KWRL Transportation Cooperative Overview Presentation

October 2023

What is a Transportation Cooperative?

KWRL Transportation Cooperative

Is an interagency agreement between the Kalama, Woodland, Ridgefield and LaCenter Schools created in 1979.

RCW 28A.160.010 / Operation of a student transportation program

PDF **RCW 28A.160.010**

Operation of student transportation program—Responsibility of local district—Scope—Transporting of elderly—Insurance.

The operation of each local school district's student transportation program is declared to be the responsibility of the respective board of directors, and each board of directors shall determine such matters as which individual students shall be transported and what routes shall be most efficiently utilized except as provided in RCW **28A.160.240**. State moneys allocated to local districts for student transportation shall be spent only for student transportation activities, but need not be spent by the local district in the same manner as calculated and allocated by the state.

A school district is authorized to provide for the transportation of students enrolled in the school or schools of the district both in the case of students who reside within the boundaries of the district and of students who reside outside the boundaries of the district.

When children are transported from one school district to another the board of directors of the respective districts may enter into a written contract providing for a division of the cost of such transportation between the districts.

School districts may use school buses and drivers hired by the district or commercial chartered bus service for the transportation of school children and the school employees necessary for their supervision to and from any school activities within or without the school district during or after school hours and whether or not a required school activity, so long as the school board has officially designated it as a school activity. For any extracurricular uses, the school board shall charge an amount sufficient to reimburse the district for its cost.

In addition to the right to contract for the use of buses provided in RCW **28A.160.080** and **28A.160.090**, any school district may contract to furnish the use of school buses of that district to other users who are engaged in conducting an educational or recreational program supported wholly or in part by tax funds or programs for elderly persons at times when those buses are not needed by that district and under such terms as will fully reimburse such school district for all costs related or incident thereto: PROVIDED, HOWEVER, That no such use of school district buses shall be permitted except where other public or private transportation certificated or licensed by the Washington utilities and transportation commission is not reasonably available to the user: PROVIDED FURTHER, That no user shall be required to accept any charter bus for services which the user believes might place the health or safety of the children or elderly persons in jeopardy.

Whenever any persons are transported by the school district in its own motor vehicles and by its own employees, the board may provide insurance to protect the district against loss, whether by reason of theft, fire or property damage to the motor vehicle or by reason of liability of the district to persons from the operation of such motor vehicle.

The board may provide insurance by contract purchase for payment of hospital and medical expenses for the benefit of persons injured while they are on, getting on, or getting off any vehicles enumerated herein without respect to any fault or liability on the part of the school district or operator. This insurance may be provided without cost to the persons notwithstanding the provisions of RCW **28A.400.350**.

If the transportation of children or elderly persons is arranged for by contract of the district with some person, the board may require such contractor to procure such insurance as the board deems advisable.

[**2020 c 339 § 3**; **1990 c 33 § 132**; **1986 c 32 § 1**; **1983 1st ex.s. c 61 § 1**; **1981 c 265 § 10**; **1980 c 122 § 2**; **1973 c 45 § 1**; **1971 c 24 § 3**; **1969 ex.s. c 153 § 3**; **1969 ex.s. c 223 § 28A.24.055**. Prior: (i) **1969 c 53 § 1**; 1967 ex.s. c 29 § 1, part; 1967 c 12 § 1, part; 1965 ex.s. c 49 § 1, part; 1963 c 104 § 1, part; 1963 c 5 § 1, part; 1961 c 305 § 1, part; 1961 c 237 § 1, part; 1961 c 66 § 1, part; 1955 c 68 § 2, part; prior: 1943 c 52 § 1, part; 1941 c 179 § 1, part; 1939 c 131 § 1, part; 1925 ex.s. c 57 § 1, part; 1919 c 90 § 3, part; 1915 c 44 § 1, part; 1909 c 97 p 285 § 2, part; 1907 c 240 § 5, part; 1903 c 104 § 17, part; Rem. Supp. 1943 § 4776, part. Formerly RCW **28.58.100**, part. (ii) **1965 ex.s. c 86 § 1**. Formerly RCW **28A.24.055**, **28.58.421**.]

392-346-015 Interdistrict transportation cooperative members

Chapter 392-346 WAC

STATE FUNDING ASSISTANCE IN PROVIDING SCHOOL PLANT FACILITIES—INTERDISTRICT TRANSPORTATION COOPERATIVES

(Formerly chapter 180-32 WAC)

WAC Sections

HTML	PDF	**392-346-005**	Authority.
HTML	PDF	**392-346-010**	Purpose.
HTML	PDF	**392-346-012**	Waiver of rules to facilitate alternative public works contracting procedures.
HTML	PDF	**392-346-015**	Interdistrict transportation cooperative members—Definition.

