



County of Kings
Municipal Economic Development Funds
(MEDF)

Application Form

Please review the Program Summary prior to applying for funding to ensure your application meets the funding guidelines.

Applicants are encouraged to apply with as much notice as possible. Requests can take up to several months to be processed. Please contact Lisa Amon at (902)690-6191 /or/ 1-888-337-2999

By email at: lamon@countvofkings.ca for any questions regarding the MEDF Program.

Application Deadlines:

February 1st, May 1st, August 1st, November 1st

PART 1:

APPLICANT/PROJECT NAME (organization/club)	Northeast Kings Education Centre (NKEC) {Annapolis Valley School Board Foundation}; NKEC Mini-Bus Project
PRIMARY CONTACT PERSON	FIRST: <u>Ian</u> LAST: <u>Campbell</u>
AMOUNT REQUESTED	\$50,000.00
PROJECT TOTAL COST	\$182,617.70
APPLICANTS TOTAL CONTRIBUTION	\$132,617.70
PROJECT DATE	START: <u>October 2015</u> <i>(started fundraising)</i> END: <u>April 2016</u>
WHERE WILL THE PROJECT HAPPEN? (attach a diagram if appropriate).	Primarily In the County of Kings and the Town of Kentville, although the bus will be used for travel throughout Atlantic Canada
PLEASE DESCRIBE YOUR PROJECT IN ONE SENTENCE	The purchase of a new Mini-Bus.

<p>WILL YOUR PROJECT REQUIRE A DEVELOPMENT/BUILDING PERMIT?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>If unsure, please verify with the Development Office at (902) 690- 6152</p> <p>If yes, please indicate what kind of permit. If a permit has already been obtained, please submit a copy of your permit with this application.</p> <p>Type of permit(s): _____</p>
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PART 2: PROJECT INFORMATION

Please include the following information **in the form provided** below.

Please explain your organization’s project in sufficient detail that Council can understand the nature of your activity.

In 2001, the Northeast Kings Education Centre (NKEC) opened in Canning. NKEC is a grades 6 – 12 school with a population of approximately 1000 students. A small community in itself, the school believes in developing a learning environment that nurtures each student’s academic, physical, social, and emotional growth. Students who attend the school come from many different areas of Kings County, such as Kentville, Scott’s Bay, Halls Harbour, Kingsport, Canning, Baxter’s Harbour, Canard, Centreville, Aldershot, Coldbrook, Port Williams, and many other small communities.

Being located in a rural community, the school has worked to develop strategies to improve their offerings. They have been able to provide a wide variety of programs, after school activities, and offsite pursuits to enhance the students’ learning and personal development. One of the ways that NKEC has been able to achieve these results has been because of their School Mini-Bus.

In 2001, when NKEC opened, the school (through significant fundraising) purchased a new Mini-Bus to use to support the many programs it offers. They did this because the school is located in an area of low density land use which makes it more difficult for transit, active transportation, and ridesharing strategies to succeed. Over the past 15 years, hundreds of our young people have been provided the keys to a successful future. This Mini-Bus has allowed activities and educational opportunities to be as widely available to many of the young people in the community as possible, and has ensured that students have access to a first rate education regardless of their financial background.

Over the past number of years, the Mini-Bus has been used for many activities and outings. For example:

- Transporting International and Local students on cultural outings to obtain an appreciation of the culture, history, and society that we live in;
- Transporting students with special needs to their work placements (Flower Cart, L’Arche, Winners, Giant Tiger, etc.) and other activities like the Tim Hortons Camp;
- Taking middle school students on “exploratories” where students are exposed to new skills and activities;
- Transporting individuals, teams or spectators to Sporting events;
- Taking students on field trips;
- Transporting students to local sites and to other provinces to experience new cultures and expose the students to service learning opportunities to better develop civic responsibility.

As the bus is now fifteen years old, the school has begun to see their maintenance costs on the bus rise significantly. This, in turn, has resulted in higher costs for those who use the bus. And, although the Mini-Bus has been able to assist in providing wonderful and meaningful experiences to many students who have come through our doors over the last number of years, we have been unable to provide all students with these opportunities. There is no wheelchair accessibility on the current Mini-Bus, nor are there any seatbelts for students. The school would like to sell the current Mini-Bus and replace it with a new Mini-Bus that is wheelchair accessible and has seatbelts for all the students so that, moving forward, every student can be afforded the same opportunities to succeed.

How will your project directly impact /benefit the local economy?

The Mini-Bus will employ local bus drivers; will employ local mechanics to do the servicing and repairs; will employ local individuals to do washing, waxing, undercoating, and cleaning of the Mini-Bus as required; and will employ indirectly local individuals who replenish the fuel and pump gas at the gas station. Gas for the Mini-Bus will be purchased locally. The Mini-Bus Committee has received a quote for the purchase of the Mini-Bus from a local business.

The Mini-Bus will also create opportunities for students to travel to other locations for competitions in athletics / band / and other events. This will create opportunities for students from those areas to come to our community for tournaments in sports like hockey, basketball, and soccer. As a result of these other students / parents / coaches / etc. coming to our area, more people will be eating, obtaining gas, and other services in our community, thereby providing more job opportunities in these related fields.

The Mini-Bus will allow students to participate in work placement programs where they receive training in skills that will be utilized in the workplace. The Mini-Bus will allow for this job transitioning to take place through being able to get students to their work placements. (ie – Plank Industries Woodworking and Packaging) These students have the ability to then move into the workplace, either through employment with local companies, or by being an entrepreneur and creating their own business.

**Please note: if your request is for over \$5,000, please complete the below section in full. If your request is under \$5,000, please complete to the best of your ability. Applicants will be contacted if more information is required to process requests.*

How will this project benefit the community in social or cultural ways?

Providing students adequate transportation is the biggest obstacle our school faces – both from the perspective of getting students home when they stay after school, as well as travelling to other locations throughout the day or on overnight trips. Parents often lack the time, a car, or enough money for gasoline to make the long trip to the school to pick up their children. Add to these concerns the fact that parts of the NKEC catchment area have higher rates of poverty than the provincial average, and you realize that the school needs to ensure that as many opportunities as possible are provided to our students - including after-school programs that offer nutritious snacks.

(https://www.policyalternatives.ca/sites/default/files/uploads/publications/Nova%20Scotia%20Office/2014/11/2014_NS_Child_Poverty_Report_Card.pdf; <https://www.policyalternatives.ca/publications/reports/2015-report-card-child-and-family-poverty-nova-scotia>)

Outside of the Village of Canning, and even on many roads within Canning where NKEC is located, there are no sidewalks. There are winding roads with no sides, no painted lines, and most students in the rural areas live on a major collector – such as Highway 358 or Highway 221. This makes it extremely dangerous to have students walk home and means that walking/active transportation is not possible – especially if a student lives in Kentville almost 15 km away! Transportation must be provided right to the door.

The isolation of rural communities can make transportation to and from out of school programs a costly and time intensive prospect. It is a huge barrier. The rural area where our school is located does not have a public transportation system available that is similar to the Kings Transit bus system that operates along Highway 1 through Kings County. Therefore, the school has had to develop new strategies to overcome these transportation difficulties while all the while adhering to the many provincial policies on student transportation.

The new wheelchair accessible Mini-Bus will be a valuable asset and offer tremendous benefits. Some of these are listed below:

- Allow ALL students EQUAL access to the many benefits of out of school/off site activities and opens up new opportunities for those who are socio-economically disadvantaged;
- Support students in their studies and enrichment activities;
- Enhance learning and personal development;
- Provide social and cultural opportunities to enrich students' quality of life that may otherwise be restricted due to transportation issues;
- Assist staff to continue their valuable work with students with disabilities, including regular transport to work programs;
- Wheelchairs will be able to travel on the Mini-Bus thereby ensuring that students with disabilities have equal opportunities;
- Provide International students an opportunity to visit new places in the community at large to ensure a comprehensive cultural experience;
- Allow students to easily visit new places, take part in community activities, and benefit from the cultural heritage of the area;
- Provide improved travel options for a small rural community;
- The Mini-Bus will be able to be used in the summer by other groups, such as the Canning & District Recreation Commission.

Transportation to allow students to come home from school at a later time than the normal bus run also allows students to take advantage of afterschool programs. Without this transportation to get the students home, it would be extremely difficult for the students to take part in these programs. Some benefits follow:

- Expanded learning programs offered as an afterschool activity provide a safe place with caring adults for children who witness violence or drug and alcohol abuse in their homes;
- The afterschool learning programs help students academically because some parents don't have the educational background needed to assist with homework;
- Afterschool learning programs are places where children practice skills and, in our rural area, they may be the only chance children have to develop friendships outside of the structured school day;
- Afterschool programs also offer opportunities to provide students nutritional snacks that some parents may not be able to afford; while at the same time keeping the students physically active and/or learning new skills.

How is your **community** supporting this project? (Please provide letters of support from other organizations supporting what you are proposing to do).

Our school community, and other community organizations, are 100% behind this project (students, teachers, and administration) and, as such, have made it the number one priority for the school. Our community at large has also been a big supporter of the project. Our organization has seen support on social media; received many positive comments after articles were placed in newspapers and the Canning Gazette; and has seen support through financial donations made to the project. Our committee make up is also reflective of this terrific support as many organizations, like the RCMP and Canning & District Recreation, have chosen to become involved to assist with the project.

Samples of letters of support can be found attached.

Are other **organizations** (for-profit, not-for-profit, or government) **participating** in this proposed project?

Yes No

If yes, please describe their respective roles and their financial contributions.

As discussed above, many organizations and businesses are supportive of the project. Canning & District Recreation is a partner in the project, representatives sit on the committee, and the organization has provided financial support. Through their ongoing use of the Mini-Bus, they will also contribute to maintenance and operational costs.

The RCMP are also participating at the committee level, and the committee will be putting an application into the RCMP Foundation during the month of March.

The Rotary Club of Kentville has always been a terrific supporter of NKEC. They have made a substantial contribution to the Mini-Bus project and continue to assist with other projects at the school like the Breakfast Program – many Rotarians bake for the breakfast program each month! The Rotary Club of Kentville has been a fantastic supporter of the project.

Michelin was the first company to make a contribution to the Mini-Bus project. They kicked off the campaign with an extremely significant donation to give the project a very positive and exciting start.

Many other individuals and organizations have also been involved – everything from support on social media; to donations from former teachers; to support from organizations for specific grant opportunities.

How will your organization know whether the project is successful? (What are the goals).

The organization will know that the project has been successful when the new Mini-Bus is in use and meeting all the objectives that were set:

- To allow ALL students EQUAL access to the many benefits of out of school/off site activities and allow for new opportunities for those who are socio-economically disadvantaged;
- To support students in their studies and enrichment activities;
- To enhance learning and personal development;
- To allow for social and cultural opportunities that will enrich students' quality of life that may otherwise be restricted due to transportation issues;
- To assist staff to continue their valuable work with students with disabilities, including regular transport to work programs;
- To provide International students & AVRSB students an opportunity to visit new places in the community at large to ensure a comprehensive cultural experience;
- To allow students to easily visit new places, take part in community activities, and benefit from the cultural heritage of the area;
- To provide improved transportation options for a small rural community;
- To allow the Mini-Bus to be used by other groups, such as the Canning & District Recreation Commission;
- To allow students to take part in athletic opportunities, especially team sports

What products and/or services you will be purchasing from businesses in the Annapolis Valley?

The committee has received a quote from a local bus company in the community. All gas for the Mini-Bus will be purchased locally in our community; the Mini-Bus will have its servicing done locally; and the Mini-Bus will have repairs done locally. Washing, waxing, undercoating, and cleaning services will all be purchased locally for the Mini-Bus.

How many people will the project employ? If yes, please provide an estimate of the number of hours.

The Mini-Bus will employ bus drivers; will employ local mechanics to do the servicing and repairs; will employ local individuals to washing, waxing, undercoating, and cleaning of the Mini-Bus as required; and will employ indirectly local individuals who replenish the fuel and pump gas at the gas station.

The Mini-Bus will also create opportunities for students to travel to other locations for competitions in athletics / band / and other events. This will create opportunities for students from those areas to come to our community for tournaments in sports like hockey, basketball, and soccer. As a result of these other students / parents / coaches / etc. coming to our area, more people will be eating, obtaining gas, and other services in our community, thereby providing more job opportunities in these related fields.

Will your project have job training opportunities? Y/N

If yes, please summarize the qualifications of the trainer(s).

The Mini-Bus will allow students to participate in work placement programs where they receive training in skills that will be utilized in the workplace. The Mini-Bus will allow for this job transitioning to take place through being able to get students to their work placements. (ie – Plank Industries Woodworking and Packaging)

Does the proposed project have any operation, maintenance, and/or programming costs after its completion?

