

Section II
Statement of Work
Service Areas: Special Terms and Conditions

1. Service Area I (Central Peninsula Area)

1.1. Service Area I Regular Education

1.1.1. Service Area Description

Service Area I includes all schools, public and private, in the following communities: Funny River, Kasilof, Kenai, Nikiski, Soldotna and Sterling. School attendance boundaries for all schools can be found on the Kenai Peninsula Borough School District web site at:

<http://www.kpbsd.k12.ak.us/departments.aspx?id=276&terms=boundaries>

The service area boundaries may or may not change before the beginning of the 2017-2018 school year or during the life of the Contract. The schools served may increase or decrease as District needs dictate. One school in Area I does not currently and is not expected to require regular education transportation service: Aurora Borealis Charter School.

1.1.2. Service to Be Provided

Transportation shall be required for all students identified as eligible by the District for transportation from/to designated pickup or drop locations, designated attendance centers or program locations, and other school-related learning experience sites for which participation is inherent in the students' educational programs. Individual attendance center/program location start and dismissal times may vary from year to year as the District directs.

1.1.3. Route Configuration

1.1.3.1. Currently, bus runs are linked to provide, primarily, double-tiered routing. For the 2017-2027 Contract term, some bus routes may be triple tiered. Single-tiered bus routes consist of bus runs which cannot be linked due to the length of the runs in terms of time and mileage or the unavailability of a compatible bus run link. Double shifting of schools or the opening of new schools may increase the number of double and triple-tiered bus routes. In the interest of improving the efficiency of the transportation routing system, additional tiers may be added where possible during the term of the Contract. The District shall direct the specific configuration of runs and segments utilized to make a complete route.

1.1.3.2. Shuttles with other routes may be required to accomplish student transport in the quickest, most cost-effective manner. In scheduling of routes, the District shall have the option of utilizing "multi-use" route segments (or block of time

for such) or whatever number of available runs are “open” for utilization for other programs as necessary. If special education routes can be utilized in regular education routes, and/or other programs including but not limited to kindergarten, gifted, job site and vocational, such routes may be required to do so if the District directs.

- 1.1.3.3. Midday service shall be provided for students enrolled in some programs. If midday service is required, buses may not operate every day. Times and number of days per week for midday service may vary from year to year as the District directs. Midday routes are not part of regular to and from school service and are bid for and billed separately from the regular to and from school services.

1.1.4. Compensation

- 1.1.4.1. Compensation for required regular routes shall be paid on the basis of cost per bus per day. All regular routes in Service Area I shall be paid the same daily rate regardless of the number of attendance centers or programs served on a single day. In scheduling of the routes, the District shall have the option of utilizing “multi-use” route segments or whatever number of available runs is “open” for utilization for other programs as necessary.

- 1.1.4.2. Bids shall be submitted for a fixed rate per bus, per day, for a total of thirty-six (36) required route buses for Service Area I. The daily rate shall include fuel costs.

1.1.5. Estimated Live Mileage

- 1.1.5.1. It is anticipated that the maximum live mileage incurred on regular education routes should not exceed one hundred and twenty (120) live miles per route, per day average; however, the average daily live mileage per regular education route is anticipated to be approximately seventy (70) live miles per bus per day. Total live mileage for all thirty-six (36) routes should not exceed two thousand five hundred and twenty (2,520) live miles per day. This estimate is based upon mileage figures reported by the 2014-2015 Contractor for service similar to that specified in this proposal.

- 1.1.5.2. No additional compensation shall be paid for additional mileage incurred on individual buses during the life of the Contract. These estimates have been provided for informational purposes.

1.1.6. Estimated Live Time

The total live-time hours for all routes daily is anticipated to be approximately five and one-half (5.5) hours per day average, or less, with a maximum of seven (7) hours per day anticipated. This estimate is based upon figures reported by the 2014-2015 Contractor for similar service to that specified in this proposal. No additional compensation shall be paid for additional live time incurred on individual buses. These estimates have been provided for informational purposes.

1.1.7. Vehicle Specifications, Regular Education Routes (36 Route Buses and 4 Spare Buses)

1.1.7.1. Twenty-nine (29) Type C or Type D buses with minimum passenger capacity of at least seventy-two (72) elementary students.

1.1.7.2. Ten (10) Type C or Type D buses with minimum passenger capacity of at least eighty-four (84) elementary students.

1.1.7.3. One (1) Type C or Type D buses with minimum passenger capacity of at least eighty-four (84) elementary students.

1.1.7.3.1. Side-lift elevator capable of lifting at least 800 lbs.

1.1.7.3.2. “L” track system installed to allow for maximum flexibility for seating and wheelchair securement.