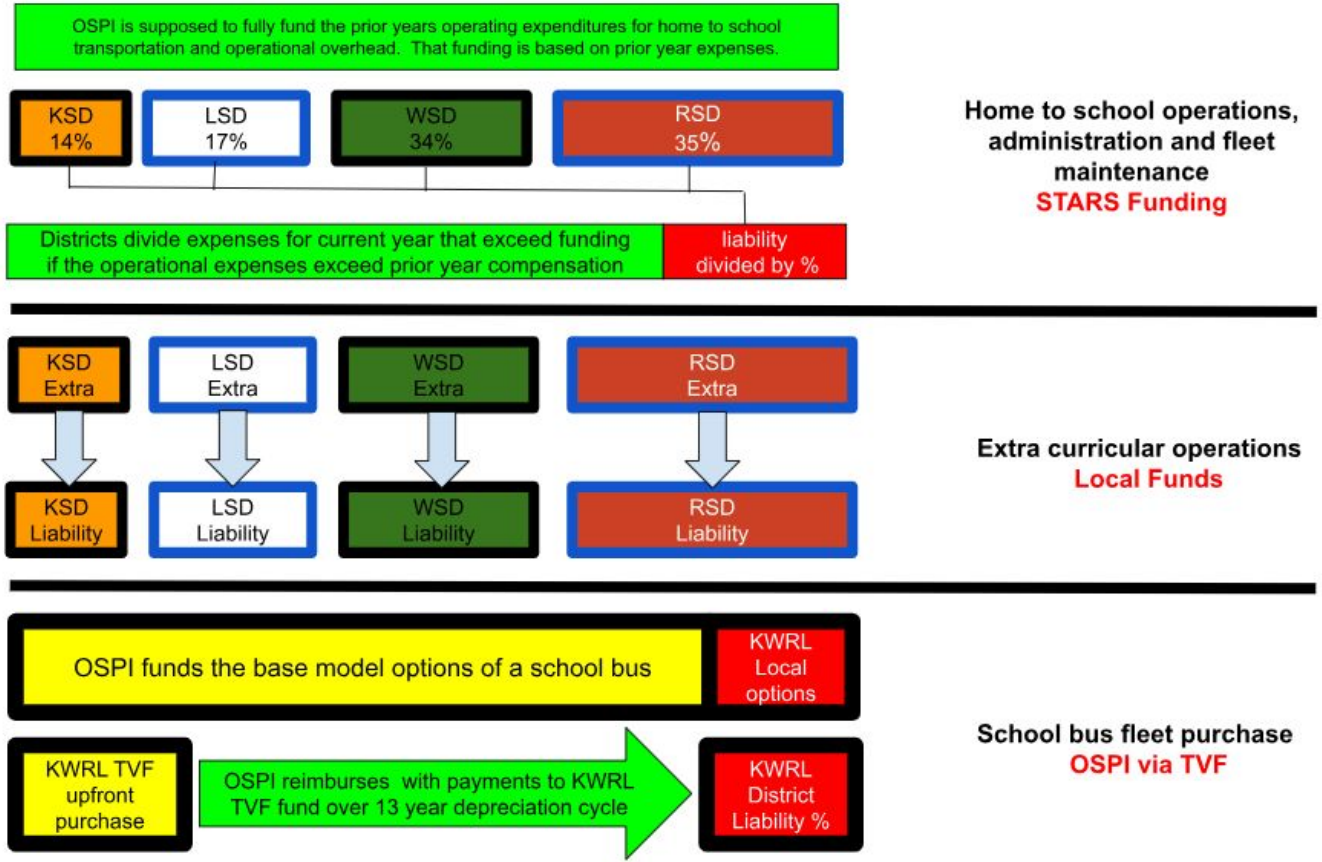
Why would a school district create or join a cooperative?

“Efficiency”

- Shared Administrative expenses
- Shared Maintenance (facility, equipment, labor)
- Collaborative access to larger fleet
- Collaborative access to larger staffing pool
- Reduced capital outlay(two instead of four)
- Collaborative emergency response ability
- Collaborative general operations

“Funding?”
How are cooperatives funded in Washington?

