 = \$643,723.95	
<u>Fare-Based Service (3)</u>	
Total Fare-Based Providers \$55,095.11	
AFR 2700-515 \$55,095.11	
Approved Cost Fare-Based Service \$55,095.11	
Total Approved Cost (1 + 2 + 3) \$1,690,911.52	

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FINAL SECTION IV

SUMMARY OF PUPIL TRANSPORTATION SUBSIDY, PAYABLE YEAR 2010-2011 FOR SCHOOL YEAR 2009-2010

AUN: 1-23-46-450-2 LOWER MERION SD

DATA FOR CALCULATIONS		FINAL CALCULATIONS TO DETERMINE TOTAL TRANSPORTATION SUBSIDY DUE	
2009 Market Value	\$11,192,450,400.00	<u>District Transportation - Aid Ratio Calculations To Determine State Share</u>	
Half Mill Of Market Value	\$5,596,225.20	Nonpublic = 3,070 / 9,222 =	.3328995
2010-2011 Market Value Aid Ratio	.1000	(.3328995 X 3,064,216.26) =	1,020,076.06 X .5000 = \$510,038.03
Days In Session	180	Hazardous = 2,991 / 9,222 =	.3243331
Total Pupils Transported	9,222	(.3243331 X 3,064,216.26) =	993,826.76 X .5000 = \$496,913.38
Public Non Hazardous	3,161	Public Non Hazardous	
Public Hazardous	2,991	(3,064,216.26 - 1,020,076.06 - 993,826.76) X .1000 =	\$105,031.34
Nonpublic	3,070	State Share District Transportation	\$1,111,982.75
Nonreimbursable Pupils		<u>IU Transportation</u>	
By Contracted Service	0	PDE Advance	\$182,483.30
By LEA-Owned Service	0	Approved Cost	\$63,636.95
Charter School Pupils Transported	0	State Share	\$6,363.70
Outside District	0	SD Deduction	\$176,119.60
Within District	0	Deducted From June 1 Basic Ed Funding	\$176,119.60
		(Increase)/Decrease in IU Deduction	\$0.00
		<u>AVTS Transportation</u>	
		Approved Cost	\$0.00
		State Share	\$0.00
		<u>Excess Cost</u>	
		Total Approved Costs (SD + IU + AVTS)	\$3,127,853.21
		Less Total State Share (SD + IU + AVTS)	\$1,118,346.45
		Less Half Mill Market Value	\$5,596,225.20
		Excess Cost	\$0.00
		Depreciation - LEA-Owned	\$70,711.66
		Depreciation - Contract With LEA	\$0.00
		Depreciation - AVTS	\$0.00
		Depreciation - IU	\$0.00
		Pupil Transportation Subsidy	\$1,182,694.41
		Amount Paid (August 2010 Through June 1, 2011)	- \$957,313.00
		Change In Pupil Transportation Subsidy	= \$225,381.41
		(Increase)/Decrease in IU Deduction	+ \$0.00
		Total Amount Due	= \$225,381.41
		June 2011 Unipay	- \$225,381.41
		Balance Due	= \$0.00
		<u>NONPUBLIC AND CHARTER SCHOOL TRANSPORTATION SUBSIDY</u>	
		Subsidy Amount (3,070 x \$385) + (0 x \$385)	= \$1,181,950.00
		Amount Paid (December 2010 Through March 2011)	- \$590,975.00
		Total Amount Due	= \$590,975.00
		June 2011 Unipay	- \$578,936.31
		Balance Due	= \$12,038.69
CALCULATIONS FOR APPROVED COSTS			
<u>LEA-Owned Service (1)</u>			
Maximum Allowable Cost	\$3,057,207.79		
Nonreimbursable Factor			
(8 X 0 X 180)/52,926,236.29 UPCM =	.000000		
Nonreimbursable Deduction			
3,057,207.79 X .000000 =	\$0.00		
Approved Cost LEA-Owned Service			
3,057,207.79 - 0.00 =	\$3,057,207.79		
<u>Contracted Service (2)</u>			
Maximum Allowable Cost	\$3,014.42		
Nonreimbursable Factor			
(8 X 0 X 180)/1,198.80 UPCM =	.000000		
Nonreimbursable Deduction			
3,014.42 X .000000 =	\$0.00		
Approved Cost Contracted Service			
3,014.42 - 0.00 =	\$3,014.42		
<u>Fare-Based Service (3)</u>			
Total Fare-Based Providers	\$3,994.05		
AFR 2700-515	\$4,019.05		
Approved Cost Fare-Based Service	\$3,994.05		
Total Approved Cost (1 + 2 + 3)	\$3,064,216.26		

