

**Ministry of Education**  
School Business Support Branch  
20<sup>th</sup> Floor, Mowat Block  
900 Bay Street  
Toronto ON M7A 1L2

**Ministère de l'Éducation**  
Direction du soutien aux activités scolaires  
20<sup>e</sup> étage, Édifice Mowat  
900, rue Bay  
Toronto ON M7A 1L2

**2010: SB 14**

**MEMORANDUM TO:** Directors of Education

**FROM:** Cheri Hayward  
Director  
School Business Support Branch

**DATE:** April 1, 2010

**SUBJECT:** Student Transportation – Grants for Student Needs, 2010-11

---

I am writing to provide you with additional information about transportation funding through the Grants for Student Needs (GSN) in 2010-11.

As indicated in the memorandum of March 26, **2010: B5 – Education Funding for 2010-11**, the government will provide additional funding for transportation in the next school year. There are also changes to the allocation of the Student Transportation Grant to promote further efficiencies. The total Student Transportation Grant is projected to be \$834 million in 2010-11. A board-by-board summary of the projected allocation for 2010-11 is provided in Appendix A.

We are encouraged to see all stakeholders are engaged to ensure that the student transportation sector continues to evolve and modernize. The GSN announcement on Student Transportation Grant demonstrates the government's continual commitment to working with school boards in the ongoing reform of student transportation. Along with the establishment of consortia, there have been many positive changes since the start of the reforms. Faced with the challenges in this transformation, the new level of professional, dedicated transportation management in the sector is rising to the expectation of delivering safe and efficient transportation services to support student learning. While maintaining service level to students, consortia have also made greater use of technology and staff training in the areas of data management, software, reporting, and performance measurement. The reforms have resulted in better contract and performance management with increased transparency in the use of public funds. The sector should be commended for these accomplishments.

### **Cost Updates**

Since the implementation of the reforms, school boards have benefitted from additional transportation funding and have worked cooperatively with the Ministry to build greater capacity to realize efficiencies. An increasing number of boards are reducing their

transportation deficits, and over half of all boards have reported transportation surpluses in their 2008-09 Financial Statements.

The Ministry will provide a projected \$9.1M in 2010-11 to fund a 2 per cent cost update to assist boards with increased operating costs for student transportation. As boards have improved their capacity to cover cost increases within their existing transportation allocation, the 2 percent cost updates will be netted against any reported transportation surplus from a board's 2009-10 Financial Statements. Boards with a 2009-10 transportation surplus equal to or greater than this 2 percent cost benchmark increase will not be eligible for this enhancement. Also, for boards receiving the cost update, the fuel portion of this update will be retained and will be provided through the fuel escalation if it applies.

### **Enrolment Adjustment**

In the past seven years, there has been no decrease in boards' transportation funding as a result of declining enrolment, although boards where enrolment is increasing have received the increases for which they were eligible. While fewer students do not immediately result in lower costs or a reduction in vehicle usage, efficiencies can be achieved with decreases over the years and when service is shared in a consortium. The Ministry continues to expect consortia to plan proactively to manage the potential funding impacts in dealing with a lower student population and its effect on transportation requirements.

As mentioned in memorandum of May 4, **2009: SB 18 Student Transportation – Grants for Student Needs, 2009-10**, starting in the 2010-11 school year, negative adjustments will be made to boards experiencing declining enrolment. The stable funding guarantee will continue, but will be based on 50 percent of a board's decrease in enrolment. As an example, if a board's enrolment decreases by 5 percent, its allocation will be reduced by 2.5 percent.

### **Routing Efficiency Adjustment**

Declining enrolment is one instance where the opportunity exists for consortia to realize ongoing efficiencies through continuous route optimization strategies. As per the previously stated memorandum, starting in the 2009-10 school year a reduction of 1 percent to a boards' transportation allocation will be made for the next three years. The Ministry encourages boards and consortia to utilize available routing strategies and technologies to achieve this savings target. This also supports the continued provincial strategy to address climate change and reduce emissions.