THE THREE PRIMARY FUNDING SOURCES FOR KWRL



- Any capital project liability is divided between the four member districts by percentage of liability
- Kalama, Ridgefield and LaCenter pay Woodland a fee for "District of Record" administrative services.

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State of Washington
Superintendent of Public Instruction
School Year 2022-2023
Operations Allocation Detail Report 1026A

WOODLAND

SECTION A - CALCULATION OF EXPECTED ALLOCATION

Allocation Items	Values	Coefficient Rate	Calculated Value
Land Area (Ln)	732.9	0.03400	0.22430
Average Distance	4.26656	0.04300	0.18346
Destinations	32.00000	0.01300	0.41600
Basic Program (Ln)	7,391.25	0.70400	6.27136
Special Program (Ln)	336.63	0.09700	0.56473
Non-High Yes	No	0.00000	0.00000
Non-High No	No	-0.28800	0.00000

A.1. Sum of Calculated Values		**7.65985**
A.2. Expected Allocation Constant Value		8.20200
A.3. Expected Allocation Value		15.86185
A.4. Initial Allocation		$7,739,535.57
A.5. Local Characteristics Factor	1.00000	
A.6. CALCULATED EXPECTED ALLOCATION		**$7,739,535.57**

SECTION B - ALTERNATE FUNDING SYSTEM ADJUSTMENTS

B.1. Non-High	$0.00	
B.2. Low Ridership	$0.00	
B.3. Transportation Co-op	$0.00	
B.4. ESD	$0.00	
B.5. Other	$0.00	
B.6. Alternate System Total	$0.00	$7,739,535.57

SECTION C - OTHER ADJUSTMENTS

C.1. Alt Calendar Modifier	1.000	$7,739,535.57
C.2. Car Mileage Reimbursement	$0.00	
C.3. Other Adjustments Total	$0.00	$7,739,535.57

SECTION D - DETERMINATION OF FINAL STARS ALLOCATION

D.1. Adjusted Allocation	$7,739,535.57
D.2. Prior Year Expenditures	$6,597,557.07
D.3. Federal Restricted Rate Indirects	$297,549.82
D.4. Adjusted Prior Year Expenditures	$6,895,106.89
D.5. Lesser of Adjusted Allocation or Adjusted Prior Year Expenditures	$6,895,106.89
LEGISLATIVE ADJUSTMENTS	
D.6. Legislative Salary	$198,219.42
D.7. Legislative Benefit	$53,449.41
D.8. **ACTUAL ALLOCATION AMOUNT**	**$7,146,775.72**

OSPI
Operation Allocation
Detail Report

“The 1026A”

KWRL 2023-24 TOTAL CO-OP BUDGETED EXPENDITURES

HOURS & MILES THROUGH 6/23
Updated 7/16/23

	23-24 BUDGET UNFUNDED	23-24 BUDGET UTILITIES	22-23 BUDGET UNFUNDED
WOODLAND PROGRAM 99 AND 89, 22-23 BUDGETED TO-FROM EXPENDITURES	$8,405,029	$65,600	$7,570,619
LESS BUDGETED 2022-23 ALLOTMENT REVENUE ACCOUNT 4199	$7,400,000	$0	$6,156,000
LESS OTHER PROJECTED MISCELLANEOUS REVENUES	$0	$0	$0
TOTAL UNFUNDED COST	($1,005,029)	($65,600)	($1,414,619)

DISTRICT	% BASED 22-23 AVG MILES/HRS	PROGRAM 99 EXP TOTAL BUDGETED 23-24 SHARE OF UNFUNDED COSTS	PROGRAM 89 EXP TOTAL BUDGETED 23-24 SHARE OF UTILITIES	PROGRAM 97 EXP TOTAL BUDGETED 23-24 SHARE OF ADMIN FEES	TOTAL BUDGETED ANNUAL UNF/ADMIN/ UTILITY FEES
WOODLAND	34.09%	($342,614)	($22,363)	($34,567)	**($399,545)**
KALAMA	14.17%	($142,413)	($9,296)	($14,368)	**($166,077)**
RIDGEFIELD	34.44%	($346,132)	($22,593)	($34,922)	**($403,647)**
LACENTER	17.30%	($173,870)	($11,349)	($17,542)	**($202,761)**
	100.00%	($1,005,029)	($65,600)	($101,400)	**($1,172,029)**