1.1.7.3.3. Up to four (4) forward-facing wheelchair hold-down and tie-down system components.

1.1.7.4. All buses shall be delivered fully seated.

1.1.7.5. Seat size shall be thirty-nine (39) inches.

1.1.8. Anticipated schools to be served, approximate number of buses needed at each school, and tentative starting times and dismissal times for the first year are shown in the following chart.

Schools Served	Approximate Bus Utilization to Serve Each School	Area Served	Approximate Starting Time	Approximate Dismissal Time
Soldotna High Skyview Middle Soldotna Prep River City Academy	15	Soldotna, Sterling, Kasilof	7:40 7:50 7:35 7:40	2:15 2:25 2:05 2:15
Kalifornsky Beach Elementary	6	Soldotna	7:55 a.m.	2:25 p.m.
Soldotna Elem and Soldotna Montessori	4	Soldotna	8:40 a.m.	3:25 p.m.
Redoubt Elementary	3	Soldotna	8:45 a.m.	3:18 p.m.
Sterling Elementary	4	Sterling	8:55 a.m.	3:35 p.m.
Tustumena Elementary	4	Kasilof	9:00 a.m.	3:40 p.m.
Kenai High Kenai Middle	9	Kenai	7:45 a.m. 7:50 a.m.	2:15 p.m. 2:27 p.m.
Mountain View Elementary	9	Kenai	8:45 a.m.	3:25 p.m.
Kaleidoscope Charter	3	Kenai	9:10 a.m.	3:40 p.m.
Aurora Borealis Charter	0	No Transport	8:00 a.m.	2:45 p.m.
Nikiski Middle/High	6	Nikiski	7:40 a.m.	2:15 p.m.
Nikiski North Star Elementary	6	Nikiski	8:55 a.m.	3:30 p.m.

1.1.9. Extracurricular/Activity/Charter

The extracurricular/activity/charter transportation rates submitted with this proposal shall include rates for transportation within a fifty (50) mile radius of a school (short-haul) and outside the fifty (50) mile radius (long-haul). Distance will be determined by measuring on a flat map between two points, not by road miles. The time factor for establishing these rates shall be measured from and back to the normal parking location for the bus when not in use (the bus barn or park out location) or from the current location of the bus to be used, whichever is least expensive. The hourly rate shall not include fuel charges. The cost of fuel shall be listed as a separate line item, and an original receipt must be included with the final invoice. The minimum for driver call-out time and the minimum for trip billing time shall be included. Per diem, layover time, and lodging (if charged) shall be separate line items.

1.2. Service Area I Special Education (Central Peninsula)

1.2.1. Service Area Description

Service Area I includes all schools, public and private, in the following communities: Funny River, Kasilof, Kenai, Nikiski, Soldotna, and Sterling. School attendance boundaries for all schools can be found on the Kenai Peninsula Borough School District web site at:

<http://www.kpbsd.k12.ak.us/departments.aspx?id=276&terms=boundaries>

The service area boundaries may or may not change before the beginning of the 2017-2018 school year or during the life of the Contract. Some routes may travel to program centers located outside of students' normal attendance boundaries; for example, students from Kenai may be bused to a Soldotna-area school based on the students' program needs. The schools served may increase or decrease as District needs dictate.

1.2.2. Service to Be Provided

1.2.2.1. Transportation shall be required for all students identified as eligible by the District for transportation from/to designated pickup or drop locations, designated attendance centers, program locations, and other school-related learning experience sites for which participation is inherent in the students' educational programs or is noted by individual education plan (IEP) or 504 plan.

The Contractor does not have the right to determine or limit who rides on special education buses. In addition to students with I.E.P.-related transportation services or 504 plans, riders may include regular education students from areas not served by regular education buses, companion riders of special education students, and students needing transport under various District-administered programs including but not limited McKinney-Vento Homeless Assistance, federal grants, credit recovery, dual college/high school credit, vocational education job or work site experiences, student participation in

community/living skill practice, and other programs deemed appropriate by the District.

1.2.2.2. Individual attendance center/program locations and start/dismissal times may vary from year to year as the District directs.

1.2.3. Route Configuration

1.2.3.1. Special education buses generally shall operate on a portal-to-portal basis; that is, from a pick-up/discharge point usually at the student's residence and a discharge/pick-up point usually at the student's attendance center.

1.2.3.2. Midday service shall be provided for students enrolled in some programs. If midday service is required, buses may not operate every day. Times and number of days per week for midday service may vary from year to year as the District directs.

1.2.4. Compensation

1.2.4.1. Compensation for required special education routes shall be paid on the basis of cost per bus per day. All special education routes in Service Area I shall be paid the same daily rate regardless of the number of attendance centers or programs served on a single day.