To acknowledge boards and consortia whose systems are already operating in an efficient manner, the adjustment will only apply to boards that have not achieved a "High" rating in Routing and Technology from the Effectiveness and Efficiency reviews. Boards that achieve a "High" rating in future reviews will be exempt from the reduction in the subsequent year. For example, if a consortium reviewed in the 2010-11 school year attains a "High" rating in the routing and technology component, they will be exempt from this adjustment in 2011-12.

## **Fuel Escalator and De-escalator Component**

In the past, the Ministry has provided one-time funding as an interim strategy to offset costs incurred by the sector from fuel price increases. Starting in 2009-10, a fuel escalator/de-escalator was incorporated into the Transportation Grant to recognize increases in fuel costs for transportation that are beyond the control of boards and operators.

For 2010-11, the Ministry will continue to recognize fuel prices at \$0.90 per litre for southern school boards and \$0.92 per litre for northern school boards<sup>1</sup>. This will be referred to as the funding “pegged price”. The Fuel Escalator and De-escalator component incorporates a 2 percent efficiency assumption into the pegged price to take into account the ability of operators to purchase fuel in bulk or at discounted prices. While operators may have varying ability to economize on fuel purchase, this 2 percent efficiency assumption is generally achievable, regardless of operator size, through bulk purchase or a retail discount at the pump. Therefore, the “adjusted pegged price” will relate to a retail price of \$0.918 cents per litre for southern school boards and \$0.938 for northern school boards.

The GSN regulation will establish a corridor of 3 percent above and below the adjusted funding pegged price. If fuel prices, as posted by the Ministry of Energy and Infrastructure website<sup>2</sup> (net of HST), are above or below this corridor in any month within the fiscal year from September to June, a funding adjustment will apply. This 3 percent above and below corridor takes into consideration frequent minor fluctuations in market fuel prices that are manageable within the industry. As a result, monthly fluctuations in fuel prices within the corridor will not trigger any adjustments. The net total of the monthly funding adjustments will be applied to a board’s transportation allocation twice a year following the Revised Estimates and Financial Statement cycles. Boards should note that this adjustment could be positive or negative.

Boards should take into consideration the potential funding changes due to the escalation/de-escalation clause in preparing their 2010-11 transportation budget. Consortia should also carefully consider the fuel escalation and de-escalation parameters in their contracts to assess overall financial impacts of this clause on their transportation budget. At the same time, consortia should carefully determine appropriate fuel rates in contracted base rates and the mechanism for triggering adjustments due to fuel escalation or de-escalation. No less important is the consideration of all terms and conditions to understand the full impacts of the new contracts on their budget. In addition, consortia are encouraged to work with their contract operators to promote good business practices on fuel procurement and utilization.

---

<sup>1</sup> All fuel rates quoted in this memorandum are net of GST.

<sup>2</sup> <http://www.mei.gov.on.ca/en/energy/oilandgas/?page=fuel-prices>

## **Student Transportation Reforms - Update**

In 2010-11, the Ministry will continue to focus on Student Transportation reforms that strengthen management capacity.

### **1) Effectiveness and Efficiency (E&E) Reviews**

Over three-quarters of all transportation consortia in the province have undergone an E&E review. The Ministry anticipates all remaining reviews will be completed by the end of the 2010-11 school year. The reviews continue to focus on four primary areas of transportation operations: consortium management, policies and practices, routing and technology, and contracts. Findings from Phase 3B and 3C supported a recommendation to allocate an additional \$3.9M to the reviewed boards beginning in the 2009-10 school year.

Released E&E reports of reviewed sites outlining observations, best practices, accomplishments, and opportunities for improvement are available on the student transportation website at <https://transport.edu.gov.on.ca>. The finalized **Leading Practices Guide** is also on the website as per memorandum of February 3, 2010: **SB03 - Student Transportation – Leading Practices Guide 2.0**. School boards and consortia management are strongly encouraged to make use of the self assessment tool available in the guide. After four years of intense support for organizational growth and management capacity development, the Ministry will expect consortia, at a minimum, to achieve a Moderate overall rating in their E&E review. Beginning in 2010-11 school year, if a consortium scores a Low or Moderate-Low rating in their E&E review, there will be no funding enhancement for the boards involved. The adjustment percentages for High, Moderate-High and Moderate overall ratings will, however, remain unchanged.

