

Title 392 WAC (Public Instruction)

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 - 1. 392-141-380 Alternate funding (Transportation Cooperatives)
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KWRL Agreement Elements

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- 2. Scope
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- 4. Location
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WAC 392-142-005

Authority and purpose.

The authority for this chapter is RCW 28A.150.290 which authorizes the superintendent of public instruction to adopt rules and regulations for the proper administration of RCW 28A.160.195 and 28A.160.200. The purpose of this chapter is to specify and implement the rules for the school bus depreciation and replacement systems.

WAC 392-346-010

Purpose.

The purpose of this chapter is to set forth provisions applicable prior to a district's application for state funding assistance in the construction of interdistrict transportation cooperative facilities. Except as otherwise noted in this chapter, the rules and regulations which apply to state funding assistance in financing school facilities set forth below shall apply to the construction of interdistrict transportation cooperatives:

- (1) State funding assistance: WAC 392-343-040, 392-343-060, and 392-343-070 through 392-343-125.
- (2) Procedural regulations: WAC 392-344-055 through 392-344-170.

WAC 392-346-015

Interdistrict transportation cooperative members—Definition.

As used in this chapter:

(1) "Participating member" means a district in a cooperative which anticipates making full use of all the services offered by the cooperative and provides its agreed share of local funds required by the superintendent of public instruction. A participating member must be a member of the cooperative for at least ten years.

(2) "Contract member" means a district which contracts to use the services of the cooperative as outlined in the initial agreement for at least three years. At a minimum, contracts for service shall include lubrication, oil and filter changes on a regular basis.

(3) "Applicant district" means the school district in which the proposed interdistrict transportation cooperative facility is to be located or in which the facility proposed for modernization is located. It shall be the responsibility of said applicant district to submit the application for financial plan approval.

WAC 392-346-030

Interdistrict agreements.

Interdistrict agreements between participating and contract districts shall contain and set forth descriptions of the following elements:

(1) Financial terms by each cooperating district shall participate in the cost of construction or modernization and operation of the facility.

(2) The district administering the facility and the program or services to be offered therein and specific services to be utilized by each participating school district.

(3) Duration of the interdistrict cooperation agreement.

(4) Procedures for dissolution of cooperative operation of the facility including but not limited to the following:

(a) Ownership of all capital equipment and facilities;

(b) Distribution of assets or the payments to be made to the participating districts; and

(c) Minimum period of operation prior to dissolution consideration and approval by the superintendent of public instruction in accordance with chapter 392-345 WAC.

WAC 392-346-045

Interdistrict transportation cooperative—Types.

Except as otherwise noted, the amount of the final allocation of state funding assistance in the construction of an approved interdistrict transportation cooperative facility shall be based on the number of buses in actual service and the number of buses for which the cooperative has contracted from other districts at the time of application and in accordance with the following cooperative types and square footage allowances:

Type	Number of Buses	Square Footage	
		Minimum	Maximum
One	96 or more	21,000	Negotiable
Two	46-95	15,000	20,999
Three	0-45	10,000	14,999

KWRL by the numbers

1. Ownership is established by responsibility for liability of hours and miles consumed
 - a. Most recent calculation of ownership
 - i. Kalama 11.6%
 - ii. Woodland 36.5%
 - iii. Ridgefield 34.75%
 - iv. La Center 17.5%
 - b. Most recent 15/16 consumption figures through May
 - i. Hours 61,908
 1. 12.7% Kalama
 2. 35.1% Woodland
 3. 33.1% Ridgefield
 4. 19.1% La Center
 - ii. Miles 908,623
 1. 11.8% Kalama
 2. 36.3% Woodland
 3. 35.4% Ridgefield
 4. 16.5% La Center
2. Financial
 - a. Allocation History
 - i. 2012-2013 \$1,674,372.41
 - ii. 2013-2014 \$3,103,566.00 (amended up from \$2,695,000)
 - iii. 2014-2015 \$3,365,475.23
 - iv. 2015-2016 \$3,558,266.13
 - b. Expenditure vs Allocation vs Allocation History
 - i. 2014-2015 Expenditure \$3,593,276
 - ii. 2015-2016 Expenditure \$3,775,000(estimate)
 - iii. 2015-2016 Budget \$3,934,551.00
 - iv. 2015-2016 Allocation \$3,558,266.13
 - c. Transportation Vehicle Fund Balance
 - i. June 2016 Balance \$3,613,477.07
3. Operational Data
 - a. 55 General Education Routes / 6,000+ students
 - b. 23 Special Education Routes / 225+ students
 - c. 95 School Buses
 - d. 78 Route Drivers / 10 Substitute Drivers
 - e. 6 Office Staff (4 full time / 2 part time)
 - f. 4 Mechanics