Yes No

Please note, if yes, how will these costs be funded? (Please list each organization that will be responsible for the project's on-going operation and maintenance; have each provide a letter of confirmation.)

Fundraising will take place until the cost of the new Mini-Bus can be covered. It is anticipated that all funds will be committed, or in hand, by the end of March 2016. The Mini-Bus can then be tendered so that there is adequate time to construct the Mini-Bus prior to August 2016. This will allow for the Mini-Bus to be put in use by the school in September 2016.

Currently, students/groups who use the Mini-Bus pay for a driver (\$20.00 per hour or donated driver time) and \$1.00 per kilometre for the entire group going in the Mini-Bus (this \$1.00/km includes gas). This amount, plus funds received through the NS Provincial Health & Wellness Program grant allows the school to pay for insurance, registration, maintenance, gas, and any other expenses throughout the year. It is also able to cover certain circumstances when a student may not have enough money to contribute towards the cost; it ensures that everyone can participate (ie - the afterschool program Mini-Bus costs are fully covered). This funding model has been working well for many years and the Administrative Team at NKEC and the Home & School Association will continue to stay involved to ensure that things continue to run smoothly.

PAT 4: FINANCIAL INFORMATION

Please attach an itemized budget that identifies:

1. Your project's total cost, by pertinent category of expenditures
2. All other sources of funding, pending and confirmed (if pending, please attach a letter of commitment; if confirmed, please attach a letter of confirmation)
3. All in-kind contributions/donations (please attach a letter of confirmation for each)
4. If you have estimated any of your costs, please explain your assumptions.

If your MEDF application is done properly your application is complete and legible and you have attached copies of the following documents:

- letters of support from community stakeholders and partners
- letters of commitment or confirmation from other funding partners
- detailed project budget
- professional quotes for materials, contractors, or consultants (if applicable)
- N/A copies of permits (if applicable)
- N/A environmental assessment (if applicable)
- N/A other supporting documents (if applicable)
- N/A development/building permit (if applicable)

Declaration

We are submitting this application for the purpose of obtaining financial assistance from the Municipality of the County of Kings. The statements herein are, to the best of our knowledge, true and correct. We submit that all aspects of this proposed project will comply with existing municipal, provincial and federal codes, guidelines, and laws.

We agree to allow representatives of the Municipality of the County of Kings to inspect the site of the project described in this application, to audit the books and records of the applicant, to make inquiries and credit checks, and to obtain all pertinent information necessary to evaluate this application.

We understand that all or part of this application may be made available to the public in accordance with the federal Access to Information and Protection of Privacy Act and the provincial Freedom of Information and Protection of Privacy Act.

The signatures of two representatives are required please:

J. Cyll
Signature

Lisette A. Hunter
Signature

Vice Principal A
Position Chair of Bus Committee

Committee member
Position

27 Jan 2016
Date

27 January 2016
Date

NKEC MINI-BUS PROPOSAL

BACKGROUND

In 2001, the Northeast Kings Education Centre (NKEC) opened in Canning. NKEC is a grades 6 – 12 school with a population of approximately 1000 students. A small community in itself, the school believes in developing a learning environment that nurtures each student's academic, physical, social, and emotional growth. Students who attend the school come from many different areas of Kings County, such as Kentville, Scott's Bay, Halls Harbour, Kingsport, Canning, Baxter's Harbour, Canard, Centreville, Aldershot, North Kentville, Coldbrook, Port Williams, and many other small communities.

Being located in a rural community, the school has worked to develop strategies to improve their offerings. They have been able to provide a wide variety of programs, after school activities, and offsite pursuits to enhance the students' learning and personal development. One of the ways that NKEC has been able to achieve these results has been because of their School Mini-Bus.

In 2001, when NKEC opened, the school (through significant fundraising) purchased a new Mini-Bus to use to support the many programs it offers. They did this because the school is located in an area of low density land use which makes it more difficult for transit, active transportation, and ridesharing strategies to succeed. Over the past 15 years, hundreds of our young people have been provided the keys to a successful future. This Mini-Bus has allowed activities and educational opportunities to be as widely available to many of the young people in the community as possible, and has ensured that students have access to a first rate education regardless of their financial background.

Over the past number of years, the Mini-Bus has been used for many activities and outings. For example:

- Taking International and Local students on cultural outings to obtain an appreciation of the culture, history, and society that we live in;
- Taking students with special needs to their work placements (Flower Cart, L'Arche, Winners, Giant Tiger, etc.) and other activities like the Tim Hortons Camp;
- Taking middle school students on "exploratories" where students are exposed to new skills and activities;
- Taking individuals, teams or spectators to Sporting events;

- Taking students on field trips;
- Taking students to local sites and to other provinces to experience new cultures and expose the students to service learning opportunities to better develop civic responsibility.

As the bus is now fifteen years old, the school has begun to see their maintenance costs on the bus rise significantly. This, in turn, has resulted in higher costs for those who use the bus. And, although the Mini-Bus has been able to assist in providing wonderful and meaningful experiences to many students who have come through our doors over the last number of years, we have been unable to provide all students with these opportunities. There is no wheelchair accessibility on the current Mini-Bus, nor are there any seatbelts for students. The school would like to sell the current Mini-Bus and replace it with a new Mini-Bus that is wheelchair accessible and has seatbelts for all the students so that, moving forward, every student can be afforded the same opportunities to succeed.

BENEFITS TO THE COMMUNITY

Providing students adequate transportation is the biggest obstacle our school faces – both from the perspective of getting students home when they stay after school, as well as travelling to other locations throughout the day or on overnight trips. Parents often lack the time, a car, or enough money for gasoline to make the long trip to the school to pick up their children. Add to these concerns the fact that parts of the NKEC catchment area have higher rates of poverty than the provincial average, and you realize that the school needs to ensure that as many opportunities as possible are provided to our students - including after-school programs that offer nutritious snacks.

(https://www.policyalternatives.ca/sites/default/files/uploads/publications/Nova%20Scotia%20Office/2014/11/2014_NS_Child_Poverty_Report_Card.pdf;
<https://www.policyalternatives.ca/publications/reports/2015-report-card-child-and-family-poverty-nova-scotia>)

Outside of the Village of Canning, and even on many roads within Canning where NKEC is located, there are no sidewalks. There are winding roads with no sides, no painted lines, and most students in the rural areas live on a major collector – such as Highway 358 or Highway 221. This makes it extremely dangerous to have students walk home and means that walking/active transportation is not possible – especially if a student lives in Kentville almost 15 km away! Transportation must be provided right to the door.

The isolation of rural communities can make transportation to and from out of school programs a costly and time intensive prospect. It is a huge barrier. The rural area where our school is located does not have a public transportation system available that is similar to the Kings Transit bus system that operates along Highway 1 through Kings County. Therefore, the school

has had to develop new strategies to overcome these transportation difficulties while all the while adhering to the many provincial policies on student transportation.

The new Mini-Bus with wheelchair accessibility will be a valuable asset and offer tremendous benefits. Some of these are listed below:

- Allow ALL students EQUAL access to the many benefits of out of school/off site activities and opens up new opportunities for those who are socio-economically disadvantaged;
- Support students in their studies and enrichment activities;
- Enhance learning and personal development;
- Provide social and cultural opportunities to enrich students' quality of life that may otherwise be restricted due to transportation issues;
- Assist staff to continue their valuable work with students with disabilities, including regular transport to work programs;
- Wheelchairs will be able to travel on the Mini-Bus thereby ensuring that students with disabilities have equal opportunities;
- Provide International students an opportunity to visit new places in the community at large to ensure a comprehensive cultural experience;
- Allow students to easily visit new places, take part in community activities, and benefit from the cultural heritage of the area;
- Provide improved travel options for a small rural community;
- The Mini-Bus will be able to be used throughout the school year, as well as in the summer, by other groups such as the Canning & District Recreation Commission (CDRC).

Transportation to allow students to come home from school at a later time than the normal bus run also allows students to take advantage of afterschool programs. Without this transportation to get the students home, it would be extremely difficult for the students to take part in these programs. Some benefits follow:

- Expanded learning programs offered as an afterschool activity provide a safe place with caring adults for children who witness violence or drug and alcohol abuse in their homes;
- The afterschool learning programs help students academically because some parents don't have the educational background needed to assist with homework;

- Afterschool learning programs are places where children practice skills and, in our rural area, they may be the only chance children have to develop friendships outside of the structured school day;
- Afterschool programs also offer opportunities to provide students nutritional snacks that some parents may not be able to afford; while at the same time keeping the students physically active and/or learning new skills.
- The Mini-Bus also affords students the opportunities to participate in athletics where motor skills, teamwork, and self-esteem are enhanced. The team camaraderie of a Mini-Bus is one that students often remember many years down the road and friendships are formed that last through the years. These bonds are extremely important as the friendships that have been forged can assist young adults through many difficulties that they face - they recognize that they are not alone and can turn to these friends to help improve / maintain good mental health.

COMMUNITY SUPPORT

Our school community is 100% behind this project (students, teachers, and administration) and, as such, have made it the number one priority for the school. Our community at large has also been a big supporter of the project. Our organization has seen support on social media; received many positive comments after articles were placed in newspapers and the Canning Gazette; and has seen support through financial donations made to the project. Our committee make up is also reflective of this terrific support as many organizations, like the RCMP and Canning & District Recreation, have chosen to become involved with committee work to assist with the project.

FINANCES/BUDGET

As discussed above, many organizations and businesses are supportive of the project. Canning & District Recreation is a partner in the project, representatives sit on the committee, and the organization has provided financial support. Through their ongoing use of the Mini-Bus, they will also contribute to maintenance and operational costs.

The RCMP is also participating at the committee level, and the committee will be putting an application into the RCMP Foundation during the month of March.

The Rotary Club of Kentville has always been a terrific supporter of NKEC. They have made a substantial contribution to the Mini-Bus project and continue to assist with other projects at the school like the Breakfast Program – many Rotarians bake for the breakfast program each month! The Rotary Club of Kentville has been a fantastic supporter of the project.

Michelin was the first company to make a contribution to the Mini-Bus project. They kicked off the campaign with an extremely significant donation to give the project a very positive and exciting start.

Many other individuals and organizations have also been involved – everything from support on social media; to donations from former teachers; to support from organizations for specific grant opportunities.

Total cost for the Mini-Bus, based on a quote received from a local business in November 2015, is \$182,617.70 (including HST). The quote is enclosed.

Source of Funding	Funding Request	Pending Request	Amount of Funding Confirmed
Canning & District Recreation Commission	\$1,000.00		\$1,000.00
Michelin	\$16,000.00		\$16,000.00
The Rotary Club of Kentville	\$33,500.00		\$33,500.00
Fundraising – Phase I	\$6,400.00		\$6,400.00
Fundraising – Phase II	\$10,717.70	\$10,717.70	
Foundations/Associations/Boards (EKM Health Foundation, Dental Association, Chicken Farmers of NS, RCMP)	\$35,000.00	\$35,000.00	
County of Kings	\$50,000.00	\$50,000.00	
Town of Kentville	\$30,000.00	\$30,000.00	
TOTAL	\$182,617.70		

EVALUATION

The organization will know that the project has been successful when the new Mini-Bus is in use and meeting all the objectives that were set:

- To allow ALL students EQUAL access to the many benefits of out of school/off site activities and allow for new opportunities for those who are socio-economically disadvantaged;

- To support students in their studies and enrichment activities;
- To enhance learning and personal development;
- To allow for social and cultural opportunities that will enrich students' quality of life that may otherwise be restricted due to transportation issues;
- To assist staff to continue their valuable work with students with disabilities, including regular transport to work programs;
- To provide International students & AVRSB students an opportunity to visit new places in the community at large to ensure a comprehensive cultural experience;
- To allow students to easily visit new places, take part in community activities, and benefit from the cultural heritage of the area;
- To provide improved transportation options for a small rural community;
- To allow the Mini-Bus to be used by other groups, such as the Canning & District Recreation Commission;
- To allow students to take part in athletic opportunities, especially team sports.

