

SB

244

HFIN

FILE

SMALL SINGLE SITE SCHOOL DISTRICTS

Who are they?

Districts with:

- enrollment of 800 or fewer average daily membership (ADM)
- funding limited to one funding community

How many districts?

- 39% of Alaska's 54 districts

What kind of districts?

- Geographically small
- Small city
- Rural
- REAA

Where are these districts?

Alutian Region	Annette Islands
Cordova	Craig
Dillingham	Galena
Hoonah	Hydaburg
Kake	Kashunamiut
Klawock	Nenana
Nome	Pelican
Petersburg	Skagway
St. Mary's	Tanana
Unalaska	Wrangell
Yakutat	

Are all small schools in small single site school districts?

No. There are school districts covering large geographical areas that have several small schools within the area/district.

What makes small single site school districts different?

A small district, with only one (single) funding community according to the foundation formula, is funded at a substantially lower level per student than is a district of the same enrollment with multiple funding communities.

How many students are affected by this funding situation?

Approximately 6,000.

How can this situation be remedied?

The state law can be amended to add a supplemental funding formula for those small schools that are also a small district.

What would this amendment do for the overall cost of education?

- It would increase the foundation entitlement by approximately \$3.2 million.
- This increase is about .5% of the overall K-12 foundation appropriation.

How long has this situation existed?

Since the foundation formula was amended in 1987.

Has this difference of funding just been discovered?

No. Debate at the time the funding law was changed showed concern for these small school districts.

How have these schools operated since 1987?

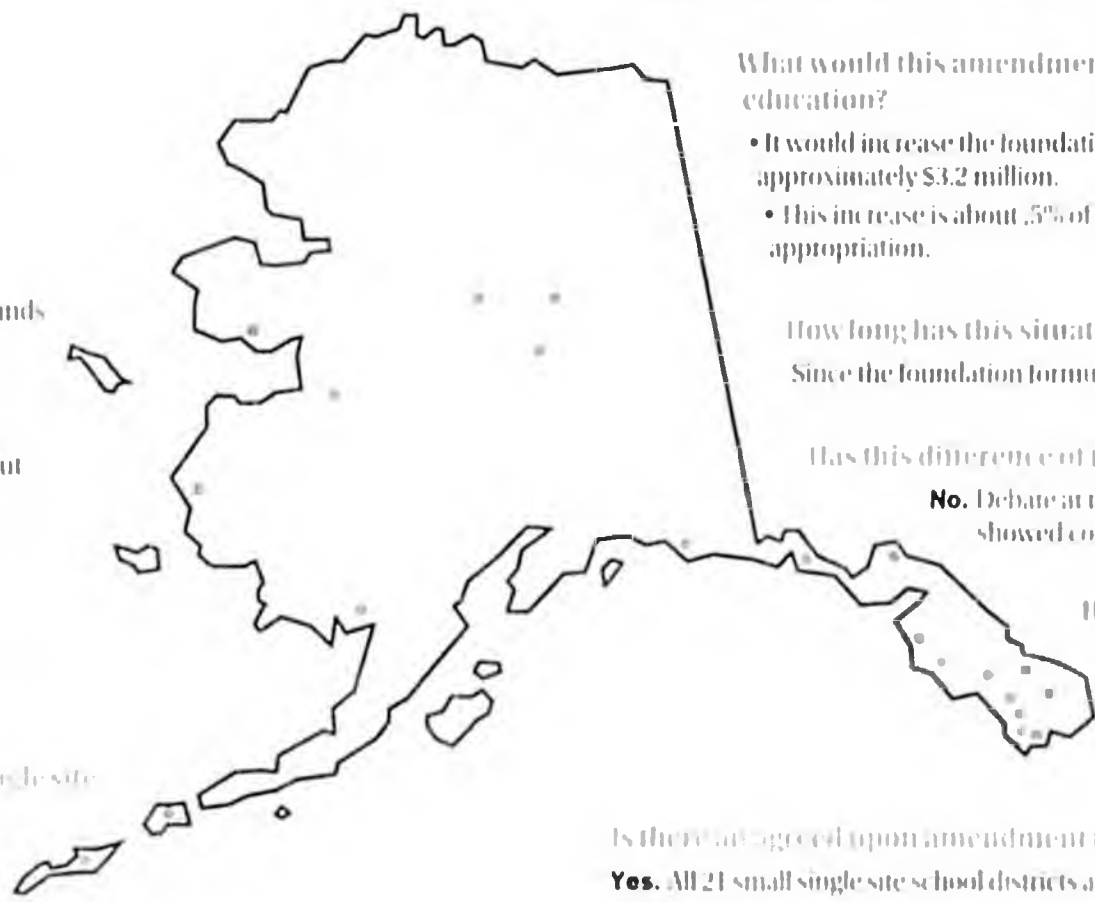
Separate legislative appropriations have been made to provide additional district support.

Is there an agreed upon amendment to the foundation formula?

Yes. All 21 small single site school districts agree on a formula that will resolve this issue.

The formula has also received support from the State Board of Education, the Alaska Association of School Administrators, the Association of Alaska School Boards, and NEA-Alaska.

See reverse side for proposed legislative wording.



A:

**See
Inside.**



Proposed Formula-Legislative Wording

*Sec. __ AS 14.17.041 is amended by adding a new subsection to read:

(e) In a district that consists of a single funding community with an average daily membership of 800 or fewer students, the elementary and secondary instructional units received under (a) or (b) of this section shall be multiplied by the factor determined under the following table:

District ADM	Factor
1-250	1.12
251-525	1.08
526-800	1.06

*Sec. __ This Act takes effect _____.

For more information on the single site funding issue, contact:

Al Weinberg, Chairperson

Single Site School District Consortium

Phone: 858-7713 Fax: 858-7328

Wanda J. Cooksey, Consultant

Single Site School District Consortium

Phone: 586-9072 Fax: 586-5772

Q:

**How can
you help
6,000
Students
in the
State of
Alaska?**

HOUSE COMMITTEE REPORT

(11)

Date Referred to Committee: April 30, 1996

FURTHER REFERRALS:

Date of Committee Action: 5/2/96

The FINANCE Committee considered:

CSSB 244(FIN) am

CS FOR SENATE BILL NO. 244(FIN) am

STATE AID TO EDUCATION

"An Act relating to transportation of public school students; relating to school construction grants; relating to state foundation aid and supplementary state aid for education; and providing for an effective date."

recommends it be replaced with the following committee substitute _____ the same title
 a new title

additional referral to _____ Committee

attached amendment(s)

ADOPTS: _____ Letter of Intent

ATTACHES NEW FISCAL NOTE(S): _____ (Dept)

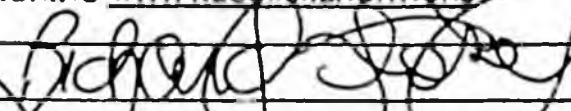
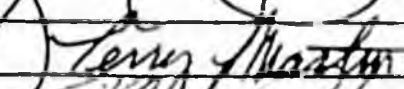
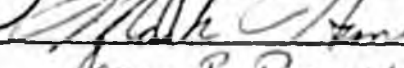
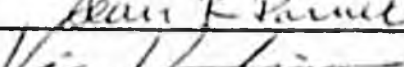
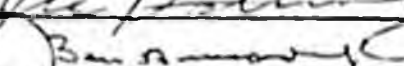

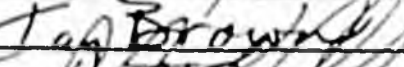
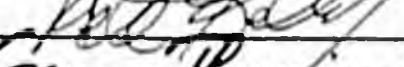
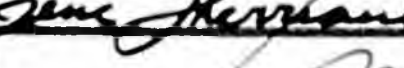
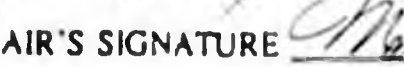
APPROVES PREVIOUS: _____ (Dept/Date)

fiscal note(s) _____

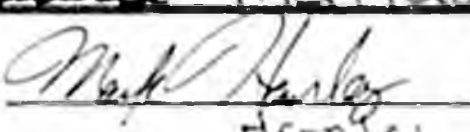
^{Senate} fiscal note(s) DOE 4/11/96

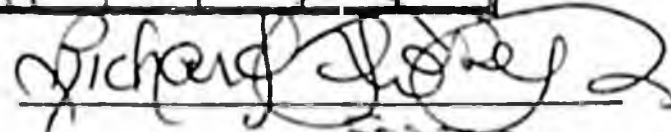
zero fiscal note(s) _____

zero fiscal note(s) _____

SIGNING WITH RECOMMENDATIONS		DP	DNP	NR	AM
	Foster				X
	Martin	X			
	Hanley	X			
	Parnell	X			
	Kohring	X			
	Grossenbort				X
	Navarre	X			
	Brown			X	
	Kelly	X			
	Theriault	X			