HOURS AND MILES REPORT - YEAR TO DATE

August 1, 2016 through July 31, 2016

	KWRL TOTAL		Kalama		Woodland		Ridgefield		LaCenter	
	HOURS	MILES	HOURS	MILES	HOURS	MILES	HOURS	MILES	HOURS	MILES
Basic	60.5%	52.8%	7.1%	5.3%	22.1%	19.6%	19.2%	17.8%	12.1%	10.1%
Special Ed	27.9%	33.4%	3.9%	4.4%	9.7%	12.8%	10.2%	13.0%	4.1%	3.2%
Mid day K	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Skill Shuttle	2.5%	2.1%	0.0%	0.0%	0.7%	0.6%	1.0%	0.8%	0.7%	0.6%
Field trips	0.8%	0.7%	0.3%	0.2%	0.1%	0.1%	0.2%	0.1%	0.2%	0.2%
Extracurricular	6.6%	5.7%	1.2%	1.2%	1.8%	1.4%	1.9%	1.6%	1.7%	1.5%
Activity Run	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Basic Shuttle	0.5%	0.4%	0.0%	0.0%	0.3%	0.1%	0.3%	0.3%	0.0%	0.0%
Other	1.1%	4.9%	0.1%	0.6%	0.4%	1.7%	0.4%	1.7%	0.2%	0.9%
Total Per Cent	100.0%	100.0%	12.7%	11.8%	35.1%	36.3%	33.1%	35.4%	19.1%	16.5%

Note: Hours or miles reimbursed by users other than KWRL members are NOT included in calculations of hours and miles percentages.

HOURS AND MILES REPORT - YEAR TO DATE

August 1, 2015 through July 31, 2016

	KWRL TOTAL		Kalama		Woodland		Ridgefield		LaCenter	
	HOURS	MILES	HOURS	MILES	HOURS	MILES	HOURS	MILES	HOURS	MILES
Basic	37,446.0	479,846	4,417.6	48,426	13,699.6	178,005	11,864.0	161,647	7,464.8	91,768
Special Ed	17,261.3	303,377	2,403.8	39,818	5,990.2	116,416	6,314.4	118,255	2,552.9	28,888
Mid day K	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0
Skill Shuttle	1,568.9	19,006	22.3	360	460.6	5,739	631.8	7,663	454.3	5,244
Field trips	512.9	5,986	169.3	2,177	71.6	820	134.9	1,344	137.1	1,645
Extracurricular	4,081.1	51,917	751.3	10,764	1,113.5	13,000	1,161.3	14,373	1,055.0	13,780
Activity Run	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0
Basic Shuttle	339.1	4,073	8.4	243	160.6	954	169.5	2,859	0.6	17
Other	698.7	44,418	83.8	5,330	237.6	15,102	244.5	15,546	132.8	8,439
<i>(Reimbursed)</i>	0.0	0								
TOTAL	61,908.0	908,623	7,856.5	107,118	21,733.6	330,036	20,520.4	321,687	11,797.5	149,781

State of Washington
 Superintendent of Public Instruction
 School Year 2012-2013 - Woodland School District
 Operations Allocation Detail Report 1026A

SECTION A - CALCULATION OF EXPECTED ALLOCATION

Allocation Items	Values	Coefficient Rate	Calculated Value
Land Area (Ln)	457.6	0.06731	0.41232
Roadway Miles	1461	0.00000	0.00000
Average Distance	5.57060	0.04555	0.25376
Kindergarten Route	0	0.00000	0.00000
Destinations	9.25000	0.01870	0.17293
Basic Program (Ln)	3,068.75	0.60186	4.83239
Special Program (Ln)	112.63	0.10402	0.49140
Non-High Yes	No	-0.26251	0.00000
Non-High No	No	-0.46262	0.00000
Sum of Calculated Values			6.16280
Expected Allocation Constant Value			8.15713
Expected Allocation Value			14.31993
Initial Allocation			\$1,656,030.79
Local Characteristics Factor	1.00000		
CALCULATED EXPECTED ALLOCATION			\$1,656,030.79

