

TRANSPORTATION AND CONTRACTS

Transportation funding comes from reporting 80 and 120 day cycles in STARS to the state. Only those students who are eligible and riding on these reporting days may be counted as well as total feeder route per capita mileage. The ridership and mileage reported on these days is then averaged out. Using the Transportation Department's formula and the average from these reporting days, we are funded for transportation in the 13000 fund yearly. This fund is specific to "to and from" transportation of students for school purposes.

REGULAR TO AND FROM SCHOOL ROUTES – Regular "to and from" school bus routes are those which have been established for the purpose of transporting eligible children to school (during the regular school day calendar) in the morning and back home in the afternoon at the end of the school day. These routes transport eligible children from their homes or a designated school bus stop all the way to school. These transportation services must be performed by use of a school bus or per capita feeder agreements.

Bus route audits should be done yearly or more frequently if changes have been made to the routes. This helps determine if adjustments to contracts need to be made.

DETERMINING CONTRACTS

Using bus route audits, the district determines Essential Deadhead Miles, Non Essential Deadhead Miles and Live (reportable) Miles. (Definitions below are directly from PED Transportation Dept.)

- Essential Deadhead Miles (reportable) – mileage from the bus lot or home base to the first stop in the morning and miles back to the bus lot or storage location after the last stop after school.
- Non Essential Deadhead Miles (non-reportable) – Total mileage DOES NOT INCLUDE mileage from the last morning school back to the bus lot or the daytime storage location and back to the midday or afternoon school.
- Live Route Mileage (reportable) - The mileage from the point where the first pupil boards the bus to the school where the last pupil alights; and from the school where the first pupil boards the bus to the point where the last pupil alights.

For our district and contracts, we use the information from the bus route audits to determine total mileage.

We use Essential deadhead mileage (see explanation above) added to paved mileage (live mileage), which is weighted normal. We then take the total mileage of Essential Deadhead and paved mileage and multiply it by the number of total school days to get this total.

We also have dirt road mileage that has a weight of 1.5. We take the total dirt road mileage and multiply it by total number of school days to get the total dirt road mileage.

This is done per bus, each bus has different mileage for Essential Deadhead, Live miles, dirt and paved.

We then take the total mileage from above and multiply it by the current rate to determine a bus contract. Currently, we are at \$3.36/mile. This amount was approved for the 19-20 year. We remained the same for 20-21 year.

We appreciate the work, flexibility and cooperation the contractors have exhibited in taking care of transporting our students year after year. They have gone far and above for our students and we couldn't ask for better contractors or drivers.