1.2.4.2. Bids shall be submitted for a fixed rate, per bus, per day, for sixteen (16) required route buses for Service Area I. The daily rate shall include fuel costs.

1.2.5. Estimated Live Mileage

1.2.5.1. It is anticipated that the maximum live mileage incurred on special education routes should not exceed two hundred (200) live miles per route, per day average; however, the average daily live mileage per special education route is anticipated to be approximately one hundred (100) live miles per bus per day. Total live mileage for all sixteen (16) buses should not exceed one thousand, six hundred (1,600) miles per day. This estimate is based upon mileage figures reported by the 2014-2015 Contractor for similar service to that specified in this proposal.

1.2.5.2. No additional compensation shall be paid for additional mileage incurred on individual buses during the life of the Contract. These estimates have been provided for informational purposes.

1.2.6. Estimated Live Time

The total live-time hours for all routes daily is anticipated to be approximately seven and one-half (7.5) hours per day average, or less, with a maximum of eleven (11) hours per day anticipated. This estimate is based upon figures reported by the 2014-2015 Contractor for similar service to that specified in this proposal. These estimates have been provided for informational purposes.

1.2.7. Vehicle Specifications, Special Education Routes (16 Route Buses and 4 Spare Buses)

1.2.7.1. Twenty (20) Type C buses with minimum passenger capacity of at least thirty (30) elementary students equipped as follows:

1.2.7.1.1. Side-lift elevator capable of lifting at least 800 lbs.

1.2.7.1.2. Seating for full-rated capacity, 39" bench.

1.2.7.1.3. "L" track system installed to allow for maximum flexibility for seating and wheelchair securement.

1.2.7.1.4. Three (3) forward-facing wheelchair hold-down and wheelchair tie-down system components.

1.2.7.1.5. One prone position station, to be fitted if and when needed.

1.2.7.1.6. Oxygen transport compliant if and when needed.

1.2.7.1.7. Belt cutter.

1.2.8. All vehicles used for the Contract shall be type and size as specified. If additional vehicles shall be added during the Contract period, the District shall specify the size and type of vehicle to be used. The District, with the Contractor, shall negotiate specialized types of vehicles or equipment required if the vehicle or equipment requested exceeds the original specifications.

2. Service Area II (Homer Area)

2.1. Service Area II Regular Education

2.1.1. Service Area Description

Service Area II includes all schools, public and private, in the following communities: Kachemak-Selo, Voznesenka, Razdolna, McNeil Canyon, Homer, Nikolaevsk, Anchor Point, and Ninilchik. School attendance boundaries for all schools can be found on the Kenai Peninsula Borough School District web site at:

<http://www.kpbsd.k12.ak.us/departments.aspx?id=276&terms=boundaries>

The service area boundaries may or may not change before the beginning of the 2017-2018 school year or during the life of the Contract. The schools served may increase or decrease as District needs dictate. For the 2017-2018 school year, the following schools in Area II shall not require transportation service: Kachemak-Selo, Voznesenka, Razdolna.

2.1.2. Service to Be Provided

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Transportation shall be required for all students identified as eligible by the District for transportation from/to designated pickup or drop locations, designated attendance centers, or program locations, and other school-related learning experience sites for which participation is inherent in the students' educational programs. Individual attendance center/program location start and dismissal times may vary from year to year as the District directs.

2.1.3. Route Configuration

2.1.3.1. Currently, bus routes are single-tiered. For the 2017-2027 Contract term, bus routes may be double or triple tiered. Double shifting of schools or the opening of new schools may increase the number of double and triple-tiered bus routes. In the interest of improving the efficiency of the transportation routing system, additional tiers may be added where possible during the term of the Contract. The District shall direct the specific configuration of runs and segments utilized to make a complete route.

2.1.3.2. Shuttles with other routes may be required to accomplish student transport in the quickest, most cost-effective manner. In scheduling of routes, the District shall have the option of utilizing "multi-use" route segments (or block of time for such) or whatever number of available runs are "open" for utilization for other programs as necessary. If special education routes can be utilized in regular education routes, and/or other programs including but not limited to kindergarten, gifted, job site and vocational, such routes may be required to do so if the District directs.

2.1.3.3. Midday service shall be provided for students enrolled in some programs. If midday service is required, buses may not operate every day. Times and number of days per week for midday service may vary from year to year as the District directs. Midday routes are not part of regular to and from school service and are bid for and billed separately from the regular to and from school services.