SECTION B - ALTERNATE FUNDING SYSTEM ADJUSTMENTS

Non-High	\$0.00	
Low Ridership	\$0.00	
Transportation Co-op	\$0.00	
ESD	\$0.00	
Other	\$0.00	
Alternate System Total	\$0.00	\$1,656,030.79

SECTION C - OTHER ADJUSTMENTS

Alt Calendar Modifier	1.000	\$1,656,030.79
Car Mileage Reimbursement	\$17,486.88	
Legislative Salary	\$0.00	
Legislative Benefit	\$854.74	
Other Adjustments Total	\$18,341.62	\$1,674,372.41

SECTION D - DETERMINATION OF FINAL STARS ALLOCATION

Adjusted Allocation		\$1,674,372.41
Adjusted Prior Year Expenditures		\$3,148,437.71
	ACTUAL ALLOCATION AMOUNT	\$1,674,372.41

State of Washington
 Superintendent of Public Instruction
 School Year 2015-2016
 Operations Allocation Detail Report 1026A

WOODLAND SCHOOL DISTRICT

SECTION A - CALCULATION OF EXPECTED ALLOCATION

Allocation Items	Values	Coefficient Rate	Calculated Value
Land Area (Ln)	732.9	0.06895	0.45485
Average Distance	4.77647	0.04285	0.20467
Destinations	21.62500	0.01641	0.35477
Basic Program (Ln)	6,097.75	0.60187	5.24584
Special Program (Ln)	228.88	0.12612	0.68577
Non-High Yes	No	-0.13700	0.00000
Non-High No	No	-0.39289	0.00000

A.1. Sum of Calculated Values			6.94590
A.2. Expected Allocation Constant Value			8.13247
A.3. Expected Allocation Value			15.07838
A.4. Initial Allocation			\$3,535,534.38
A.5. Local Characteristics Factor	1.00000		
A.6. CALCULATED EXPECTED ALLOCATION			\$3,535,534.38

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		\$3,535,534.38

SECTION C - OTHER ADJUSTMENTS

C.1. Alt Calendar Modifier	1.000		\$3,535,534.38
C.2. Car Mileage Reimbursement	\$12,881.73		
C.3. Other Adjustments Total	\$12,881.73		\$3,548,416.11

SECTION D - DETERMINATION OF FINAL STARS ALLOCATION

D.1. Adjusted Allocation			\$3,548,416.11
D.2. Prior Year Expenditures			\$3,405,748.78
D.3. Federal Restricted Rate Indirects			\$87,527.74
D.4. Adjusted Prior Year Expenditures			\$3,493,276.52
D.5. Lesser of Adjusted Allocation or Adjusted Prior Year Expenditures			\$3,493,276.52
LEGISLATIVE ADJUSTMENTS			
D.6. Legislative Salary			\$56,695.96
D.7. Legislative Benefit			\$8,293.65
D.8.	ACTUAL ALLOCATION AMOUNT		\$3,558,266.13

State of Washington
 Superintendent of Public Instruction
 School Year 2014-2015
 Operations Allocation Detail Report 1026A

WOODLAND SCHOOL DISTRICT

SECTION A - CALCULATION OF EXPECTED ALLOCATION

Allocation Items	Values	Coefficient Rate	Calculated Value
Land Area (Ln)	732.9	0.05172	0.34118
Roadway Miles	1461	0.00000	0.00000
Average Distance	5.38058	0.04150	0.22329
Midday Route	0	0.00000	0.00000
Destinations	19.87500	0.01646	0.32720
Basic Program (Ln)	5,794.13	0.63023	5.46083
Special Program (Ln)	207.25	0.09085	0.48500
Non-High Yes	No	-0.17257	0.00000
Non-High No	No	-0.50052	0.00000

A.1. Sum of Calculated Values

6.83751

A.2. Expected Allocation Constant Value

8.14719

A.3. Expected Allocation Value

14.98470

A.4. Initial Allocation

\$3,219,372.57

A.5. Local Characteristics Factor 1.00000

A.6. CALCULATED EXPECTED ALLOCATION

\$3,219,372.57

SECTION B - ALTERNATE FUNDING SYSTEM ADJUSTMENTS

B.1. Non-High	\$0.00	
B.2. Low Ridership	\$0.00	
B.3. Transportation Co-op	\$146,102.66	
B.4. ESD	\$0.00	
B.5. Other	\$0.00	
B.6. Alternate System Total	\$146,102.66	\$3,365,475.23