SERVICE DELIVERY

The Mini-Bus is a cost-effective, reliable, and affordable option for all students. A financial assessment has been completed by the school administration comparing the costs of Charter Buses (the school buses that transport students every day and would normally be used for the activities found below) as opposed to using the Mini-Bus for activities, outings, and other events. Following are some examples of comparisons of costs for actual trips that have been taken (actual quotes and payment information can be provided upon request):

- Trip to Cape Breton: Mini-Bus \$1090.00; Charter \$5295.27 plus tax
- Trip to Avon View High: Mini-Bus \$82.00; Charter \$225 plus tax
- Trip to Camp Mockingee: Mini-Bus \$133.00; Charter \$235 plus tax
- Trip to NSCC (Kingstec): Mini-Bus \$30.00; Charter \$175.00 plus tax
- Trip to Acadia University: Mini-Bus \$30; Charter \$175.00 plus tax
- Trip to Camp Aldershot: Mini-Bus \$30.00; Charter \$250 plus tax
- Trip to Birchtown: Mini-Bus \$450.00; Charter \$950.00 plus tax

As shown above, the Mini-Bus service has been evaluated to show how it will improve service delivery. It will offer lower costs to each student (\$1.00 per km for the entire group to cover maintenance and operations); will allow administration to react quickly to requests for transportation requirements; will provide participation and benefit to all NKEC students; will allow parents to maintain focus on their economic responsibilities or other activities that will enhance their families; all at a lower cost than a normal bus rental. The Mini-Bus will also allow for efficient service delivery through shared services. The NKEC Mini-Bus will be shared with other schools within the AVRSB, as well as Canning & District Recreation. It will also have additional safety features for the students (three point seatbelts), as well the ability to reduce automobile emissions by keeping more automobiles off the road.

SUSTAINABILITY

Fundraising will take place until the cost of the new Mini-Bus can be covered. It is anticipated that all funds will be committed, or in hand, by the end of March 2016. The Mini-Bus can then be tendered so that there is adequate time to construct the Mini-Bus prior to August 2016. This will allow for the Mini-Bus to be put in use by the school in September 2016.

Currently, students/groups who use the Mini-Bus pay for a driver (\$20.00 per hour or donated driver time) and \$1.00 per kilometre for the entire group going in the Mini-Bus (this \$1.00/km includes gas). This amount, plus funds received through the NS Provincial Health & Wellness Program grant allows the school to pay for insurance, registration, maintenance, gas, and any other expenses throughout the year. It is also able to cover certain circumstances when a student may not have enough money to contribute towards the cost; it ensures that everyone can participate (ie - the afterschool program Mini-Bus costs are fully covered). This funding model has been working well for many years and the Administrative Team at NKEC and the Home & School Association will continue to stay involved to ensure that things continue to run smoothly.

SPONSORSHIP OPPORTUNITIES

NKEC MINI-BUS OPPORTUNITIES FOR SPONSORSHIP

\$50,000	-Magnetic logo on the bus (for one year from date of first use, with option to renew for \$1,000 per year) -Everything listed below
\$10,000	-Presentations to business classes; to discuss opportunities for employment in your business/ organization/ association (and essential qualifications/education) -Everything listed below
\$2,000	-Radio (NKEC) advertisement -NKEC Website advertisement -Monthly NKEC newsletter -Company/Business listed on sign in front of NKEC -Career Day at NKEC (offered space for a booth)

If you feel that you would like to make a commitment of any amount of funding, or have further discussions on any of the opportunities listed above, we would be pleased to send our team out to speak with you and work with any particular requirements you may have. All contributions to the project are greatly appreciated!

Thank you very much for consideration of our request and we look forward to hearing from you.

Ian Campbell, Vice Principal, NKEC
902-582-2040

**NKEC Mini-Bus Application
Funding Confirmation – January 15, 2016**

----- Forwarded message -----

From: "**Paula Henley**" <Paula.Henley@avrsb.ca>

Date: Thu, Jan 14, 2016 at 10:39 AM -0800

Subject: Donations for NKEC Mini Bus

To: "Ian Campbell" <Ian.Campbell@avrsb.ca>

Hello Ian:

This is to confirm that the following donations have been received for the mini bus at Northeast Kings Education Centre:

<u>From:</u>	<u>Donation</u>
Canning Recreation	\$ 1,000.00
Michelin	\$ 8,000.00
Individual Donation	\$ 500.00
Individual Donation	<u>\$ 500.00</u>
Total	\$ 10,00.00

I trust this is the information you require for the grant application.

Regards,

Paula

Paula Henley

Executive Assistant to Directors of Finance & Operations

Annapolis Valley Regional School Board

Phone 902.538.4605

FAX 902.538.4657



CAPRE

Community Association of People for REAL Enterprise
PO Box 11, 9822 Main Street, Canning, Nova Scotia, B0P 1H0
Tel.: (902) 582-1260 / E-mail: capre@ns.sympatico.ca
Web site: www.capro.org / www.capre.com

To Whom It May Concern:

RE: NKEC Mini-Bus with Wheelchair Accessibility

It is with great awareness and enthusiasm, that I write this Letter of Support; on behalf of Northeast Kings Education Centre (NKEC) – and their endeavor to replace a current, 15 year old Mini-Bus; with an up-to-date, safe and modern version.

With the current vehicle, the maintenance and repairs costs have begun to rise dramatically - and dependability and operating costs are a huge concern.. Consequently, the students at NKEC, along with their Administration; the Home & School Association; the Canning & District Recreation Commission (CDRC); and community members have recently set a goal to have a new Mini-Bus - with wheelchair accessibility - in place at the school by 2016.

We all know the importance of the safe transportation of our children and other students to and from school – and extra-curricular events. As a representative of the Community Association of People for REAL Enterprise (CAPRE), a community member and a concerned citizen, I respectfully request that you give this project amble consideration. It is an investment in our children, their safety and their future.

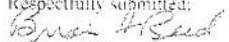
With the purchase of this new mini-bus, that there will be expanded learning programs; after-school activities; cultural outings; and many other opportunities offered and available for our children. In the ever-changing world of education, experiential learning is often the most valuable and it can be realized with the appropriate tools and opportunities. This new mini-bus is one such learning tool.

This mini-bus will also be able to be loaned out to other schools, as well as community groups - who meet the Annapolis Valley Regional School Board (AVRSB) and NKEC policies. The new mini-bus will allow for full participation from every student as the current Mini-Bus is not wheelchair accessible.

Inclusion of all students is of utmost importance, in any educational setting. This bus will help provide that. The regular driver of the current Mini-Bus, Dale Sanford (a teacher) states that the isolation of rural schools can make transportation to and from out-of-school programs a costly and time intensive prospect; and is a huge barrier to participation. NKEC does not have access to the public transportation system, which has meant that NKEC has had to develop new strategies to overcome these transportation difficulties. The new Mini-Bus is one of these transportation strategies.

Many people in the Canning and surrounding areas, are "looking forward to continuing to provide safe, affordable transportation to everyone, regardless of a students' financial background."

I simply ask that you help the students of Northeast Kings Education Centre (NKEC), community members and concerned citizen to realize this huge endeavor - with your financial support.

Respectfully submitted:

Brian F. Reid
Executive Director, CAPRE

Community Association of People for REAL Enterprise
9822 Main Street, PO Box 11
Canning, Nova Scotia
B0P 1H0
(902) 582-1280
capre@ns.sympatico.ca
www.capre.org

"Failure will never overtake me if my determination to succeed is strong enough." (Og Mandino)



Canning District Recreational Commission
www.canningrecreation.com

January 8th, 2016

To Whom It May Concern:

RE: NKEC wheelchair accessible mini bus with three point lap/shoulder belts

I am writing this letter of support for the Northeast Kings Educational Centre (NKEC) wheelchair accessible mini bus with three point lap/shoulder belts on behalf of Canning and District Recreational Commission (CDRC).

We are so pleased to partner with NKEC on this project because we know the bus will be a valuable asset and offer tremendous benefit to students and their families. The mini bus promotes inclusion, provides social and cultural opportunities, increases likelihood of participation, allows students to travel to and from desired locations safely and easily while enhancing learning and personal development.

CDRC will have access to the mini bus during the school year, as well as the summer months, to provide transportation at a drastically reduced cost for our programs, including day camp programs for kids aged 5-11 across the district.

Canning and District Recreational Commission understands the value and importance of this project and offers our full support.

Thank you,

Stephanie Wadden
Recreation Director
Canning and District Recreational Commission

----- Forwarded message -----

From: "**Don Batstone**"

Date: Wed, Jan 13, 2016 at 10:11 AM -0800

Subject: Letter of support for Mini bus campaign

To: "IAN CAMPBELL"

January 13th, 2016

Northeast Kings Education Centre
Attn: Ian Campbell
1816 Bains Road
Canning, Nova Scotia
B0P 1H0

Dear Mr. Campbell:

I feel that I have a unique position within the school for I support this project from three different positions. Firstly I am a parent of two daughters who will soon be at Northeast Kings who will be able to utilize the new mini bus for class trips as well as many club and sporting activities which is crucial to the full school experience.

Secondly, I am a coach at Northeast Kings who see the cost savings of travelling around the province with a Mini Bus, which would not be able to occur because of the high cost of chartering a private bus.

Thirdly I am a teacher who has on many occasions used the current Mini Bus to take students on class trips which they have often commented on as being the "best part of the class". This year I was forced to cancel a trip because the Mini Bus was being repaired and the cost to take thirty students to Halifax was well outside our classroom budget.

With these anecdotes in mind, I fully support the Mini Bus project which will benefit thousands of young students for many years to come.

Thank you

--

Don Batstone
Teacher
Northeast Kings Education Centre

From: Denise Rand [mailto:dmrand@gnspe.ca]
Sent: Thursday, January 14, 2016 7:29 PM
To: Ian Campbell
Subject: Mini Bus Project Letter of Support

To Whom It May Concern:

Re: Northeast Kings Education Centre Accessible Bus Project

I am writing this letter of support for the Northeast Kings Education Centre Accessible Mini Bus project on behalf of the Home and School Committee for Northeast Kings Education Centre.

The Home and School committee has been pleased to partner with Northeast Kings Education Centre for their new Accessible Mini Bus Project. NKEC is home to nearly 1000 students and their current mini bus has provided their students with many educational and personal development opportunities that they could not afford otherwise. The maintenance and operating costs of the mini bus has been a topic of concern over the past number of years and we are pleased that their current bus will be replaced in order to continue offering programming but also to increase opportunities and participation due to its wheelchair accessibility.

Many students and families in our area do not have access to regular transportation to and from extracurricular activities or funds to be active members of organized sports teams. NKEC has an active after school program where the mini bus provides transportation home to students which allows for greater participation and reduced the strain on families who are unable to provide it.

The Home and School committee is also very proud that NKEC has an active Best Buddies program and Mini Sports program for their students with special physical needs. The accessibility of the bus will allow all students to be able to take part in programs and allow those programs to extend beyond NKEC.

The Home and School committee understands the value and importance of this project and offers our full support.

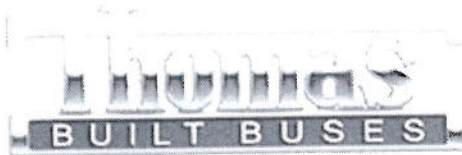
Thank you,

Denise Rand

Chair

NKEC Home and School Committee

dmrand@gnspe.ca

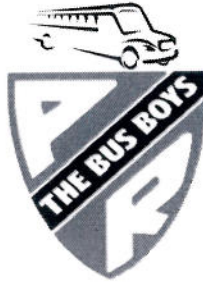


CUSTOMER QUOTATION

Prepared For:

Prepared By :

North Kings Education Centre
Canning,
Nova Scotia



Perry Rand Transportation Group Limited
6293 Highway 1
Cambridge, NS B0P1G0
shanebuchan@thebusboys.com
902-375-3222

Quote Number:
309208

Quote Date:
9/11/2015

Customer Order No:
NKEC

Model Profile: Saf-T-Liner C2 251TS

Product Type:	Commercial Transportation
Year:	2016
Chassis Model:	B2 106
Chassis MFG:	FLNER
GVWR:	29800
Passenger Capacity:	3
Headroom:	78
Wheelbase:	219
Brake Type:	HYDRAULIC
Engine Type:	CUMMINS ISB220 DIESEL, 6 Cyl, 220 HP, 2600 RPM
Fuel Type:	DIESEL
Fuel Tank Capacity:	60
Transmission Type:	AUTOMATIC
Axle, Front:	DA-F-10-3 10,000# FF1 71.5 KPI/3.74 DROP SINGLE FRONT AXLE, 10000-lb Capacity
Axle, Rear:	DA-RS-19-4 19K R-SERIES SINGLE REAR AXLE, 19000-lb Capacity
Tires, Front:	RADIAL FRONT TIRE, MICHELIN XZE2, 11R22.5 14 PLY
Tires, Rear:	REAR TIRES, MICHELIN XDE M/S 11R22.5, 14 PLY RADIAL
Suspension Front:	9,000 LB. TAPERLEAF FRONT SUSPENSION
Suspension Rear :	COMFORT TRAC 19K 52 INCH RR SPRING SUSPENSION

Total for 1 complete unit(s): **\$ 158,798.00 Plus Tax**

Delivery Cost:

Delivered to Customer Location

= \$ 182,617.70

Includes the Following Equipment:

BODY

ACCESSORIES

- 1 LOCKS-KEYED ALIKE #CH545

CERTIFICATION/SAFETY

- 1 **** INCOMPLETE VEHICLE CERTIFICATION AND DOCUMENTATION ***
- 4 REFLECTTAPE-P/O WDO WHT
- 1 REFLECTTAPE-SIDE LIFT DOOR NONE
- 1 REFLECTIVE TAPE-EMERGENCY DOOR REAR WHITE
- 1 REFLECTORS-AMBER(2) MID BDY 3"
- 1 REFLECTORS-RED (4) RR/RR SI 3"
- 1 HATCH-RF,SPEC.PRO LO FR (1)
- 1 LOCATION-OVERHEAD STORAGE RIGHT SIDE 5LB. FIRE EXTINGUISHER
- 1 LIFT-WHEELCHAIR RICON LIFT "K5510-F1020100A" (US)
- 1 LOC-O/H STOR CTR 36 F.A.K.
- 1 KIT.FIRST AID 36 UNIT NOVA SCOTIA
- 1 DUOSTYLE, N-HTD, EXTND RS BKT
- 1 MIRROR-SYSTEM B EXTERIOR CROSSVIEW BLACK BRACKET

- 1 MIRROR-INTERIOR 6"X30" WITH RUBBER EDGE
- 1 LABEL(S)-SPECIAL DATA, NOVA SCOTIA
- 1 2015 ONBOARD DIAGNOSTIC/2010 EPA/CARB

DOORS

- 1 STEP-RS ALUM.ENT.DR 8.75"RISER
- 1 LATCH-DOOR INTERIOR STORAGE OVER WINDSHIELD
- 1 VANDALOCK-REAR DOOR W/BOLT
- 1 DOOR-ENT AG2 TINT TEMP LOCK
- 1 PWR SYST.-AG2 ELECTRIC ENTRANCE DOOR
- 1 ELEC-AG2 ELECTRICAL OPERATED ENTRANCE DOOR
- 1 LATCH- 3-POINT, RR EMERG DOOR
- 1 OPER-DOOR ELEC.ENT.W/ BAT.
- 1 VANDALOCK-ALUM.ELEC.ENT DR.MANUALRELEASE
- 1 PULL-ENTRANCE DOOR, EXTERNAL ALUMINUM
- 1 DOOR-SI LIFT RS RR 50" OPG
- 1 LATCH- 3- POINT 50"W SI DR
- 1 VANDALOCK-SI DR W/BOLT 50"
- 1 HEADER-50" REAR LIFT DOOR NON-ADA
- 1 PAD-DR HEADER, SI EMER 50"W
- 1 PAD-DR HEADER, RR EMER 36"W
- 1 TREAD-STP ALUM.ENT DR GRAY KSEAL W/RIBBED NOSING
- 1 RAIL-ASSIST FRT ENT DR 36"W
- 1 RAIL-ASSIST FRONT ENTRANCE DOOR RIGHT SIDE 1"OD

ELECTRICAL - BODY

- 1 RADIO-AM/FM W/CD & PAGE
- 1 ELEC-ZONAR STANDARD MONITORING
- 1 KIT-ANTENNA GPS
- 1 ELEC-PWR CELL PHONE OUTLET LS
- 1 LPS-EXT 50" LIFT DR.SKIRT.MTD.
- 1 LPS-INT RED OVER LIFT DOOR
- 1 LPS-INT RED IN CEILING OVER RR EMG DR
- 1 OPERATION-STEPWELL LAMPS WITH IGNITION/DOME SWITCH(S)
- 1 LAMPS-STEPWELL WITHOUT HOOD (1)
- 1 LPS-INT LIFT DOOR RS
- 1 LPS-STOP/TAIL/DIR AMBER/REV
- 1 LPS-PILOT W/C LIFT POWER GRN
- 1 OPERATION-LAMPS REVERSE WITH REAR EMERGENCY DOOR OPEN
- 1 LAMPS-ID FRT AMBER REAR RED BULB
- 1 LAMPS-MARKER ROOF FRONT/REAR RECTANGLE
- 1 LAMPS-MARKER ROOF MID RECTANGLE
- 1 LAMPS-STOP/TAIL 4" FLUSH MOUNT INCANDESCENT
- 1 BLOCK-FUSE CUSTOMER ACCESS
- 1 OPER-PRE-TRIP INSPECTION
- 1 LPS-EXT, OVER RS ENT DR, COMMERCIAL
- 1 ELEC-SEAT BELT PILOT LAMP
- 1 OPER-SEAT BELT PILOT LAMP
- 1 LAYOUT-ROCKER SWITCH STANDARD
- 1 CIRCUITRY-MULTIPLEX PRESENT
- 1 GPS-ZONAR V3
- 1 SPEAKERS-INT. 30 WAT.(6) 251T
- 1 BRACKET-ZONAR GPS
- 1 ELEC-PEDESTAL, HEATED SEAT

EXTERIOR

- 1 FLAPS-MUD, FRONT 16"W X 12"H
- 1 FENDER-QUARTER 24" BATTERY BOX DOOR
- 1 BODY ADJ-FTL, BTR LS FFLOC
- 1 FLOOR-NON ADA
- 1 LATCH-STORAGE COMPARTMENT 30/60 LOCK RIGHT SIDE 1ST
- 1 RAIL-COMMERCIAL TRIM AT WINDOW LINE
- 1 BUMPER-REAR 2 BRACES NO EXHAUST HOLE
- 1 CAP-FRONT ROOF VENT W/O WARN.LPS.
- 1 CAP-REAR ROOF W/O WARN.LPS.
- 1 SHEET-LWR, L MID 16G,21"
- 1 SHEET-LWR,L RR 16G,21"

- 1 SHEET-LWR,R MID 16G,21"
- 1 SHEET-LWR,R RR 16G,BOX FWD 251
- 1 DOOR-U/B L BATTERY 24"
- 1 LATCH-BATT DOOR NON-LOCKING
- 1 LATCH-FUEL FILL ACCESS (THUMB)
- 1 RS STORAGE BOX 1 - 30" WIDE
- 1 VENT-STATIC PRESENT
- 1 LATCH-NON-LOCKING DEF ACCESS DOOR
- 1 RAIL-SNOW RAIL NONE

HVAC

- 1 HTR-U/S LS 50,000 BTU LOC 4
- 1 HTR-U/S LS 50,000 BTU LOC 8
- 1 HOSE-HTR HIMILER W/ W/H POS 8
- 1 HTR-ENT DOOR STEPWELL (DUCTED, UNDERSEAT)
- 1 HOSE-STEPWELL HEATER HIMILER
- 1 CONNECTION-HEATER(1) WORM GEAR /HIMILER

INTERIOR

- 1 VISOR-WINDSHIELD SUN 6"X30" TINTED
- 1 DOOR-STORAGE BOX W/O GLASS
- 1 DOOR-ACC SOLID PANEL
- 1 LATCH-DR INT STOR OVR DRVRSHDR
- 1 SHEET-UPPER SIDE EXTERIOR 16 GA.
- 1 BTR FUEL FILL RECESS, W/DOOR
- 1 STRIPS-AISLE, GALVALUME 251T
- 1 FLR-GRY VINYL W/13" CTR AISLE
- 1 FLR-BLK WHEELHOUSE AND HEATER
- 1 FLR-PLYWD MARINE GRADE 251T
- 1 TRIM-STEPWELL HORIZONTAL WITH DIAMONETTE NOSE
- 1 INSULATION-FRT BULKHEAD W/ACRSY 2"POLY

MISC

- 1 **** INCOMPLETE VEHICLE CERTIFICATION AND DOCUMENTATION ***
- 3 PDI IDENTIFIER-DEALER PERFORMED
- 1 MANUAL-DRVR'S/MAINT. ENGLISH
- 1 APPLICATION - COMMERCIAL
- 1 NO COOLANT HEATER - GAS/DIESEL
- 3 SAF-T-LINER C2

PAINT/LETTERING

- 1 LOGO-OMIT THOMAS DECALS
- 1 LABEL-P/O WDO EMER EXIT FR/ENG
- 1 REFLECTTAPE-@ ROOF HATCH WHT (1)
- 1 LETTER - OVERHEAD STORAGE BOX "SAFETY EQUIP"
- 1 DECAL-LOW SULFUR FUEL
- 1 LABEL-RR DR EMERGENCY DOOR DO NOT BLOCK
- 1 DECAL-ENTRANCE DOOR VANDALOCK ENGLISH
- 1 LABEL-RR EMERGENCY DOOR INSTRUCTION
- 1 LABEL-"DEF ONLY"
- 1 LABEL-REGENERATION WARNING 2010/2013 EPA ENGLISH
- 1 HANDLE-INT SI DR BLACK
- 1 HANDLE-EXTERIOR SIDE DOOR WITH RECESS
- 1 PAINT-EXT HNDLE(S) BLACK
- 1 DECAL-"DIESEL"
- 1 PAINT-EXT WINDOW AREA BLACK
- 1 PAINT-EXT GRD RAIL @ WDO SAME AS BODY
- 1 PAINT-EXT GRD RAIL @ SEAT SAME AS BODY
- 1 PAINT-EXT GRD RAIL @ FLOOR SAME AS BODY
- 1 PAINT-EXT GRD RAIL @ SKRT SAME AS BODY
- 1 PAINT-EXT BUMPER REAR GM WHITE
- 1 PAINT-OMIT BLACK PAINT FRONT/REAR ROOF CAPS
- 1 PAINT-SOLID COLOR GM WHITE
- 1 CAB COLOR A: E180WM002A BLUETONE WHITE BASF
- 1 GRILLE: SILVER N3388H IMRON 5000

SEATS

- 1 BELT-ELR SHOULDER/PUSH BUTTON LAP
- 8 FREEDMAN MID HI 2 PASSENGER WALL W/ISO

- 3 FREEDMAN MID HI 2 PASSENGER FOLDAWAY
- 1 36" BARR-VERT,WALL MT 45"H RS 2009
- 1 36"8DEG BARR-REV. WALL-MT 45"H 2009
- 2 SPANISH GRAY UPHOLSTERY-45"HIGH RECESSED BARRIER
- 1 SEAT-DRIVER NATIONAL W/HEAT
- 1 ARMREST NATIONAL DRVR'S ST. BOTH SIDES
- 1 UPH DR.ST.WOLF BLK NATIONAL
- 1 PEDASTAL-DR ST BOX TYPE
- 1 KICKPLATE-MOD.PANEL RS 36" HEATER
- 1 KICKPLATE-MOD.PANEL LS 36" W/MECH PED.

SPECIAL NEEDS EQUIPMENT

- 1 FIRE EXTINGUISHER-5 3A-40BC CSA-D250E
- 2 TRACK-OVERHEAD 6" LENGTH LS
- 1 TRACK-OVERHEAD 6" LENGTH RS
- 3 POUCH-STORAGE VINYL QSTRAINT
- 3 RESTRAINT SYS-Q-STRAINT #8300-A1-SC
- 1 RETAINER-50"W SI DR CHN & HOOK

WINDOWS/GLASS

- 1 GLASS-WINDSHIELD ONE PIECE WITH TINTED BAND
- 1 GLASS-REAR END STATIONARY SIDE, TINTED TEMPERED
- 2 FRAME-WDO P/O VERT TEMP TNT LS
- 2 WDO P/O VERT TEMP TNT RS
- 1 GLASS-WDO TINT TEMP 20"
- 6 GLASS-WDO TINT TEMP 30"
- 1 GLASS-WDO TINT TEMP 40"
- 1 GLASS-WDO TINT STORM TEMP 30" LS
- 2 GLASS-WDO TINT STORM TEMP 30" RS
- 1 STOPS-WDO 8.5"
- 1 WDO-DRIVER'S TEMP CLR
- 1 GLASS- 50"W SI DR TEMP TNT

OTHER

- 1 FREEDMAN COMMERCIAL SEAT PACKAGE ALERT WITH BELTS
- 1 ARM ASSEMBLY-WINDSHIELD WIPER (2)
- 1 ANTENNA - RADIO SWIVEL BASE
- 1 LPS-DOME PASS MIN (4) 251T
- 1 LAMPS-LICENSE PLATE ILLUMINATION
- 1 OPERATION-LIFT SPECIAL NEEDS IGNITION CONTROL
- 1 PANEL-ACCESSORY MOUNTING SAFTEY EQUIPMENT
- 1 HEADLINING TYPE - ALL SMOOTH