2.1.4. Compensation

2.1.4.1. Compensation for required regular routes shall be paid on the basis of cost per bus per day. All regular routes in Service Area II shall be paid the same daily rate regardless of the number of attendance centers or programs served on a single day. In scheduling of the routes, the District shall have the option of utilizing "multi-use" route segments or whatever number of available runs is "open" for utilization for other programs as necessary.

2.1.4.2. Bids shall be submitted for a fixed rate per bus, per day, for a total of Fifteen (15) required route buses for Service Area II. The daily rate shall include fuel costs.

2.1.5. Estimated Live Mileage

2.1.5.1. It is anticipated that the maximum live mileage incurred on regular education routes should not exceed ninety (90) live miles per route, per day average;

however, the average daily live mileage per regular education route per day is anticipated to be approximately fifty three (53) live miles per bus per day. Total live mileage for all fifteen (15) buses should not exceed one thousand three hundred fifty (1,350) live miles per day. This estimate is based upon mileage figures reported by the 2014-2015 for service currently under contract.

2.1.5.2. No additional compensation shall be paid for additional mileage incurred on individual buses during the life of the Contract. These estimates have been provided for informational purposes.

2.1.6. Estimated Live Time

The total live-time hours for all routes daily is anticipated to be approximately five (5) hours per day average, or less, with a maximum of six (6) hours per day anticipated. This estimate is based upon figures reported by the 2014-2015 Contractor for similar service to that specified in this proposal and the District's estimate for reconfigured service for the 2017-2018 school year. These estimates have been provided for informational purposes.

2.1.7. Vehicle Specifications, Regular Education Routes (15 Route Buses and 3 Spare Buses)

2.1.7.1. Thirteen (13) Type C or Type D buses with minimum passenger capacity of at least seventy-two (72) elementary students.

2.1.7.2. Four (4) Type C or Type D bus with minimum passenger capacity of at least eighty-four (84) elementary students.

2.1.7.3. One (1) Type C or Type D bus with minimum passenger capacity of at least eighty-four (84) elementary students.

2.1.7.3.1. Side-lift elevator capable of lifting at least 800 lbs.

2.1.7.3.2. "L" track system installed to allow for maximum flexibility for seating and wheelchair securement.

2.1.7.3.3. Up to four (4) forward-facing wheelchair hold-down and tie-down system components.

2.1.7.4. All buses shall be delivered fully seated.

2.1.7.5. Seat size shall be thirty-nine (39) inches.

2.1.8. Anticipated schools to be served, approximate number of buses needed at each school, and tentative starting times and dismissal times for the first year are shown in the following chart:

Schools Served	Approximate Bus Utilization to Serve Each School	Area Served	Approximate Starting Time	Approximate Dismissal Time
Homer High	8	McNeil Canyon, Homer, Anchor Point	7:50 a.m.	2:30 p.m.
Homer Middle	10	McNeil Canyon, Homer, Anchor Point	7:40 a.m.	2:15 p.m.
McNeil Canyon Elementary	3	McNeil Canyon	9:00 a.m.	3:30 p.m.
Paul Banks Elementary, Fireweed Academy Annex	5	Homer	8:45 a.m.	3:30 p.m.
West Homer Elementary, Fireweed Academy	9	Homer	9:00 a.m.	3:45 a.m.
Chapman School	3	Anchor Point	9:00 a.m.	3:30 p.m.
Ninilchik School	3	Ninilchik	7:50 a.m.	2:30 p.m.
Kachemak Selo, Voznesenka, Razdolna and Nikolaevsk	0	No Transport for Kachemak Selo, Vaznesenka or Razdolna. Nikolaevsk has PM transportation only. 1 bus		

2.1.9. Extracurricular/Activity/Charter

The extracurricular/activity/charter transportation rates submitted with this proposal shall include rates for buses within a fifty (50) mile radius of a school (short-haul) and outside a fifty (50) mile radius (long haul). The distance factor for establishing these rates shall be measured straight line, on a flat map to/from terminal or normal parking location for the bus and the destination. The hourly rate shall not include fuel charges. The cost of fuel shall be listed as a separate line item, and an original receipt must be included with the final invoice. The minimum for driver call-out time and the minimum for trip billing time shall be included. Per Diem, layover time, and lodging charges shall be noted.

2.2. Service Area II Special Education (Homer Area)

2.2.1. Service Area Description

Service Area II includes all schools, public and private, in the following communities: Kachemak-Selo, Voznesenka, Razdolna, McNeil Canyon, Homer, Nikolaevsk, Anchor Point, and Ninilchik. School attendance boundaries for all schools can be found on the Kenai Peninsula Borough School District web site at:

<http://www.kpbsd.k12.ak.us/departments.aspx?id=276&terms=boundaries>

The service area boundaries may or may not change before the beginning of the 2017-2018 school year or during the life of the Contract. The schools served may increase or decrease as District needs dictate.