SECTION C - OTHER ADJUSTMENTS

C.1. Alt Calendar Modifier	1.000	\$3,365,475.23
C.2. Car Mileage Reimbursement	\$0.00	
C.3. Other Adjustments Total	\$0.00	\$3,365,475.23

SECTION D - DETERMINATION OF FINAL STARS ALLOCATION

D.1. Adjusted Allocation		\$3,365,475.23
D.2. Corrected Prior Year Expenditures		\$3,573,641.75
D.3. Federal Restricted Rate Indirects		\$100,419.33
D.4. Adjusted Prior Year Expenditures		\$3,674,061.08
D.5. Lesser of Adjusted Allocation or Adjusted Prior Year Expenditures		\$3,365,475.23

LEGISLATIVE ADJUSTMENTS

D.6. Legislative Salary		\$0.00
D.7. Legislative Benefit		\$0.00
D.8.	ACTUAL ALLOCATION AMOUNT	\$3,365,475.23

State of Washington
 Superintendent of Public Instruction
 School Year 2013-2014
 Operations Allocation Detail Report 1026A

WOODLAND SCHOOL DISTRICT

SECTION A - CALCULATION OF EXPECTED ALLOCATION

Allocation Items	Values	Coefficient Rate	Calculated Value
Land Area (Ln)	457.6	0.08245	0.50509
Roadway Miles	1461	0.00000	0.00000
Average Distance	5.65391	0.06048	0.34194
Midday Route	0	0.00000	0.00000
Destinations	15.75000	0.01860	0.29302
Basic Program (Ln)	5,399.63	0.63144	5.42673
Special Program (Ln)	198.88	0.10566	0.55975
Non-High Yes	No	0.00000	0.00000
Non-High No	No	-0.18694	0.00000
			<hr/>
A.1. Sum of Calculated Values			7.12653
A.2. Expected Allocation Constant Value			7.79107
A.3. Expected Allocation Value			14.91760
A.4. Initial Allocation			\$3,010,434.98
A.5. Local Characteristics Factor	1.00000		
A.6. CALCULATED EXPECTED ALLOCATION			<hr/> \$3,010,434.98

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	<hr/> \$0.00		\$3,010,434.98

SECTION C - OTHER ADJUSTMENTS

C.1. Alt Calendar Modifier	1.000		\$3,010,434.98
C.2. Car Mileage Reimbursement	\$7,847.29		
C.3. Other Adjustments Total	<hr/> \$7,847.29		\$3,018,282.27

SECTION D - DETERMINATION OF FINAL STARS ALLOCATION

D.1. Adjusted Allocation			\$3,018,282.27
D.2. Corrected Prior Year Expenditures			\$3,249,368.57
D.3. Federal Restricted Rate Indirects			\$77,659.91
D.4. Adjusted Prior Year Expenditures			\$3,327,028.48
D.5. Lesser of Adjusted Allocation or Adjusted Prior Year Expenditures			\$3,018,282.27
LEGISLATIVE ADJUSTMENTS			
D.6. Legislative Salary			\$35,544.73
D.7. Legislative Benefit			\$49,739.00
D.8.	<hr/> ACTUAL ALLOCATION AMOUNT		<hr/> \$3,103,566.00

Details of Transportation Operations Transition Allocation

STARS

STUDENT TRANSPORTATION ALLOCATION REPORT SYSTEM

Transition Funding Worksheet for School Year Ending August 31, 2014

WOODLAND

Section A. Expenditure Calculations

1. Direct Transportation Expenditures	From F196	\$4,485,414.86
2. Transportation Revenue Adjustments		
a. Other Revenue (4399 through 8199)	From F196	\$1,236,046.29
b. In Lieu of Depreciation for Contracting Districts	From TRNF 1191	\$ 0.00
c. Total of Revenue Adjustments	Line A.2.a. + A.2.b.	\$1,236,046.29
3. Corrected Transportation Expenditures	Line A.1. - A.2.c	\$3,249,368.57
4. Calculation of Indirects		
a. Federal Restricted Indirect Rate	From F196	2.39%
b. Indirects at Federal Restricted Rate	Line A.4.a. * A.3.	\$ 77,659.91
5. STARS Prior Year Expenditures	Line A.3. + A.4.b.	\$3,327,028.48