ADMIN COST ATTRIBUTES COSTS TO TIME SPENT BY DIFFERENT WOODLAND OFFICE STAFF AS FOLLOWS -

	20% OF PAYROLL/BENEFITS	$28,445	**22-23**
	25% OF AP/PUR -	$20,935	
	20% OF 2 DAY BUS MGR (8%) -	$16,991	
	7.5% OF TECH DIRECTOR	$11,143	
	7.5% OR HR	$11,143	
	5% OF SUPERINTENDENT -	$12,743	
	TOTAL	$101,400	$ 98,826.00

ADMINISTRATIVE FEE BILLING

	PERCENT BASE 22-23 MILES/HRS AVG	AMT OWED 23-24 ADMIN FEE	**MONTHLY PAYMENT FOR 23-24**
WOODLAND	34.09%	$34,567	**$2,881**
KALAMA	14.17%	$14,368	**$1,197**
RIDGEFIELD	34.44%	$34,922	**$2,910**
LACENTER	17.30%	$17,542	**$1,462**
	100.00%	$101,400	**$8,450**

Transportation Vehicle Fund

"The TVF Fund"

Also known as the depreciation program.

Current balance is $3,854,000

Bus Depreciation Search

Please select at least one of the following:

ESD: All

School District: Woodland School District

Contractor: All

School Year: 2023-2024

Search

State Bus Number	Local Bus Number	Model Year	Chassis Make	Funding Capacity	Depr Sched	Depr Start Year	Obligated State Cost	Acc Depr Incl Current Year	Interest	Current Year Depr
207238	94	2013	THOMAS	61-84	G	2012	$186,447.30	$118,585.83	$4,004.55	$16,929.28
207239	95	2013	THOMAS	61-84	G	2012	$186,447.30	$118,585.83	$4,004.55	$16,929.28
207240	48	2013	THOMAS	61-84	G	2012	$186,447.30	$118,585.83	$4,004.55	$16,929.28
207241	49	2013	THOMAS	61-84	G	2012	$186,447.30	$118,585.83	$4,004.55	$16,929.28
207242	58	2013	THOMAS	61-84	G	2012	$186,447.30	$118,585.83	$4,004.55	$16,929.28
207243	59	2013	THOMAS	61-84	G	2012	$186,447.30	$118,585.83	$4,004.55	$16,929.28
207244	90	2013	THOMAS	61-84	G	2012	$186,447.30	$118,585.83	$4,004.55	$16,929.28
207245	91	2013	THOMAS	61-84	G	2012	$186,447.30	$118,585.83	$4,004.55	$16,929.28
207246	92	2013	THOMAS	61-84	G	2012	$186,447.30	$118,585.83	$4,004.55	$16,929.28
207247	93	2013	THOMAS	61-84	G	2012	$186,447.30	$118,585.83	$4,004.55	$16,929.28
214163	253	2023	THOMAS	61-84	G	2022	$186,447.30	$19,628.00	$361.31	$10,455.98
214168	251	2023	THOMAS	61-84	G	2022	$186,447.30	$19,628.00	$361.31	$10,455.98
214169	257	2023	THOMAS	61-84	G	2022	$186,447.30	$19,628.00	$361.31	$10,455.98
214209	160	2022	CHEVROLET	10-34	G	2022	$113,919.81	$17,746.80	$278.28	$10,065.61
214210	161	2022	CHEVROLET	10-34	G	2022	$113,919.81	$17,746.80	$278.28	$10,065.61
214211	162	2022	CHEVROLET	10-34	G	2022	$113,919.81	$17,746.80	$278.28	$10,065.61
214213	255	2023	THOMAS	61-84	G	2022	$186,447.30	$18,810.17	$303.60	$10,430.08
214214	256	2023	THOMAS	61-84	G	2022	$186,447.30	$18,810.17	$303.60	$10,430.08
214232	254	2023	THOMAS	61-84	G	2022	$186,447.30	$17,992.33	$250.91	$10,399.17
214233	258	2023	THOMAS	61-84	G	2022	$186,447.30	$17,992.33	$250.91	$10,399.17
Totals								**$6,219,467.23**	**$186,526.76**	**$1,469,474.12**

TVF Projection Model

School Year	District Depreciation	
2022-23	$1,128,566.22	Current Balance = $3,854,000
2023-24	$1,247,188.35	Incumbrance 2024 = $1,247,188
2024-25	$1,628,491.09	2024 projected payment = $1,628,491
2025-26	$1,197,491.08	2024 projected balance = $4,232303
2026-27	$1,526,565.52	
2027-28	$1,140,200.37	
2028-29	$1,172,044.76	
2029-30	$1,292,620.68	
2030-31	$1,372,218.83	
2031-32	$1,281,229.80	
2032-33	$1,366,277.73	
2033-34	$1,523,409.23	
2034-35	$1,472,272.97	