2.2.2. Service to Be Provided

- 2.2.2.1. Transportation shall be required for all students identified as eligible by the District for transportation from/to designated pickup or drop locations, designated attendance centers, program locations, and other school-related learning experience sites for which participation is inherent in the students' educational programs or is noted by individual education plan (IEP) or 504 plan.

The Contractor does not have the right to determine or limit who rides on special education buses. In addition to students with I.E.P.-related transportation services or 504 plans, riders may include regular education students from areas not served by regular education buses, companion riders of special education students, and students needing transport under various District-administered programs including but not limited to ESSA, McKinney-Vento Homeless Assistance, federal grants, credit recovery, dual college/high school credit, vocational education job or work site experiences, student participation in community/living skill practice, and other programs deemed appropriate by the District.

- 2.2.2.2. Individual attendance center/program locations and start/dismissal times shall vary from year to year as the District directs.

2.2.3. Route Configuration

- 2.2.3.1. Special education buses generally shall operate on a portal-to-portal basis; that is, from a pick-up/discharge point usually at the student's residence and discharge/pick-up point usually at the student's attendance center.
- 2.2.3.2. Shuttles with other special education routes may be required to accomplish student transport in the quickest, most cost-effective manner. In scheduling of routes, the District shall have the option of utilizing "multi-use" route segments (or block of time for such) or whatever number of available runs are "open" for utilization for other programs as necessary. If special education routes can be utilized in regular education routes, and/or other programs including but not limited to kindergarten, gifted, job site and vocational, such routes may be required to do so if the District directs.
- 2.2.3.3. Midday service shall be provided for students enrolled in some programs. If midday service is required, buses may not operate every day. Times and number of days per week for midday routes may vary from year to year as the District directs. Midday routes are not part of regular to and from school service and are bid for and billed separately from the regular to and from school services.

2.2.4. Compensation

- 2.2.4.1. Compensation for required special education routes shall be paid on the basis of cost per bus per day. All special education routes in Service Area II shall be paid the same daily rate regardless of the number of attendance centers or programs served on a single day.
- 2.2.4.2. Bids shall be submitted for a fixed rate, per bus, per day, for three (3) required route buses for Service Area II. The daily rate shall include fuel costs.

2.2.5. Estimated Live Miles

2.2.5.1. It is anticipated that the maximum live mileage incurred on special education routes should not exceed one hundred twenty five (125) live miles per route, per day average; however, the average daily live mileage per special education route is anticipated to be approximately sixty five (65) live miles per bus per day. Total live mileage for all three (3) buses should be one hundred ninety five (195) live miles per day. This estimate is based upon mileage figures reported by the 2014-2015 Contractor for similar service to that specified in this proposal.

2.2.5.2. No additional compensation shall be paid for additional mileage incurred on individual buses during the life of the Contract. These estimates have been provided for informational purposes.

2.2.6. Estimated Live Time

The total live-time hours for all routes daily is anticipated to be approximately five and one-half (5.5) hours per day average, or less, with a maximum of eight (8) hours per day anticipated. This estimate is based upon figures reported by the 2014-2015 Contractor for similar service to that specified in this proposal. These estimates have been provided for informational purposes.

2.2.7. Vehicle Specifications, Special Education Routes (3 Route Buses and 1 Spare Bus)

Four (4) Type A or Type C buses with minimum passenger capacity of at least thirty (30) elementary students equipped as follows:

2.2.7.1. Side-lift elevator capable of lifting at least 800 lbs.

2.2.7.2. Seating for full-rated capacity, 39" bench.

2.2.7.3. "L" track system installed to allow for maximum flexibility for seating and wheelchair securement.

2.2.7.4. Three (3) forward-facing wheelchair hold-down and wheelchair tie-down system components.

2.2.7.5. One prone position station, to be fitted if and when needed.

2.2.7.6. Oxygen transport compliant if and when needed.

2.2.7.7. Belt cutter.

2.2.8. All vehicles used for the Contract shall be type and size as specified. If additional vehicles shall be added during the Contract period, the District shall specify the size and type of vehicle to be used. The District, with the Contractor, shall negotiate specialized

types of vehicles or equipment required if the vehicle or equipment requested exceeds the original specifications.

2.3 Service Area II – Amended

For the 2017 – 2027 contract term, the District may realign bell times for Service Area II schools to move to or toward a two (2) tiered system. The following changes need to be considered and a Daily Rate, per bus, per day submitted as part of the response to this proposal.