### **2) Follow-up Reviews**

The Ministry will continue to consider a follow-up review upon a consortium's request. All member boards from the reviewed consortium must initiate a joint request in writing for a follow-up review when they consider themselves to have achieved significant progress. Generally, a minimum of 12 months from the original review will be required to allow sufficient time in implementing changes and achieve significant progress.

While the review methodology and criteria are consistent with the original review, a follow-up review will focus on the implementation of recommendations and progress since the initial review. The Ministry will recommend further funding adjustments if the findings of the return visit show positive movement and support a higher overall rating than the previous review. Consortia should have the confidence to receive a High rating before a request for a follow-up review is put forward to the Ministry.

We expect all reviewed consortia to closely monitor progress after their first review. Consortia requesting a follow-up review will be asked to provide a full response on actions taken on the recommendations prior to being scheduled for a second review.

**A schedule of all reviews to be conducted in Phase 4 is given in Appendix B.**

### 3) Two-Stage Procurement Pilot Project

In response to the recommendation made by the Ontario School Bus Association, the Ministry consulted with the sector and received their support to develop and pilot an alternative two-stage competitive procurement approach for student transportation. Details of the two-stage pilot project has been communicated to the sector through Memorandum 2010:B3 dated March 11, 2010.

At the conclusion of the pilots, the Ministry will continue to provide support for six transitions sites and further training support to the remaining consortia to ensure there is a clear understanding of the two procurement approaches and the use of the associated tool packages. The Ministry has a strong commitment to working with and supporting school boards in the transition to the enhanced procurement standards expected of the broader public sector and ensuring that operators of all sizes are well supported to meet these requirements.

### 4) Provincial Schools Transportation

Since 2006-07, the Conseil scolaire de district catholique du Centre-Est de l'Ontario and Ottawa-Carleton District School Board have acted as the lead boards for provincial schools transportation. The Ministry initiated a third party review of this delivery model to assess whether it is achieving its intended goals of accountability, transparency, effectiveness and efficiency and to provide recommendations on a long term structure for this arrangement. The review is now complete and the Ministry is working on an implementation plan based on the review's recommendations. For the 2010-11 school year, the two lead boards will continue providing this service.

If you have any questions or comments regarding the 2010-11 GSN or student transportation reforms, please contact Sandy Chan, Manager, Transportation and Cooperative Services Unit at (416) 325-2464, or [sandy.chan@ontario.ca](mailto:sandy.chan@ontario.ca).

Our success in the ongoing reform of student transportation reflects our shared commitment to making the best use of resources to provide efficient services. I look forward to working in partnership with you and our colleagues in other school boards as we continue to meet the challenges of providing safe, effective and efficient transportation for our students.



Cheri Hayward  
Director  
School Business Support Branch

Cc: Superintendents of Business  
Transportation Managers  
Ontario School Bus Association