SUMMARY OF PUPIL TRANSPORTATION SUBSIDY, PAYABLE YEAR 2010-2011 FOR SCHOOL YEAR 2009-2010

AUN: 1-03-02-685-2 NORTH ALLEGHENY SD

DATA FOR CALCULATIONS		FINAL CALCULATIONS TO DETERMINE TOTAL TRANSPORTATION SUBSIDY DUE	
2009 Market Value	\$3,681,002,000.00	<u>District Transportation - Aid Ratio Calculations To Determine State Share</u>	
Half Mill Of Market Value	\$1,840,501.00	Nonpublic = 979 / 9,110 =	.1074643
2010-2011 Market Value Aid Ratio	.4350	(.1074643 X 2,701,573.90) =	290,322.75 X .5000 = \$145,161.38
Days In Session	178	Hazardous = 4,052 / 9,110 =	.4447859
Total Pupils Transported	9,110	(.4447859 X 2,701,573.90) =	1,201,621.98 X .5000 = \$600,810.99
Public Non Hazardous	4,079	Public Non Hazardous	
Public Hazardous	4,052	(2,701,573.90 - 290,322.75 - 1,201,621.98) X .4350 =	\$526,188.69
Nonpublic	979	State Share District Transportation	\$1,272,161.06
Nonreimbursable Pupils		<u>IU Transportation</u>	
By Contracted Service	0	PDE Advance	\$945,914.34
By LEA-Owned Service	0	Approved Cost	\$394,294.90
Charter School Pupils Transported	2	State Share	\$171,518.28
Outside District	2	SD Deduction	\$774,396.06
Within District	0	Deducted From June 1 Basic Ed Funding	\$774,396.06
		(Increase)/Decrease in IU Deduction	\$0.00
		<u>AVTS Transportation</u>	
		Approved Cost	\$0.00
		State Share	\$0.00
		<u>Excess Cost</u>	
		Total Approved Costs (SD + IU + AVTS)	\$3,095,868.80
		Less Total State Share (SD + IU + AVTS)	\$1,443,679.34
		Less Half Mill Market Value	\$1,840,501.00
		Excess Cost	\$0.00
		Depreciation - LEA-Owned	\$57,641.06
		Depreciation - Contract With LEA	\$0.00
		Depreciation - AVTS	\$0.00
		Depreciation - IU	\$1.65
		Pupil Transportation Subsidy	\$1,329,803.77
		Amount Paid (August 2010 Through June 1, 2011)	- \$1,027,914.00
		Change In Pupil Transportation Subsidy	= \$301,889.77
		(Increase)/Decrease in IU Deduction	+ \$0.00
		Total Amount Due	= \$301,889.77
		June 2011 Unipay	- \$301,889.77
		Balance Due	= \$0.00
		<u>NONPUBLIC AND CHARTER SCHOOL TRANSPORTATION SUBSIDY</u>	
		Subsidy Amount (979 x \$385) + (2 x \$385)	= \$377,685.00
		Amount Paid (December 2010 Through March 2011)	- \$188,843.00
		Total Amount Due	= \$188,842.00
		June 2011 Unipay	- \$184,995.12
		Balance Due	= \$3,846.88
CALCULATIONS FOR APPROVED COSTS			
<u>LEA-Owned Service (1)</u>			
Maximum Allowable Cost	\$2,390,496.28		
Nonreimbursable Factor			
(8 X 0 X 178)/50,474,976.26 UPCM =	.000000		
Nonreimbursable Deduction			
2,390,496.28 X .000000 =	\$0.00		
Approved Cost LEA-Owned Service			
2,390,496.28 - 0.00 =	\$2,390,496.28		
<u>Contracted Service (2)</u>			
Maximum Allowable Cost	\$309,202.62		
Nonreimbursable Factor			
(8 X 0 X 178)/1,962,884.20 UPCM =	.000000		
Nonreimbursable Deduction			
309,202.62 X .000000 =	\$0.00		
Approved Cost Contracted Service			
309,202.62 - 0.00 =	\$309,202.62		
<u>Fare-Based Service (3)</u>			
Total Fare-Based Providers	\$1,875.00		
AFR 2700-515	\$1,875.00		
Approved Cost Fare-Based Service	\$1,875.00		
Total Approved Cost (1 + 2 + 3)	\$2,701,573.90		