CHAIR'S SIGNATURE





FISCAL NOTE

Bill Version: CS SB 244(FIN) No. 2
 (S) Publish Date: 4/11/96

STATE OF ALASKA
 1996 LEGISLATIVE SESSION

Revision Date: 4/11/96
 Title: An act relating to state foundation aid and supplementary state aid for education
 Sponsor: Rules Committee
 Requester: Senate Finance Committee

Department Affected: Education
 BRU: K-12
 Component: Foundation

COMPONENT SERIAL NO. 141

Expenditures/Revenues: (Thousands of Dollars)

	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
OPERATING						
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS	20.2	20.2	20.2	20.2	20.2	20.2
MISCELLANEOUS						
TOTAL OPERATING	20.2	20.2	20.2	20.2	20.2	20.2

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES						
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FUND SOURCE (Thousands of Dollars)

	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
1002 Federal Receipts						
1003 GF Match						
1004 GF	20.2	20.2	20.2	20.2	20.2	20.2
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	20.2	20.2	20.2	20.2	20.2	20.2

POSITIONS:

	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY96) impact: \$ 311.7

ANALYSIS: (Attach a separate page if necessary.)

Refer to attached spreadsheet for fiscal impact of sections 1 and 2 of the legislation. Section 3 contains a hold-harmless provision which provides school districts with the same level of foundation revenue they were entitled to prior to implementation of this legislation.

Prepared by: Eddy Jeans, Project Assistant Phone: 465-8685
 Division: School Finance Date: April 11, 1996
 Approved by Commissioner: Shirley J. Holloway Shirley Holloway, Ph. D., Commissioner
 Agency: Education Date: April 11, 1996

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Adopted

Am #1

By Hanley

Section 1. AS 14.09.010(b) is amended to read:

(b) Each school district mentioned in (a)(1) of this section is entitled to receive reimbursement from the state for the operation of the transportation system on a unit cost basis determined by the department. In determining an appropriate amount of eligible transportation reimbursement to a school district under this subsection, the department shall review the level of reimbursement for transportation provided on a motor vehicle owned by the school district ~~or~~ for transportation provided on a motor vehicle operated under a contract with the school district.

Adopted Am #1A

w/ Return to title

Transmitted by Senate

CS SB 244 (Fin) am

9-GS2043VG.1-
Ford
4/23/96

AMENDMENT



↓
Rep. Foster

OFFERED IN THE HOUSE

TO: CSSB 244(FIN) am

1 Page 3, following line 23: ¹⁴

2 Insert new bill sections to read:

3 * Sec. 5. AS 14.17.031(a) is amended to read:

4 (a) The department shall adopt regulations defining funding communities
5 within each district that reflect geographic and attendance area factors. For the
6 purpose of determining instructional units, students are counted in the district and the
7 funding community from which they receive educational services. The total number
8 of instructional units in a school district is the sum of the following units for each
9 funding community within the district, as determined by the department:

10 (1) the number of units for elementary and secondary students
11 determined under ~~AS 14.17.041~~ [AS 14.17.041(a) OR (b)];

12 (2) the number of units for vocational education determined under
13 AS 14.17.043;

14 (3) the number of units for special education determined under
15 AS 14.17.045; and

16 (4) the number of units for bilingual education determined under
17 AS 14.17.047.

18 * Sec. 6. AS 14.17.041 is amended by adding a new subsection to read:

19 (e) For districts that consist of one funding community with an ADM of 900
20 or less, the elementary and secondary instructional units determined under (a) or (b)
21 of this section are increased by multiplying those units by the percentage set out in
22 the following table:

ADM	Percentage
1 - 250	12
251 - 525	8

9-052043VG.1

1 526 - 900 6"

2 Renumber the following bill sections accordingly.

3 Page 4, line 2:

4 Delete "Sections 3 - 5"

5 Insert "Sections 3 - 7"

Department of Education
Briefing Paper
PL81-874 Impact Aid: Disparity Requirement
January 30, 1996

Summary of Issue

Alaska's total receipt of federal Impact Aid is in excess of \$70,000,000 annually. The Alaska Public School Foundation Formula reduces the amount of state aid and limits local aid which a district can receive in accordance with a federally certified system of equalized support. The recognition of federal aid in the foundation formula reduced the FY95 state general fund requirement by over \$43,000,000. The estimated FY96 reduction in general fund obligation as result of recognition of Impact Aid received by districts is \$35,000,000.

Statement of Why the Issue is Timely or Important

The Impact Aid Program was reauthorized by Congress in 1994. The new statutes require calculation of current year disparity utilizing revenue data from two years prior. Because Alaska uses an instructional unit as the method of determining districts' foundation entitlements, disparity is a measure of relative value of each adjusted unit, ignoring the top and bottom 5%. In FY98 the maximum disparity allowed will be reduced from 25% to 20% and will rely on FY96 data. The Department's preliminary disparity test calculation for FY96 is over the maximum 20% allowed by federal law. Unless the federal statutorily required disparity test is met in FY98, it will take a general fund increment of about \$35,000,000 to replace the eligible Impact Aid recognized currently in the school foundation formula.

Alternative Ways of Addressing Issue

1. Seek Congressional relief from the FY98 disparity standard.
2. Prorate the instructional unit value in FY98 by \$2,850 under the existing statute due to state's failure to meet disparity test for FY96.
3. Devise method of increasing unit value of REAA districts to reduce disparity. The method recommended by the State Board of Education Task Force on School Funding and approved by the State Board is the proposed supplemental aid of \$500 per instructional unit to the REAAs for FY96 and the legislation proposed by Governor Knowles for subsequent fiscal years that changes the foundation formula by: (a) raising the Impact Aid deduct from present 90% to 95% for REAAs and (b) ensuring the state meets federal disparity requirements in the future by giving the Department of Education statutory authority to increase the amount of supplementary aid to these same districts *through the foundation formula*, an important federal criterion.

*Alaska Department of Education
Sectional Analysis for Foundation Formula Legislation*

SB 244, House CS CS SB 244 (HES): "An Act relating to school construction grants; relating to state foundation aid and supplementary state aid for education; and providing for an effective date."

Sectional Analysis

Section 1. Section 1 establishes in statute the department's policy which considers students in temporary facilities as "unhoused" students for the purposes of evaluating capital improvement projects.

Section 2. Section 2 of the bill would amend AS 14.17.021 by adding a new subsection applicable only to regional educational attendance areas (REAs). In calculating state foundation aid for REAs, 96% of eligible federal impact aid will be deducted from basic need. Calculation of foundation aid for city and borough school districts will remain unchanged, with 90% of eligible impact aid deducted. The 96% deduction for REAs recognizes that no required local contribution is deducted from REAs' basic need. The savings to the state, which results from the increased impact aid deduction, will cover the majority of the cost to implement the supplementary aid to REAs set out in section 3 of this bill.

Section 3. Subsection (a) creates a new section of statute to provide supplementary aid to REAs based on a flat rate per adjusted instructional unit. The flat rate is referred to as the unit allotment. Initially the unit allotment is set at \$500.00 per adjusted unit. This amount will increase the value of the adjusted units in REAs so that disparity of revenues between the 5% and 95% percentiles of districts will be 20%, the maximum allowable under the new federal impact aid statutes.

Section 4. Section 4 contains transition language, or a "hold harmless" provision, which provides school districts with the same level of foundation revenue they were entitled to prior to implementation of this legislation.

Section 5. AS 14.17, the foundation program, shall not be applied for funding public education after June 30, 1997.

Section 6. Establishes a July 1, 1995 effective date for sections 2-4.

Section 7. The legislation takes effect immediately after receiving the Governor's signature.