$17,348,576.63	Total Projected Depreciation Revenue
$1,334,505.89	Average Depreciation Per Year
$1,662,000.00	Average Projected Cost Per Year
$327,494.11	Average Unfunded Portion Per Year***
$27,000.00	Average trade value per year
$300,494.11	Unfunded liability per year***

Based on previous purchase cycle history

	2023	2024	2025	2026	2027	2028	2029	2030	
SPED	10	10	5	3	4	0	4	3	39
GenEd	1	6	13	0	8	6	2	8	44

Based on objective of averaging/leveling purchase cycles

SPED	8	6	5	4	3	3	3	3	35
GenEd	0	8	6	6	6	6	6	6	44
Type C / Type A		4/2	3/2	2/2	2/1	2/1	2/1	2/1	

***Revenues projected by OSPI reflect previous cost but, our cost projections reflect current bids

13 Year Projection Model Four Primary Objectives

- Projects anticipated revenue cycle
- Anticipates market prices
- Monitor manufacturing markets
- Prepares district liability for liability

“KWRL OPERATIONS”

What are some of KWRL’s current operational goals or achievements?

“KWRL OPERATIONS”
Customer Service

Constantly seek out ways to improve customer service across all four districts through:

- **Accurate, timely and proactive communications**
- **Consistent and accountable student management**
- **Assess and evaluate operational consistency**

“KWRL OPERATIONS”

How do you train to succeed, and how do we measure achievement?

General Points "Training"

Present the vision which is the "what and why"

WOODLAND
Public Schools

Vision Statement

Woodland Public Schools, in partnership with families and the community, will create a PreK-12 system that serves and supports ALL children-and ensures that EACH child has FULL access to, is engaged in, and obtains an excellent education that prepares them for responsible citizenship and a future of adaptability and success in life and their chosen endeavors.

KWRL Vision Statement

Serving the Kalama, Woodland, Ridgefield, and La Center communities with safe and reliable student transportation because our passengers are our future.

KWRL Transportation Cooperative
MOVING FORWARD

WE ARE THE... BEGINNING & END OF THE EDUCATION Experience
KWRL

Finer Points "Training"

Keep the "how and when" short, sweet, simple and easy to communicate and remember

Customer Service / A = B = C

Transportation model = What is communicated publicly = Actual route operations

This is the mathematical equation for operational success

Student Management / 1, 2, 3 Expectations

Step 1 = Communicate, explain and establish expectations

Step 2 = Reiterate expectations and warn of consequences for bad decisions

Step 3 = Notify the student that you will be following through with consequences

Student Management Golden Rules

1 = Be professional

2= Be the adult

3 = Be consistent

Student Management Goals

1 = Be preventative

2 = Be responsive

3 = Be restorative

Themes

Keep the focus on safety first with a close eye on the educational and emotional interests of all students