CHASSIS

AXLES AND SUSPENSIONS

- 1 SPL100 DANA SPICER MAIN DRIVELINE
- 1 DA-F-10-3 10,000# FF1 71.5 KPI/3.74 DROP SINGLE FRONT AXLE
- 1 CHICAGO RAWHIDE FRONT OIL SEALS
- 1 SYNTHETIC 75W-90 FRONT AXLE LUBE
- 1 CONMET IRON FRONT HUBS
- 1 SYNTHETIC 75W-90 REAR AXLE LUBE
- 1 DA-RS-19-4 19K R-SERIES SINGLE REAR AXLE
- 1 5.22 AXLE RATIO
- 1 CHICAGO RAWHIDE (SCOT) REAR OIL SEALS
- 1 CONMET IRON REAR HUBS
- 1 9,000 LB. TAPERLEAF FRONT SUSPENSION
- 1 COMFORT TRAC 19K 52 INCH RR SPRING SUSPENSION

BRAKES

- 1 BOSCH HYDRAULIC BRAKE PACKAGE
- 1 BOSCH HYDRAULIC PIN-SLIDE DISC FRONT
- 1 DISC BRAKE FRONT ROTORS FOR HYDRAULIC BRAKES
- 1 BOSCH HYDRAULIC PIN-SLIDE DISC REAR
- 1 TRANSMISSION-MOUNTED PARK BRAKE
- 1 WABCO HYDRAULIC ABS (4) CHANNEL WITHOUT TRACTION CONTROL
- 1 FOOT OPERATED PARK BRAKE & WARNING INDICATOR FOR HYDRAULIC

CHASSIS EQUIPMENT

- 1 SHIELD-EXHAUST PIPE
- 1 ALLIANCE FUEL FILTER/WATER SEPARATOR
- 1 DR 12V 200 AMP 28-SI QUADRAMOUNT PAD ALT
- 1 ELECTRIC GRID AIR INTAKE WARMER
- 1 DELCO 12V 29MT STARTER WITH INTEGRATED M
- 1 60 GALLON/227 LITER STEEL RECTANGULAR FUEL TANK,BETWEEN RAIL
- 1 11.5 GALLON DEF TANK
- 1 NO CAB FRONT UPPER INBOARD VISUAL
- 1 NO TRACTION STABILIZER
- 1 FIXED STEERING COLUMN
- 1 5550MM (219") WHEELBASE
- 1 5/16" X 3.00" X 10 1/8" STEEL FRAME (7.94 X 76.5 X 257.2")
- 1 FRONT FRAME-MOUNTED TOW HOOKS
- 1 BLACK HOOD MOUNTED AIR INTAKE GRILLE
- 1 (2) CUPHOLDERS, LEFT HAND AND RIGHT HAND DASH

ELECTRICAL - CHASSIS

- 1 PROG RPM CTRL WITH A/C OR 12.75V LOW VOLTAGE AUTO HIGH IDLE
- 1 DIAGNOSTIC INTERFACE CONNECTOR,9-PIN, S
- 1 IGNITION SWITCH CONTROLLED ENGINE STOP
- 1 12VOLT POWER SUPPLY LH PANEL
- 1 SOLID STATE CIRCUIT PROTECTION, PDMS WIT
- 1 (3) ALLIANCE 1031,GROUP 31,12 VOLT,MF 2280 CCA BATTERIES
- 1 DRLS AT 100% LOW BEAMS & EXT LPS W/ENG RUNNING HDLMP SW OFF
- 1 UTIL LAMP ABOVE ENTRANCE DOOR WITH DOOR INTERLOCK
- 1 BAT PWD 2-POS INT DOOR CONTROL LS SWITCH PANEL
- 1 FASTEN SEAT BELT INDICATOR FOR CUSTOMER SUPPLIED SEAT BELT
- 1 LOCATING SYSTEM WITH VEHICLE MONITORING
- 1 ELECTRONIC SPEEDOMETER WITH SECONDARY MPH SCALE, NO ODOMETER
- 1 PRE/POST TRIP SYSTEM TEST
- 1 TRANSMISSION OIL TEMPERATURE INDICATOR LIGHT

ENGINE AND EQUIPMENT

- 1 CUM ISB 6.7-220 220HP@2400 RPM,2600 GOV,600 LB/FT @ 1600 RPM
- 1 ANTI-FREEZE TO -34F, ETHYLENE GLYCOL PRE-CHARGED SCA COOLANT
- 1 STANDARD ENGINE OIL
- 1 EXHAUST BRAKE NONE
- 1 ADDL AUX LINES W/MANIFOLD PLUMBING AND COMBINED SHUTOFF
- 1 CONSTANT TORQUE BREEZE CLAMPS ON 1" IN DIA GREATER, SS C
- 1 VISCOUS FAN DRIVE
- 1 65 MPH ROAD SPEED LIMIT

TRANSMISSION AND EQUIPMENT

- 1 ALLISON 2350 PTS TRANSMISSION
- 1 ALLISON VOCATIONAL PACKAGE 354 - FIFTH GEN
- 1 T-HANDLE CABLE SHIFT CONTROL WITH PARK
- 1 SYNTHETIC 50W TRANSMISSION LUBE (TES-295 COMPLIANT)
- 1 FS-BASIC, DSS MED
- 1 NO MODE SWITCH

WHEELS AND TIRES

- 1 RADIAL FRONT TIRE, MICHELIN XZE2,11R22.5 14 PLY
- 1 REAR TIRES, MICHELIN XDE M/S 11R22.5, 14 PLY RADIAL
- 1 FRONT ACCURIDE 50408 22.5X8.25 10-HUB PILOT, 5-HAND
- 1 REAR ACCURIDE 50408 22.5X8.25 10-HUB PILOT, 5-HAND
- 1 TIRE/WHEEL BALANCING-LEAD FREE WEIGHTS

OTHER TYPE

GEARS

- 1 PRIMARY MODE GEARS, 5 FORWARD

Meets all FMVSS requirements in effect at the time of manufacture.

Customer Signature: _____ **Date:** _____

Dealer Signature: _____ **Date:** _____

Optional Equipment - Body:

1 **** INCOMPLETE VEHICLE CERTIFICATION AND DOCUMENTATION ***
 1 **** INCOMPLETE VEHICLE CERTIFICATION AND DOCUMENTATION ***
 3 PDI IDENTIFIER-DEALER PERFORMED
 1 FREEDMAN COMMERCIAL SEAT PACKAGE ALERT WITH BELTS
 1 BELT-ELR SHOULDER/PUSH BUTTON LAP
 8 FREEDMAN MID HI 2 PASSENGER WALL W/ISO
 3 FREEDMAN MID HI 2 PASSENGER FOLDAWAY
 1 36" BARR-VERT,WALL MT 45"H RS 2009
 1 36"8DEG BARR-REV. WALL-MT 45"H 2009
 2 SPANISH GRAY UPHOLSTERY-45"HIGH RECESSED BARRIER
 1 LOGO-OMIT THOMAS DECALS
 1 LABEL-P/O WDO EMER EXIT FR/ENG
 4 REFLECTTAPE-P/O WDO WHT
 1 REFLECTTAPE-SIDE LIFT DOOR NONE
 1 REFLECTIVE TAPE-EMERGENCY DOOR REAR WHITE
 1 REFLECTTAPE-@ ROOF HATCH WHT (1)
 1 FIRE EXTINGUISHER-5 3A-40BC CSA-D250E
 1 VISOR-WINDSHIELD SUN 6"X30" TINTED
 1 RADIO-AM/FM W/CD & PAGE
 1 REFLECTORS-AMBER(2) MID BDY 3"
 1 REFLECTORS-RED (4) RR/RR SI 3"
 1 HATCH-RF,SPEC.PRO LO FR (1)
 1 FLAPS-MUD, FRONT 16"W X 12"H
 1 ARM ASSEMBLY-WINDSHIELD WIPER (2)
 1 LOCATION-OVERHEAD STORAGE RIGHT SIDE 5LB. FIRE EXTINGUISHER
 1 LIFT-WHEELCHAIR RICON LIFT "K5510-F1020100A" (US)
 2 TRACK-OVERHEAD 6" LENGTH LS
 1 TRACK-OVERHEAD 6" LENGTH RS
 3 POUCH-STORAGE VINYL QSTRAINT
 3 RESTRAINT SYS-Q-STRAINT #8300-A1-SC
 1 LOC-O/H STOR CTR 36 F.A.K.
 1 KIT.FIRST AID 36 UNIT NOVA SCOTIA
 1 DOOR-STORAGE BOX W/O GLASS
 1 ANTENNA - RADIO SWIVEL BASE
 1 MANUAL-DRVR'S/MAINT.ENGLISH
 1 LETTER - OVERHEAD STORAGE BOX "SAFETY EQUIP"
 1 DECAL-LOW SULFUR FUEL
 1 ELEC-ZONAR STANDARD MONITORING
 1 LOCKS-KEYED ALIKE #CH545
 1 LABEL-RR DR EMERGENCY DOOR DO NOT BLOCK
 1 DECAL-ENTRANCE DOOR VANDALOCK ENGLISH
 1 KIT-ANTENNA GPS
 1 LABEL-RR EMERGENCY DOOR INSTRUCTION
 1 LABEL-"DEF ONLY"
 1 LABEL-REGENERATION WARNING 2010/2013 EPA ENGLISH
 1 FENDER-QUARTER 24" BATTERY BOX DOOR
 1 STEP-RS ALUM.ENT.DR 8.75"RISER
 1 BODY ADJ-FTL, BTR LS FFLOC
 1 APPLICATION - COMMERCIAL
 1 FLOOR-NON ADA
 1 HANDLE-INT SI DR BLACK
 1 HANDLE-EXTERIOR SIDE DOOR WITH RECESS
 1 DOOR-ACC SOLID PANEL
 1 LATCH-DOOR INTERIOR STORAGE OVER WINDSHIELD
 1 ELEC-PWR CELL PHONE OUTLET LS
 1 VANDALOCK-REAR DOOR W/BOLT
 1 DOOR-ENT AG2 TINT TEMP LOCK
 1 PWR SYST.-AG2 ELECTRIC ENTRANCE DOOR
 1 ELEC-AG2 ELECTRICAL OPERATED ENTRANCE DOOR
 1 LATCH- 3-POINT, RR EMERG DOOR
 1 OPER-DOOR ELEC.ENT.W/ BAT.
 1 VANDALOCK-ALUM.ELEC.ENT DR.MANUALRELEASE
 1 PULL-ENTRANCE DOOR, EXTERNAL ALUMINUM
 1 DOOR-SI LIFT RS RR 50" OPG
 1 LATCH- 3- POINT 50"W SI DR
 1 VANDALOCK-SI DR W/BOLT 50"
 1 RETAINER-50"W SI DR CHN & HOOK