Section B. Allocation Calculation

1. Prior Year Allocation	From 2012–13 TRNF 1191	\$2,424,705.44
2. Transition Minimum Allocation	Lesser of Line A.5. or B.1.	\$2,424,705.44
3. Legislative Adjustments		
a. Base Wages	From F196	\$1,870,775.24
b. Adjustment Rate for Wages	Increase of 1.90%	
c. Adjustment for Wages Expenditures	Line B.4.a. * B.4.b.	\$35,544.73
d. Base Benefits	From F196	\$936,704.37
e. Adjustment Rate for Benefits	Increase of 5.31%	
f. Adjustment for Benefits Expenditures	Line B.4.d. * B.4.e.	\$49,739.00
g. Total Legislative Adjustments	Line B.4.c + B.4.f.	\$85,283.73
4. Adjusted Minimum Allocation	Line B.2. + B.3.g.	\$2,509,989.17
5. 2013–14 Underfunding Adjustment		
a. STARS Allocation (prior to legislative adjustments)	From STARS Report 1026A	\$3,018,282.27
b. Base Point Underfunding	If Line B.4. < Line B.5.a. Then Line B.5.a. – B.4.	\$508,293.10
c. Additional Allocation Adjustment Rate		0.3729
d. Additional Allocation Adjustment	Line B.5.b. * B.5.c.	\$189,552.47
6. 2013–14 School Year Transportation Operations Allocation	Line B.4. + B.5.d.	\$2,699,541.64
For entry into 1191TRN, Section A, Line 1.		

STARS

STUDENT TRANSPORTATION ALLOCATION REPORT SYSTEM

Description of the Operations Allocation Detail Report 1026A

The Student Transportation Allocation Reporting System (STARS) Allocation Operations Detail Report 1026A shows the calculations used to determine each school district's transportation operations allocation. This document provides a detailed explanation of the calculation process used in the STARS calculation. The primary legal description of the distribution calculation process is contained in Revised Code of Washington (RCW) 28A.160.180 and 28A.160.192, which are provided for reference at the end of this document.

Section A – Calculation of Expected Allocation

STARS uses a regression analysis to determine an estimate for the allocation necessary to fund the expected expenditures for each school district's transportation operations. The student counts, route data and other statistically significant factors from the prior school year are analyzed to determine statewide coefficients for each of the data elements or "allocation items". Data elements that are determined to not be statistically significant for two consecutive years are removed from the analysis. As a result, the former items "Roadway Miles" and "Midday Route" have been removed from the report.

The table in Section A shows each of the allocation items, the statewide coefficient for that data element and the calculated value resulting from multiplying the district's value for the allocation item by the statewide coefficient. Note that the land area and the basic program and special program student count items are each followed by "(Ln)" to indicate that these terms are converted to natural logarithms prior to being multiplied by the statewide coefficient. (Student counts are increased by one in order to ensure that all districts' values are non-zero, since the logarithm of zero is undefined.) The data used for student counts and route related categories consist of prorated values of the prior year spring and the current year fall and winter reports. Prorating is based on the number of months in each report period, with spring and winter reports weighted at 3/8's and the fall report weighted at 2/8's.

The sum of the calculated values is shown below the table and this number is then added to the statewide expected allocation constant value provided by the regression analysis. This sum is then converted from a natural logarithm into a dollar amount using the exponential function. Since current statute has placed the Local Characteristics Factor at zero, the multiplier is shown as 1 and the result is the Calculated Expected Allocation. Amounts shown in the table for the coefficient rate and the calculated values are rounded to five decimal places for display, but the full values returned from the regression analysis are used in the actual calculation.

Section B – Alternate Funding System Adjustments

This section provides details of any alternate funding system adjustments. RCW 28A.160.191 (also included at the end of this document) provides OSPI with the authority to determine alternate funding mechanisms for non-high, low ridership, districts in transportation cooperatives and Educational Service Districts (ESDs) providing transportation services. The alternate funding systems began with the 2014–15 school year. The alternate funding system process increases the funding amount for any district qualifying for inclusion in one of the alternate funding categories to the percentage funding exhibited by the median district. For the 2015–16

school year, the median district was funded at 98.79%. Those alternate funding system eligible districts whose STARS final allocation was less than 98.79% will show an increase in the appropriate line in Section B to bring the district's funding up to that percentage of the district's prior year expenditures (shown on Line D.2.).