2.3.3. Route Configuration

2.3.3.1. For the 2017-2027 Contract term, bus routes may be double or triple tiered. Double shifting of schools or the opening of new schools may increase the number of double and triple-tiered bus routes. In the interest of improving the efficiency of the transportation routing system, additional tiers may be added where possible during the term of the Contract. The District shall direct the specific configuration of runs and segments utilized to make a complete route.

2.3.4. Compensation

2.3.4.2. Bids shall be submitted for a fixed rate per bus, per day, for a total of eight (8) required route buses for Service Area II. The daily rate shall include fuel costs.

2.3.5. Estimated Live Mileage

2.3.5.1. It is anticipated that the maximum live mileage incurred on regular education routes should not exceed one hundred and twenty (120) live miles per route, per day average; however, the average daily live mileage per regular education route per day is anticipated to be approximately seventy (70) live miles per bus per day. Total live mileage for all eight (8) buses should not exceed nine hundred sixty (960) live miles per day. This estimate is based on simulated routing in the spring of 2015. These estimates have been provided for informational purposes.

2.3.6. Estimated Live Time

The total live-time hours for all routes daily is anticipated to be approximately five (5) hours per day average, or less, with a maximum of seven and one half (7.5) hours per day anticipated. This estimate is based on simulated routing in the spring of 2015. These estimates have been provided for informational purposes.

2.3.7. Vehicle Specifications, Regular Education Routes (8 Route Buses and 2 Spare Buses)

2.3.7.1. Five (5) Type C or Type D buses with minimum passenger capacity of at least seventy-two (72) elementary students.

- 2.3.7.2. Four (4) Type C or Type D bus with minimum passenger capacity of at least eighty-four (84) elementary students.
 - 2.3.7.3. One (1) Type C or Type D bus with minimum passenger capacity of at least eighty-four (84) elementary students.
 - 2.3.7.3.1. Side-lift elevator capable of lifting at least 800 lbs.
 - 2.3.7.3.2. "L" track system installed to allow for maximum flexibility for seating and wheelchair securement.
 - 2.3.7.3.3. Up to four (4) forward-facing wheelchair hold-down and tie-down system components.
 - 2.3.7.4. All buses shall be delivered fully seated.
 - 2.3.7.5. Seat size shall be thirty-nine (39) inches.
- 2.3.8. Anticipated schools to be served, approximate number of buses needed at each school, and tentative starting times and dismissal times for the first year are shown in the following chart:

Schools Served	Approximate Bus Utilization to Serve Each School	Area Served	Approximate Starting Time	Approximate Dismissal Time
Homer High	6	McNeil Canyon, Homer, Anchor Point	Not determined at this time	Not determined at this time
Homer Middle	6	McNeil Canyon, Homer, Anchor Point		
McNeil Canyon Elementary	2	McNeil Canyon		
Paul Banks Elementary, Fireweed Academy Annex	4	Homer		
West Homer Elementary, Fireweed Academy	4	Homer		
Chapman School	4	Anchor Point		
Nikolaevsk School	1	Nikolaevsk		
Ninilchik School	3	Ninilchik		
Kachemak Selo, Voznesenka and Razdolna	0	No Transport for Kachemak Selo, Vaznesenka or Razdolna.		

2.4. Service Area II Special Education (Homer Area) - Amended

2.4.5. Estimated Live Miles

2.4.5.1. It is anticipated that the maximum live mileage incurred on special education routes should not exceed one hundred fifty (150) live miles per route, per day average; however, the average daily live mileage per special education route is anticipated to be approximately seventy five (75) live miles per bus per day. Total live mileage for all three (3) buses should be two hundred twenty five (225) live miles per day. This estimate is based on pupil distribution Spring of 2015 and possible tiering of bell times. These estimates have been provided for informational purposes.

2.4.6. Estimated Live Time

The total live-time hours for all routes daily is anticipated to be approximately seven and one-half (7.5) hours per day average, or less, with a maximum of eight (8) hours per day anticipated. This estimate is based on pupil distribution Spring of 2015 and possible tiering of bell times. These estimates have been provided for informational purposes.

3. Service Area III (Seward, Moose Pass, Cooper Landing)

3.1. Service Area III Regular Education

3.1.1. Service Area Description

Service Area III includes all schools, public and private, in the following communities: Seward, Moose Pass and Cooper Landing. School attendance boundaries for all schools can be found on the Kenai Peninsula Borough School District web site at:

<http://www.kpbsd.k12.ak.us/departments.aspx?id=276&terms=boundaries>

The service area boundaries may or may not change before the beginning of the 2017-2018 school year or during the life of the Contract. The schools served may increase or decrease as District needs dictate. For the 2017-2018 school year, one school in Area III shall not require transportation services: Cooper Landing.