## Appendix A - Student Transportation Grant - Projected Allocations, 2010-11

DSB #	DSB Name	2010-11 Base Allocation <sup>1</sup>	Adjustment for Increasing Enrollment	Adjustment for Declining Enrollment	Adjustment for Route Reduction	Non-Salary Benchmark Update (2%) <sup>2</sup>	Adjusted Provincial Schools Transportation <sup>3</sup>	Projected 2010-11 Allocation <sup>4</sup>	Variance from 2009-10	Percentage Variance
1	District School Board Ontario North East (1)	\$7,374,088	\$0	-\$71,243	-\$73,741	\$78,523	\$0	\$7,307,627	-\$66,461	-0.90%
2	Algoma District School Board (2)	\$8,042,017	\$0	-\$147,520	-\$80,420	\$82,917	\$0	\$7,896,994	-\$145,023	-1.80%
3	Rainbow District School Board (3)	\$11,372,926	\$0	-\$178,745	\$0	\$200,163	\$0	\$11,394,344	\$21,418	0.19%
4	Near North District School Board (4)	\$10,543,258	\$0	-\$276,778	-\$105,433	\$39,030	\$0	\$10,200,077	-\$343,182	-3.25%
5.1	Keewatin-Patricia District School Board (5A)	\$4,648,246	\$29,709	\$0	-\$46,482	\$81,809	\$0	\$4,713,282	\$65,036	1.40%
5.2	Rainy River District School Board (5B)	\$2,467,032	\$0	-\$7,708	-\$24,671	\$0	\$0	\$2,434,653	-\$32,378	-1.31%
6.1	Lakehead District School Board (6A)	\$6,478,205	\$0	-\$91,480	-\$64,783	\$0	\$0	\$6,321,942	-\$76,262	-1.18%
6.2	Superior-Greenstone District School Board (6B)	\$1,746,573	\$0	-\$42,467	-\$17,466	\$30,740	\$0	\$1,717,380	-\$29,193	-1.67%
7	Bluewater District School Board (7)	\$13,246,731	\$0	-\$244,853	-\$132,467	\$203,784	\$0	\$13,073,395	-\$173,335	-1.31%
8	Avon Maitland District School Board (8)	\$11,252,889	\$0	-\$99,940	-\$112,529	\$0	\$55,000	\$11,095,420	-\$212,469	-1.89%
9	Greater Essex County District School Board (9)	\$11,624,735	\$0	-\$93,505	-\$116,247	\$204,594	\$0	\$11,619,577	-\$5,157	-0.04%
10	Lambton Kent District School Board (10)	\$11,542,827	\$0	-\$143,279	\$0	\$150,918	\$58,326	\$11,608,792	\$7,639	0.07%
11	Thames Valley District School Board (11)	\$32,371,414	\$0	-\$275,464	-\$323,714	\$569,737	\$106,250	\$32,448,223	-\$29,441	-0.09%
12	Toronto District School Board (12)	\$48,015,346	\$0	-\$108,342	-\$480,153	\$0	\$44,000	\$47,470,851	-\$588,495	-1.23%
13	Durham District School Board (13)	\$20,366,055	\$0	-\$116,177	-\$203,661	\$0	\$0	\$20,046,217	-\$319,838	-1.57%
14	Kawartha Pine Ridge District School Board (14)	\$19,272,494	\$0	-\$255,603	-\$192,724	\$0	\$43,020	\$18,867,187	-\$448,328	-2.33%
15	Trillium Lakelands District School Board (15)	\$14,675,481	\$0	-\$307,057	-\$146,755	\$256,110	\$0	\$14,477,779	-\$197,702	-1.35%
16	York Region District School Board (16)	\$34,534,238	\$430,102	\$0	-\$345,343	\$0	\$57,240	\$34,676,237	\$84,759	0.25%