Districts will qualify for only one adjustment under the alternate systems. For instance, a non-high district participating in a transportation cooperative and funded at 73.5% would have their funding adjustment show up in the non-high adjustment line and no adjustment in the transportation cooperative line. For ESDs, the alternate funding system adjustment is as an ESD providing transportation, regardless of their qualification in the other categories.

The "Other" line in the Alternate Funding System Adjustments is a placeholder and no funding is provided in the line for any district for the 2015-16 school year.

Section C – Other Adjustments

Other adjustments to the STARS allocation consist of reducing the allocation on a pro-rated basis for those districts using an approved alternate calendar, as needed. This adjustment is shown as the "Alt Calendar Modifier" and the result of the multiplication by the modifier is shown in the right column.

The car mileage reimbursement is calculated at the private vehicle reimbursement rate in effect on September 1 of the current school year. For the 2015–16 school year that rate is \$0.575 per mile.

Section D – Calculation of Final STARS Allocation

Prior Year Expenditures are calculated from the district's prior year F–196 Report by subtracting any other revenue (besides the transportation operations allocation) or any in lieu of depreciation for contracting districts from the district's direct expenditures. Indirects at the district's federal restricted rate are added to the district's Prior Year Expenditures and the result is the district's Adjusted Prior Year Expenditures. The Lesser of Adjusted Allocation or Adjusted Prior Year Expenditures shows the district's allocation prior to any legislative enhancements for salaries and benefits.

The legislative salary adjustment is calculated by multiplying the total wages reported by the district for the 2014-15 school year by the percentage increase provided in the state omnibus appropriations act. For the 2015-16 school year, this increase is 3%. For contracting districts, the total expenditures in Program 99 are multiplied by the average percentage reported for wages compared to total expenditures by non-contracting districts (57.6%). For the benefit adjustment, the same process is used. The increase for 2015-16 is 0.85% and the statewide average of non-contracting districts is 26.6%.

The final result after the inclusion of the legislative salary and benefit adjustments is the district's Actual Allocation Amount, which will show up on the district's financial report TRN 1191, line A.1. starting with the February 2016 apportionment.

Reference

RCW 28A.160.180 Student transportation allocation determination — Report.

Each district's annual student transportation allocation shall be determined by the superintendent of public instruction in the following manner:

(1) The superintendent shall annually calculate the transportation allocation for those services provided for in RCW 28A.160.150. The allocation formula may be adjusted to include such additional differential factors as basic and special passenger counts as defined by the superintendent of public instruction, average distance to school, and number of locations served.

(2) The allocation shall be based on a regression analysis of the number of basic and special students transported and as many other site characteristics that are identified as being statistically significant.

(3) The transportation allocation for transporting students in district-owned passenger cars, as defined in RCW 46.04.382, pursuant to RCW 28A.160.010 for services provided for in RCW 28A.160.150 if a school district deems it advisable to use such vehicles after the school district board of directors has considered the safety of the students being transported as well as the economy of utilizing a district-owned passenger car in lieu of a school bus is the private vehicle reimbursement rate in effect on September 1st of each school year. Students transported in district-owned passenger cars must be included in the corresponding basic or special passenger counts.

(4) Prior to June 1st of each year the superintendent shall submit to the office of financial management, and the education and fiscal committees of the legislature, a report outlining the methodology and rationale used in determining the statistical coefficients for each site characteristic used to determine the allocation for the following year.

RCW 28A.160.191 Student transportation allocation — Adequacy for certain districts — Adjustment.

The superintendent of public instruction shall ensure that the allocation formula results in adequate appropriation for low enrollment districts, nonhigh districts, districts involved in cooperative transportation agreements, and cooperative special transportation services operated by educational service districts. If necessary, the superintendent shall develop a separate process to adjust the allocation of the districts.

RCW 28A.160.192 Student transportation allocation — Distribution formula.

(1) The superintendent of public instruction shall phase-in the implementation of the distribution formula under this chapter for allocating state funds to school districts for the transportation of students to and from school. The phase-in shall begin no later than the 2011-2013 biennium and be fully implemented by the 2013-2015 biennium.

(a) The formula must be developed and revised on an ongoing basis using the major cost factors in student transportation, including basic and special student loads, school district land area, average distance to school, roadway miles, and number of locations served. Factors must include all those site characteristics that are statistically significant after analysis of the data required by the revised reporting process.