Anchorage School District

4800 Decker Road
P.O. Box 28814
Anchorage, Alaska 99519-4614
(907) 333-8981

SCHOOL BOARD Peter Anderson President

James M. Sings
Vice President

Robert A. Cunningham
Clerk

Patricia H. Hines
Treasurer

Kathy Greenlee

Kathy Hester

Debbie Coleman
Paul Peterson

SUPERINTENDENT Bob Christ

March 13, 1996

The Honorable Shirley Holloway
Commissioner of Education
State of Alaska Department of Education
Goldbelt Place
801 West 10th Street
Juneau, Alaska 99811

Dear Commissioner Holloway:

The Anchorage School District formally requests the current method of reimbursement from the State for Anchorage's district-operated pupil transportation program be reviewed. The Anchorage School District provides pupils with home-to-school transportation, special education transportation, and extracurricular activity transportation. The District's Pupil Transportation Department operates and maintains buses, administers contracts with private companies providing pupil transportation, and provides crossing guard service with the aim of ensuring the District's students are able to safely attend school and school-related activities.

Our request for reconsideration of the reimbursement rate for district-operated transportation services is based on the following factors.

- Inequities still exist in the way statewide reimbursement of pupil transportation expenditures are made.
- Cost for contracted services does not include the cost of the District to administer the contract. The District plans and schedules the routes for the contractor. The District's safety officers also provide services to the contractor. In addition, the District pays for the advertising of routes each fall and for the annual Pupil Transportation audit.
- A comparison of the daily cost per pupil per live mile driven between FY 1990-91 to FY 1994-95 indicates a

significant closing of the gap between district-operated pupil transportation and contracted services when costs are adjusted to more accurately reflect district operational costs to contracted service costs.

- The District has made a good faith effort to reduce operating costs by reducing and freezing salaries for drivers and attendants. Efforts have also been made to increase efficiencies.

Inequities

The current method of reimbursement from the State for our district-operated pupil transportation program is to apply a factor of 66.83% to the District's audited statement of services. The way this factor was derived has never been clear to us, however, the January 31, 1991 legislative audit report of the Department of Education Pupil Transportation Department, states:

"...DOE has paid ASD only two-thirds of its actual costs of operations. According to the program coordinator this ratio was essentially lifted out of midair by DOE officials. Basing payments of the State's largest pupil transportation recipient on a vague estimate points out the weaknesses of the program's current regulatory structure."

This same audit highlighted a variety of circumstances where varied approaches adopted by different school districts resulted in an inequitable distribution of pupil transportation funds. For instance, the unequal treatment of hazardous routes was brought forth in the audit. One district with designated hazardous routes transported over 400 pupils living within 1.5 miles from their school but did not reduce their reimbursement request to reflect these transportation costs yet another school district which also transported 400 pupils within 1.5 miles from their school was required to make adjustments for hazardous routes. The Department of Education responded to the legislative audit by stating:

"Regulations allow for variation in the calculation of reductions of reimbursement for the cost of transporting students who live within 1 1/2 miles of school. "

The auditors replied:

"In our view, districts have been allowed to stretch this regulatory discretion to the extent that there is unequal treatment of districts."

We conducted a recent telephone survey of various school districts throughout the State of Alaska. It was evident that these regulatory discretions were still continuing.

The Department of Education regulation 4 AAC 27.060 (a) states in part:

"Subject to the availability of funds, districts will be reimbursed for the cost of all approved regular routes, special education routes, other conveyance routes, and in-lieu-of-agreements."

Further, in paragraph (e), the regulation states:

"If funds allocated for pupil transportation reimbursement are insufficient to provide full reimbursement under this section, the funds that are available shall be prorated among the districts."

The Anchorage School District's interpretation of this regulation is that the Department of Education is required to reimburse all school districts for the entire cost of pupil transportation services of approved routes, etc. If the amount of appropriation is not adequate to meet the reimbursement needs for all districts' pupil transportation services, the Department of Education must prorate the appropriated costs, both district-operated and contracted statewide. Neither the Department of Education's regulations or state statutes explicitly provides that the Department of Education may

impose a ceiling on reimbursement for district-operated pupil transportation services.

Costs

A comparison is often made between the current daily rate per route for district-operated school buses to current contracted rates for regular and special education buses. This is not a fair comparison since the district-operated daily rate includes many costs which are not comparable to contracted rates. For instance, the costs for crossing guards, advertisement of routes, audits, data processing for scheduling, and administration of contracted services are included in the total cost for district-operated transportation. In addition, the contractor's cost is reduced by deducts for hazardous routes and kindergarten routes. These deducts are borne by the District.

The differences in terrain, student concentrations, the existence of deadhead mileage, the mix of regular routes and special education routes, and other similar factors causes the cost of operations to vary greatly within the same school district whether the routes are district-operated or contracted. Therefore, the question arises: Which contracted rate is being compared to the district-operated daily rate per route?

In addition, the reimbursement percentage does not reflect the District's actual costs and appears to have been established without a reasonable correlation to what a contractor might charge to duplicate the District's provided service. The District recognizes that there is a difference in wages and benefits provided to employees under the collective bargaining agreement as compared to the packages offered by private bus contractors. However, wage differentials should be considered with profit margins. From a theoretical point, if the contractor were to forego the related profit margin on a contract, more cash would be available to increase hourly wage rates for contract drivers and attendants. Therefore, wage rates are not the only factor to consider. Time and mileage are also key considerations. It should be noted that recent requests for proposals by other school districts in the state

have resulted in bids from contractors for services beginning in FY 1996-97 that are significantly higher (15%) than their previous contracts. We believe this has resulted from the lack of competition from contractors in the state capable of handling larger contracts.

The attached schedule (attachment A) reflects the adjustments made allocating District staff time and other expenses to district-operated services and contracted services.

Daily Cost Per Pupil Per Live Mile Driven

The difference in costs between the district-operated operations and contracted operations is explained by the different rates of driver and attendant compensation. We predicted in 1991 that much of this difference would disappear over the coming years as the minimum wage requirements of the State become applicable. According to the data compiled in FY 1990-91, the daily cost per pupil per live mile on regular routes ranged from \$0.042 to \$0.140 for contracted routes and \$0.09 for district-operated routes. At that time, only one service area on contract had a higher rate than the District. The FY 1994-95 data (attachment B) indicated the daily cost per pupil per live mile on regular routes increased to the range between \$0.051 and \$0.128 for contracted and \$0.100 for district-operated routes with two service areas on contract that were at a higher rate than the District. Overall, this trend indicates that the rate for the Anchorage School District operated routes increased in daily cost by 2 percent while daily costs for contracted routes increased by as much as 22 percent over this five year period.

Reduction of Costs and Increase in Efficiencies

The Anchorage School District has made a good faith effort to reduce operating costs and increase efficiencies in delivering services.

- Wages for drivers and attendants had been reduced and virtually frozen from 1987 through 1995. The only funds put into the bargaining group between

1990-91 and 1994-95 were bonuses for safety and attendance.

- The overall cost for drivers decreased with the attrition of senior staff.
- New drivers were compensated at a lower rate in a two-tiered wage scale until the most recent contract which went into effect for FY 1995-96.
- There has been low turnover among District employees compared to contractors.
- There is a much higher building principal satisfaction with district-operated buses.
- The District's contribution to the Drivers Pension Trust Fund was reduced by 50% beginning July 1, 1987.

Meanwhile, drivers for contracted services have received increases in their wages due to the minimum wage requirement passed by the State. Commercial drivers licenses were also required by April of 1992. This has impacted our contract that went into effect last year. The differences between the District's operating costs and the cost of contracted services has shrunk considerably since 1986 when the 66.83% reimbursement factor was imposed by the State. Contracted costs have increased 65 percent since FY 1990-91 for an average annual increase of 10.9 percent while District cost (less contracted cost) have increased only 16 percent for an average increase of 2.6 percent per year.

Fiscal Year	Contracted Cost	Percent Increase	Daily Avg. # of Students	Percent Increase	# of Routes	Percent Increase
1990-91	\$ 3,859,967		10,002		136	
1991-92	4,392,454	13.8%	10,606	5.6%	138	16.2%
1992-93	4,874,134	11.0	10,815	2.0	135	5.4
1993-94	5,375,475	10.3	11,585	7.1	157	1.3
1994-95	5,758,386	7.1	10,786	(6.9)	159	0.6
1995-96	6,375,000*	10.7	9,909	(8.1)	16	2.5

* Budgeted

In contrast, overall District costs, less contracted transportation costs have not increased at the same rate.