17	Simcoe County District School Board (17)	\$19,081,073	\$0	-\$158,601	-\$190,810	\$0	\$0	\$18,731,662	-\$349,411	-1.83%
18	Upper Grand District School Board (18)	\$14,866,561	\$0	-\$69,333	\$0	\$0	\$389,590	\$15,186,818	-\$69,333	-0.47%
19	Peel District School Board (19)	\$37,410,547	\$93,614	\$0	-\$374,105	\$658,426	\$346,862	\$38,135,344	\$377,935	1.01%
20	Halton District School Board (20)	\$11,779,096	\$176,554	\$0	-\$117,791	\$207,312	\$205,803	\$12,250,974	\$266,075	2.26%
21	Hamilton-Wentworth District School Board (21)	\$13,662,265	\$0	-\$120,230	-\$136,623	\$191,989	\$205,246	\$13,802,647	-\$64,863	-0.47%
22	District School Board of Niagara (22)	\$15,998,021	\$0	-\$312,995	-\$159,980	\$281,565	\$0	\$15,806,611	-\$191,410	-1.20%
23	Grand Erie District School Board (23)	\$11,506,975	\$0	-\$62,797	-\$115,069	\$0	\$357,610	\$11,686,719	-\$177,867	-1.55%
24	Waterloo Region District School Board (24)	\$12,282,861	\$0	-\$15,349	-\$122,830	\$216,178	\$187,598	\$12,548,458	\$78,000	0.64%
25	Ottawa-Carleton District School Board (25)	\$27,411,144	\$95,019	\$0	-\$274,111	\$482,435	\$6,026,373	\$33,740,860	\$303,343	1.11%
26	Upper Canada District School Board (26)	\$24,142,488	\$0	-\$460,934	-\$241,425	\$424,909	\$0	\$23,865,038	-\$277,451	-1.15%
27	Limestone District School Board (27)	\$14,603,060	\$0	-\$184,494	\$0	\$0	\$51,250	\$14,469,816	-\$184,494	-1.26%
28	Renfrew County District School Board (28)	\$7,703,517	\$0	-\$86,403	-\$77,035	\$135,582	\$0	\$7,675,661	-\$27,857	-0.36%
29	Hastings and Prince Edward District School Board (29)	\$13,553,413	\$0	-\$224,744	\$0	\$0	\$187,578	\$13,516,247	-\$224,744	-1.66%
30.1	Northeastern Catholic District School Board (30A)	\$2,954,625	\$0	-\$71,147	-\$29,546	\$37,889	\$0	\$2,891,821	-\$62,804	-2.13%
30.2	Nipissing-Parry Sound Catholic District School Board (30B)	\$3,700,960	\$0	-\$37,327	-\$37,010	\$0	\$0	\$3,626,623	-\$74,337	-2.01%
31	Huron-Superior Catholic District School Board (31)	\$3,524,978	\$0	-\$33,528	-\$35,250	\$62,040	\$0	\$3,518,240	-\$6,738	-0.19%
32	Sudbury Catholic District School Board (32)	\$5,555,995	\$0	-\$25,866	\$0	\$0	\$0	\$5,530,129	-\$25,866	-0.47%
33.1	Northwest Catholic District School Board (33A)	\$1,210,592	\$0	-\$4,885	-\$12,106	\$21,306	\$0	\$1,214,907	\$4,315	0.36%
33.2	Kenora Catholic District School Board (33B)	\$957,272	\$0	-\$41,252	-\$9,573	\$16,848	\$0	\$923,295	-\$33,977	-3.55%
34.1	Thunder Bay Catholic District School Board (34A)	\$5,223,784	\$0	-\$67,667	-\$52,238	\$123	\$0	\$5,104,002	-\$119,781	-2.29%
34.2	Superior North Catholic District School Board (34B)	\$463,837	\$2,023	\$0	-\$4,638	\$8,162	\$0	\$469,384	\$5,548	1.20%