(b) The formula must allocate funds to school districts based on the average predicted costs of transporting students to and from school, using a regression analysis. Only factors that are statistically significant shall be used in the regression analysis. Employee compensation costs included in the allowable transportation expenditures used for the purpose of establishing each school district's independent variable in the regression analysis shall be limited to the base salary or hourly wage rates, fringe benefit rates, and applicable health care rates provided in the omnibus appropriations act.

(2) During the phase-in period, funding provided to school districts for student transportation operations shall be distributed on the following basis: (a) Annually, each school district shall receive the lesser of the previous school year's pupil transportation operations allocation, or the total of allowable pupil transportation expenditures identified on the previous school year's final expenditure report to the state plus district indirect expenses using the federal restricted indirect rate as calculated in the district annual financial report;

(b) Annually, the amount identified in (a) of this subsection shall be adjusted for any budgeted increases provided in the omnibus appropriations act for salaries or fringe benefits;

(c) Annually, any funds appropriated by the legislature in excess of the maintenance level funding amount for student transportation shall be distributed among school districts on a prorated basis using the difference between the amount identified in (a) adjusted by (b) of this subsection and the amount determined under the formula in RCW 28A.160.180; and

(d) Allocations provided to recognize the cost of depreciation to districts contracting with private carriers for student transportation shall be deducted from the allowable transportation expenditures in (a) of this subsection.

GL Description Balance

Grand Asset Totals	3,615,746.42
Grand Liability Totals	0.00
Grand Equity Totals	-2,269.35
Grand Totals	3,613,477.07

Number of Accounts: 5

***** End of report *****

<u>GL</u>	<u>Description</u>	<u>Balance</u>
90	Transportation Vehicle Fund	
240	CASH ON DEP W/CO TREAS.	1,146.42
241	WARRANTS OUTS.	0.00
450	INVESTMENTS	3,614,600.00
---	Asset	3,615,746.42
601	ACCOUNTS PAYABLE	0.00
---	Liability	0.00
889	Assigned to Fund Purposes	-2,269.35
---	Equity	-2,269.35
---	Transportation Vehicle Fund	3,613,477.07

FORECAST THROUGH 2027-2028 SCHOOL YEAR

\$3,613,477.00 TVF Beginning Balanace

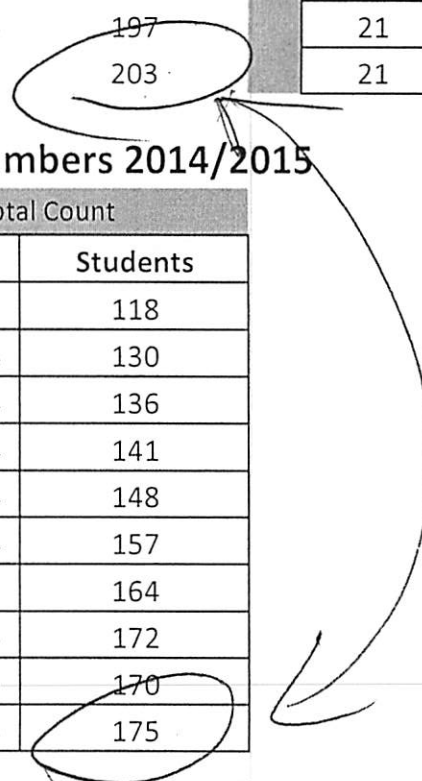
\$3,613,477.00	DEP Income	Expense	Cooperative Contribution	TVF Balance
15-16	\$ 640,954.00	\$ (673,960.00)		\$ 3,580,471.00
16-17	\$ 650,137.00	\$ (1,079,675.80)		\$ 3,150,932.20
17-18	\$ 590,501.00	\$ (821,903.20)		\$ 2,919,530.00
18-19	\$ 546,678.00	\$ (1,681,199.86)	\$ 275,000.00	\$ 2,060,008.13
19-20	\$ 462,581.00	\$ (360,890.14)	\$ 275,000.00	\$ 2,436,698.99
20-21	\$ 584,716.00	\$ (1,362,430.31)	\$ 275,000.00	\$ 1,933,984.68
21-22	\$ 668,458.00	\$ (297,438.44)	\$ 275,000.00	\$ 2,580,004.25
22-23	\$ 581,703.00	\$ (590,282.12)	\$ 275,000.00	\$ 2,846,425.13
23-24	\$ 622,306.00	\$ (1,424,663.91)	\$ 275,000.00	\$ 2,319,067.22
24-25	\$ 743,659.00	\$ (152,030.85)	\$ 275,000.00	\$ 3,185,695.38
25-26	\$ 622,175.00	\$ -	\$ 275,000.00	\$ 4,082,870.38
26-27	\$ 788,307.00	\$ (2,046,898.31)	\$ 275,000.00	\$ 3,099,279.07
27-28	\$ 589,495.00	\$ (650,464.11)	\$ 275,000.00	\$ 3,313,309.96
Surplus 90 buses at \$5000 per bus			\$ 480,000.00	\$ 3,793,309.96
			Beginning balance	\$3,613,477.00
			Total depreciation income	\$8,091,670.00
			Total purchase expenditures	\$11,141,837.05
			Cooperative contribution and surpluss income	\$3,230,000.00
			13 year balance	\$3,793,309.95
			13 year net balance increase	\$179,832.95