1 LATCH-DR INT STOR OVR DRVRSHDR
 1 LATCH-STORAGE COMPARTMENT 30/60 LOCK RIGHT SIDE 1ST
 1 LPS-DOME PASS MIN (4) 251T
 1 LPS-EXT 50" LIFT DR. SKIRT.MTD.
 1 LPS-INT RED OVER LIFT DOOR
 1 LPS-INT RED IN CEILING OVER RR EMG DR
 1 OPERATION-STEPWELL LAMPS WITH IGNITION/DOME SWITCH(S)
 1 LAMPS-STEPWELL WITHOUT HOOD (1)
 1 LPS-INT LIFT DOOR RS
 1 LPS-STOP/TAIL/DIR AMBER/REV
 1 LPS-PILOT W/C LIFT POWER GRN
 1 LAMPS-LICENSE PLATE ILLUMINATION
 1 OPERATION-LAMPS REVERSE WITH REAR EMERGENCY DOOR OPEN
 1 LAMPS-ID FRT AMBER REAR RED BULB
 1 LAMPS-MARKER ROOF FRONT/REAR RECTANGLE
 1 LAMPS-MARKER ROOF MID RECTANGLE
 1 LAMPS-STOP/TAIL 4" FLUSH MOUNT INCANDESCENT
 1 OPERATION-LIFT SPECIAL NEEDS IGNITION CONTROL
 1 BLOCK-FUSE CUSTOMER ACCESS
 1 OPER-PRE-TRIP INSPECTION
 1 LPS-EXT, OVER RS ENT DR, COMMERCIAL
 1 ELEC-SEAT BELT PILOT LAMP
 1 OPER-SEAT BELT PILOT LAMP
 1 LAYOUT-ROCKER SWITCH STANDARD
 1 CIRCUITRY-MULTIPLEX PRESENT
 1 GPS-ZONAR V3
 1 DUOSTYLE, N-HTD, EXTND RS BKT
 1 MIRROR-SYSTEM B EXTERIOR CROSSVIEW BLACK BRACKET
 1 RAIL-COMMERCIAL TRIM AT WINDOW LINE
 1 PAINT-EXT HNDLE(S) BLACK
 1 BUMPER-REAR 2 BRACES NO EXHAUST HOLE
 1 CAP-FRONT ROOF VENT W/O WARN.LPS.
 1 CAP-REAR ROOF W/O WARN.LPS.
 1 SHEET-UPPER SIDE EXTERIOR 16 GA.
 1 SHEET-LWR, L MID 16G,21"
 1 SHEET-LWR,L RR 16G,21"
 1 SHEET-LWR,R MID 16G,21"
 1 SHEET-LWR,R RR 16G,BOX FWD 251
 1 DOOR-U/B L BATTERY 24"
 1 DECAL-"DIESEL"
 1 PAINT-EXT WINDOW AREA BLACK
 1 PAINT-EXT GRD RAIL @ WDO SAME AS BODY
 1 PAINT-EXT GRD RAIL @ SEAT SAME AS BODY
 1 PAINT-EXT GRD RAIL @ FLOOR SAME AS BODY
 1 PAINT-EXT GRD RAIL @ SKRT SAME AS BODY
 1 PAINT-EXT BUMPER REAR GM WHITE
 1 PAINT-OMIT BLACK PAINT FRONT/REAR ROOF CAPS
 1 LATCH-BATT DOOR NON-LOCKING
 1 LATCH-FUEL FILL ACCESS (THUMB)
 1 RS STORAGE BOX 1 - 30" WIDE
 1 PAINT-SOLID COLOR GM WHITE
 1 BTR FUEL FILL RECESS, W/DOOR
 1 VENT-STATIC PRESENT
 1 LATCH-NON-LOCKING DEF ACCESS DOOR
 1 RAIL-SNOW RAIL NONE
 1 HEADER-50" REAR LIFT DOOR NON-ADA
 1 STRIPS-AISLE, GALVALUME 251T
 1 FLR-GRY VINYL W/13" CTR AISLE
 1 FLR-BLK WHEELHOUSE AND HEATER
 1 FLR-PLYWD MARINE GRADE 251T
 1 SPEAKERS-INT. 30 WAT.(6) 251T
 1 MIRROR-INTERIOR 6"X30" WITH RUBBER EDGE
 1 LABEL(S)-SPECIAL DATA, NOVA SCOTIA
 1 PAD-DR HEADER, SI EMER 50"W
 1 PAD-DR HEADER, RR EMER 36"W
 1 HTR-U/S LS 50,000 BTU LOC 4
 1 HTR-U/S LS 50,000 BTU LOC 8
 1 HOSE-HTR HIMILER W/ W/H POS 8
 1 HTR-ENT DOOR STEPWELL (DUCTED, UNDERSEAT)

1 HOSE-STEPWELL HEATER HIMILER
1 CONNECTION-HEATER(1) WORM GEAR /HIMILER
1 TREAD-STP ALUM.ENT DR GRAY KSEAL W/RIBBED NOSING
1 TRIM-STEPWELL HORIZONTAL WITH DIAMONETTE NOSE
1 PANEL-ACCESSORY MOUNTING SAFTEY EQUIPMENT
1 INSULATION-FRT BULKHEAD W/ACRSY 2"POLY
1 RAIL-ASSIST FRT ENT DR 36"W
1 RAIL-ASSIST FRONT ENTRANCE DOOR RIGHT SIDE 1"OD
1 HEADLINING TYPE - ALL SMOOTH
1 BRACKET-ZONAR GPS
1 GLASS-WINDSHIELD ONE PIECE WITH TINTED BAND
1 GLASS-REAR END STATIONARY SIDE, TINTED TEMPERED
2 FRAME-WDO P/O VERT TEMP TNT LS
2 WDO P/O VERT TEMP TNT RS
1 GLASS-WDO TINT TEMP 20"
6 GLASS-WDO TINT TEMP 30"
1 GLASS-WDO TINT TEMP 40"
1 GLASS-WDO TINT STORM TEMP 30" LS
2 GLASS-WDO TINT STORM TEMP 30" RS
1 STOPS-WDO 8.5"
1 WDO-DRIVER'S TEMP CLR
1 GLASS- 50"W SI DR TEMP TNT
1 SHIELD-EXHAUST PIPE
1 SEAT-DRIVER NATIONAL W/HEAT
1 ARMREST NATIONAL DRVR'S ST. BOTH SIDES
1 UPH DR.ST.WOLF BLK NATIONAL
1 PEDASTAL-DR ST BOX TYPE
1 KICKPLATE-MOD.PANEL RS 36" HEATER
1 KICKPLATE-MOD.PANEL LS 36" W/MECH PED.
1 ELEC-PEDESTAL, HEATED SEAT

Optional Equipment - Chassis:

1 BOSCH HYDRAULIC BRAKE PACKAGE
 1 RADIAL FRONT TIRE, MICHELIN XZE2, 11R22.5 14 PLY
 1 REAR TIRES, MICHELIN XDE M/S 11R22.5, 14 PLY RADIAL
 1 CUM ISB 6.7-220 220HP@2400 RPM, 2600 GOV, 600 LB/FT @ 1600 RPM
 1 ANTI-FREEZE TO -34F, ETHYLENE GLYCOL PRE-CHARGED SCA COOLANT
 1 STANDARD ENGINE OIL
 1 ALLIANCE FUEL FILTER/WATER SEPARATOR
 1 DR 12V 200 AMP 28-SI QUADRAMOUNT PAD ALT
 1 EXHAUST BRAKE NONE
 1 ELECTRIC GRID AIR INTAKE WARMER
 1 NO COOLANT HEATER - GAS/DIESEL
 1 PROG RPM CTRL WITH A/C OR 12.75V LOW VOLTAGE AUTO HIGH IDLE
 1 DELCO 12V 29MT STARTER WITH INTEGRATED M
 1 DIAGNOSTIC INTERFACE CONNECTOR, 9-PIN, S
 1 IGNITION SWITCH CONTROLLED ENGINE STOP
 1 ADDL AUX LINES W/MANIFOLD PLUMBING AND COMBINED SHUTOFF
 1 CONSTANT TORQUE BREEZE CLAMPS ON 1" IN DIA GREATER, SS C
 1 60 GALLON/227 LITER STEEL RECTANGULAR FUEL TANK, BETWEEN RAIL
 1 11.5 GALLON DEF TANK
 1 VISCOUS FAN DRIVE
 1 12VOLT POWER SUPPLY LH PANEL
 1 SOLID STATE CIRCUIT PROTECTION, PDMS WIT
 1 (3) ALLIANCE 1031, GROUP 31, 12 VOLT, MF 2280 CCA BATTERIES
 1 DRLS AT 100% LOW BEAMS & EXT LPS W/ENG RUNNING HDLMP SW OFF
 1 UTIL LAMP ABOVE ENTRANCE DOOR WITH DOOR INTERLOCK
 1 NO CAB FRONT UPPER INBOARD VISUAL
 1 ALLISON 2350 PTS TRANSMISSION
 1 ALLISON VOCATIONAL PACKAGE 354 - FIFTH GEN
 1 T-HANDLE CABLE SHIFT CONTROL WITH PARK
 1 SYNTHETIC 50W TRANSMISSION LUBE (TES-295 COMPLIANT)
 1 SPL100 DANA SPICER MAIN DRIVELINE
 1 DA-F-10-3 10,000# FF1 71.5 KPI/3.74 DROP SINGLE FRONT AXLE
 1 BOSCH HYDRAULIC PIN-SLIDE DISC FRONT
 1 CHICAGO RAWHIDE FRONT OIL SEALS
 1 SYNTHETIC 75W-90 FRONT AXLE LUBE
 1 CONMET IRON FRONT HUBS
 1 DISC BRAKE FRONT ROTORS FOR HYDRAULIC BRAKES
 1 SYNTHETIC 75W-90 REAR AXLE LUBE
 1 DA-RS-19-4 19K R-SERIES SINGLE REAR AXLE
 1 5.22 AXLE RATIO
 1 BOSCH HYDRAULIC PIN-SLIDE DISC REAR
 1 TRANSMISSION-MOUNTED PARK BRAKE
 1 CHICAGO RAWHIDE (SCOT) REAR OIL SEALS
 1 CONMET IRON REAR HUBS
 1 NO TRACTION STABILIZER
 1 WABCO HYDRAULIC ABS (4) CHANNEL WITHOUT TRACTION CONTROL
 1 FRONT ACCURIDE 50408 22.5X8.25 10-HUB PILOT, 5-HAND
 1 REAR ACCURIDE 50408 22.5X8.25 10-HUB PILOT, 5-HAND
 1 TIRE/WHEEL BALANCING-LEAD FREE WEIGHTS
 1 FIXED STEERING COLUMN
 1 5550MM (219") WHEELBASE
 1 5/16" X 3.00" X 10 1/8" STEEL FRAME (7.94 X 76.5 X 257.2")
 1 FRONT FRAME-MOUNTED TOW HOOKS
 1 9,000 LB. TAPERLEAF FRONT SUSPENSION
 1 COMFORT TRAC 19K 52 INCH RR SPRING SUSPENSION
 1 BLACK HOOD MOUNTED AIR INTAKE GRILLE
 1 BAT PWD 2-POS INT DOOR CONTROL LS SWITCH PANEL
 1 (2) CUPHOLDERS, LEFT HAND AND RIGHT HAND DASH
 1 FASTEN SEAT BELT INDICATOR FOR CUSTOMER SUPPLIED SEAT BELT
 1 LOCATING SYSTEM WITH VEHICLE MONITORING
 1 65 MPH ROAD SPEED LIMIT
 1 ELECTRONIC SPEEDOMETER WITH SECONDARY MPH SCALE, NO ODOMETER
 1 PRE/POST TRIP SYSTEM TEST
 1 PRIMARY MODE GEARS, 5 FORWARD
 1 FS-BASIC, DSS MED
 1 NO MODE SWITCH
 1 TRANSMISSION OIL TEMPERATURE INDICATOR LIGHT

- 1 FOOT OPERATED PARK BRAKE & WARNING INDICATOR FOR HYDRAULIC
- 1 CAB COLOR A: E180WM002A BLUETONE WHITE BASF
- 1 GRILLE: SILVER N3388H IMRON 5000
- 1 2015 ONBOARD DIAGNOSTIC/2010 EPA/CARB



**Annapolis Valley Regional
School Board
Consolidated Financial Statements
March 31, 2015**

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Independent Auditor's Report

To the Chairman and Members of the

Annapolis Valley Regional School Board

We have audited the accompanying consolidated financial statements of **Annapolis Valley Regional School Board**, which comprise the consolidated statement of financial position as at March 31, 2015, and the consolidated statement of operations and accumulated surplus, change in net debt and cash flow statement for the year then ended, and a summary of significant accounting policies and other explanatory information.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with Canadian public sector accounting standards and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these consolidated financial statements based on our audit. We conducted our audit in accordance with Canadian auditing standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, these consolidated financial statements present fairly, in all material respects, the financial position of the Board as at March 31, 2015 and the results of operations, changes in net debt and cash flows for the year then ended, in accordance with Canadian public sector accounting standards.