SUMMARY OF PUPIL TRANSPORTATION SUBSIDY, PAYABLE YEAR 2010-2011 FOR SCHOOL YEAR 2009-2010

AUN: 1-21-39-510-3 PARKLAND SD

DATA FOR CALCULATIONS	FINAL CALCULATIONS TO DETERMINE TOTAL TRANSPORTATION SUBSIDY DUE
2009 Market Value \$6,197,939,900.00	<u>District Transportation - Aid Ratio Calculations To Determine State Share</u>
Half Mill Of Market Value \$3,098,969.95	Nonpublic = 855 / 10,712 = .0798170
2010-2011 Market Value Aid Ratio .1894	(.0798170 X 3,743,172.51) = 298,768.80 X .5000 = \$149,384.40
Days In Session 180	Hazardous = 1,625 / 10,712 = .1516990
Total Pupils Transported 10,712	(.1516990 X 3,743,172.51) = 567,835.53 X .5000 = \$283,917.77
Public Non Hazardous 8,232	Public Non Hazardous
Public Hazardous 1,625	(3,743,172.51 - 298,768.80 - 567,835.53) X .1894 = \$544,822.01
Nonpublic 855	State Share District Transportation \$978,124.18
Nonreimbursable Pupils	<u>IU Transportation</u>
By Contracted Service 0	PDE Advance \$1,084,562.60
By LEA-Owned Service 211	Approved Cost \$355,124.01
Charter School Pupils Transported 16	State Share \$67,260.49
Outside District 16	SD Deduction \$1,017,302.11
Within District 0	Deducted From June 1 Basic Ed Funding \$1,017,302.11
	(Increase)/Decrease in IU Deduction \$0.00
	<u>AVTS Transportation</u>
	Approved Cost \$0.00
	State Share \$0.00
	<u>Excess Cost</u>
	Total Approved Costs (SD + IU + AVTS) \$4,098,296.52
	Less Total State Share (SD + IU + AVTS) \$1,045,384.67
	Less Half Mill Market Value \$3,098,969.95
	Excess Cost \$0.00
	Depreciation - LEA-Owned \$97,194.98
	Depreciation - Contract With LEA \$0.00
	Depreciation - AVTS \$0.00
	Depreciation - IU \$9,787.17
	Pupil Transportation Subsidy \$1,085,106.33
	Amount Paid (August 2010 Through June 1, 2011) - \$929,693.00
	Change In Pupil Transportation Subsidy = \$155,413.33
	(Increase)/Decrease in IU Deduction + \$0.00
	Total Amount Due = \$155,413.33
	June 2011 Unipay - \$155,413.33
	Balance Due = \$0.00
	<u>NONPUBLIC AND CHARTER SCHOOL TRANSPORTATION SUBSIDY</u>
	Subsidy Amount (855 x \$385) + (16 x \$385) = \$335,335.00
	Amount Paid (December 2010 Through March 2011) - \$167,668.00
	Total Amount Due = \$167,667.00
	June 2011 Unipay - \$164,251.47
	Balance Due = \$3,415.53
<u>CALCULATIONS FOR APPROVED COSTS</u>	
<u>LEA-Owned Service (1)</u>	
Maximum Allowable Cost \$3,744,237.48	
Nonreimbursable Factor	
(8 X 211 X 180)/69,937,050.52 UPCM = .004344	
Nonreimbursable Deduction	
3,744,237.48 X .004344 = \$16,264.97	
Approved Cost LEA-Owned Service	
3,744,237.48 - 16,264.97 = \$3,727,972.51	
<u>Contracted Service (2)</u>	
Maximum Allowable Cost \$15,200.00	
Nonreimbursable Factor	
(8 X 0 X 180)/27,196.00 UPCM = .000000	
Nonreimbursable Deduction	
15,200.00 X .000000 = \$0.00	
Approved Cost Contracted Service	
15,200.00 - 0.00 = \$15,200.00	
<u>Fare-Based Service (3)</u>	
Total Fare-Based Providers \$0.00	
AFR 2700-515 \$0.00	
Approved Cost Fare-Based Service \$0.00	
Total Approved Cost (1 + 2 + 3) \$3,743,172.51	