<u>Purchase Year / Month</u>	<u>Purchase D</u>	<u>Purchase A</u>	<u>District Depreciation</u>	<u>Expense</u>
July 2016	2	6	\$ 640,954.00	\$ 673,960.00
July 2017	8	0	\$ 650,137.00	\$ 1,079,675.80
July 2018	6	0	\$ 590,501.00	\$ 821,903.20
July 2019	8	8	\$ 546,678.00	\$ 1,681,199.86
July 2020	0	5	\$ 462,581.00	\$ 360,890.14
July 2021	9	1	\$ 584,716.00	\$ 1,362,430.31
July 2022	0	4	\$ 668,458.00	\$ 297,438.44
July 2023	4	0	\$ 581,703.00	\$ 590,282.12
July 2024	9	1	\$ 622,306.00	\$ 1,424,663.91
July 2025	1	0	\$ 743,659.00	\$ 152,030.85
July 2026	0	0	\$ 622,175.00	\$ -
July 2027	10	6	\$ 788,307.00	\$ 2,046,898.31
July 2028	8	0	\$ 589,495.00	\$ 650,464.11
			\$ 8,091,670.00	\$ 11,141,837.05
	<u>65</u>	<u>31</u>		

Date	# of Students	Kalama		Woodland		Ridgefield		La Center	
		SP	MV	SP	MV	SP	MV	SP	MV
8/28/2015	142								
8/31/2015	148								
9/4/2015	158								
9/11/2015	160								
9/18/2015	162								
10/29/2015	163	18	1	44	2	57	11	30	0
11/13/2015	172								
11/14/2015	183								
1/22/2016	189	21	9	56	3	58	13	29	0
2/22/2016	192	21	9	56	3	61	13	29	0
3/28/2016	197	21	9	57	3	62	16	29	0
4/18/2016	203	21	9	62	3	62	16	29	1

Sp-ed numbers 2014/2015

Total Count	
Date	Students
9/3/2014	118
9/12/2014	130
9/22/2014	136
10/6/2014	141
11/5/2014	148
12/3/2014	157
2/3/2015	164
3/23/2015	172
4/22/2015	170
5/14/2015	175



Woodland School District

General Education Bus Route Model Comparison

MAY 2015 MILES = 136,574

MAY 2016 MILES = 176,208

22% NET INCREASE / 39,604 miles

MAY 2015 HOURS = 11,859

MAY 2016 HOURS = 13,644

13% NET INCREASE / 1,785 hours

To compare the additional logistical demands associated with the new building you can extrapolate what that additional demand looks like with the Hybrid model as compared to what the previous model would possibly look like with the same additional logistics.

Distance to new WHS = 3 miles

216 additional miles per day

216 additional miles over 180 school days = **38,880 additional logistical miles**

Theoretical difference between Hybrid and previous model+(additional logistics)

724 additional miles / +0.004%

Prior Model

2015 miles per labor hour 11.52

Hybrid Model

2016 miles per labor hour 12.92

Hybrid Estimate vs Actual (164 day comparison through May)

Estimated Miles = 172,220(1050 per day) / **Actual Miles 176,208**(+2.3% over estimate)

Estimate Hours = 12,792 (69 route/78 inspection) / **Actual Hours 13,644** (+6.2% over estimate)

(Estimate miles/hours did not include misc. logistics, route adjustments or additional early release logistics.

Actual hours will include mechanical break downs, weather, and other actual route related delays)