Morse Brewster Lake

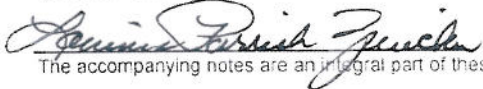
Berwick, Nova Scotia
June 24, 2015

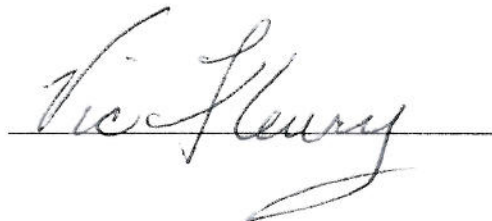
Chartered Accountants

Annapolis Valley Regional School Board
Consolidated Statement of Financial Position
As at March 31, 2015

	2015	2014
Financial Assets		
Cash and Cash Equivalents		
Cash	\$ 9,541,002	\$ 3,698,804
School Based Funds (Note 3)	2,607,021	2,443,857
Total Cash and Cash Equivalents	12,148,023	6,142,661
Accounts Receivable		
Province of Nova Scotia	25,895,770	28,771,451
Government of Canada	448,575	420,676
Municipalities	18,136	-
Due from Trust Funds	44,753	-
Other	625,127	411,769
Total Financial Assets	39,180,384	35,746,557
Capital Assets		
New Book Value of Capital Assets (Note 2)	-	-
Total Financial and Capital Assets	39,180,384	35,746,557
Liabilities		
Accounts payable and accrued liabilities	3,828,138	2,762,212
Payables and Accruals - Government		
Province of Nova Scotia	34,151	83,328
Government of Canada	1,271,851	126
Municipalities	47,077	28,627
Other	5,843,530	5,625,516
Deferred Revenues	1,942,317	1,765,412
Employee pension, retirement & post employment benefits (Note 2)	7,624,195	7,521,118
Accumulated sick leave (Note 7)	13,907,127	13,367,505
Total Liabilities	34,498,386	31,153,844
Equity - Capital	-	-
Total Liabilities and Capital Equity	34,498,386	31,153,844
Net (debt)/surplus	4,681,998	4,592,713
Non-Financial assets		
Prepaid expenses	424,294	428,548
Tangible capital assets (Schedule E)	1,054,822	1,122,636
Accumulated surplus/(deficit) end of year	6,161,114	6,143,897
Committed Surplus		
School Budget Carry-over	111,756	177,010
Cafeteria Carry-over	-	11,576
School Based Funds	2,607,021	2,443,857
Non-Financial Assets	1,479,116	1,551,184
Total Committed Surplus	4,197,893	4,183,627
Uncommitted Surplus	\$ 1,963,221	\$ 1,960,270
Trust Funds Under Administration (Note 4)		
Commitments (Note 5)		
Contingencies (Note 6)		

On Behalf of the Board


The accompanying notes are an integral part of these financial statements



Annapolis Valley Regional School Board
 Consolidated Statement of Operations and Accumulated Surplus
 As at March 31, 2015

	<u>2015 Budget</u>	<u>2015 Actual</u>	<u>2014 Actual</u>
Revenue (Schedule A)			
Province of Nova Scotia	\$ 107,135,703	\$ 107,062,304	\$ 104,267,245
Government of Canada	924,859	\$ 957,442	919,731
Municipal Contributions	20,765,100	\$ 20,765,112	20,046,660
School Generated Funds (Note 3)	4,000,000	\$ 4,320,894	3,895,170
Other Revenues	4,057,785	\$ 3,709,218	3,671,203
Total Revenues	<u>136,883,447</u>	<u>\$ 136,814,970</u>	<u>132,800,009</u>
Expenses (Schedule B)			
Total Board Governance	356,092	346,260	337,995
Total Regional Management	3,527,522	3,403,947	3,382,989
Total School Management	19,200,970	19,046,626	18,269,556
Total Instruction	62,150,188	62,584,299	60,338,092
Total Student Support	19,271,750	19,549,075	18,532,521
Total Adult Education	683,316	695,949	451,770
Total Property Services	13,559,886	13,773,292	13,517,554
Total Student Transportation	9,544,720	9,297,831	9,009,089
Other Programs	3,579,732	2,932,673	3,440,659
School Generated Funds (Note 3)	4,000,000	4,157,731	3,755,942
Interest Expense	893,154	912,944	893,154
Amortization Expense	116,117	97,126	118,563
Total Expenses	<u>\$ 136,883,447</u>	<u>136,797,753</u>	<u>132,047,885</u>
Annual Surplus/(deficit) before unusual items		17,217	752,124
School Board surplus/(deficit) on an expense basis		<u>17,217</u>	<u>752,124</u>
Accumulated surplus/(deficit) beginning of year:			
Previously Reported		<u>6,143,897</u>	<u>5,391,773</u>
Accumulated surplus/(deficit) end of year		<u>6,161,114</u>	<u>6,143,897</u>
Committed Surplus			
School Budget Carry-over		111,756	177,010
Cafeteria Carry-over		-	11,576
School Based Funds		2,607,021	2,443,857
Non-Financial Assets		1,479,116	1,551,184
Uncommitted Surplus		<u>\$ 1,963,221</u>	<u>\$ 1,960,270</u>

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
 Consolidated Statement of Change in Net (Debt)/Surplus
 For the Year Ended March 31, 2015

	2015	2014
Net (debt)/surplus beginning of year	\$ 4,592,713	\$ 3,714,942
Changes in the Year		
Surplus/(Deficit), on an Expense Basis	17,217	752,124
Acquisition of tangible capital assets	(29,312)	(20,928)
Amortization of tangible capital asset	97,126	118,563
(Increase) Decrease in prepaid expenses	4,254	28,012
Net (debt)/surplus end of year	\$ 4,681,998	\$ 4,592,713

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
 Consolidated Statement of Cash Flow
 For the Year Ended March 31, 2015

	2015	2014
Operating Transactions		
Annual surplus	\$ 6,161,114	\$ 6,143,897
Change in prepaid expenses	4,254	28,012
Change in deferred revenue	176,905	334,239
Change in accounts receivable	2,571,535	(4,175,779)
Change in accounts payable	2,524,938	409,331
Change in long-term debt	642,699	644,977
Cash Provided by Operating Transactions	12,081,445	3,384,677
Acquisition of Tangible Capital Assets	67,814	97,635
Increase in cash and cash equivalents	12,149,259	3,482,312
Previous Year's Surplus	(6,143,897)	(5,391,773)
Cash and cash equivalents at beginning of year	6,142,661	8,052,122
Cash and cash equivalents at end of year	\$ 12,148,023	\$ 6,142,661

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
Schedule A - Supplementary Details of Revenues
For the Year Ended March 31, 2015

	<u>2015 Budget</u>	<u>2015 Actual</u>	<u>2014 Actual</u>
Revenue			
<u>Province of Nova Scotia:</u>			
Operating	\$ 80,630,867	\$ 79,870,249	\$ 81,624,937
Restricted	22,131,899	23,108,815	17,319,152
Capital	113,400	247,931	351,331
Other	2,216,837	1,720,235	2,896,274
Recoveries	30,000	90,373	62,852
Teachers Salary Accrual	<u>2,012,700</u>	<u>2,024,700</u>	<u>2,012,700</u>
Total Province of Nova Scotia	<u>107,135,703</u>	<u>107,062,304</u>	<u>104,267,245</u>
<u>Government of Canada:</u>			
IA Northern Development	646,665	659,308	612,719
Secretary of State	<u>278,194</u>	<u>298,133</u>	<u>307,012</u>
Total Government of Canada	<u>924,859</u>	<u>957,442</u>	<u>919,731</u>
<u>Municipal contributions:</u>			
Mandatory	<u>20,765,100</u>	<u>20,765,112</u>	<u>20,046,660</u>
Total Municipal Contributions	<u>20,765,100</u>	<u>20,765,112</u>	<u>20,046,660</u>
<u>School Generated Funds:</u>			
School Generated (Note 3)	<u>4,000,000</u>	<u>4,320,894</u>	<u>3,895,170</u>
Total School Generated	<u>4,000,000</u>	<u>4,320,894</u>	<u>3,895,170</u>

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
Schedule A - Supplementary Details of Revenues
For the Year Ended March 31, 2015

	<u>2015 Budget</u>	<u>2015 Actual</u>	<u>2014 Actual</u>
<u>Other Revenues:</u>			
Board Generated - Other	1,719,801	572,528	822,116
Other Revenue - Schools	1,141,837	1,122,640	1,075,568
Tuition - Students	30,717	504,219	483,839
Registration	950,430	1,113,481	933,476
Rentals	-	6,281	2,191
Interest/Investments	85,000	111,670	88,241
Recoveries - Non-governmental	130,000	195,556	180,913
Non-Government Grants	-	79,922	75,169
Donations	-	1,000	1,900
Sale of Assets	-	1,922	7,790
Total Other Revenues	<u>4,057,785</u>	<u>3,709,218</u>	<u>3,671,203</u>
Total Revenues	<u>\$ 136,883,447</u>	<u>\$ 136,814,970</u>	<u>\$ 132,800,009</u>

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
Schedule B - Supplementary Details of Expenses
For the Year Ended March 31, 2015

	<u>2015 Budget</u>	<u>2015 Actual</u>	<u>2014 Actual</u>
Expenses:			
<u>Board Governance:</u>			
Board Members	\$ 233,381	\$ 223,635	\$ 221,877
Board Secretary	56,836	56,750	50,143
NSSBA & Other	65,875	65,875	65,975
Total Board Governance	356,092	346,260	337,995
<u>Regional Management:</u>			
Management Services	1,282,692	1,259,208	1,188,143
Financial Services	998,790	915,806	886,863
Human Resources Services	926,080	887,685	855,771
Communication Services	86,115	84,340	64,548
ITS - Regional	233,845	256,908	387,664
Total Regional Management	3,527,522	3,403,947	3,382,989
<u>School Management & Support:</u>			
School Management	10,318,685	10,333,880	10,270,019
Program & Curriculum Support	6,866,457	6,422,959	5,401,881
ITS - Site Specific	2,015,828	2,289,787	2,597,656
Total School Management	19,200,970	19,046,626	18,269,556
<u>Instructional & School Services:</u>			
Instruction	60,182,788	60,468,277	58,216,794
Guidance Services	1,316,445	1,518,507	1,462,976
Library Services	650,955	597,515	658,322
Total Instruction	62,150,188	62,584,299	60,338,092
<u>Student Support:</u>			
Program Management	119,290	114,849	120,857
Instruction	16,175,528	16,541,058	15,822,719
Program & Curriculum Support	2,976,932	2,893,168	2,588,945
Total Student Support	19,271,750	19,549,075	18,532,521

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
Schedule B - Supplementary Details of Expenses
For the Year Ended March 31, 2015

	<u>2015 Budget</u>	<u>2015 Actual</u>	<u>2014 Actual</u>
<u>Adult & Community Education:</u>			
Program Management	221,535	216,697	44
Instruction	461,781	479,252	451,726
Total Adult Education	683,316	695,949	451,770
<u>Property Services:</u>			
Management Services	1,007,679	1,006,741	958,277
Custodial Services	4,885,700	4,604,127	4,583,660
Maintenance Services	7,246,507	7,538,980	7,488,899
Grounds Services	420,000	623,444	486,719
Total Property Services	13,559,886	13,773,292	13,517,554
<u>Student Transportation:</u>			
Management Services	479,015	420,833	443,574
Transportation (Board)	3,829,950	3,827,071	3,732,839
Maintenance (Board)	1,198,300	1,105,411	1,103,105
Transportation (Contract)	4,037,455	3,944,516	3,729,571
Total Student Transportation	9,544,720	9,297,831	9,009,089
Other Programs	3,579,732	2,932,673	3,440,659
School Based Funds (Note 3)	4,000,000	4,157,731	3,755,942
Interest Expense	893,154	912,944	893,154
Amortization Expense	116,117	97,126	118,563
Total Expenses	8,589,003	8,100,474	8,208,319
Total	\$ 136,883,447	\$ 136,797,753	\$ 132,047,885

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
Schedule D - Supplementary Details of Trusts and School Based Funds
For the Year Ended March 31, 2015

Trusts

	March 2014	Additions	Interest	Disbursements	March 2015
ARRA Library Trust	\$ 3,930	\$ -	\$ 94	\$ -	\$ 4,024
Atkinson Trust	10	-	-	10	-
AVRSB BD Mem Sch Fd	8,015	-	197	900	7,312
Raymond Banks Memorial	11,005	-	266	245	11,026
Barteaux Trust	(10)	1,000	19	500	509
Bateman Trust	4,717	-	113	79	4,751
Beals Trust	412,949	-	9,977	10,350	412,576
Beattie Trust	11,760	-	283	255	11,788
Blackburn Trust	43	-	-	43	-
Borden Trust	3,871	-	94	95	3,870
Brannon Trust	582	-	14	21	575
Brazil, Duane Mem	8,450	-	206	-	8,656
Carter Trust	2,492	-	62	500	2,054
Charles Eaves Award	15,759	-	381	396	15,744
Clarke	6,805	-	164	-	6,969
Coldwell Trust	5,087	-	123	125	5,085
Cummings Trust	14,569	246	356	500	14,671
Dakin Trust	6,612	-	160	300	6,472
Dalton Trust	17,489	-	420	385	17,524
Daniel Arnold Memorial	4,470	2,442	123	1,200	5,835
DeEll Trust	55,453	-	1,337	2,618	54,172
Dorothy Russell	1,249	-	45	-	1,294
Eastern Star	3,950	2,050	75	1,000	5,075
Evans Trust	16	-	-	16	-
Fairn	50,847	-	1,232	4,000	48,079
Harvey	4,244	-	102	-	4,346
Haskell Trust	26,168	342	639	1,000	26,149
Hibbard Trust	11,362	-	275	242	11,395
Horton Alumni	500	-	13	250	263
Hudgins Trust	454	-	11	-	465
Inglis Trust	21,028	-	502	788	20,742
IODE Olympic Chapter	88,031	-	1,657	5,000	84,688
IOOF Wolfville	16,876	-	397	500	16,773
Jones - BRES	7,146	-	172	-	7,318
Jones - BRHS	16,012	-	385	-	16,397
Johnston Trust	31,486	-	763	1,200	31,049
Lightfoot Trust	143	-	4	-	147
Lockhart Trust	25	-	-	25	-
Lyons Trust	4,780	-	115	120	4,775
MacFarlane	7,109	-	171	6,345	935
MacNutt Trust	60,602	1,500	1,435	1,000	62,537
Mitchell Trust	1,750	-	42	-	1,792
MRHS 40th Ann. Trust	25,818	-	623	1,000	25,441
Neily Trust	457	-	11	20	448
Nixon Trust	6,346	-	154	250	6,250
Candice Parker Trust	5,110	-	126	500	4,736
Paul Bethune Trust	-	50,000	-	-	50,000
Harry E. Parker Trust	6,691	300	162	500	6,653
Rena B. Parker Trust	37,410	-	904	-	38,314
Frank Pecora Mem Bursary	10	2,048	2	-	2,060
Quartermain Trust	969	-	23	-	992
Rainforth Trust	570	-	14	-	584
Sasa Kovac Trust	13	-	-	13	-
Sinnott Trust	10,851	-	263	-	11,114
Terri Spinney Mem	62	-	4	-	66
Earle Spicer Trust	27,823	-	672	700	27,795