Fiscal Year	District Cost		Daily Avg. # of Students	Percent Increase	# of Routes	Percent Increase
	Less Contracted	Percent Increase				
1990-91	\$4,774,867		5,784		78	
1991-92	5,082,448	6.4%	5,894	1.9	78	0.0%
1992-93	5,369,991	5.7	6,318	7.2	84	7.7
1993-94	5,244,135	(2.3)	6,527	3.3	82	(2.4)
1994-95	5,133,520	(2.1)	6,380	(2.3)	81	(1.2)
1995-96	5,529,442*	7.7	6,461	1.3	81	0.0

* Budgeted

In addition, the Anchorage School District has made efforts to increase operating efficiencies by purchasing larger capacity buses to replace older buses. The capacity on these larger buses has increased from 65 to 85. Fuel mileage has also increased from 4.5 miles per gallon (gasoline) to 9 miles per gallon by going to diesel operated buses. The capability to increase the capacity on each bus allows more students to be transported with fewer routes.

Comparisons

Even with this differential between wages, the District's wages for bus drivers is significantly lower than the compensation paid by the Municipality of Anchorage for People Mover drivers or for wages required by the State under the Little Davis-Bacon law regarding prevailing wages for drivers on public construction projects.

Summary

In summary, it is our belief that the Anchorage School District's rate of reimbursement should be adjusted to more accurately reflect the costs incurred. Costs for contracted services have increased with the State mandated minimum wage requirement for drivers thereby substantially decreasing the difference between District costs and contracted costs. In addition, the allocation of District costs to the contractor for

services provided to the contractor makes this cost differential even smaller. The main focus, however, is the existence of some apparent inequities which continue to exist in the statewide system despite the legislative audit recommendations. We remain willing to work with you and your staff to develop appropriate recommendations for regulatory or statutory changes.

We would be glad to answer any questions you may have regarding this request. Please contact Janet Stokesbary, Chief Financial Officer at 269-2301 or Steve Kalmes, Director of Pupil Transportation at 563-3022.

Sincerely,

Bob Christal
Superintendent

BC/JS/BM

Attachment

ANCHORAGE SCHOOL DISTRICT
 PUPIL TRANSPORTATION
 CALCULATION TO REFLECT THE DAILY RATE PER ROUTE
 BASED ON ACTUAL EXPENDITURES FOR FISCAL YEAR ENDING JUNE 30, 1995

	Actual Expenditure	District- Operated	Contracted	Other Expenditures
FY 94-95 Pupil Transportation Expenditures	11,415,082.03	5,656,696.43	5,758,385.60	
Contracted Services-Administrative		470.07	(470.07)	
In-Lieu-of-Transportation		25,499.52	(25,499.52)	
Total Actual FY 94-95 Expenditures**	11,415,082.03	5,682,666.02	5,732,416.01	0.00
Adjustments:				
Personnel Time Allocation:				
Director	72,198.00	(28,879.20)	28,879.20	
Transportation Planner	41,553.00	(24,931.80)	24,931.80	
Route Scheduler	46,674.00	(28,004.40)	28,004.40	
Transportation Supervisor	46,674.00	(33,005.50)	33,005.50	
Safety Office (2)	61,129.00	(24,451.60)	24,451.60	
Secretary	21,489.00	(2,148.90)	2,148.90	
Senior Clerk	24,695.00	(7,408.50)	7,408.50	
Dispatcher (2)	52,624.20	(5,262.42)	5,262.42	
Vehicle Maintenance Supervisor	65,677.00	(6,567.70)	6,567.70	
Administrative Assistant	35,856.00	0.00	0.00	
Subtotal		(162,640.03)	162,660.02	0.00
Professional Services Allocation:				
Pupil Transportation Audit	3,000.00	(1,200.00)	1,200.00	
Edlog License Fee	13,000.00	(5,200.00)	5,200.00	
Newspaper Advertisement	8,000.00	(3,200.00)	3,200.00	
Subtotal		(9,600.00)	9,600.00	0.00
Other				
Crossing Guards	87,292.81	(87,292.81)	0.00	87,292.81
Hazardous Routes-District	357,954.19	(278,977.10)		278,977.10
Kindergarten Routes-District	160,541.64	(160,541.64)		160,541.64
Hazardous Routes-Contracted***	742,861.73	0.00	(371,430.87)	371,430.87
Kindergarten Routes-Contracted***	157,687.32	0.00	(157,687.32)	157,687.32
In-Lieu-of-Expenditures**	25,499.52	(25,499.52)	25,499.52	0.00
Rainbow Factory**	624.36	0.00	(624.36)	624.36
2% Administrative Charge*	144,077.32	144,077.32	0.00	(144,077.32)
Subtotal		(408,233.75)	(504,243.03)	912,476.78
Total Adjustments		(580,493.77)	(321,983.01)	912,476.78
Total Adjusted Expenditures	11,415,082.03	5,102,172.25	5,400,433.00	912,476.78

- * The District-operated amount and the 2% administrative charge equals \$5,801,243.82, the amount reported by the State.
- ** The total expenditure for Contracted plus In-Lieu-of-Expenditures less Hazardous, Kindergarten, and Rainbow Factory equals \$5,228,172.98, the amount reported by the State.
- *** Less Hazardous Routes and Kindergarten Students Transported.

Mileage Disbursement - Regular
 Fiscal Year 1994-95

	TOTAL DAILY				DAILY COST PER PUPIL	DAILY COST PER MILE	PER ROUTE			DAILY COST PER PUPIL/MILE
	TOTAL NO. OF ROUTES	AVERAGE NO. OF PUPILS	AVERAGE NO. OF MILES	TOTAL LIVE AMOUNT			AVERAGE NO. OF PUPILS	AVERAGE NO. OF MILES	RATE	
SERVICE AREA III REGULAR	21	1,323	452	3,647.64	2.76	8.07	63	22	173.70	0.1261
SERVICE AREA IV REGULAR	27	1,908	672	6,053.44	2.54	7.52	74	25	187.16	0.1021
DISTRICT OPERATED REGULAR	54	4,705	2,051	17,884.72	3.80	8.72	87	38	331.20	0.1001
SERVICE AREA V REGULAR	24	1,932	611	4,254.78	2.21	8.98	81	25	177.70	0.0867
SERVICE AREA II GIRDWOOD HIGH SCHOOL	2 1	97 23	134 88	376.54 247.25	3.88 10.75	2.81 2.81	49 23	67 68	188.27 247.25	0.0579 0.1222
SERVICE AREA I REGULAR	31	2,232	1,581	5,713.26	2.68	3.66	72	50	184.30	0.0508
	180	12,300	5,669							

Mileage Disbursement Regular:
Fiscal Year 1990-91

	TOTAL DAILY				DAILY COST PER PUPIL	DAILY COST PER MILE	PER ROUTE			DAILY COST PER PUPIL MILE
	TOTAL NO. OF ROUTES	AVERAGE NO. OF PUPILS	AVERAGE NO. OF LIVE MILES	TOTAL AMOUNT			AVERAGE NO. OF PUPILS	AVERAGE NO. OF LIVE MILES	RATE	
SERVICE AREA II										
GROVWOOD ELEM.	2	76	62	328.60	4.32	5.30	38	31	164.30	0.1395
HIGH SCHOOL	1	24	82	255.84	10.66	3.12	24	82	255.84	0.1300
DISTRICT OPERATED REGULAR	48	3,985	1,910	15,681.10	3.94	8.21	83	40	326.69	0.0989
SERVICE AREA III REGULAR	17	954	597	2,567.10	2.69	4.30	56	35	151.01	0.0766
SERVICE AREA VI REGULAR	21	1,728	759	3,521.76	2.04	4.64	82	38	167.70	0.0564
SERVICE AREA I REGULAR	30	2,524	1,216	4,426.24	1.75	3.64	64	41	147.54	0.0433
SERVICE AREA IV REGULAR	24	1,773	1,168	3,655.06	2.01	3.07	74	48	148.13	0.0416
	143	11,064	5,784							

Mileage Disbursement-Special Education
Fiscal Year 1994-95

	TOTAL DAILY				DAILY COST PER PUPIL	DAILY COST PER MILE	PER ROUTE			DAILY COST PER PUPIL MILE
	TOTAL NO. OF ROUTES	AVERAGE NO. OF PUPILS	AVERAGE NO. OF LIVE MILES	TOTAL AMOUNT			AVERAGE NO. OF PUPILS	AVERAGE NO. OF LIVE MILES	RATE	
SPECIAL AREA II GIRDWOOD*	1	2	98	291.06	145.53	2.97	2	98	291.06	1.4850
DISTRICT OPERATED SPECIAL EDUCATION	27	281	1,088	11,555.76	46.04	10.82	9	40	427.99	1.1638
SERVICE AREA I SPECIAL EDUCATION	12	67	593	2,810.82	41.95	4.74	6	49	234.24	0.8490
SERVICE AREA VI SPECIAL EDUCATION	19	154	708	4,200.70	27.28	5.95	8	37	221.09	0.7341
SERVICE AREA V SPECIAL EDUCATION	20	281	786	4,991.10	17.76	6.35	14	39	249.56	0.4528
	79	788	3251							

* Not reimbursed by the State.