FINAL SECTION IV

SUMMARY OF PUPIL TRANSPORTATION SUBSIDY, PAYABLE YEAR 2010-2011 FOR SCHOOL YEAR 2009-2010

AUN: 1-10-14-110-3 BELLEFONTE AREA SD

DATA FOR CALCULATIONS		FINAL CALCULATIONS TO DETERMINE TOTAL TRANSPORTATION SUBSIDY DUE	
2009 Market Value	\$1,142,783,000.00	<u>District Transportation - Aid Ratio Calculations To Determine State Share</u>	
Half Mill Of Market Value	\$571,391.50	State Share Dist Transp = (Market Value Aid Ratio .5424	
2010-2011 Market Value Aid Ratio	.5424	X Total Approved Cost 1,053,928.22) = \$571,650.67	
Days In Session	176	<u>IU Transportation</u>	
Total Pupils Transported	2,745	PDE Advance	\$187,365.39
Public Non Hazardous	2,265	Approved Cost	\$155,945.62
Public Hazardous	396	State Share	\$84,584.90
Nonpublic	84	SD Deduction	\$102,780.49
Nonreimbursable Pupils		Deducted From June 1 Basic Ed Funding \$102,780.49	
By Contracted Service	17	(Increase)/Decrease in IU Deduction \$0.00	
By LEA-Owned Service	18	<u>AVTS Transportation</u>	
Charter School Pupils Transported	49	Approved Cost	\$0.00
Outside District	49	State Share	\$0.00
Within District	0	<u>Excess Cost</u>	
		Total Approved Costs (SD + IU + AVTS)	\$1,209,873.84
		Less Total State Share (SD + IU + AVTS)	\$656,235.57
		Less Half Mill Market Value	\$571,391.50
		Excess Cost	\$0.00
		Depreciation - LEA-Owned	\$3,500.00
		Depreciation - Contract With LEA	\$0.00
		Depreciation - AVTS	\$0.00
		Depreciation - IU	\$0.00
		Pupil Transportation Subsidy	\$575,150.67
		Amount Paid (August 2010 Through June 1, 2011)	- \$509,818.00
		Change In Pupil Transportation Subsidy	= \$65,332.67
		(Increase)/Decrease in IU Deduction	+ \$0.00
		Total Amount Due	= \$65,332.67
		June 2011 Unipay	- \$65,332.67
		Balance Due	= \$0.00
		<u>NONPUBLIC AND CHARTER SCHOOL TRANSPORTATION SUBSIDY</u>	
		Subsidy Amount (84 x \$385) + (49 x \$385)	= \$51,205.00
		Amount Paid (December 2010 Through March 2011)	- \$25,603.00
		Total Amount Due	= \$25,602.00
		June 2011 Unipay	- \$25,080.46
		Balance Due	= \$521.54
CALCULATIONS FOR APPROVED COSTS			
<u>LEA-Owned Service (1)</u>			
Maximum Allowable Cost	\$109,034.55		
Nonreimbursable Factor			
(8 X 18 X 176)/584,267.20 UPCM =	.043377		
Nonreimbursable Deduction			
109,034.55 X .043377 =	\$4,729.59		
Approved Cost LEA-Owned Service			
109,034.55 - 4,729.59 =	\$104,304.96		
<u>Contracted Service (2)</u>			
Maximum Allowable Cost	\$950,821.29		
Nonreimbursable Factor			
(8 X 17 X 176)/18,998,397.96 UPCM =	.001260		
Nonreimbursable Deduction			
950,821.29 X .001260 =	\$1,198.03		
Approved Cost Contracted Service			
950,821.29 - 1,198.03 =	\$949,623.26		
<u>Fare-Based Service (3)</u>			
Total Fare-Based Providers	\$0.00		
AFR 2700-515	\$0.00		
Approved Cost Fare-Based Service	\$0.00		
Total Approved Cost (1 + 2 + 3)	\$1,053,928.22		