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
Schedule D - Supplementary Details of Trusts and School Based Funds
For the Year Ended March 31, 2015

	March 2014	Additions	Interest	Disbursements	March 2015
Bill Wade Memorial	7,604	4,500	198	3,000	9,302
Whitman Memoiral	9,962	-	242	500	9,704
Worthylake Trust	7,255	-	182	1,500	5,937
Champlain Refresh	4,931	33,900	-	28,812	10,019
Horton Refresh	159,946	300,000	-	371,498	88,448
Northeast Kings Refresh	25,296	105,114	-	106,048	24,362
Pine Ridge Refresh	11,790	68,106	-	90,029	10,133
Champlain Capital Fund	10,578	1,595	-	478	11,695
Northeast Kings Capital Fund	20,715	4,946	-	2,459	23,202
Pine Ridge Capital Fund	19,175	3,205	-	5,956	16,424
Horton Capital Fund	87,297	16,004	-	21,449	81,852
Total Trusts	1,434,515	597,298	26,004	674,720	1,383,097
Foundation Total	337,467	109,823	8,900	97,051	359,139
Total Trusts & Foundation	\$ 1,771,982	\$ 707,121	\$ 34,904	\$ 771,771	\$ 1,742,236

School Generated Funds

	March 2014	Additions	Interest	Disbursements	March 2015
Aldershot	\$ 27,924	\$ 60,500	\$ -	\$ 61,547	\$ 26,877
Annapolis East	66,979	108,414	-	108,575	66,818
ARRA Special	42,791	49,852	-	46,229	46,414
AWEC Office	74,975	81,489	55	73,080	83,439
Avon View	91,383	330,695	-	301,009	121,069
Berwick	60,372	57,103	-	58,161	59,314
BRES	28,001	25,931	-	27,615	26,317
BRHS	101,163	105,384	207	129,555	77,199
Brooklyn	41,674	50,840	-	70,398	22,116
Cambridge	22,940	37,602	-	38,002	22,540
Central Kings	139,747	344,199	-	322,853	161,093
Champlain	12,338	34,187	-	29,515	17,010
Clark Rutherford	10,075	19,161	-	26,177	3,059
Coldbrook	74,914	72,535	-	71,203	76,246
Dr Arthur Hines	14,394	37,991	-	39,384	13,001
Dwight Ross	25,216	36,630	12	39,784	22,074
EMS	92,864	118,559	-	148,516	62,907
Falmouth	17,545	56,066	-	47,936	25,675
Gaspereau	24,437	44,881	-	46,179	23,139
Glooscap	43,668	55,238	-	67,433	31,473
Hantsport	42,963	51,287	47	41,350	52,947
Highbury Education	5,091	6,532	-	5,153	6,470
Horton	309,678	477,918	-	461,493	326,103
KCA	69,482	132,832	109	132,148	70,275
Kings Co Adult High	10,887	13,373	-	14,232	10,028
Kingston Dist	28,619	77,391	-	74,500	31,510
LE Shaw	10,469	32,796	-	27,644	15,621
Lawrencetown	33,721	39,275	-	34,687	38,309
Lawrencetown Ed. Ctr.	6,751	16,287	-	19,046	3,992
MRHS	169,992	227,763	552	219,260	179,047

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
 Schedule D - Supplementary Details of Trusts and School Based Funds
 For the Year Ended March 31, 2015

	March 2014	Additions	Interest	Disbursements	March 2015
New Minas	31,422	43,774	0	36,521	38,675
Newport Stn	23,167	21,192	0	28,984	15,375
Northeast Kings	117,737	464,975	0	388,860	193,852
Pine Ridge	100,558	113,757	0	107,401	106,914
Port Williams	23,126	47,603	0	44,731	25,998
Somerset	11,989	68,689	0	60,549	20,129
St Mary's	47,919	39,186	0	33,603	53,502
Three Mile Plns	34,553	19,391	0	31,883	22,061
WHEC	9,635	13,829	0	14,551	8,913
West Hants	51,312	119,153	1,054	122,947	48,572
West Kings	183,494	388,988	602	360,607	212,477
Windsor Adult High	6,862	3,229	0	3,021	7,070
Windsor El	16,762	30,570	0	27,612	19,720
Windsor Forks	27,210	32,928	0	27,703	32,435
Wolfville School	57,058	108,282	0	86,094	79,246
Total School Generated Funds	\$ 2,443,857	\$ 4,318,257	\$ 2,638	\$ 4,157,731	\$ 2,607,021

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
Schedule E - Supplementary Details of Tangible Capital Assets
As of March 31, 2015

Costs of Tangible Asset(s)

	Buildings	Vehicles	Building Betterments	2015	2014
Opening Costs	\$ 427,951	\$ 668,931	\$ 849,485	\$ 1,946,367	\$ 1,925,439
Additions	-	29,312	-	29,312	20,928
Disposals	-	-	-	-	-
Closing Costs	<u>427,951</u>	<u>698,243</u>	<u>849,485</u>	<u>1,975,679</u>	<u>1,946,367</u>

Accumulated Amortization(s)

Opening Balance	113,367	546,044	164,320	823,731	705,168
Disposals	-	-	-	-	-
Amortization Expense	<u>15,729</u>	<u>47,139</u>	<u>34,258</u>	<u>97,126</u>	<u>118,563</u>
Closing Balance	<u>129,096</u>	<u>593,183</u>	<u>198,578</u>	<u>920,857</u>	<u>823,731</u>

Note Book Value (NBV)	<u>298,855</u>	<u>105,060</u>	<u>650,907</u>	<u>1,054,822</u>	<u>1,122,636</u>
Opening Balance, April 1, 2014	314,584	122,887	685,165	1,122,636	1,220,271
Closing Balance, March 31, 2015	<u>298,855</u>	<u>105,060</u>	<u>650,907</u>	<u>1,054,822</u>	<u>1,122,636</u>
Increase (decrease) In Net Book Value	<u>\$ (15,729)</u>	<u>\$ (17,827)</u>	<u>\$ (34,258)</u>	<u>\$ (67,814)</u>	<u>\$ (97,635)</u>

The accompanying notes are an integral part of these financial statements.

Annapolis Valley Regional School Board
Notes to the Consolidated Financial Statements
March 31, 2015

1. Nature of Operations

The Annapolis Valley Regional School Board is an independent legal entity with an elected board as required under the Education Act. The Board provides educational services from grade primary to grade 12 at public schools within the Annapolis Valley. The Board is a registered charity under the Income Tax Act and is exempt from income tax and can issue official receipts to donors.

2. Summary of significant accounting policies

These consolidated financial statements have been prepared to conform in all material respects to Canadian generally accepted accounting principles prescribed by the Public Sector Accounting and Auditing Handbook for Federal, Provincial and Territorial Governments, of the Public Sector Accounting Board. These consolidated financial statements have been prepared using the following significant accounting policies:

Revenues

Revenues are recorded on an accrual basis. The main components of revenue are funding from the Province of NS, Government of Canada and Municipal Contributions. The Board receives contributions by volunteer support in the delivery of certain programs within the schools. Due to the difficulty in determining or estimating the value of these contributions, contributed services are not quantified and recognized in these financial statements.

Expenses

Expenses are recorded on the accrual basis. Provisions are made for probable losses on accounts receivable, and for contingent liabilities when it is likely that a liability exists and the amount can be reasonably determined.

Pension Liabilities

The Board contributes to Registered Retirement Savings Plans and Registered Pension Plans on behalf of the non-teaching employees. The Board's teachers are members of a pension plan established by the Province of Nova Scotia as required by the Teachers' Pension Act. The Province of Nova Scotia and the Nova Scotia Teachers' Union are responsible for funding this plan.

Service Awards

During the 2000-2001 and the 2013-2014 fiscal years the Province of Nova Scotia assumed full responsibility for accumulated liability associated with teaching and non-teaching employee retirement allowances. School boards are responsible only for the current service cost of this benefit. The projected liability is offset by a corresponding receivable from the Province. The amount of the projected liability has been determined by the Nova Scotia Department of Finance, based on an actuarial valuation.

Net Debt

Net Debt represents the direct liabilities of the Board less financial assets.

Financial Instruments

Cash and cash equivalents are recorded at cost which approximates market value. The Board's financial instruments consist of cash and cash equivalents, receivables, payable and accruals and other liabilities. It is management's opinion that the Board is not exposed to significant interest, currency or credit risks arising from these financial instruments. The fair value of these financial instruments approximates their carrying values.

**Annapolis Valley Regional School Board
Notes to the Consolidated Financial Statements Continued
March 31, 2015**

2. Summary of significant accounting policies continued

Cash and cash equivalents

Cash and cash equivalents included cash on hand, balances with banks, short term deposits and bank balances held by schools.

Non Financial Assets

All capital acquisitions are now recorded using Tangible Capital Asset accounting. All non financial assets previously recorded that do not meet these guidelines have been removed from these statements.

All tangible capital assets purchased by the Board are recorded as assets and amortized based on the Province of Nova Scotia's tangible capital asset accounting policy thresholds. The thresholds and amortization rates are as follows:

Buildings	\$250,000	Amortization	5%	Declining Balance
Vehicles	\$ 15,000	Amortization	35%	Declining Balance
Building betterments	\$150,000	Amortization	5%	Declining Balance

Prepaid Expenses are cash disbursements for goods or services, other than Tangible Capital Assets and inventories of supplies, of which some or all will provide economic benefits in one or more future periods. The prepaid amount is recognized as an expense in the year the goods or service is used or consumed.

Accumulated Deficit/Surplus

Accumulated Deficit/Surplus represents the liabilities of the School Board less financial assets, and non financial assets. This represents the accumulated balance of net deficit/surplus arising from the operations of the Board.

Use of Estimates

In preparing the Board's financial statements, management is required to make estimates and assumptions that affect the reported amounts of assets and liabilities, the disclosure of contingent assets and liabilities at the date of the consolidated financial statements and reported amounts by fund of revenue and expenditure. Actual results could differ from these estimates.

3. School Based Funds

The Board is required to include in its financial statements the financial activities of its school sites. To meet this requirement, the Board has instituted a new school based funds policy to promote appropriate internal controls, provided each site with a standard computer based accounting system and established common reporting standards for school based funds. The following is a summary of these financial activities, a site by site listing is provided in Schedule D.

March 31, 2014	Additions	Interest	Disbursements	March 31, 2015
\$2,443,857	\$4,318,256	\$2,638	\$4,157,730	\$2,607,021

(Student Council Funds are included in the School Based Funds totals. Cafeteria funds are no longer school based and are administered in the regional Financial System)

**Annapolis Valley Regional School Board
Notes to the Consolidated Financial Statements Continued
March 31, 2015**

4. Trust funds

The Annapolis Valley Regional School Board manages a number of trust funds primarily for the generation of scholarships and awards. A summary of the trusts and their activity is found in Schedule D of these financial statements. Effective April 1, 1997, the Board incorporated the activities of the former Kings County District School Board Foundation. These are now carried as a separate Trust Account.

5. Contractual Obligations

Contract	Vendor	2015-16	2016-17	2017-18	2018-19
Contracted School Bus Transportation Services	Stock Transportation	\$3,775,358	\$3,813,358	1,605,565	-
Regional Office Rent	Western Kings Health Society	\$292,745	\$62,818	-	-
NSSPI Photocopier	Xerox Canada	\$121,199	\$121,199	\$121,199	\$40,399
Totals		\$4,189,302	\$3,997,375	\$1,726,764	\$40,399

6. Contingency

There are no outstanding claims against the Annapolis Valley Regional School Board.

7. Accumulated sick leave liability

The Board has recognized in these consolidated financial statements, the liability associated with accumulated sick leave earned by teaching and non-teaching staff. The Board has recorded a corresponding receivable from the Province of Nova Scotia which has assumed responsibility for the liability up to March 31, 2015.