3.1.2. Service to Be Provided

Transportation shall be required for all students identified as eligible by the District for transportation from/to designated pickup or drop locations, designated attendance centers, or program locations, and other school-related learning experience sites for which school participation is inherent in the students' educational programs. Individual attendance center/program location start and dismissal times may vary from year to year as the District directs.

3.1.3. Route Configuration

3.1.3.1. Currently, bus runs are linked to provide single-tiered AM & double-tiered PM routing. For the 2017-2022 Contract term, no significant changes are expected, although double shifting of schools or the opening of new schools may increase the number of double and triple-tiered bus routes. In the interest

of improving the efficiency of the transportation routing system, additional tiers may be added where possible during the term of the Contract. The District shall direct the specific configuration of runs and segments utilized to make a complete route.

3.1.3.2. Shuttles with other routes may be required to accomplish student transport in the quickest, most cost-effective manner. In scheduling of routes, the District shall have the option of utilizing “multi-use” route segments (or block of time for such) or whatever number of available runs are “open” for utilization for other programs as necessary. If special education routes can be utilized in regular education routes, and/or other programs including but not limited to kindergarten, gifted, job site and vocational, such routes may be required to do so if the District directs.

3.1.3.3. Midday service shall be provided for students enrolled in some programs. If midday service is required, buses may not operate every day. Times and number of days per week for midday routes may vary from year to year as the District directs. Midday routes are not part of regular to and from school service and are bid for and billed separately from the regular to and from school services.

3.1.4. Compensation

3.1.4.1. Compensation for required regular routes shall be paid on the basis of cost per bus per day. All regular routes in Service Area III shall be paid the same daily rate regardless of the number of attendance centers or programs served on a single day. In scheduling of the routes, the District shall have the option of utilizing “multi-use” route segments or whatever number of available runs is “open” for utilization for other programs as necessary.

3.1.4.2. Bids shall be submitted for a fixed rate per bus, per day, for a total of five (5) required route buses for Service Area III. The daily rate shall include fuel costs.

3.1.5. Estimated Live Mileage

3.1.5.1. It is anticipated that the maximum live mileage incurred on regular education routes should not exceed ninety-five (95) live miles per route, per day average; however, the average daily live mileage per regular education route is anticipated to be approximately forty-five (45) live miles per bus per day. Total live mileage for all five (5) buses should not exceed two hundred and twenty-five (225) miles per day. This estimate is based upon mileage figures reported by the 2014-2015 Contractor for similar service to that specified in this proposal.

3.1.5.2. No additional compensation shall be paid for additional mileage incurred on individual buses during the life of the Contract. These estimates have been provided for informational purposes.

3.1.6. Estimated Live Time

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The total live-time hours for all routes daily is anticipated to be approximately four (4) hours per day average, or less, with a maximum of six (6) hours per day anticipated. This estimate is based upon figures reported by the 2014-2015 Contractor. These estimates have been provided for informational purposes.

3.1.7. Vehicle Specifications, Regular Education Routes (5 Route Buses and 1 Spare Bus)

3.1.7.1. Six (6) Type C or Type D buses with minimum passenger capacity of at least seventy two (72) elementary students.

3.1.7.2. All buses shall be delivered fully seated.

3.1.7.3. Seat size shall be thirty-nine (39) inches.

3.1.8. Anticipated schools to be served, approximate number of buses needed at each school, and tentative starting times and dismissal times for the first year are shown in the following chart:

Schools Served	Approximate Bus Utilization to Serve Each School	Area Served	Approximate Starting Time	Approximate Dismissal Time
Seward High Seward Middle Seward Elementary	5	Seward and Moose Pass	7:50 a.m. 7:50 a.m. 8:00 a.m.	2:20 p.m. 2:20 p.m. 3:00 p.m.
Moose Pass Elementary	1	Moose Pass	9:00 a.m.	3:30 p.m.
Cooper Landing	0	No Transport		

3.1.9. The Extracurricular/Activity/Charter

The extracurricular/activity/charter transportation rates submitted with this proposal shall include rates for buses within a specified radius of a school (short-haul buses) and long-haul buses (buses used outside the specified radius). The distance or time factor for establishing these rates shall be measured from barn/parkout to barn/parkout or from the current location of the bus to be used, whichever is least expensive. The hourly rate shall not include fuel charges. The cost of fuel shall be listed as a separate line item, and a receipt must be included with the final invoice. The minimum for driver call-out time and the minimum for trip billing time shall be included. Per Diem, meal charges, layover time, and lodging charges shall be noted.