Mileage Disbursement-Special Education
Fiscal Year 1990-91

	TOTAL DAILY				DAILY COST PER PUPIL	DAILY COST PER MILE	PER ROUTE			DAILY COST PER PUPIL-MILE
	TOTAL NO. OF ROUTES	AVERAGE NO. OF PUPILS	AVERAGE NO. OF LIVE MILES	TOTAL AMOUNT			AVERAGE NO. OF PUPILS	AVERAGE NO. OF LIVE MILES	RATE	
SPECIAL AREA VI GARDWOOD	21	103	485	3,913.95	38.00	8.07	5	23	186.38	1.6453
DISTRICT OPERATED SPECIAL EDUCATION	30	295	1,176	11,383.68	38.59	9.68	10	39	379.46	0.9844
SERVICE AREA I SPECIAL EDUCATION	9	46	564	1,675.08	36.41	2.97	5	63	186.12	0.5811
SERVICE AREA V SPECIAL EDUCATION	15	155	651	3,046.68	19.66	4.68	10	43	203.11	0.4529
SERVICE AREA II SPECIAL EDUCATION	1	6	101	221.19	36.87	2.19	6	101	221.19	0.3650
	76	605	2977							

**ANCHORAGE SCHOOL DISTRICT
PUPIL TRANSPORTATION
CALCULATION TO REFLECT THE ACTUAL COST OF DISTRICT-OPERATED AND CONTRACTED TRANSPORTATION
BASED ON ACTUAL EXPENDITURES FOR FISCAL YEAR ENDING JUNE 30, 1995**

	Actual Expenditures	Direct- Operated	Contracted	Other Expenditures
FY 94-95 Pupil Transportation Expenditures *	11,415,082.00	5,857,166.90	3,757,915.53	
Contracted Services-Administrative In-Line-of-Transportation		25,499.53	(25,499.53)	
Total Actual FY 94-95 Expenditures **	11,415,082.00	5,882,666.43	3,732,416.01	0.00
Adjustments:				
Personnel Time Allocation:				
Director	72,199.00	(71,879.50)	21,879.50	
Transportation Planner	41,553.00	(24,951.00)	24,951.00	
Kevin Schuchler	46,674.00	(21,006.40)	26,006.40	
Transportation Supervisor	46,674.00	(23,005.50)	21,005.50	
Safety Office (2)	61,129.00	(24,451.00)	24,451.00	
Secretary	21,499.00	(2,148.90)	2,148.90	
Senior Clerk	24,499.00	(7,408.50)	7,408.50	
Dispatcher (2)	52,624.20	(5,262.42)	5,262.42	
Vehicle Maintenance Supervisor	63,871.00	(6,567.70)	6,567.70	
Administrative Assistant	35,854.00	0.00	0.00	
Related Freight Benefits		(23,715.83)	23,715.83	
Subtotal		(186,375.83)	186,375.83	0.00
Professional Services Allocation:				
Pupil Transportation Audit	3,000.00	(1,200.00)	1,200.00	
Building License Fee	13,000.00	(3,200.00)	3,200.00	
Newspaper Advertisement	8,000.00	(3,200.00)	3,200.00	
Subtotal		(7,600.00)	7,600.00	0.00
Other				
Activity Trips - Director	332,425.92	(332,425.92)		332,425.92
Creating Guards ***	87,292.81	(87,292.81)		87,292.81
In-Line-of-Transportation***	25,499.53	(25,499.53)	25,499.53	0.00
Subtotal		(445,218.27)	25,499.53	419,716.73
Total Adjusted Expenditures for Routes		5,061,873.92	5,023,891.38	419,716.73
Adjustments Per DOE Regulations				
Hazardous Routes-District	557,954.19	(278,977.10)		278,977.10
Creating Guards ****	87,292.81	(3,846.41)	0.00	(43,846.41)
Eliminating Routes-District	180,541.84	(180,541.84)		180,541.84
Hazardous Routes-Contracted**	742,861.73	0.00	(71,438.87)	371,422.87
Eliminating Routes-Contracted**	157,687.53	0.00	(157,687.53)	157,687.53
Rainbow Ferry Trips**	624.36	0.00	(124.36)	624.36
Subtotal		(799,872.52)	(727,742.53)	623,614.80
3% Administrative Charge*	342,877.32	64,369.57	75,686.75	(144,877.32)
Total Adjusted Expenditures for Route-Related Purposes	11,415,082.00	4,719,942.16	5,499,845.58	1,201,234.57

* The District-operated amount and the 3% administrative charge for both Direct Operated and Contracted equals \$6,061,348.22, netted amount reported to the DOE.
 ** The total expenditure for Contracted plus In-Line-of-Expenditures less Hazardous, Eliminating, and Rainbow Ferry Trips equals \$5,224,172.98, the netted amount reported to DOE.
 *** To reflect the total expenditures used to calculate rate per mile.
 **** To reflect the 30% abatement through Hazardous Routes.

Mileage Disbursement-Regular
Fiscal Year 1994-95

	TOTAL DAILY				DAILY COST PER PUPIL	DAILY COST PER MILE	PER ROUTE			DAILY COST PER PUPIL/MILE
	TOTAL NO. OF ROUTES	AVERAGE NO. OF PUPILS	AVERAGE NO. OF MILES	TOTAL LIVE AMOUNT			AVERAGE NO. OF PUPILS	AVERAGE NO. OF LIVE MILES	(1) (2) RATE	
SERVICE AREA III REGULAR	21	2,066	470	4,019.40	1.95	8.55	98	22	191.40	0.0869
SERVICE AREA IV REGULAR	27	2,577	733	5,559.30	2.16	7.58	95	27	205.90	0.0795
DISTRICT OPERATED REGULAR	54	6,129	2,214	17,742.78	2.89	8.01	114	41	328.57	0.0706 ASD
SERVICE AREA VI REGULAR	24	2,457	659	4,747.92	1.93	7.20	102	27	197.83	0.0704
SERVICE AREA II GARDWOOD	2	111	141	428.98	3.86	3.04	56	71	214.49	0.0548
WYOMING SCHOOL	1	23	88	247.11	10.74	2.81	23	88	247.11	0.1221
SERVICE AREA I REGULAR	31	3,048	1,654	6,286.49	2.06	3.80	98	53	202.79	0.0387
	160	16,411	5,959							

(1) No districts for hazardous and handicapped pupils.

(2) Contracted rate per route includes the allocated amount from the district operation in the amount \$7.25 per route. (\$195,973.85 divide by 158 routes, divide by 171 days)

Revised Attachment B
Date: March 26, 1996

Mileage Disbursement-Special Education
Fiscal Year 1994-95

	TOTAL DAILY				DAILY COST PER PUPIL	DAILY COST PER MILE	PER ROUTE			DAILY COST PER PUPIL/MILE
	TOTAL NO. OF ROUTES	AVERAGE NO. OF PUPILS	AVERAGE NO. OF LIVE MILES	TOTAL AMOUNT			AVERAGE NO. OF PUPILS	AVERAGE NO. OF LIVE MILES	[1] [2] [3] RATE	
SPECIAL AREA II GIRDWOOD*	1	2	98	319.13	199.57	3.26	2	98	319.13	1.6282
DISTRICT OPERATED SPECIAL EDUCATION	27	251	1,068	11,739.60	46.77	10.99	9	40	434.80	1.1824
SERVICE AREA I SPECIAL EDUCATION	12	67	593	3,066.96	45.78	5.17	6	49	255.58	0.9263
SERVICE AREA VI SPECIAL EDUCATION	19	154	706	4,590.59	29.81	6.50	8	37	241.61	0.8022
SERVICE AREA V SPECIAL EDUCATION	20	281	786	5,674.20	20.19	7.22	14	39	283.71	0.5138
	79	755	3251							

* Not reimbursed by the State.