DSB #	DSB Name	2010-11 Base Allocation <sup>1</sup>	Adjustment for Increasing Enrollment	Adjustment for Declining Enrollment	Adjustment for Route Reduction	Non-Salary Benchmark Update (2%) <sup>2</sup>	Adjusted Provincial Schools Transportation <sup>3</sup>	Projected 2010-11 Allocation <sup>4</sup>	Variance from 2009-10	Percentage Variance
35	Bruce-Grey Catholic District School Board (35)	\$3,554,792	\$0	-\$53,840	-\$35,548	\$55,795	\$0	\$3,521,199	-\$33,593	-0.95%
36	Huron-Perth Catholic District School Board (36)	\$4,951,630	\$0	-\$41,089	-\$49,516	\$87,149	\$25,000	\$4,973,174	-\$3,457	-0.07%
37	Windsor-Essex Catholic District School Board (37)	\$8,394,328	\$0	-\$74,223	-\$83,943	\$85,986	\$0	\$8,322,148	-\$72,179	-0.86%
38	English-language Separate District School Board No. 38 (38)	\$12,033,481	\$0	\$121,825	-\$120,335	\$211,789	\$0	\$12,003,110	-\$30,371	-0.25%
39	St. Clair Catholic District School Board (39)	\$6,001,563	\$0	-\$50,072	\$0	\$65,937	\$149,157	\$6,166,585	\$15,864	0.26%
40	Toronto Catholic District School Board (40)	\$20,846,264	\$0	-\$25,987	-\$208,463	\$366,894	\$0	\$20,978,708	\$132,445	0.64%
41	Peterborough Victoria Northumberland & Clarington Catholic DSB (41)	\$10,153,851	\$0	-\$64,623	-\$101,538	\$0	\$0	\$9,987,690	-\$166,161	-1.64%
42	York Catholic District School Board (42)	\$16,693,488	\$85,657	\$0	-\$166,935	\$260,984	\$0	\$16,873,194	\$179,706	1.08%
43	Dufferin Peel Catholic District School Board (43)	\$20,617,906	\$0	-\$52,777	-\$206,179	\$0	\$124,373	\$20,483,323	-\$258,956	-1.26%
44	Simcoe Muskoka Catholic District School Board (44)	\$12,450,459	\$0	\$175,517	-\$124,505	\$0	\$0	\$12,150,437	-\$300,021	-2.41%
45	Durham Catholic District School Board (45)	\$8,502,060	\$0	-\$130,061	-\$85,021	\$149,636	\$0	\$8,436,614	-\$65,445	-0.77%
46	Halton Catholic District School Board (46)	\$5,818,663	\$48,281	\$0	-\$58,187	\$21,372	\$122,471	\$5,952,600	\$11,465	0.20%
47	Hamilton-Wentworth Catholic District School Board (47)	\$7,096,867	\$0	-\$42,420	-\$70,969	\$91,043	\$90,900	\$7,165,421	-\$22,346	-0.31%
48	Wellington Catholic District School Board (48)	\$3,936,958	\$0	-\$21,692	\$0	\$69,290	\$0	\$3,984,556	\$47,598	1.21%
49	Waterloo Catholic District School Board (49)	\$6,685,947	\$0	-\$73,973	-\$66,860	\$0	\$18,000	\$6,563,114	-\$140,833	-2.11%
50	Niagara Catholic District School Board (50)	\$11,084,618	\$0	-\$73,471	-\$110,846	\$0	\$0	\$10,900,301	-\$184,317	-1.66%
51	Brant Haldimand Norfolk Catholic District School Board (51)	\$5,149,903	\$0	-\$28,370	-\$51,499	\$90,638	\$0	\$5,160,672	\$10,769	0.21%
52	Catholic District School Board of Eastern Ontario (52)	\$13,494,700	\$0	-\$146,007	-\$134,947	\$0	\$0	\$13,213,746	-\$280,954	-2.08%
53	Ottawa Catholic District School Board (53)	\$23,643,605	\$0	-\$152,486	-\$236,436	\$416,128	\$0	\$23,670,811	\$27,206	0.12%
54	Renfrew County Catholic District School Board (54)	\$3,974,729	\$0	-\$48,903	-\$39,747	\$42,511	\$0	\$3,928,590	\$46,139	-1.16%
55	Algoma and Lakeshore Catholic District School Board (55)	\$9,389,951	\$0	-\$118,319	\$0	\$0	\$20,000	\$9,291,632	-\$118,319	-1.26%
56	Conseil scolaire de district du Nord-Est de l'Ontario (56)	\$1,462,164	\$26,296	\$0	-\$14,622	\$23,826	\$0	\$1,497,664	\$35,500	2.43%
57	Conseil scolaire de district du Grand Nord de l'Ontario (57)	\$1,763,480	\$0	-\$27,753	\$0	\$31,037	\$0	\$1,766,764	\$3,284	0.19%
58	Conseil scolaire de district du Centre Sud-Ouest (58)	\$11,230,010	\$81,745	\$0	-\$112,300	\$149,540	\$0	\$11,348,995	\$118,985	1.06%
59	Conseil scolaire de district des écoles publiques de langue française n°. 59 (59)	\$8,306,957	\$0	-\$41,205	-\$83,070	\$146,203	\$0	\$8,328,885	\$21,928	0.26%
60.1	Conseil scolaire de district catholique des Grandes Rivières (60A)	\$6,542,248	\$2,516	\$0	-\$65,422	\$0	\$0	\$6,479,342	-\$62,907	-0.96%
60.2	Conseil scolaire de district catholique Franco-Nord (60B)	\$3,543,710	\$0	-\$57,379	-\$35,437	\$62,370	\$0	\$3,513,264	-\$30,447	-0.86%
61	Conseil scolaire de district catholique du Nouvel-Ontario (61)	\$6,119,279	\$0	-\$36,254	\$0	\$107,700	\$0	\$6,190,725	\$71,446	1.17%
62	Conseil scolaire de district catholique des Aurores boréales (62)	\$744,898	\$3,481	\$0	-\$7,449	\$8,100	\$0	\$749,030	\$4,132	0.55%
63	Conseil scolaire de district des écoles catholiques du Sud-Ouest (63)	\$5,914,429	\$132,886	\$0	-\$59,144	\$104,094	\$0	\$6,092,265	\$177,835	3.01%
64	Conseil scolaire de district catholique Centre-Sud (64)	\$17,857,839	\$265,680	\$0	-\$178,578	\$314,297	\$0	\$18,259,238	\$401,399	2.25%
65	Conseil de district catholique de l'est Ontario (65)	\$10,825,409	\$0	-\$68,442	-\$108,254	\$190,526	\$0	\$10,839,239	\$13,831	0.13%
66	Conseil scolaire de district catholique du Centre-Est de l'Ontario (66)	\$11,723,198	\$266,939	\$0	-\$117,232	\$206,328	\$1,410,000	\$13,489,233	\$356,035	3.04%
	Total	\$817,677,003	\$1,740,500	-\$6,164,201	-\$7,189,710	\$8,002,263	\$10,281,647	\$824,347,502	-\$3,531,142	-0.43%