3.2. Service Area III Special Education (Seward and Moose Pass)

3.2.1. Service Area Description

Service Area III includes all schools, public and private, in the following communities: Seward and Moose Pass, and Cooper Landing. School attendance boundaries for all schools can be found on the Kenai Peninsula Borough School District web site at:

The service area boundaries may or may not change before the beginning of the 2017-2018 school year or during the life of the Contract. The schools served may increase or decrease as District needs dictate. For the 2017-2018 school year, one school in Area III does not require transportation services: Cooper Landing.

3.2.2. Service to Be Provided

3.2.2.1. Transportation shall be required for all students identified as eligible by the District for transportation from/to designated pickup or drop locations, designated attendance centers, program locations, and other school-related learning experience sites for which participation is inherent in the students' educational programs or is noted by individual education plan (IEP) or 504 plan.

The Contractor does not have the right to determine or limit who rides on special education buses. In addition to students with I.E.P. related transportation services or 504 plans, riders may include regular education students from areas not served by regular education buses, companion riders of special education students, and students needing transport under various District-administered programs including but not limited to NCLB, McKinney-Vento Homeless Assistance, federal grants, credit recovery, dual college/high school credit, vocational education job or work site experiences, student participation in community/living skill practice, and other programs deemed appropriate by the District.

3.2.2.2. Individual attendance center/program locations and start/dismissal times shall vary from year to year as the District directs.

3.2.3. Route Configuration

3.2.3.1. Special education buses generally shall operate on a portal-to-portal basis; that is, from a pick-up/discharge point usually at the student's residence and discharge/pick-up point usually at the student's attendance center.

3.2.3.2. Shuttles with other special education routes may be required to accomplish student transport in the quickest, most cost-effective manner. In scheduling of routes, the District shall have the option of utilizing "multi-use" route segments (or block of time for such) or whatever number of available runs are "open" for utilization for other programs as necessary. If special education routes can be utilized in regular education routes, and/or other programs including but not limited to kindergarten, gifted, job site and vocational, such routes may be required to do so if the District directs.

3.2.3.3. Midday service shall be provided for students enrolled in some programs. If midday service is required, buses may not operate every day. Times and number of days per week for midday routes may vary from year to year as the District directs. Midday routes are not part of regular to and from school service and are bid for and billed separately from the regular to and from school services.

3.2.4. Compensation

- 3.2.4.1. Compensation for required special education routes shall be paid on the basis of cost per bus per day. All special education routes in Service Area III shall be paid the same daily rate regardless of the number of attendance centers or programs served on a single day.
- 3.2.4.2. Bids shall be submitted for a fixed rate, per bus, per day, for one (1) required route bus for Service Area III. The daily rate shall include fuel costs.

3.2.5. Estimated Live Mileage

- 3.2.5.1. It is anticipated that the maximum live mileage incurred on the special education bus route should not exceed one hundred twenty five (125) live miles per route, per day, average; however, the average live mileage per special education route is anticipated to be approximately one hundred (100) live miles per bus per day. This estimate is based upon mileage figures reported by the 2014-2015 Contractor for similar service to that specified in this proposal.
- 3.2.5.2. No additional compensation shall be paid for additional mileage incurred on individual buses during the life of the Contract. These estimates have been provided for informational purposes.

3.2.6. Estimated Live Time

The total live-time hours for one route daily is anticipated to be approximately eight and one-half (8 1/2) hours per day average, or less, with a maximum of nine and one-half (9 1/2) hours per day anticipated. This estimate is based upon figures reported by the 2014-2015 Contractor for similar service to that specified in this proposal. These estimates have been provided for informational purposes.

3.2.7. Vehicle Specifications, Special Education Route (1 Route Bus and 1 Spare Bus)

Two (2) Type A or Type C buses with minimum passenger capacity of at least thirty (30) elementary students equipped as follows:

- 3.2.7.1. Side-lift elevator capable of lifting at least 800 lbs.
- 3.2.7.2. Seating for full-rated capacity, 39" bench.
- 3.2.7.3. "L" track system installed to allow for maximum flexibility for seating and wheelchair securement.
- 3.2.7.4. Three (3) forward-facing wheelchair hold-down and wheelchair tie-down system components.
- 3.2.7.5. One prone position station, to be fitted if and when needed.

3.2.7.6. Oxygen transport compliant if and when needed.

3.2.7.7. Belt cutter.

3.2.8. All vehicles used for the Contract shall be type and size as specified. If additional vehicles shall be added during the Contract period, the District shall specify the size and type of vehicle to be used. The District, with the Contractor, shall negotiate specialized types of vehicles or equipment required if the vehicle or equipment requested exceeds the original specifications.

