Annual Report on the Allocation Basis for Student Transportation

Summary

The Revised Code of Washington (RCW) 28A.160.180 (4) requires the Superintendent of Public Instruction to submit annually “a report outlining the methodology and rationale used in determining the statistical coefficients for each site characteristic used to determine the (transportation) allocation for the following year.”

Background

The Student Transportation Allocation Reporting System (STARS) uses a regression analysis to determine each school district’s student transportation operations allocation. The regression analysis process determines coefficients by comparing particular characteristics to statewide reported transportation expenditures. The allocation for each school district is then calculated using the statewide coefficients and the individual school district data.

For the transportation allocation process for the 2013–14 school year, the Office of Superintendent of Public Instruction (OSPI) will use the data collected in the fall, winter and spring student transportation reports and transportation expenditure data for the 2012–13 school year to determine the formula coefficients. The expenditure data for the 2012–13 school year will be available in December 2013. At that time, OSPI will perform the regression analysis to determine the coefficients used to calculate the student transportation allocations for 2013–14. The adjustment in allocation will occur at the end of February and will use the data collected in the 2012–13 spring report and the 2013–14 fall and winter reports. Until the February adjustment, districts will receive their allocation based on the 2012–13 school year amounts.
The student transportation data elements required to be reported by school districts are:

1. Basic program student count:
   a. Students riding basic program school buses.
   b. Students riding school buses from stops within the designated walk area.
   c. Students riding public transit.

2. Special program student count:
   a. Students riding special education school buses.
   b. Students riding gifted program school buses.
   c. Students riding bilingual program school buses.
   d. Students riding early education (district operated Head Start, district operated Early Childhood Education Assistance Program and other district operation early education program) school buses.
   e. Students provided with transportation in compliance with the requirements of the McKinney-Vento Homeless Education Act.

3. The location of school bus stops for home-to-school transportation is reported and used to determine the average distance between each school bus stop and the corresponding destination school or learning center.

4. The number of destinations (schools or learning centers) served.

5. For non-high school districts, if the districts provide transportation service for resident high school students.

6. OSPI will provide the total land area of the district (land area such as national parks and forest areas not provided with transportation services are excluded).

For the 2011–12 and the 2012–13 school years, the total number of roadway miles within the district (forest service roads not used for transportation service are excluded) and the number of kindergarten routes operated were determined to be not statistically significant and were not used in the determination of the allocation in accordance with RCW 28A.160.192 (1)(b). Because these two factors have not been statistically significant for two consecutive years, OSPI does not intend to use them in the calculation process for 2013–14 school year. The road mileage value can be evaluated annually without the collection of data from school districts. Tentatively, the collection of the number of kindergarten routes will be expanded to include a count of all mid-day shuttles, subject to input from school district staff. However, OSPI requires this data element to be statistically significant for two consecutive years prior to inclusion in the funding formula.

Reimbursement for mileage used in providing home-to-school transportation in district motor pool vehicles will be reimbursed at the private vehicle rate in effect on September 1, 2013. During each reporting period, school districts are required to provide a current estimate for the total district car mileage for the school year. The actual district car mileage is required to be reported prior to July 15 of each year.