FINAL SECTION IV

SUMMARY OF PUPIL TRANSPORTATION SUBSIDY, PAYABLE YEAR 2010-2011 FOR SCHOOL YEAR 2009-2010

AUN: 1-10-14-700-3 PENNS VALLEY AREA SD

DATA FOR CALCULATIONS		FINAL CALCULATIONS TO DETERMINE TOTAL TRANSPORTATION SUBSIDY DUE	
2009 Market Value	\$694,391,700.00	<u>District Transportation - Aid Ratio Calculations To Determine State Share</u>	
Half Mill Of Market Value	\$347,195.85	Nonpublic = 70 / 1,646 =	.0425273
2010-2011 Market Value Aid Ratio	.4735	(.0425273 X 1,292,260.30) =	54,956.34 X .5000 = \$27,478.17
Days In Session	177	Hazardous = 0 / 1,646 =	.0000000
Total Pupils Transported	1,646	(.0000000 X 1,292,260.30) =	0.00 X .5000 = \$0.00
Public Non Hazardous	1,576	Public Non Hazardous	
Public Hazardous	0	(1,292,260.30 - 54,956.34 - 0.00) X .4735 =	\$585,863.43
Nonpublic	70	State Share District Transportation	\$613,341.60
Nonreimbursable Pupils		<u>IU Transportation</u>	
By Contracted Service	0	PDE Advance	\$65,237.92
By LEA-Owned Service	0	Approved Cost	\$54,298.01
Charter School Pupils Transported	52	State Share	\$25,710.11
Outside District	52	SD Deduction	\$39,527.81
Within District	0	Deducted From June 1 Basic Ed Funding	\$39,527.81
		(Increase)/Decrease in IU Deduction	\$0.00
		<u>AVTS Transportation</u>	
		Approved Cost	\$0.00
		State Share	\$0.00
		<u>Excess Cost</u>	
		Total Approved Costs (SD + IU + AVTS)	\$1,346,558.31
		Less Total State Share (SD + IU + AVTS)	\$639,051.71
		Less Half Mill Market Value	\$347,195.85
		Excess Cost	\$360,310.75
		Depreciation - LEA-Owned	\$2,242.36
		Depreciation - Contract With LEA	\$0.00
		Depreciation - AVTS	\$0.00
		Depreciation - IU	\$0.00
		Pupil Transportation Subsidy	\$975,894.71
		Amount Paid (August 2010 Through June 1, 2011)	- \$797,476.00
		Change In Pupil Transportation Subsidy	= \$178,418.71
		(Increase)/Decrease in IU Deduction	+ \$0.00
		Total Amount Due	= \$178,418.71
		June 2011 Unipay	- \$178,418.71
		Balance Due	= \$0.00
		<u>NONPUBLIC AND CHARTER SCHOOL TRANSPORTATION SUBSIDY</u>	
		Subsidy Amount (70 x \$385) + (52 x \$385)	= \$46,970.00
		Amount Paid (December 2010 Through March 2011)	- \$23,485.00
		Total Amount Due	= \$23,485.00
		June 2011 Unipay	- \$23,006.59
		Balance Due	= \$478.41
<u>CALCULATIONS FOR APPROVED COSTS</u>			
<u>LEA-Owned Service (1)</u>			
Maximum Allowable Cost	\$63,032.54		
Nonreimbursable Factor			
(8 X 0 X 177)/511,695.22 UPCM =	.000000		
Nonreimbursable Deduction			
63,032.54 X .000000 =	\$0.00		
Approved Cost LEA-Owned Service			
63,032.54 - 0.00 =	\$63,032.54		
<u>Contracted Service (2)</u>			
Maximum Allowable Cost	\$1,229,227.76		
Nonreimbursable Factor			
(8 X 0 X 177)/19,330,283.55 UPCM =	.000000		
Nonreimbursable Deduction			
1,229,227.76 X .000000 =	\$0.00		
Approved Cost Contracted Service			
1,229,227.76 - 0.00 =	\$1,229,227.76		
<u>Fare-Based Service (3)</u>			
Total Fare-Based Providers	\$0.00		
AFR 2700-515	\$0.00		
Approved Cost Fare-Based Service	\$0.00		
Total Approved Cost (1 + 2 + 3)	\$1,292,260.30		