Notes:

1) 2010-11 Base Allocation excludes projected expenditures for provincial schools transportation (\$10.3M)

2) Excludes the 2% cost update in fuel which is kept unallocated and will fund for escalation if necessary (\$1.1M)

3) Provincial School Transportation Amount includes an estimated amount for two lead boards, Ottawa-Carleton District School Board and Conseil scolaire de district catholique du Centre-Est de l'Ontario, and other boards that have the responsibilities to p

4) In the case of Lakehead DSB, the projected 2010-11 allocation includes \$80,000 school authority transportation funding. The projected 2010-11 Transportation Allocation does not include the unallocated amount for student transportation.

## Appendix B

### Effectiveness and Efficiency Review - Phase 4 Schedule

Date	Consortia	Ministry Contact
June 22-23, 2010	Consortium de Transport Scolaire d'Ottawa – Follow-up Review	Sarah Guarino <a href="mailto:sarah.guarino@ontario.ca">sarah.guarino@ontario.ca</a> (416) 212-3178
Sept. 15-16, 2010	Sudbury Student Services Consortium – Follow-up Review	David Ragona <a href="mailto:david.ragona@ontario.ca">david.ragona@ontario.ca</a> (416) 325-2028
Sept. 22-23, 2010	Student Transportation Services of Thunder Bay	Sarah Guarino <a href="mailto:sarah.guarino@ontario.ca">sarah.guarino@ontario.ca</a> (416) 212-3178
Oct. 5-6, 2010	Southwestern Ontario Student Transportation Services	Adam McDonald <a href="mailto:Adam.mcdonald@ontario.ca">Adam.mcdonald@ontario.ca</a> (416) 314-9166
Oct. 19-20, 2010	Hamilton-Wentworth Student Transportation Services	Adam McDonald <a href="mailto:Adam.mcdonald@ontario.ca">Adam.mcdonald@ontario.ca</a> (416) 314-9166
Nov. 9-10, 2010	Ottawa Student Transportation Authority	Sarah Guarino <a href="mailto:sarah.guarino@ontario.ca">sarah.guarino@ontario.ca</a> (416) 212-3178
Nov. 30-Dec. 1, 2010	Algoma & Huron Superior Transportation Services	Sarah Guarino <a href="mailto:sarah.guarino@ontario.ca">sarah.guarino@ontario.ca</a> (416) 212-3178
Dec. 14-15, 2010	Toronto Catholic and Toronto DSB Transportation Group	Vanissa Szeto <a href="mailto:vanissa.szeto@ontario.ca">vanissa.szeto@ontario.ca</a> (416) 325-4906
Jan. 11-12, 2011	Student Transportation Services of Eastern Ontario and Catholic DSB of Eastern Ontario	David Ragona <a href="mailto:david.ragona@ontario.ca">david.ragona@ontario.ca</a> (416) 325-2028