[1] No deducts for hazardous and handicapped pupils.

[2] Corrected rate route includes the allocated amount from the district operation in the amount of \$7.25 per route. (\$199,575.85 divide by 158 routes, divide by 171 days.)

[3] Includes the daily rate for the attendance.



Lawrence A. Wiget, Ed.D.
 Director, Government Relations/Legislative Liaison
 Anchorage School District
 4600 Debar Road
 Anchorage, Alaska 99519-6614
 (W) 907 269-2255 (FAX) 907 269-2340

TO: Representative Con Bunde
 Representative Norm Rokeberg
 Representative Cynthia Toohey

Subject: Proposed Pupil-Transportation Amendment to CS FOR No.
 SB 244 (FIN) am

Date: April 23, 1996

The Anchorage School District strongly opposes the following amendment to CS for Senate Bill No. 244 (FIN) am which passed in HHESS this afternoon:

On page 1, Amend line 10 to read:
 shall provide the same daily cost [level of] reimbursement per bus for transportation provided on a

This amendment would result, in the words of DOE's attached fiscal note, "in reduced reimbursement to the Anchorage School District and a net savings to the state general fund.

The original intent of adding pupil transportation to SB 244 was to rectify an inequity in transportation reimbursement to the Anchorage School District which has been occurring throughout the past decade.

We strongly urge that the following language be substituted for the above-mentioned amendment.

On page 1, Amend line 10 and 11 to read as follows:

shall reimburse school districts for district operated pupil transportation routes 100%, less 50% for hazardous [provide the same daily cost reimbursement per bus] for transportation provided on

The Anchorage School District has been diligent in reducing costs for district operated services. During the past several years, the cost of contracted transportation has been rising at a higher rate than District operated Services.

The current language in the bill regarding pupil transportation does not correct past or current inequities and is unacceptable to the Anchorage School District.

We do not believe that is the intent of the Anchorage Caucus to further reduce pupil transportation funding to the Anchorage School District. Please rectify the problem.

Steve Kalmes, director of pupil transportation, will be more than happy to talk with each of you regarding this issue. He can be reached at 563-3022.

We are also prepared to testify on this issue before the Legislature if it should be necessary.

Thank you!

FISCAL NOTE

BILL NO. CSSB 244 (FIN) am.

STATE OF ALASKA

1996 LEGISLATIVE SESSION

Revision Date: 4/23/96

Department Affected: Education

Title: An Act relating to state foundation aid and supplementary state aid for education; transportation of public school students; school construction grants

Component: Pupil Transportation

Sponsor: Senate Rules Committee by Request

Requester: House NESS Committee

COMPONENT SERIAL NO. 144

Expenditures/Revenues:

(Thousands of Dollars)

OPERATING	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL SUPPLIES			...			
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS	\$1,992.0	\$2,031.8	\$2,072.5	\$2,113.9	\$2,156.2	\$2,199.3
MISCELLANEOUS						
TOTAL OPERATING	\$1,992.0	\$2,031.8	\$2,072.5	\$2,113.9	\$2,156.2	\$2,199.3

CAPITAL EXPENDITURES	0.0					
----------------------	-----	--	--	--	--	--

CHANGE IN REVENUES	0.0					
--------------------	-----	--	--	--	--	--

FUND SOURCE

(Thousands of Dollars)

	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
1002 Federal Receipts						
1003 GF Match						
1004 GF	\$1,992.0	\$2,031.8	\$2,072.5	\$2,113.9	\$2,156.2	\$2,199.3
1005 GF/Program Receipts						
1006 GP/MHTLA						
Other						
TOTAL	\$1,992.0	\$2,031.8	\$2,072.5	\$2,113.9	\$2,156.2	\$2,199.3

POSITIONS:

	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
FULL-TIME	0					
PART-TIME	0					
TEMPORARY	0					

Estimate of current year (FY96) impact: \$ 2,050,243

ANALYSIS: (Attach a separate page if necessary.)

The fiscal impact noted above is based on the assumption that Anchorage district-operated pupil transportation would be reimbursed at 100%, instead of the current 66.83%. An inflation factor of 2% is added to subsequent years.

Another interpretation of the language of this amendment is that the district-operated school buses will be reimbursed at the same daily rate established by pupil transportation contracts in the school district. This interpretation would result in reduced reimbursement to Anchorage School District and a net savings to the state general fund.

The effective date of the bill will cause a proration of pupil transportation in FY98.

Prepared by: RR Wright, Pupil Transportation Administrator Phone: 465-9697
 Division: School Finance Date: 4/23/96
 Approved by Commissioner: [Signature] Richard S. Cross, Deputy Commissioner
 Agency: Education Date: 4/23/96

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HOUSE COMMITTEE REPORT

(7)

Date Referred to Committee: April 17, 1996

FURTHER REFERRALS:

Finance

Date of Committee Action: 4/30/96

The HEALTH, EDUCATION AND SOCIAL SERVICES Committee considered: CSSB 244(FIN) am

CS FOR SENATE BILL NO. 244(FIN) am CALCULATION OF STATE AID TO EDUCATION

"An Act relating to transportation of public school students; relating to school construction grants; relating to state foundation aid and supplementary state aid for education; and providing for an effective date."

recommends it be replaced with the following committee substitute HCS CS SR 244 (HES) the same title a new title

additional referral to _____ Committee
 attached amendment(s)

ADOPTS: _____ Letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept) _____ APPROVES PREVIOUS: (Dept/Date) _____
 fiscal note(s) _____ fiscal note(s) DOE/4-11-96

zero fiscal note(s) _____ zero fiscal note(s) _____

SIGNING WITH RECOMMENDATIONS	DP	DNP	NR	AM
<i>[Signature]</i>			<input checked="" type="checkbox"/>	
<i>[Signature]</i>			<input checked="" type="checkbox"/>	
<i>[Signature]</i>	<input checked="" type="checkbox"/>			
<i>[Signature]</i>	<input checked="" type="checkbox"/>			
<i>[Signature]</i>			<input checked="" type="checkbox"/>	

CHAIR'S SIGNATURE *[Signature]*

TONY KNOWLES
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

P.O. Box 110001
Juneau, Alaska 99811-0001
(907) 465-3500
Fax (907) 465-3532

January 26, 1996

244

The Honorable Drue Pearce
Senate President
Alaska State Legislature
State Capitol
Juneau, AK 99801-1182

Dear President Pearce:

Under the authority of article III, sec. 18 of the Alaska Constitution, I am transmitting a bill relating to state aid for education. This bill ensures the continued receipt of approximately \$35 million in federal dollars for public schools and fixes the long-standing problem of funding for single site school districts.

I promised Alaskans I would build a school funding program that is better than what we have today. I envision a foundation program that is fair, equitable, and accountable. At the same time it must have funding levels that are affordable, both now and in the future, and it must protect the partnership between state, federal and local dollars. While we continue to make progress toward this goal, this bill takes a substantial first step in addressing the immediate funding issues.

This fiscal year, the state has allocated approximately \$640 million through the foundation program. Almost all of this is from the state general fund, with \$5 million from the Public School Trust Fund, and \$35 million from the federal impact aid program (the so-called P.L. 81-874 funds).

In order to consider the impact aid when calculating the state's portion of school funding, the federal government requires the state to pass a "disparity test" which measures the variation in revenues between our richest and poorest school districts. The federal government recently lowered the maximum allowable disparity in revenues between the districts from 25 percent to 20 percent. The program will also be based on two-year prior data. Thus, in order to consider impact aid dollars in the state's FY 1998 school funding, we must have no more than a 20 percent disparity in FY 1996. Under our current formula, the state cannot meet this new disparity test.

This bill will fix the disparity test problem beginning with fiscal year 1997 by providing supplemental state aid of \$500 per instructional unit value for regional educational attendance areas (REAs), the districts that receive the least revenue because of their inability to levy taxes for a local contribution to their schools. This essentially "raises the floor" of our school district funding levels -- bringing it closer to the ceiling of the wealthier districts.

This supplemental funding will not mean a substantial cost to the state because we will also consider more of the federal funding to REAs as an offset to state funding. Currently, only 90 percent of federal aid to REAs is considered in determining the amount of state aid. This bill increases that to 95 percent -- for REAs only. This will not affect the school districts that make larger local contributions.