Connect before you correct

The power of relationships is your most productive tool

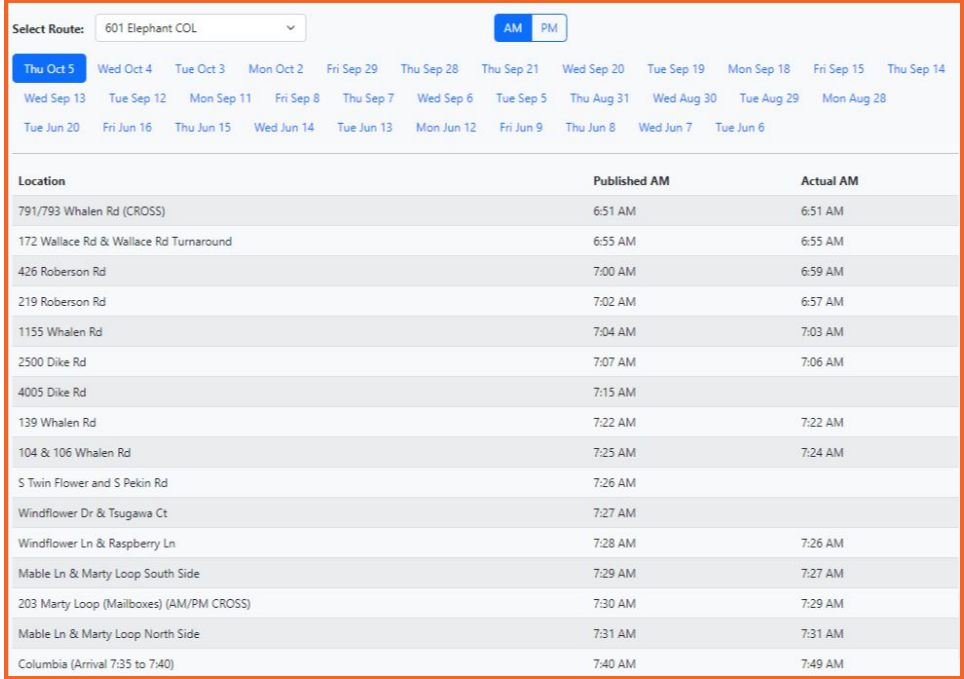
Use effective tools for accountability

If you have an A=B=C formula for success then make sure you have tools to show and score your work!

A= The route model we develop

B= What we communicate to customers

C= The service we actually provide



Select Route: 601 Elephant COL

AM PM

Thu Oct 5 | Wed Oct 4 | Tue Oct 3 | Mon Oct 2 | Fri Sep 29 | Thu Sep 28 | Thu Sep 21 | Wed Sep 20 | Tue Sep 19 | Mon Sep 18 | Fri Sep 15 | Thu Sep 14

Wed Sep 13 | Tue Sep 12 | Mon Sep 11 | Fri Sep 8 | Thu Sep 7 | Wed Sep 6 | Tue Sep 5 | Thu Aug 31 | Wed Aug 30 | Tue Aug 29 | Mon Aug 28

Tue Jun 20 | Fri Jun 16 | Thu Jun 15 | Wed Jun 14 | Tue Jun 13 | Mon Jun 12 | Fri Jun 9 | Thu Jun 8 | Wed Jun 7 | Tue Jun 6

Location	Published AM	Actual AM
791/793 Whalen Rd (CROSS)	6:51 AM	6:51 AM
172 Wallace Rd & Wallace Rd Turnaround	6:55 AM	6:55 AM
426 Roberson Rd	7:00 AM	6:59 AM
219 Roberson Rd	7:02 AM	6:57 AM
1155 Whalen Rd	7:04 AM	7:03 AM
2500 Dike Rd	7:07 AM	7:06 AM
4005 Dike Rd	7:15 AM	
139 Whalen Rd	7:22 AM	7:22 AM
104 & 106 Whalen Rd	7:25 AM	7:24 AM
S Twin Flower and S Pekin Rd	7:26 AM	
Windflower Dr & Tsugawa Ct	7:27 AM	
Windflower Ln & Raspberry Ln	7:28 AM	7:26 AM
Mable Ln & Marty Loop South Side	7:29 AM	7:27 AM
203 Marty Loop (Mailboxes) (AM/PM CROSS)	7:30 AM	7:29 AM
Mable Ln & Marty Loop North Side	7:31 AM	7:31 AM
Columbia (Arrival 7:35 to 7:40)	7:40 AM	7:49 AM

Effectively develop, train and utilize consistent student management systems

“KWRL Student Managment”

I have developed a student management system that improves and supports healthy student management

- Changed KWRL systems from being responsive only, to a program that is preventative, responsive and restorative.
- Bridges gaps between drivers, buildings and districts to reconstitute the philosophy that the bus is an extension of the classroom.
- Coordinates PBIS models to either change behavior or remove behavior in the interests of healthy climate and culture on KWRL school buses
- Transparent HIB tracking and documentation

Develop and utilize technology that improves efficient operations

"The KWRL Portal"

Far and away the sharpest tool in the shed! The portal has been the most effective tool KWRL has to improve:

- Timely communications
- Payroll**
- Coordination of extracurricular trips**
- Routing**
- STARS Reporting
- SPED enrollment/registration
- Maintenance**
- Regulatory compliance
- HIB tracking and coordination
- Oversight and accountability

**(reduced staffing or elimination of contracted services)

The four KWRL member districts consistently provide KWRL with the support and tools needed for the job, and for success!

The four districts provide to KWRL

- The best buses for the job
- Staffing needed 5am to 5pm
- Resources (example: Behavior Specialist)
  - Preventative collaboration
  - Reactive investigations
  - Restorative plans and coaching
- Technology needed for success
  - To assess operations efficiency
  - To evaluate performance
  - To measure progress
  - To communicate accurately/timely
- Consistent trust and support