Unfortunately, this bill cannot help us achieve 20 percent disparity for FY 1996. To accomplish that, I will be requesting reallocating \$1.2 million in expected lapse money in this year's foundation formula program. That will provide additional funding to the REAs, mirroring what section 2 of this bill will accomplish through supplemental state aid in FY 1997. This bill, together with my reappropriation request, will ensure that Alaska meets the federal 20 percent disparity test this year and in future years, protecting the state's ability to consider federal impact aid when allocating state aid.

This bill also provides full funding for districts that have come to be known as "single site school districts." These districts have lobbied for years for a change in the foundation formula that would adequately fund their schools. While permanent funding changes have not been affected in statute, the legislature has annually included special grants in the budget for single site districts. It is time to fix this problem once and for all.

To that end, this bill increases the instructional units of a qualifying district by multiplying its units by a percentage between six and 12. The smaller the district, the higher the percentage multiplier. More instruction units translates into more state aid. This simple revision corrects a longstanding problem, and obviates the need for the annual battle for single site appropriations. It is time to let the single site districts go home and redirect their efforts to where they are needed most, to children in the classroom.

*Alaska Department of Education
Sectional Analysis for Foundation Formula Legislation*

SB 244: "An Act relating to state foundation aid and supplementary state aid for education; relating to transportation of public school students; relating to school construction grants; and providing for an effective date."

Section 1. Section 1 requires the department to reimburse district operated transportation services at the same level as contracted transportation services.

Section 2. Section 2 establishes in statute the department's policy which considers students in temporary facilities as "unhoused" students for the purposes of evaluating capital improvement projects.

Section 3. Section 3 of the bill would amend AS 14.17.021 by adding a new subsection applicable only to regional educational attendance areas (REAs). In calculating state foundation aid for REAs, 96% of eligible federal impact aid will be deducted from basic need. Calculation of foundation aid for city and borough school districts will remain unchanged, with 90% of eligible impact aid deducted. The 96% deduction for REAs recognizes that no required local contribution is deducted from REAs' basic need. The savings to the state, which results from the increased impact aid deduction, will cover the majority of the cost to implement the supplementary aid to REAs set out in section 4 of this bill.

Section 4. Subsection (a) creates a new section of statute to provide supplementary aid to REAs based on a flat rate per adjusted instructional unit. The flat rate is referred to as the unit allotment. Initially the unit allotment is set at \$500.00 per adjusted unit. This amount will increase the value of the adjusted units in REAs so that disparity of revenues between the 5% and 95% percentiles of districts will be 20%, the maximum allowable under the new federal impact aid statutes.

Section 5. Section 5 contains transition language, or a "hold-harmless" provision, which provides school districts with the same level of foundation revenue they were entitled to prior to implementation of this legislation.

Section 6. AS 14.17, the foundation program, shall not be applied for funding public education after June 30, 1997.

Section 7. Establishes a July 1, 1995 effective date for sections 3-5.

Section 8. The legislation takes effect immediately after receiving the Governor's signature.

DEPARTMENT OF EDUCATION
PUPIL TRANSPORTATION
4/24/96

THE FOLLOWING TABLE COMPARES ANCHORAGE SCHOOL DISTRICT TRANSPORTATION AT 100% OF ACTUAL AUDITED EXPENSES FOR FY95 FOR THE DISTRICT-OPERATED SYSTEM AS REPORTED TO THE DEPARTMENT IN THE DISTRICT'S STATEMENT OF OPERATIONS. THE NUMBERS OF STUDENTS TRANSPORTED AND DAILY MILES ARE AVERAGES COMPILED FROM MONTHLY TRANSPORTATION REPORTS SUBMITTED TO THE DEPARTMENT.

COST OF DISTRICT-OPERATED TRANSPORTATION IS HIGHER.

ANCHORAGE	FY95 COST	TOTAL ROUTE BUSES	AVERAGE DAILY COST PER BUS	STUDENTS TRANSPORTED DAILY	TOTAL DAILY MILES	ANNUAL COST PER STUDENT	APPROX. COST PER MILE
DISTRICT-OPERATED	\$5,801,243.82	81	\$409.26	6,079.56	3,136	\$954.22	\$10.57
CONTRACTED	\$5,228,172.98	158	\$189.08	10,180.66	5,939	\$513.54	\$5.03
TOTALS	\$11,029,416.80	239		16,260.22	9,075		

THIS TABLE COMPARES ANCHORAGE SCHOOL DISTRICT TRANSPORTATION USING THE CURRENT METHOD OF REIMBURSING THE DISTRICT-OPERATED PORTION AT 68.83% OF ACTUAL AUDITED EXPENSES.

COST OF DISTRICT-OPERATED TRANSPORTATION IS STILL HIGHER AFTER PERCENTAGE IS APPLIED.

ANCHORAGE	FY95 REIMBURSEMENT	TOTAL ROUTE BUSES	AVERAGE DAILY COST PER BUS	STUDENTS TRANSPORTED DAILY	TOTAL DAILY MILES	ANNUAL COST PER STUDENT	APPROX. COST PER MILE
DISTRICT-OPERATED	\$3,976,971.24	81	\$273.51	6,079.56	3,136	\$637.71	\$7.08
CONTRACTED	\$5,228,172.98	158	\$189.08	10,180.66	5,939	\$513.54	\$5.03
TOTALS	\$9,105,144.22	239		16,260.22	9,075		

TOTAL ROUTE BUSES INCLUDES BOTH REGULAR AND SPECIAL EDUCATION BUSES FOR WHICH THE DISTRICT RECEIVES STATE REIMBURSEMENT.

AVERAGE DAILY COST PER BUS IS BASED ON PROVIDING TRANSPORTATION 175 DAYS.

DEPARTMENT OF EDUCATION
PUPIL TRANSPORTATION
FY97 PROJECTION
UPDATED 4/24/96

ANCHORAGE DISTRICT-OPERATED TRANSPORTATION
REIMBURSED AT 100% OF AUDITED EXPENSES.

DISTRICT	FY97 PROJECTED ENTITLEMENT	Gov.'s Budget FY96 less 8% 84.02% Proration	Difference	Senate Finance FY96 Funding Level 91.33% Proration	Difference
ADAK	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ALASKA GATEWAY	443,224.55	372,398.99	70,825.56	404,781.51	38,443.04
ALEUTIANS EAST	46,848.49	39,362.28	7,486.21	42,785.09	4,063.40
ANCHORAGE	12,280,315.00	10,317,968.41	1,962,346.59	11,215,182.97	1,065,132.03
ANNETTE ISLAND	22,011.00	18,493.73	3,517.27	20,101.88	1,909.12
BERING STRAITS	37,312.45	31,350.09	5,962.39	34,076.19	3,236.29
BRISTOL BAY	214,502.00	180,225.41	34,276.59	195,897.19	18,604.81
CHATHAM	15,173.14	12,748.53	2,424.61	13,837.10	1,336.04
COPPER RIVER	551,521.50	463,390.51	88,130.99	503,685.33	47,836.17
CORDOVA	56,638.35	47,586.08	9,052.27	51,724.00	4,914.35
CRAIG	17,426.45	14,641.77	2,784.68	15,914.97	1,511.48
DELTA/GREELY	902,423.61	758,219.82	144,203.78	824,151.98	78,271.63
DENALI	287,646.75	241,681.82	45,964.83	262,697.73	24,949.02
DILLINGHAM	313,004.13	262,987.28	50,016.84	285,858.74	27,145.38
FAIRBANKS	5,299,564.00	4,452,714.28	846,849.72	4,839,908.79	459,655.21
GALENA	37,038.62	31,118.99	5,919.63	32,826.07	4,212.54
HAINES	163,022.01	136,971.72	26,050.28	148,882.31	14,139.70
HOONAH	36,579.82	30,734.51	5,845.31	33,407.07	3,172.75
HYDABURG	3,840.46	3,310.79	529.67	3,398.89	441.57
IDITAROD	44,988.26	37,806.03	7,182.23	41,083.51	3,904.75
JUNEAU	1,365,794.55	1,147,545.89	218,248.66	1,247,332.48	118,462.07
KAKE	26,412.26	22,191.68	4,220.58	24,121.39	2,290.86
KASHUNAMIUT	2,939.80	2,470.03	469.77	2,584.81	354.98
KENAI PENINSULA	3,267,822.03	2,745,636.77	522,185.26	2,984,387.78	283,434.25
KETCHIKAN	843,932.30	709,075.20	134,857.10	770,723.91	73,208.39
KLAWOCK	7,261.89	6,101.55	1,160.34	6,632.12	629.77
KODIAK	705,612.95	592,858.75	112,754.21	644,411.88	61,201.06
KUSPUK	105,387.92	88,555.75	16,832.18	96,258.24	9,129.68
LAKE & PENINSULA	105,504.24	88,645.07	16,859.17	96,353.34	9,150.90
LOWER KUSKOKWIM	260,185.16	218,608.59	41,576.58	237,618.03	22,567.13
LOWER YUKON	24,378.28	20,482.72	3,895.55	22,263.83	2,114.45
MAT-SU	6,050,745.00	5,083,859.47	966,885.53	5,525,934.17	524,810.83
NENANA	88,606.36	74,447.41	14,158.95	80,921.10	7,685.26
NOME	203,712.63	171,160.14	32,552.49	186,043.83	17,668.80
NORTH SLOPE	365,032.46	306,701.70	58,330.77	333,371.41	31,661.05
PELICAN	1,633.64	1,372.59	261.05	1,491.95	141.69
PETERSBURG	120,959.05	101,630.26	19,328.79	110,467.68	10,491.37
SITKA	372,525.03	312,998.98	59,526.05	340,214.10	32,310.93
SKAGWAY	5,998.50	5,040.80	957.70	5,479.13	519.37
SOUTHEAST ISLAND	188,048.73	141,195.20	46,853.53	153,473.04	34,575.69
SOUTHWEST REGION	62,207.88	52,267.30	9,940.58	56,812.29	5,395.59
TANANA	8,583.34	7,194.95	1,388.39	7,820.60	762.74
UNALASKA	166,217.26	139,656.39	26,560.87	151,800.42	14,416.84
VALDEZ	293,361.75	246,500.49	46,861.26	267,935.31	25,426.44
WRANGELL	134,125.52	112,692.78	21,432.74	122,492.16	11,633.37
YAKUTAT	56,079.45	47,118.17	8,961.28	51,215.60	4,863.85
YUKON FLATS	64,281.23	54,009.34	10,271.89	58,708.81	5,572.43
YUKON/KOYUKUK	110,742.29	93,046.10	17,696.19	101,137.07	9,605.22
GROWTH FACTOR*	200,000.00	168,040.78	31,959.22	182,653.02	17,346.98
TOTALS	\$35,961,289.21	\$30,214,815.00	\$5,746,474.21	\$32,842,190.00	\$3,119,099.21

* GROWTH FACTOR IS AN ESTIMATED AMOUNT TO COVER ADDITIONAL COSTS DUE TO ENROLLMENT INCREASES AND POPULATION SHIFTS. PROJECTED ENTITLEMENTS INCLUDE NEW CONTRACTS.

FAIRBANKS PROJECTED COST INCLUDES ONE NONPUBLIC BUS.

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DEPARTMENT OF EDUCATION
 PUPIL TRANSPORTATION
 FY97 PROJECTION
 UPDATED 4/24/96

ANCHORAGE DISTRICT-OPERATED TRANSPORTATION
 REIMBURSED USING THE CURRENT METHOD OF 55.83%
 OF AUDITED EXPENSES.

DISTRICT	FY97 PROJECTED ENTITLEMENT	Gov.'s Budget FY96 less 8% 88.95% Proration	Difference	Senate Finance FY96 Funding Level 95.68% Proration	Difference
ADAK	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ALASKA GATEWAY	443,224.55	394,236.49	48,988.06	428,517.92	14,706.63
ALEUTIANS EAST	46,848.43	41,670.49	5,178.00	45,294.01	1,554.42
ANCHORAGE	10,288,352.00	0,161,216.22	1,137,135.68	9,946,974.19	341,377.81
ANNETTE ISLAND	22,011.00	19,578.20	2,432.80	21,280.65	730.35
BERING STRAITS	37,312.48	33,188.46	4,124.02	36,074.41	1,238.07
BRISTOL BAY	214,502.00	190,793.84	23,708.16	207,384.61	7,117.39
CHATHAM	15,173.14	13,486.10	1,687.04	14,669.68	503.46
COPPER RIVER	551,521.50	490,563.75	60,957.75	533,221.46	18,300.04
CORDOVA	56,636.35	50,378.53	6,257.82	54,757.10	1,879.25
CRAIG	17,426.45	15,500.37	1,926.08	16,848.22	578.23
DELTA/GREELY	902,423.61	802,681.87	99,741.74	872,489.29	29,934.32
DENALI	287,646.75	255,854.16	31,792.59	278,102.24	9,544.51
DILLINGHAM	313,004.13	278,408.87	34,595.26	302,818.34	10,385.79
FAIRBANKS	5,299,564.00	4,713,821.67	585,742.33	5,123,719.17	175,844.83
GALENA	37,038.62	32,944.87	4,093.75	35,809.64	1,228.98
HAINES	163,022.01	145,003.75	18,018.26	157,612.77	5,409.24
HOONAH	36,579.82	32,536.78	4,043.04	35,386.06	1,213.76
HYDABURG	3,940.46	3,504.94	435.52	3,809.71	130.75
IDITAROD	44,996.26	40,022.98	4,973.28	43,503.24	1,493.02
JUNEAU	1,265,794.55	1,214,838.04	50,956.51	1,320,476.12	45,318.43
KAKE	26,412.26	23,493.00	2,919.26	25,535.87	876.39
KASHUNAMIUT	2,939.80	2,614.87	324.93	2,842.25	97.55
KENAI PENINSULA	3,267,822.03	2,905,641.05	361,180.98	3,159,392.43	108,429.60
KETCHIKAN	843,932.30	750,655.41	93,276.89	815,929.78	28,002.52
KLAWOCK	7,261.99	6,459.35	802.64	7,021.03	240.96
KODIAK	705,612.95	627,624.01	77,988.94	682,200.01	23,412.94
KUSPUK	105,397.92	93,748.66	11,649.27	101,900.72	3,497.21
LAKE & PENINSULA	105,504.24	93,843.23	11,661.02	102,003.50	3,500.74
LOWER KUSKOKWIM	260,185.18	231,427.80	28,757.38	251,551.96	8,633.22
LOWER YUKON	24,378.28	21,683.83	2,694.45	23,569.38	808.90
MAT-SU	6,050,745.00	5,381,977.25	668,767.75	5,849,975.23	200,769.77
NENANA	88,606.38	78,813.01	9,793.37	85,666.31	2,940.07
NOME	203,712.63	181,196.98	22,515.65	196,953.24	6,759.39
NORTH SLOPE	369,032.48	324,686.70	44,345.78	352,920.32	12,112.16
PELICAN	1,633.64	1,455.08	178.56	1,579.44	54.20
PETERSBURG	120,959.05	107,589.87	13,369.18	116,945.51	4,013.54
SITKA	372,525.03	331,351.14	41,173.89	360,164.28	12,360.75
SKAGWAY	5,999.50	5,338.40	661.10	5,800.43	199.07
SOUTHEAST ISLAND	138,048.73	149,474.89	(11,426.16)	162,472.76	(24,424.03)
SOUTHWEST REGION	62,207.88	55,332.26	6,875.62	60,143.78	2,064.10
TANANA	8,563.34	7,616.86	946.48	8,279.20	284.14
UNALASKA	166,217.26	147,845.84	18,371.42	160,702.00	5,515.26
VALDEZ	293,381.75	260,955.29	32,426.46	283,647.06	9,734.69
WRANGELL	134,125.52	119,301.09	14,824.43	129,675.10	4,450.42
YAKUTAT	58,079.45	49,881.18	8,198.27	54,218.87	3,860.58
YUKON FLATS	64,281.23	57,176.45	7,104.78	62,148.32	2,132.91
YUKON/KOYUKUK	110,742.29	98,502.33	12,239.96	107,067.75	3,674.54
GROWTH FACTOR*	200,000.00	177,804.70	22,195.30	193,363.80	6,636.20
TOTALS	\$33,969,326.21	\$30,214,815.00	\$3,754,511.21	\$32,842,190.00	\$1,127,136.21

* GROWTH FACTOR IS AN ESTIMATED AMOUNT TO COVER ADDITIONAL COSTS DUE TO ENROLLMENT INCREASES AND POPULATION SHIFTS. PROJECTED ENTITLEMENTS INCLUDE NEW CONTRACTS.
 FAIRBANKS PROJECTED COST INCLUDES ONE NONPUBLIC BUS.